



Cyngor Bwrdeistref Sirol  
MERTHYR TUDFUL  
MERTHYR TYDFIL  
County Borough Council

# **OBJECTIONS AND APPEALS SUB COMMITTEE**

**4.00 pm WEDNESDAY, 7TH MARCH, 2018**

## **CONFERENCE ROOM 1**

This Agenda has been prepared by the Democratic Services Department. Any member of the public requiring information should contact the department on (01685 725284) or email [democratic@merthyr.gov.uk](mailto:democratic@merthyr.gov.uk).

Any reference documents referred to but not published as part of this agenda can be found on the Council's website or intranet under Background Papers.

## **AGENDA**

1. Apologies for Absence
2. Declarations of Interest
3. Merthyr Tydfil County Borough Council Various Roads (Prohibition of Waiting at any time) Order 2018 - Consideration of Objections  
To consider report of the Chief Officer **3 - 16**  
Neighbourhood Services
4. Any other business deemed urgent by the Chair

<p><b>COMPOSITION:</b> Councillor: C Tovey (Chair)</p> <p>Councillors: C T Jones and M Colbran</p> <p>together with appropriate officers</p>
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## **OBJECTIONS AND APPEALS COMMITTEE**

Date Written	22 <sup>th</sup> February 2018
Report Author	Martin Stark/Gregg Edwards
Service Area	Engineering
Committee Division	Objections and Appeals Committee
Exempt/Non Exempt	Non Exempt
Committee Date	7 <sup>th</sup> March 2018

*To: Chair, Ladies and Gentlemen*

### **MERTHYR TYDFIL COUNTY BOROUGH COUNCIL VARIOUS ROADS (PROHIBITION OF WAITING AT ANY TIME) ORDER 2018 – CONSIDERATION OF OBJECTIONS**

#### **1.0 SUMMARY OF THE REPORT**

1.1 To consider TWO objections received to the above mentioned, recently advertised Traffic Regulation Order relating to proposed introduction of Traffic Regulations across the County Borough. The objections relate to Ynysfach section of the Order.

#### **2.0 RECOMMENDATIONS that**

2.1 The objections received to the advertised Order be noted but discounted on Traffic Management and Road Safety grounds so as to allow the making of the Order as intended.

#### **3.0 INTRODUCTION AND BACKGROUND**

3.1 A report was presented to Cabinet on 22<sup>nd</sup> November 2017 for Councillors to authorise the intention for Public Notice to be given of the County Borough Council's intention to make a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984 and in the event of no objections, the Order be made. The Order will cover the following areas:-

- i) Brecon Road outside Cyfarthfa Junior School.
- ii) Cardiff Road, Quakers Yard.

- iii) Cyfarthfa Industrial Estate.
- iv) Heolgerrig/Shirley Drive junction.
- v) Duffryn Road/Plymouth Gardens Junction and Duffryn Road/Castle Street. Junction, Pentrebach.
- vi) Woodlands Avenue/Rodericks Terrace Junction, Quakers yard.
- vii) Ynysfach area.

- 3.2 It was resolved to accept the recommendations within the report (Item No. 438 refers).
- 3.3 This report considers objections received to the recently advertised Traffic Regulation Order relating to the proposed introduction of Traffic Regulations at Ynysfach area – item vii above.
- 3.4 The background to the proposed Traffic Regulation Order in Ynysfach as informed in the report presented to Cabinet on 22<sup>nd</sup> November 2017, involves requests received for the introduction of parking restrictions to improve accessibility. Information was provided in relation to consultation carried out in April 2017 involving a 4 day consultation exercise with residents of Ynysfach to determine their views on proposed parking restrictions along the main road and various junctions to ease parking congestion. This consultation information is available via Appendix 1 for information purposes. The introduction of parking restrictions is requested to maintain accessibility throughout Ynysfach and to improve traffic conditions as this is a local bus route. It is considered a prohibition of waiting at any time restriction (24 hour) is appropriate, as opposed to a daytime restriction, for example, 8am to 3pm given the level of parking congestion also outside these hours and to maintain accessibility at all times of the day along various lengths of road. Additional parking restrictions are also proposed into various side roads within Ynysfach to maintain accessibility. The area suffers from double parking on the main estate road, at junctions and on bends, including pavement parking which is exacerbated in the area surrounding the rugby club when matches and tournaments take place. The proposal involves introduction of parking prohibitions that will enable the double yellow lines to be enforced by the Council's Civil Enforcement Officers improving accessibility and alleviating parking issues being experienced in the areas. A drawing showing the proposal is available via Appendix 2 for information purposes. The proposal at Ynysfach will improve accessibility, reduce congestion and improve Traffic Management and Road Safety.
- 3.5 In accordance with Statutory Traffic Order procedures, public notice was given of the County Borough Council's intention to make the Order and included a Notice advertised in the Merthyr Express Edition 18<sup>th</sup> January 2018 stating that objections to the Order should be returned by 9<sup>th</sup> February 2018. Public Notices were also displayed on site.

#### **4.0 OBJECTIONS**

- 4.1 The Council has received two letters, objecting to the advertised Traffic Regulation Order. The objections are available via Appendix 3 for information purposes.
- 4.2 Officers have carefully considered the objections and make the following comments.

4.3 Letter referenced No. 1

- 4.4 The Ynysfach area is used by commuters to park during the day due to local attractors in the town centre and parking also occurs on weekends when rugby matches take place. However requests have been received for the introduction of parking restrictions to improve accessibility and ease parking congestion, prevent double parking on the main estate road, at junctions and various bends, including pavement parking. It is recommended a prohibition of waiting at any time restriction is introduced.
- 4.5 It is considered a daytime only restriction would not be appropriate in addressing all issues raised given the level of parking in the evening/overnight related to double parking on the main approach road, parking at junctions and on various bends, including pavement parking. It is recommended a prohibition of waiting at any time restriction is introduced to enable all issues to be addressed.
- 4.6 There are parking issues reported throughout the Ynysfach area and requests have been received for parking restrictions over a large extent to address these issues. The majority of these prohibitions are on one side of the road and parking opposite would still be available except where driveways and junctions exist.
- 4.7 The Council introduces parking restrictions to alleviate issues caused by drivers parking at inappropriate locations causing Traffic Management and Road Safety issues. The introduction of restrictions can cause vehicles to be displaced to other roads/areas and subsequent monitoring can be carried out to determine this.
- 4.8 It is suggested the college car park is utilised for students/staff. Observations carried out have shown indiscriminate parking occurs in Ynysfach at times when college students are not present in the area for example at weekends when rugby matches take place. Following previous consultations with the College regarding discounts for students, the Council introduced Academic Permits in 2015. These permits are over £100 cheaper than the standard permits and can be used in any of the Council car parks.
- 4.9 The Georgetown area has previously been investigated with a combination of parking restrictions and short term parking introduced near the shops to provide a turnover of parking.
- 5.0 The Council has introduced permit parking at Dixon Street. Traffic surveys have previously been carried out in Georgetown and parking restrictions introduced at locations where obstructions occurred.
- 5.1 In addition, investigations have taken place involving site visits around Cadlan Bethel and Howell Close areas. Whilst it is noted that on-street parking does take place in

this area, no issues were observed that would justify the introduction of parking restrictions. The Georgetown and other areas can be further monitored.

5.2 Letter referenced No. 2

5.3 The proposed parking restrictions in Ynysfach are requested and considered necessary to alleviate parking issues being experienced along the lengths of roads at various times of the day and days of the week.

5.4 The introduction of parking restrictions in Ynysfach will enable the Council to enforce indiscriminate parking taking place along the lengths of roads and junctions making the area more easily accessible.

5.5 Parking restrictions are proposed in the vicinity of the rugby club to improve congestion, double parking and accessibility, however, the restrictions do not include all lengths of roads and on-street parking will still be available along certain roads in the area.

5.6 The private off-road car parks in the vicinity of the rugby club on match days would be a matter of management and supervision for the club. Off-road parking may assist and reduce on-street parking however the roads around the rugby club become congested by double parking, particularly on junctions and parking restrictions are required to alleviate difficulties being experienced.

5.7 The general comment regarding introduction of a mini-roundabout in the area is noted however no parking issues were observed at this location.

6.0 **CONCLUSION**

6.1 Officers consider that the proposed parking restrictions will alleviate parking difficulties in the area and should be introduced to improve accessibility, Traffic Management and Road Safety.

6.2 In making a decision the Appeals Committee is required to consider the objections in determining the outcome of the proposal to introduce these traffic prohibitions.

6.3 Officers have carefully considered the objections and consider the objections should be noted but discounted on Traffic Management and Road Safety grounds so as to allow the making of the Order as intended.

## 7.0 FINANCIAL IMPLICATION(S)

7.1 No financial implications are associated with this report.

**CHERYLLEE EVANS**  
**CHIEF OFFICER NEIGHBOURHOOD**  
**SERVICES**

**COUNCILLOR HOWARD BARRETT**  
**CABINET MEMBER FOR**  
**NEIGHBOURHOOD SERVICES**

<b>BACKGROUND PAPERS</b>		
<b>Title of Document(s)</b>	<b>Document(s) Date</b>	<b>Document Location</b>
File ref: H10.0	Ongoing	Traffic Management Section, Engineering Department, Unit 5 Pentrebach
<b>Does the report contain any issue that may impact the Council's Constitution?</b>		<b>No</b>

***Consultation has been undertaken with the Corporate Management Team in respect of each proposal(s) and recommendation(s) set out in this report.***

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## **YNYSFACH CONSULTATION SUMMARY RESULTS** ( April 2017)

At the beginning of April Merthyr Independent Councillor Paul Brown, along with Ieuan Harris (now sadly deceased) and Terry Thomas, 2 other candidates in the upcoming local Election, conducted a 4 day consultation exercise with the residents of Ynysfach to determine their views on the proposed double yellow lining of the main road and at the various junctions to ease the parking congestion caused by those attending the College, those employed elsewhere in the Town and when Merthyr Rugby Club uses the Wern. 248 residences were canvassed, with 200 responding to the question 'Are you in favour of extending the double yellow lines as presented on map, yes or no?' The results of the consultation are as follows:

Number of responding residences: 200 (48 houses met with no reply)  
Number in favour of yellow lines: 186  
Number not in favour: 14

This is a resounding positive response of 93% in favour of the current proposal to extend the yellow lines along the length of the main road and at the various junctions as shown on map.

Local residents also put forward a number of viable alternatives to ease the congestion caused by those attending the College and also other local places of employment in the town and these will be put forward as a separate proposal when the consultation documents are presented to Council.

We thank you for your time during this exercise and assure you of our continued support.

Cllr. Paul Brown and Terry Thomas

This consultation was conducted over 4 days –

Saturday 1<sup>st</sup> April 2017, 12.00 – 5.00pm.  
Monday 3<sup>rd</sup> April 2017, 10.00am – 1.00pm.  
Tuesday 4<sup>th</sup> April 2017, 1.00pm - 3.00pm and 6pm – 8pm.  
Wednesday 5<sup>th</sup> April 2017, 10.00am – 2.00pm

16 Hours in total, different days and times were used to maximise contact time with residents.

248 homes were visited, 14 were met with negative responses and 48 with no reply.

248 – 62 = 186 positive property responses. 93% in support of yellow lines as presented on the doorstep to each one.

The petition contains 228 signatures as some properties had multiple occupancy at time of visit.

### Additional Information

Homes Consulted – Caer Wern - 192  
Celyn Court - 12  
Llwyncelyn Close - 44

**TOTAL - 248**

#### **Properties responding negatively :-**

2, 10, 14, 43 Llwyncelyn Close  
6 Celyn Court  
37, 55, 81, 86, 95, 115, 166, 169.  
Trafford.

#### Properties with no reply

Caer Wern – 7 8 17 44 48 53 59 60 62 85 93 103 104 105 106 107 114 118 119 120  
123 130 134 136 138 144 146 147 152 153 156 157 159 161 162 170 179 180 186.  
39 in total

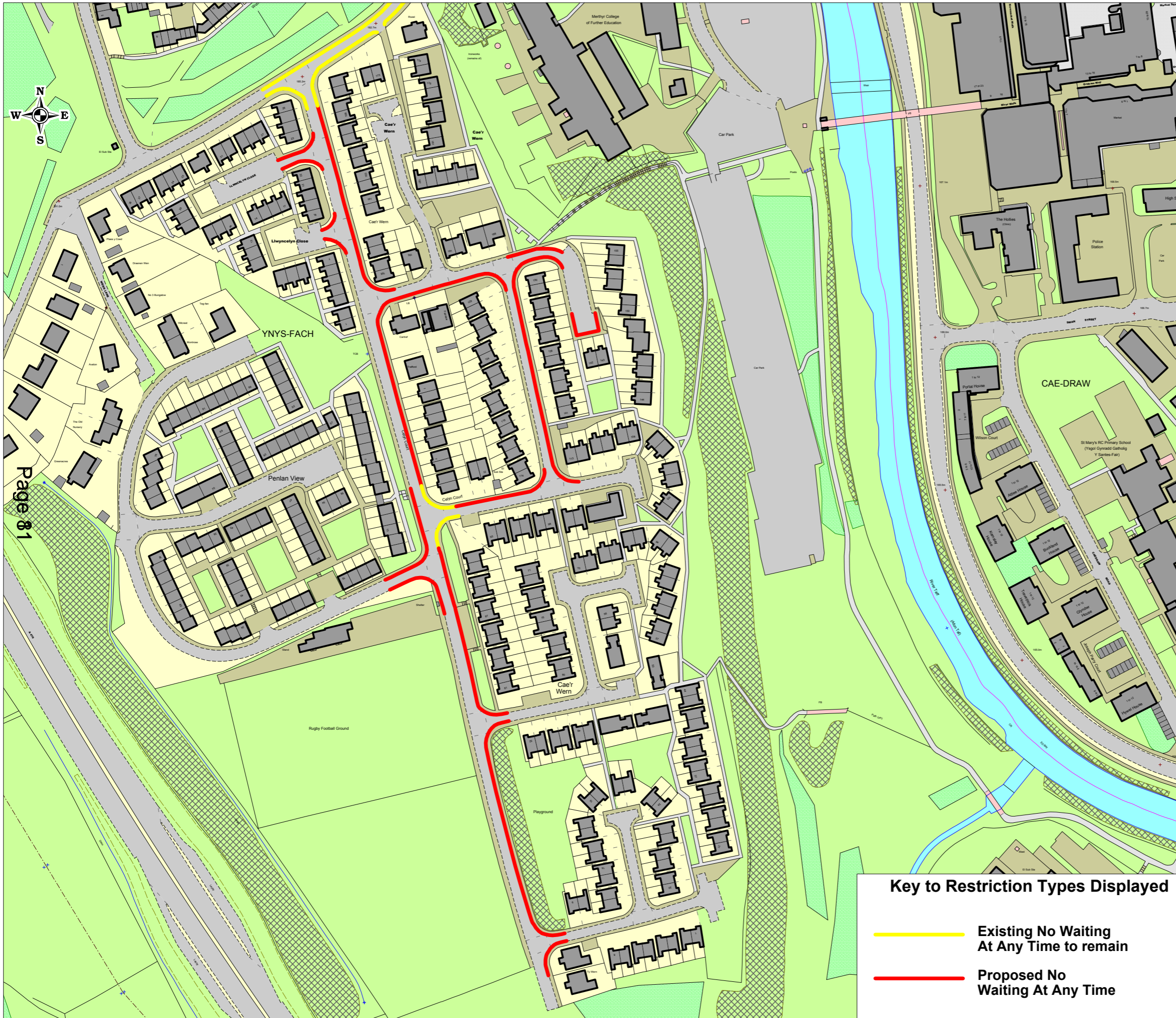
Celyn Court – 12  
1 in total

Llwyncelyn Close – 9 22 23 24 29 30 36 39.  
8 in total

48 properties no reply.

### ADDITIONAL COMMENTS

- Use bottom car park at College – empty during day time, issue free passes for College staff and students. This would help remove cars from Ynysfach during term time during the day.
- Instead of yellow lines why not a single line with time restrictions 8.00 am – 3.pm?
- Numbers 130 – 135 continue yellow lines.
- 113 – 130 yellow lines
- 129 – 114 yellow lines



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DRAWING TITLE  
**YNYSFACH - PROPOSED TRAFFIC REGULATION ORDER**

SCALE      **1 : 2000**

DATE         **11/09/2017**


DRAWING No.      \_\_\_\_\_


DRAWN BY         \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Key to Restriction Types Displayed**

 Existing No Waiting At Any Time to remain

 Proposed No Waiting At Any Time

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30<sup>th</sup> January 2018

Dear Carys Kennedy

I give notice of my objection to Merthyr Tydfil County Bough Council Proposed application to impose prohibition Waiting at any time order 2018 at Ynysfach Merthyr Tydfil dated 18<sup>th</sup> January 2018.

I fully understand how frustrating parking can be. This issue has seen people parking and leaving vehicles for long periods of the day due to people using the Merthyr College, Local Government Buildings also working within the centre of town. Alternative weekends home rugby games. This has seen difficulties for larger vehicles gaining access. This parking congestion is a daytime issue and does not affect not evenings. I appeal some limited parking waiting restriction sighs to daytime only and not yellow lines.

I find the amount of restrictions applied and stated for the Ynysfach area excessive. This would provide limited parking for those just visiting the area. I am concerned that when ever there's a parking issues surrounding the town the council put parking restriction in place and the people who wont pay parking and work near town just find other location near to the town or college. This is just moving them on and causing other issues elsewhere. I suggest utilising the ¾ empty car park to the right of the college allowing a discounted daily / weekly ticket for college students /staff etc.

I live within short walking distance to Ynysfach in an area called Georgetown. We also have have parking issues. The council recently imposed 1hr no return 8.00am to 6.00 pm parking restrictions sighs at Georgetown shops. The reason being people are parking and leaving their cars and walking into town. The shops were losing trade as customers could not park to shop. Some parts have also have had double yellow lines imposed. We have people from the college and working near town parking on our estate streets as our estate is has close to town as Ynysfach. The Council also Imposed parking Permits at Dixon Street some 100yds from Georgetown. Our estate also suffers limited spaces for residents to park and cars also obstructs our roads. The Council has received complaints about parking in our area and most recent Howell Close. I am very concerned about safety and that the parking restrictions proposed for Ynysfach would affect Georgetown and our area would see an indulge of parking to a greater level. Our estate would suffer like Ynysfach but to a greater level due to Georgetown being a smaller area. Larger vehicles wont gain access including emergency services. I ask the council how they intend deal with this before Georgetown becomes worse than Ynysfach.

I think the council need to rethink their parking Policy and consider using half empty daily car parks by allowing discounts to the college students and staff .Generating some income is better than none. The council should take responsibility and find a solution using any waste land like Hollies Centre etc.

Yours Faithfully

Corys Kennedy

06.02.18.

Head of Legal & Democratic Services

Civic Centre

Castle St

Merthyr Tydfil

Dear Ms Kennedy

Reduction of waiting time -  
Ynysfach.

I have been a resident of Ynysfach for almost 30 years. In my opinion the extension of restrictions at Ynysfach that are highlighted in your Public Notice are excessive. There are currently many areas with restricted parking and what is missing is enforcement.

The estate is used extensively by students in the day time and if you introduce further restrictions they will be forced into paying unaffordable parking tariffs.

The success of the rugby club and the introduction of astro turf means far more use of the facility but surely we want the community to use this wonderful facility.

The rugby club have introduced an additional two car parks to



accommodate the extra vehicular numbers. Success brings problems which should be managed. Obviously Cardiff does not have parking facilities when 75,000 people visit the National Stadium and neither do Pontypool or other Premier League clubs or our football club at Penydarren Park.

I believe the one traffic management system that should be introduced is a mini-roundabout where the road turns left at the top of the hill (Cae Rhyderyn is straight ahead). Two cars were recently written off here recently as people drove straight on to Cae Rhyderyn without slowing down. People following the road from the rugby field have right of way but it makes little difference. I fear there will be a fatality.

The rugby field and formerly rugby club have been here for a long time. Certainly our small terrace built around 6 years ago was occupied with the full knowledge of our neighbour.

Why change things that simply need management  
Yours faithfully

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