



## **CABINET REPORT**

Date Written	26 <sup>th</sup> October 2020 *
Report Author	Martin Stark
Service Area	Engineering & Traffic
Committee Division	Portfolio
Exempt/Non Exempt	Non Exempt
Committee Date	6 <sup>th</sup> January 2021

*To: Chair, Ladies and Gentlemen*

# **Swan Street area - Proposed changes to Traffic Regulation Orders associated with the New Bus Station**

## **1.0 SUMMARY OF THE REPORT**

- 1.1 For Councillors to authorise the intention to give Public Notice informing of the County Borough Council's intention to make a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984 for various roads near the Swan Street area associated with the new bus station and in the event of no objections, the Orders are made.
- 1.2 In the area surrounding the new bus station, a variety of parking restrictions currently exist to assist traffic movement along Swan Street, access to the town centre service yard adjacent to High Street Church and along to Masonic Street.
- 1.3 Buses will enter the bus station from a new access created on the A4054 Avenue De Clichy and return to the Avenue De Clichy via Swan Street.
- 1.4 In order for buses to exit the bus station without being delayed by on-street parking, further waiting and loading restrictions are required along Swan Street to its junction with the Avenue De Clichy.
- 1.5 Where traffic orders exist on roads which have been stopped up, these will require removal. Also, where new highway is created due to realignment of roads new orders will be required.

- 1.6 A summary of the new Traffic Regulation Orders are as follows:-
- a) Access into the new bus station for buses only.
  - b) To introduce waiting and loading restrictions on the new service yard entrance and exit adjacent to the A4054 Avenue De Clichy.
  - c) To introduce additional waiting and loading restrictions in Swan Street to accommodate the turning of buses out of the bus station. This requires removal of on-street disabled parking opposite the former police station. Additional parking will be created by changing the goods vehicle only restrictions in the layby outside Picton House to limited waiting parking. The existing disabled parking bays opposite will remain.
  - d) Removal of existing restrictions on the former access road to service yard (c) adjacent to the Avenue De Clichy, due to stopping up as part of the development.
  - e) To introduce new waiting and loading restrictions along the road between Swan Street and High Street Church, due to realignment of the road.
  - f) Introduce new restrictions in the service yard to the side of High Street Church.
  - g) To introduce e-taxi bays for the electric charging of taxis only in the area to the rear of no.s 137-139 High Street.
- 1.7 Full details of these Traffic regulation Orders are shown on the attached drawing (see Appendix 1) for information.
- 1.8 Legislation is available under the Road Traffic Regulation Act 1984 to make the new Traffic Regulation Orders.

## **2.0 RECOMMENDATIONS that**

- 2.1 The giving of Public Notice of the County Borough Council's intention to make a Permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which is detailed in the schedule at Appendix 2 be approved.
- 2.2 The making of the permanent order in the event of no objections being received, be approved.
- 2.3 The presentation of a report to the appropriate committee for consideration as soon as practicable if objections are received be approved.

## **3.0 INTRODUCTION AND BACKGROUND**

- 3.1 For Councillors to authorise the intention to give Public Notice informing of the County Borough Council's intention to make a permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984 for various roads near the Swan Street

area associated with the new bus station and in the event of no objections, the Orders are made.

- 3.2 In the area surrounding the new bus station, a variety of parking restrictions currently exist to assist traffic movement along Swan Street, access to the town centre service yard adjacent to High Street Church and along to Masonic Street.
- 3.3 Buses will enter the bus station from a new access created on the A4054 Avenue De Clichy and return to the Avenue De Clichy via Swan Street.
- 3.4 In order for buses to exit the bus station without being delayed by on-street parking, further waiting and loading restrictions are required along Swan Street to its junction with the Avenue De Clichy.
- 3.5 Where traffic orders exist on roads which have been stopped up, these will require removal. Also where new highway is created due to realignment of roads new orders will be required.
- 3.6 A summary of the new Traffic Regulation Orders are as follows:-
  - a) Access into the new bus station for buses only.
  - b) To introduce waiting and loading restrictions on the new service yard entrance and exit adjacent to the A4054 Avenue De Clichy.
  - c) To introduce additional waiting and loading restrictions in Swan Street to accommodate the turning of buses out of the bus station. This requires removal of on-street disabled parking opposite the former police station. Additional parking will be created by changing the goods vehicle only restrictions in the layby outside Picton House to limited waiting parking. The existing disabled parking bays opposite will remain.
  - d) Removal of existing restrictions on the former access road to service yard (c) adjacent to the Avenue De Clichy, due to stopping up as part of the development.
  - e) To introduce new waiting and loading restrictions along the road between Swan Street and High Street Church, due to realignment of the road.
  - f) Introduce new restrictions in the service yard to the side of High Street Church.
  - g) To introduce e-taxi bays for the electric charging of taxis only in the area to the rear of no.s 137-139 High Street.
- 3.7 Full details of these Traffic regulation Orders are shown on the attached drawing for information.
- 3.8 Legislation is available under the Road Traffic Regulation Act 1984 to make the new Traffic Regulation Orders.

3.9 As part of Statutory Traffic Regulation Order procedure, consultation has been carried out with the emergency services and other representative users groups. No objections were received. The next stage of the Traffic Order process would be to give Public Notice of the Council's intention to make the Permanent Order including an objection period giving the opportunity for objections to be received from the general public. If no objections are received, the Order can be made. If objections are received a report would be presented to the appropriate Committee for consideration as soon as practicable.

#### 4.0 FINANCIAL IMPLICATION(S)

4.1 There are administrative costs relating to the publishing of Traffic Regulation Order notices and traffic signs/roadmarkings which is to be met from the budget allocated to the bus station.

#### 5.0 INTEGRATED IMPACT ASSESSMENT

5.1

	Positive Impacts	Negative Impacts	Not Applicable
<b>1. Merthyr Tydfil Well-being Objectives</b>	4 of 4	0 of 4	0 of 4
<b>2. Sustainable Development Principles - How have you considered the five ways of working:</b> <ul style="list-style-type: none"> <li>• Long term</li> <li>• Prevention</li> <li>• Integration</li> <li>• Collaboration</li> <li>• Involvement</li> </ul>	5 of 5	0 of 5	0 of 5
<b>3. Protected Characteristics</b> <i>(including Welsh Language)</i>	3 of 10	0 of 10	7 of 10
<b>4. Biodiversity</b>	0 of 1	0 of 1	1 of 1

#### Summary:

The main positive impacts against:

- The **Well-being objectives** are that the proposals will make improvement to parking and traffic regulation to provide better health and well-being to children and young people.
- Improvements to parking and traffic regulation around the bus station will assist in developing the environment and safer communities, supporting people.
- The parking regulations will help protect, enhance and promote the environment and general area around the bus station. The proposal will allow better management of parking and traffic flow enhancing the environment.

- Also the improvements to traffic regulation will help people enjoy good physical health, promote healthy behaviours and increased levels of physical activity. The improvements will support people living independently where they feel safe and enjoy good physical and mental health.
- The **Sustainable Development Principles** are that the proposals will provide accessibility for buses leaving the bus station and also provide long term benefits and deliver the Council's Well-Being objectives. The parking restrictions are required for the operation of the bus station to allow buses to exit Swan Street.
- The Local Authority consulted on the bus station.
- The Engineering Department has collaborated with the Regeneration Department and Redstart.
- The **Protected Characteristics** and **Welsh Language** are that the proposals have been developed to assist the flow of buses leaving the bus station and provide a positive impact to traffic flow in the area. The improvement will provide better health and well-being to children, young people and older people.
- These improvements will help towards improved well-being
- The proposals will incorporate the Welsh language in signage and Public Notices.

No negative impacts have been identified against the Well-being Objectives, the Sustainable Development Principles, Protected Characteristics and Welsh Language and Biodiversity.

**JUDITH JONES**  
**CHIEF OFFICER PLANNING &**  
**NEIGHBOURHOOD SERVICES**

**COUNCILLOR DAVID HUGHES**  
**CABINET MEMBER FOR PLANNING &**  
**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>		No

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