



CABINET REPORT

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| Date Written | 11 th December 2020 * |
| Report Author | Martin Stark |
| Service Area | Engineering |
| Committee Division | Portfolio |
| Exempt/Non Exempt | Non Exempt |
| Committee Date | 6 th January 2021 |

To: Chair, Ladies and Gentlemen

Various Roads Twynyrodyn - Proposed one-way driving restriction and 20mph zone Traffic Regulation Order

1.0 SUMMARY OF THE REPORT

- 1.1 For Councillors to authorise that subject to statutory consultation with the emergency services and other representative user groups, Public Notice be given of the County Borough Council's intention to make a Permanent one-way and 20 mph Traffic Regulation Order under the Road Traffic Regulation Act 1984 for various roads in Twynyrodyn and in the event of no objections, the Order be made.
- 1.2 In August 2019 a road safety consultation was carried out with the community following complaints about parking, traffic flow and congestion and to find out how the Council can improve road safety in Twynyrodyn. A consultation event at the Labour Club was also carried out.
- 1.3 Following this engagement the area was considered by Council Officers and Ward Councillors and a scheme developed to improve traffic conditions in the area.
- 1.4 In September 2020 further engagement was carried out and residents were asked whether they agreed with proposals as suggested by a number of those who provided feedback to the Council. The proposals included a one-way system and a 20 mph speed limit. In summary 347 people completed the survey. 65% agreed with the introduction of a one-way system and 82% agreed with the introduction of a 20 mph speed limit.

- 1.5 Further discussion was carried out between Council Officers and Ward Councillors. The finalised scheme is shown on the attached drawing for information in Appendix 1. This drawing shows the impact of the scheme in the Twynyrodyn area.
- 1.6 To introduce a one-way driving restriction and 20 mph zone requires the introduction of a Traffic Regulation Order.
- 1.7 The Traffic Regulation Order can be made under the Road Traffic Regulation Act 1984.

2.0 RECOMMENDATIONS that

- 2.1 The giving of Public Notice subject to statutory consultation with the emergency services and other representative user groups, 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 schedules 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 If objections are received the presentation of a report to the appropriate Committee for consideration as soon as practicable be approved.

3.0 INTRODUCTION AND BACKGROUND

- 3.1 For Councillors to authorise that subject to statutory consultation with the emergency services and other representative user groups, Public Notice be given of the County Borough Council's intention to make a Permanent one-way and 20 mph Traffic Regulation Order under the Road Traffic Regulation Act 1984 for various roads in Twynyrodyn and in the event of no objections, the Order be made.
- 3.2 In August 2019 a road safety consultation was carried out with the community following complaints about parking, traffic flow and congestion and to find out how the Council can improve road safety in Twynyrodyn. A consultation event at the Labour Club was also carried out.
- 3.3 Following this engagement the area was considered by Council Officers and Ward Councillors and a scheme developed to improve traffic conditions in the area.
- 3.4 In September 2020 further engagement was carried out and residents were asked whether they agreed with proposals as suggested by a number of those who provided feedback to the Council. The proposals included a one-way system and a 20 mph speed limit. In summary 347 people completed the survey. 65% agreed with the introduction of a one-way system and 82% agreed with the introduction of a 20 mph speed limit.

- 3.5 Further discussion was carried out between Council Officers and Ward Councillors. The finalised scheme is shown on the attached drawing for information in Appendix 1. This drawing shows the impact of the scheme in the Twynyrodyn area.
- 3.6 The effect of the proposed one-way restriction and 20 mph zone is to provide the following positive impacts:-
- Improve accessibility, traffic flow and manoeuvring in the narrow terrace streets with high demand for on-street parking.
 - Introduce a 20 mph zone with traffic signs indicating to motorists they are entering a speed reduced area.
 - Proposals will help towards better health and well-being.
 - Assist in developing the environment and safer communities and supporting people.
 - Enhancing the environment.
 - The improvements will support the community and people living independently where they feel safe and enjoy good physical and mental health.
- 3.7 To introduce a one-way driving restriction and 20 mph zone requires the introduction of a Traffic Regulation Order.
- 3.8 The Traffic Regulation Order can be made under the Road Traffic Regulation Act 1984.
- 3.9 Discussions also took place with Council Officers and Ward Councillors regarding parking on corners and occasional manoeuvring difficulties for refuse collection vehicles. In view of this the area will be monitored and feedback obtained from refuse collection teams. In addition, air quality was also discussed with a representative from the Environmental Health Department and it was considered the proposed one-way arrangement would assist traffic flow and should not affect air quality.
- 3.10 The next stage is to carry out statutory consultation with the emergency services and other representative user groups and following this, Public Notice be given of the County Borough Council's intention to make a Permanent Traffic Regulation Order under the Road Traffic Regulation Act 1984 to make a one-way Traffic Regulation and 20mph zone for various roads in the Twynyrodyn area and in the event of no objections, the Order 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 introduction of the scheme. £20,000 is to be funded via the Capital programme for 'Highway Congestion Improvements'.

5.0 INTEGRATED IMPACT ASSESSMENT

5.1

| | Positive Impacts | Negative Impacts | Not Applicable |
|---|------------------|------------------|----------------|
| 1. Merthyr Tydfil Well-being Objectives | 4 of 4 | 0 of 4 | 0 of 4 |
| 2. Sustainable Development Principles - How have you considered the five ways of working: <ul style="list-style-type: none"> • Long term • Prevention • Integration • Collaboration • Involvement | 5 of 5 | 0 of 5 | 0 of 5 |
| 3. Protected Characteristics <i>(including Welsh Language)</i> | 3 of 10 | 0 of 10 | 7 of 10 |
| 4. Biodiversity | 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 traffic flow and traffic calming to provide better health and well-being to children and young people.
- Improvements to traffic flow will assist in developing the environment and safer communities, supporting people.
- The proposals will help protect, enhance and promote the environment and general area. The proposal will allow better traffic flow enhancing the environment.
- Also, the improvements to traffic flow 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 better traffic flow and also provide long term benefits and deliver the Council's Well-Being objectives. The proposals will assist traffic conditions.
- The Local Authority consulted on the proposals.
- The Council has collaborated with other departments.

- The **Protected Characteristics** and **Welsh Language** are that the proposals have been developed to assist the flow of traffic 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.
- The 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 AND
NEIGHBOURHOOD SERVICES

COUNCILLOR DAVID HUGHES
CABINET MEMBER FOR PLANNING AND
NEIGHBOURHOOD SERVICES

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

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