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2 November 2021

Lisa Evans

01545574177

Dear Sir / Madam

I write to inform you that a Meeting of the Thriving Communities Overview and Scrutiny Committee will be held remotely by video-conferencing on Monday, 8 November 2021 at 10.00 am for the transaction of the following business:

- 1. Apologies**
- 2. Disclosures of personal interest (including whipping declarations)**
Members are reminded of their personal responsibility to declare any personal and prejudicial interest in respect of matters contained in this agenda in accordance with the provisions of the Local Government Act 2000, the Council's Constitution and the Members Code of Conduct. In addition, Members must declare any prohibited party whip which the Member has been given in relation to the meeting as per the Local Government (Wales) Measure 2011.
- 3. Retaining elements of the Temporary Traffic Regulation Orders (TTROs) in towns in Ceredigion (Pages 3 - 20)**

Members are reminded to sign the Attendance Register

A Translation Services will be provided at this meeting and those present are welcome to speak in Welsh or English at the meeting.

Yours faithfully

Miss Lowri Edwards
Corporate Lead Officer: Democratic Services

To: Chairman and Members of Thriving Communities Overview and Scrutiny Committee

The remaining Members of the Council for information only.

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Agenda Item 3

Cyngor Sir CEREDIGION County Council

REPORT TO:

Scrutiny

DATE:

8 November 2021

LOCATION:

Aberaeron, Aberystwyth, Cardigan and New Quay

TITLE:

Retaining elements of the Temporary Traffic Regulation Orders (TTROs) in towns in Ceredigion

PURPOSE OF REPORT:

To present proposals for Experimental Traffic Regulation Orders as part of the process for making selected parking and traffic flow elements installed temporarily in response to the Covid-19 pandemic to be made permanent features

REASON SCRUTINY HAVE REQUESTED THE INFORMATION:

At the Thriving Communities Overview and Scrutiny Committee meeting on 1 October 2021, members requested a further report on the proposed ETRO following the conclusion of further discussions with Local Members, prior to a paper on the ETRO being presented to Cabinet for consideration.

BACKGROUND:

A number of traffic management measures were introduced via Temporary Traffic Regulation Orders (TTROs) in the above mentioned towns in order to facilitate social distancing during lockdowns restrictions associated with the Covid-19 pandemic. TTROs last a maximum of 18 months, and those currently in force begin to expire from October 2022. They can be extended with appropriate permission but only if the rationale behind their creation is still relevant and valid. The restrictions associated with the initial lockdown conditions are not in force at this time.

CURRENT SITUATION

Since requirements for social distancing have been eased in Wales, there is no longer a need for some or all the measures introduced to continue. However it is recognised that some of the elements have demonstrated a wider benefit to society and there is a case for starting the legal process to consider making these more permanent.

It is advised that this process be best undertaken through the making of two Experimental Traffic Regulation Orders (ETROs). One to deal with parking restrictions that will amend the existing countywide Parking Traffic Order, and one to deal with the ‘moving’ regulations such as one way traffic flows, prohibitions of right/left turn, no entry etc.).

Comparing the ETRO process with the more traditional permanent Order process, there is no requirement for a 3 week public consultation phase. Instead, after the publication of a Notice of Intent in the local press, members of the public are granted a six month period during which

they may submit formal objections to the ETRO process.

An ETRO can remain in force for up to 18 months. After the end of the initial six month period for objections, the Authority may decide to either revoke, amend, or make the ETRO permanent. Using ETROs as the process for making features permanent, and adjusting them where necessary, thus allows for a longer period over which effects can be monitored, and members of the public can express any objections to introducing permanent Traffic Regulation Orders.

This report sets out the proposals for elements to be retained/amended on county roads in Cardigan, New Quay, Aberaeron and Aberystwyth, which are currently contained within the TTROs but are proposed to be included in the new ETROs with a view to making them permanent, subject to the outcome of the six month period for objections.

There are no proposals at this time to introduce an ETRO in relation to the measures introduced in Borth due to them being localised in nature which were not the subject of a TTRO, and therefore there is no requirement to formalise them following easing of restrictions.

Discussions will continue outside the ETRO process in relation to requests for alterations to potential improvements at other locations.

The proposed measures to retain/amend are as follows:

Cardigan

In addition to the ETRO's outlined below it is advised that the widened sections of footway at the following locations be kept. These are located on:

- High St (nr Belottis)
- Guild Hall
- Pendre (nr Chip Shop)
- Priory St (Crwst)

It is proposed to include the following parking measures in the ETROs:

- i) To introduce a new 12 metre length Loading Bay, Monday to Saturday, 8am to 5pm 20 minutes no return within 20 minutes on High Street opposite the bus stop (which will be reinstated) to the south of the Shire Hall. This will replace the temporary Loading Bay that was introduced at the site of the bus stop. The new Loading Bay will replace part of the limited waiting bay that was on the opposite side of the road prior to the introduction of the safe zone.
- ii) To introduce new Disabled Badge Holders Only parking, 8am to 6pm, 3 hours no return within 3 hours adjacent to the new Loading Bay above in i) to take up the rest of the former limited waiting bay.
- iii) To introduce a new Prohibition of Waiting At Any Time on High Street from the northern end of the bus stop to the south of the Shire Hall to the junction with Market Lane (just beyond Belotti's delicatessen)

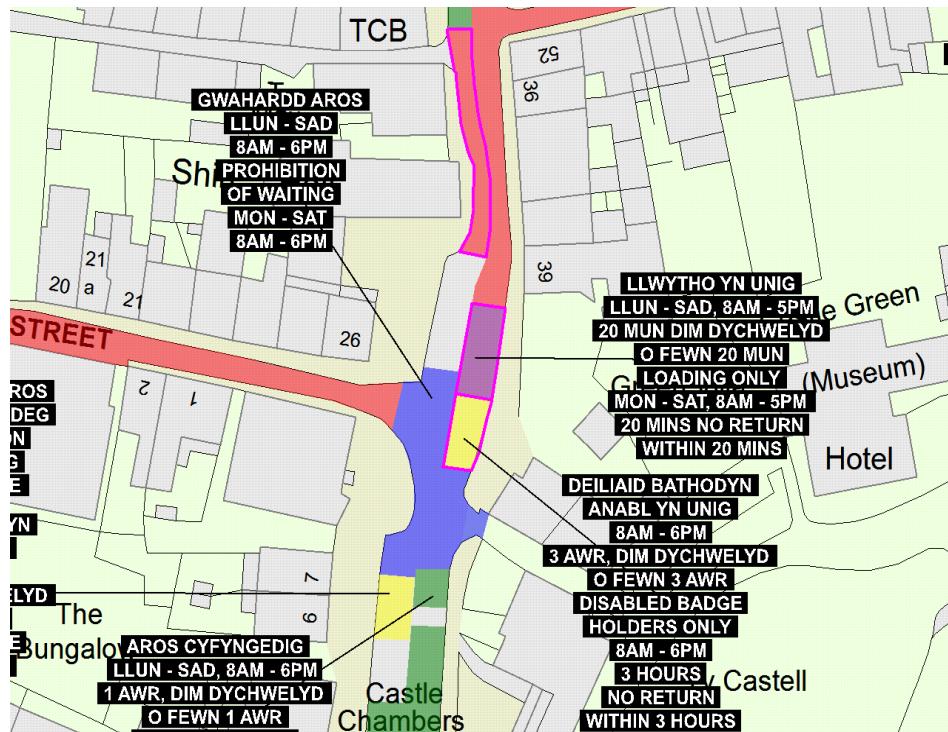


Figure 1: New loading bay (i), extended Disabled bay (ii) and Prohibition of Waiting at any time (iii)

- iv) To retain the temporarily introduced section of Prohibition of Waiting At Any Time on Priory Street by Crwst, where a new build out has been installed.
- v) To retain the temporarily introduced section of Disabled Badge Holders Only, 8am to 6pm, 3 hours no return within 3 hours parking by the Foot Clinic on the opposite side of Priory Street.

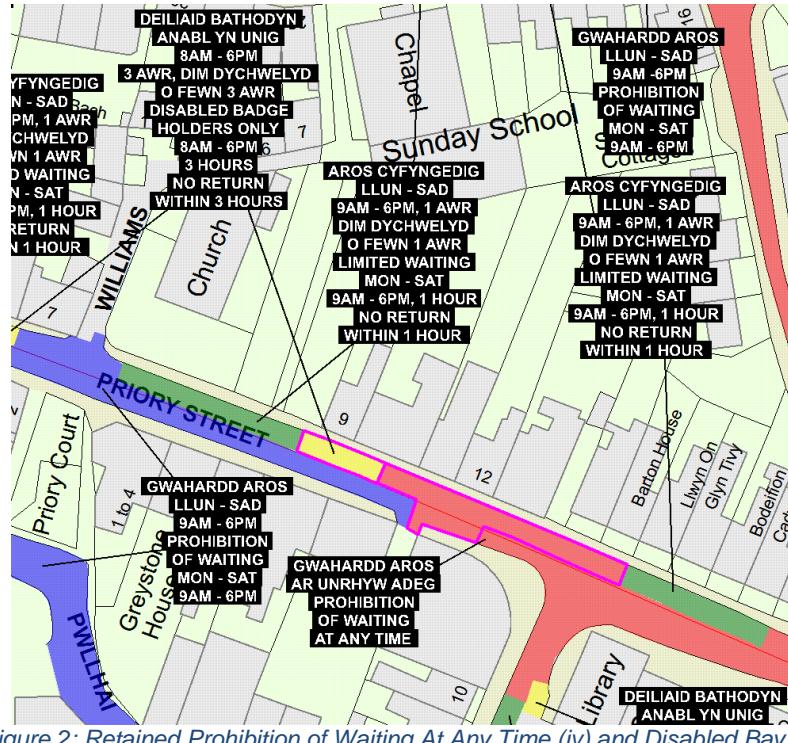


Figure 2: Retained Prohibition of Waiting At Any Time (iv) and Disabled Bay (v)

- vi) To retain the temporary Prohibition of Waiting At Any Time on Pendre from Mundos/Food for Thought Café to the junction with Bathhouse Road adjacent to Pendre Café and Fish & Chip Shop.

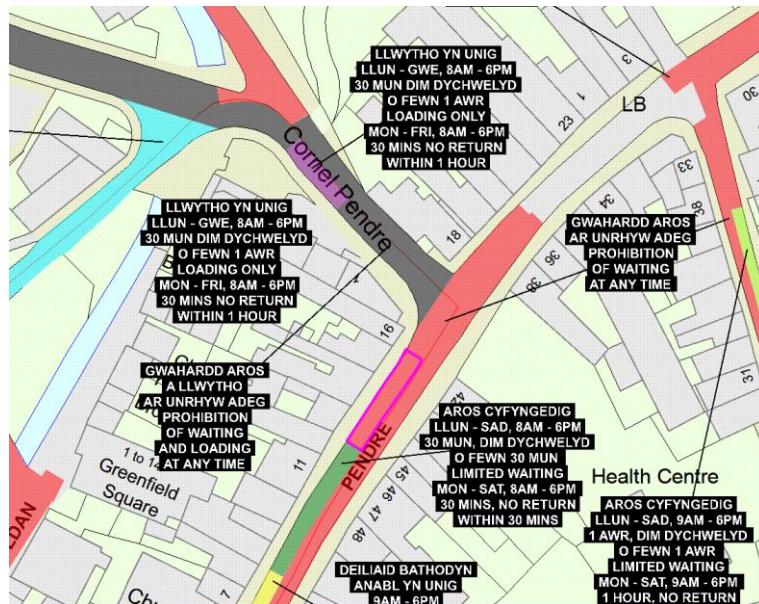


Figure 3: Prohibition of Waiting At Any Time (vi)

It is proposed to include the following Moving Prohibitions in the ETROs:

- i) To retain the One Way traffic flow that was introduced temporarily on College Row (from High Street to Queen's Terrace/Middle Mwldan by Greenfield car park).
- ii) To introduce a new Prohibition of Left Turn from Upper Mwldan [the car park] onto College Row
- iii) To introduce a new Prohibition of Right Turn from Middle Mwldan onto College Row
- iv) To introduce a new One Way traffic flow on Pwllhai from Cardigan Antiques Centre to its junction with High Street (east to west).
- v) To introduce a new One Way traffic flow on Chancery Lane from the direction of St Mary Street to High Street (south to north).



Figure 4: Proposed One Ways and Prohibited Turns, Cardigan (i, ii, iii, iv and v)

New Quay

It is proposed to include the following parking measure in the ETROs:

- i) To retain the Disabled Badge Holders Only parking 9am to 5pm, 3 hours no return within 3 hours that was temporarily installed on the seaward side of Glanmor Terrace in the bay opposite the Penwig.
- ii) To introduce a new Prohibition of Parking At Any Time on South John Street on its western side both sides of its junction with White Street to join up with the existing Prohibitions of Parking At Any Time.
- iii) To introduce a new Prohibition of Parking At Any Time on South John Street from the end of the existing Prohibition of Parking At Any Time by the property known as The Marina to the property boundary on the landward side of Ty Glyn at Glyn Square opposite the junction with Wellington Place.

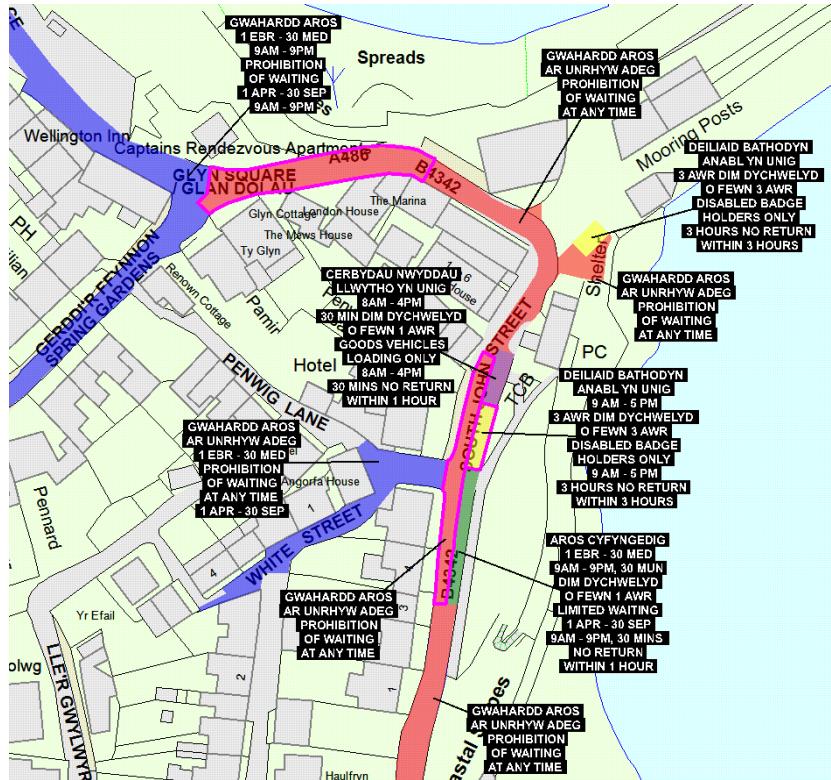


Figure 5: Retained Disabled Bay (i) and new Prohibition of Waiting At Any Time (ii and iii)

It is proposed to include the following Moving Prohibition in the ETROs:

- To retain the section of One Way traffic flow on Water Street from its junction with Albion Terrace travelling north - east to its junction with High Street.
- To introduce a new Prohibition of Right Turn from Marine Terrace onto Water Street.
- To introduce a new Prohibition of Left Turn from High Street onto Water Street



Figure 6: One Way on Water Street (i) with supporting Prohibited Left and Right turns (ii and iii)

Aberaeron

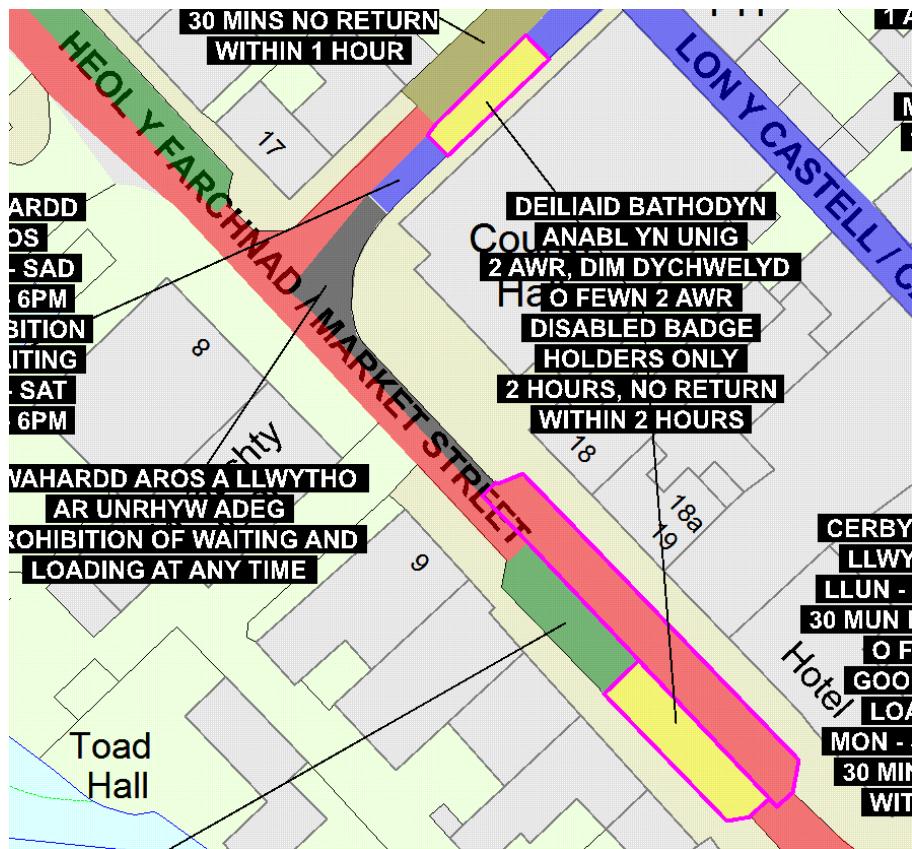
In addition to the ETRO's outlined below it is advised that the widened section of footway at the following location be kept. These are located on:

- Market St (nr Cadwgan Pub, Celtic, Costcutters)

It will be recommended to the Welsh Government/NMWTRA that the widened section of footway by Ambassadors on the A487 be removed and this revert back to limited waiting, and that the section of double yellow lines by the junction of the A487 and Alban Square by The Royal Oak be retained.

It is proposed to include the following parking measures in the ETROs:

- i) To retain the southern half (towards the A487 Trunk Road) of the Disabled Badge Holders Only parking, 2 hours no return within 2 hours temporarily introduced to the bay on the opposite side of the road to Costcutter on Market Street. The northern half of the bay (towards the harbour) will revert back to being Limited Waiting, Monday to Saturday, 9am to 6pm, 1 hour no return within 1 hour.
- ii) To retain the section of Prohibition of Waiting At Any Time opposite the above Disabled and Limited Waiting bays (i) outside Costcutter to coordinate with the (retained) widened footway.



- iii) To retain the section of Prohibition of Waiting At Any Time temporarily installed on Cadwgan Place on the side adjacent to Pwll Cam from its junction with Market Street/Tabernacle Street to its junction with Drury Lane, and to extend this to the junction with Quay Parade by The Hive and to cover the access to the harbour quayside.

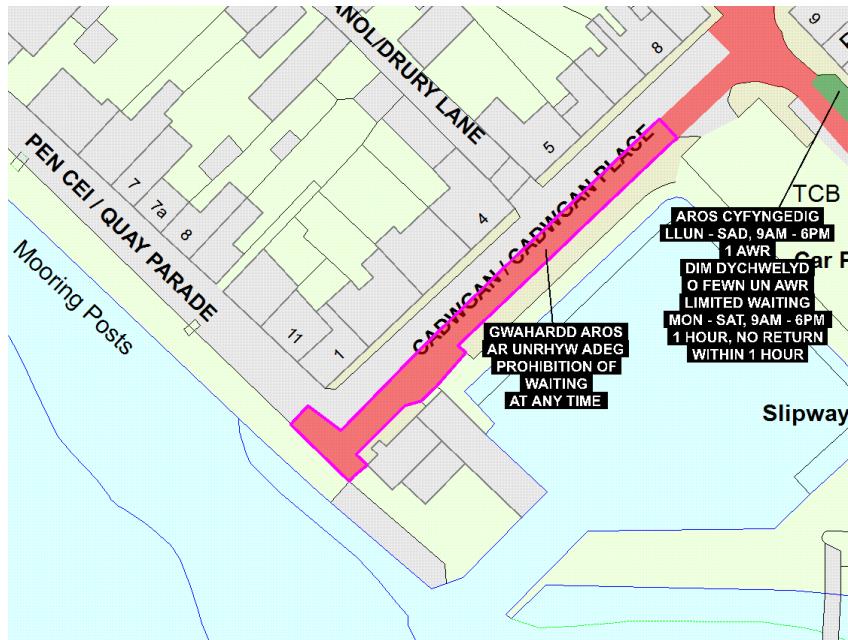


Figure 8: Prohibition of Waiting At Any Time (iii)

- iv) To retain the section of Disabled Badge Holders Only parking, 2 hours no return within 2 hours parking temporarily introduced on the south side of Victoria Street by County Hall.
- v) To introduce a new Goods Vehicle Only Loading Bay, Mon – Sat, 9am – 5pm, 30mins no return within 1 hour, 12m in length on the western side of Alban Square on the western side of the road.
- vi) To introduce a new Disabled Badge Holders Only bay 6.6m length, on the western side of Alban Square on the western side of the road.

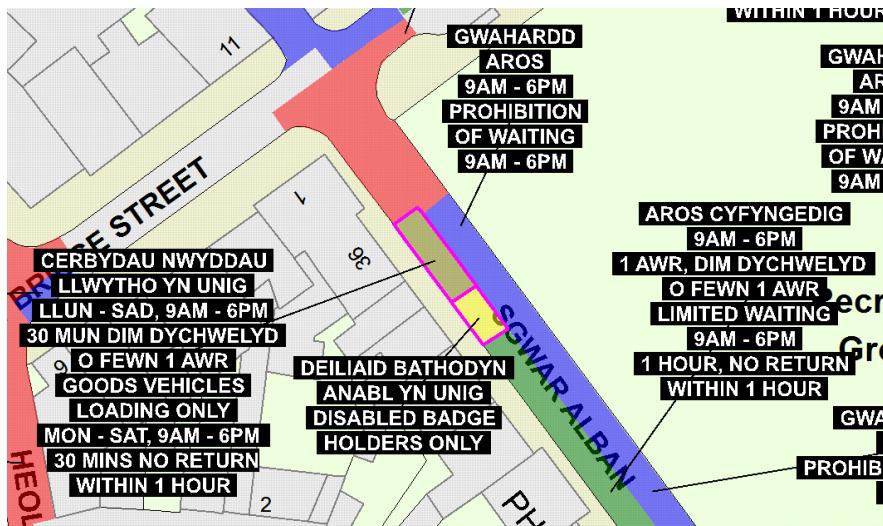


Figure 9: New Loading Bay (v) and Disabled Bay (vi)

It is proposed to include the following Moving Prohibitions in the ETROs:

- i) To retain the One Way traffic flow temporarily introduced on Lower Regent Street from north of the pay and display car park, to the seafront, along the seafront and onto Tabernacle Street and then Market Street.
- ii) To introduce a new Prohibition of Left Turn from Waterloo Street onto Tabernacle Street.
- iii) To introduce a new Prohibition of Right Turn from Glan y mor onto Tabernacle Street.

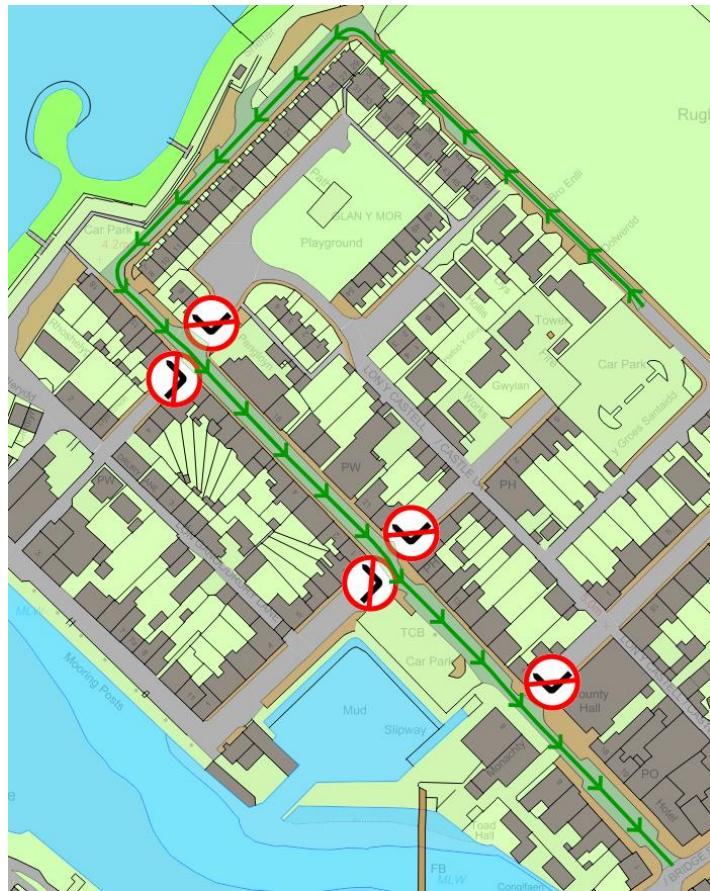


Figure 10: One way system and supporting Prohibited turns, Aberaeron

Other prohibitions of vehicle movement in Aberaeron may also be included, these will be presented at the meeting of Scrutiny.

Aberystwyth

In addition to the ETRO's outlined below it is advised that the widened sections of footway at the following locations be kept. These are located on:

- Pier St (nr Sports Direct and Cactws)
- Chalybeate St (nr Evola)
- Terrace Road (nr Stars and Boots)

It is proposed to include the following parking measures in the ETROs:

- i) To remove the existing Disabled Badge Holders Only parking, 2 hours no return within 2 hours (2-3 spaces) on Market Street and replace with a Prohibition of Waiting At Any Time.
- ii) To retain the Prohibition of Waiting At Any Time temporarily introduced on the western side of Pier Street between its junctions with New Street and King Street. (This replaced a single yellow line 9am to 6pm Prohibition of Waiting).

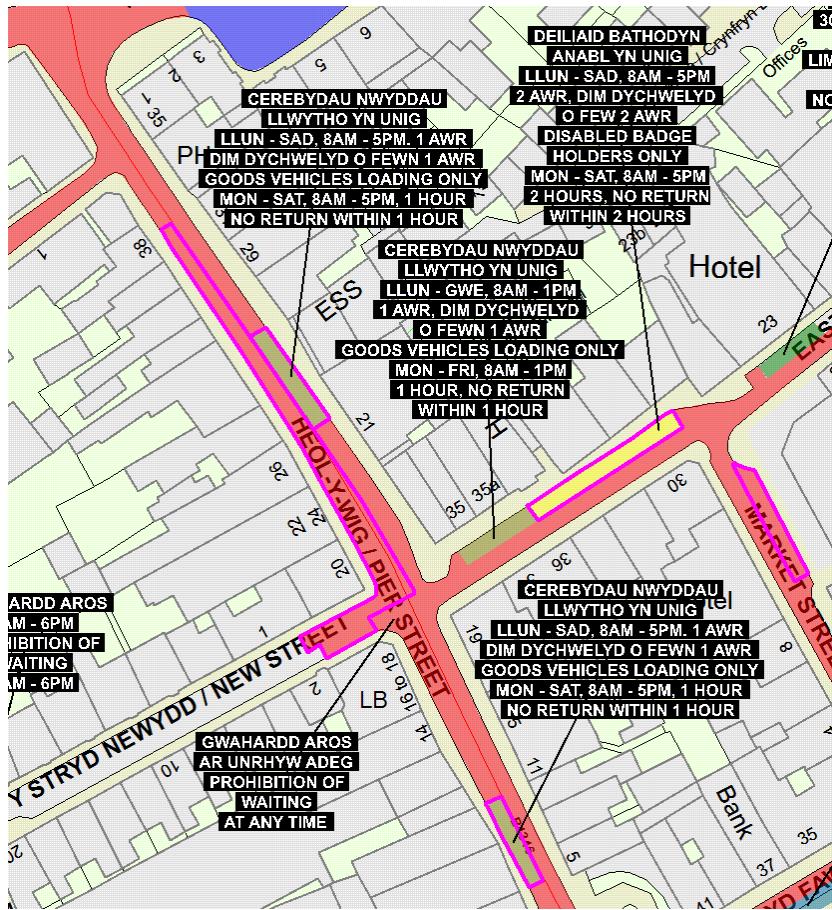


Figure 11: Removed Disabled Bay (i), Retained Loading Bays (x and xi below), Retained Disabled Bay (vii below) and Retained Prohibition of Waiting At Any Time (ii)

- iii) To retain the Goods Vehicles Only Loading Bay, Monday to Saturday, 8am to 6pm, 1 hour no return within 1 hour temporarily introduced on Chalybeate Street on its eastern side outside Evola hairdressers and Rattray Butchers.
- iv) To retain the Prohibition of Waiting At Any Time temporarily introduced to replace a Loading Bay and Limited Waiting on its western side of Chalybeate Street opposite the new Loading Bay in ii) above.
- v) To retain the Disabled Badge Holders Only parking 11am to 6pm, 2 hours no return within 2 hours temporarily introduced on the western side of Chalybeate Street by The Care Society etc. but to adjust the timing to 9am to 5pm, 2 hours no return within 2 hours.

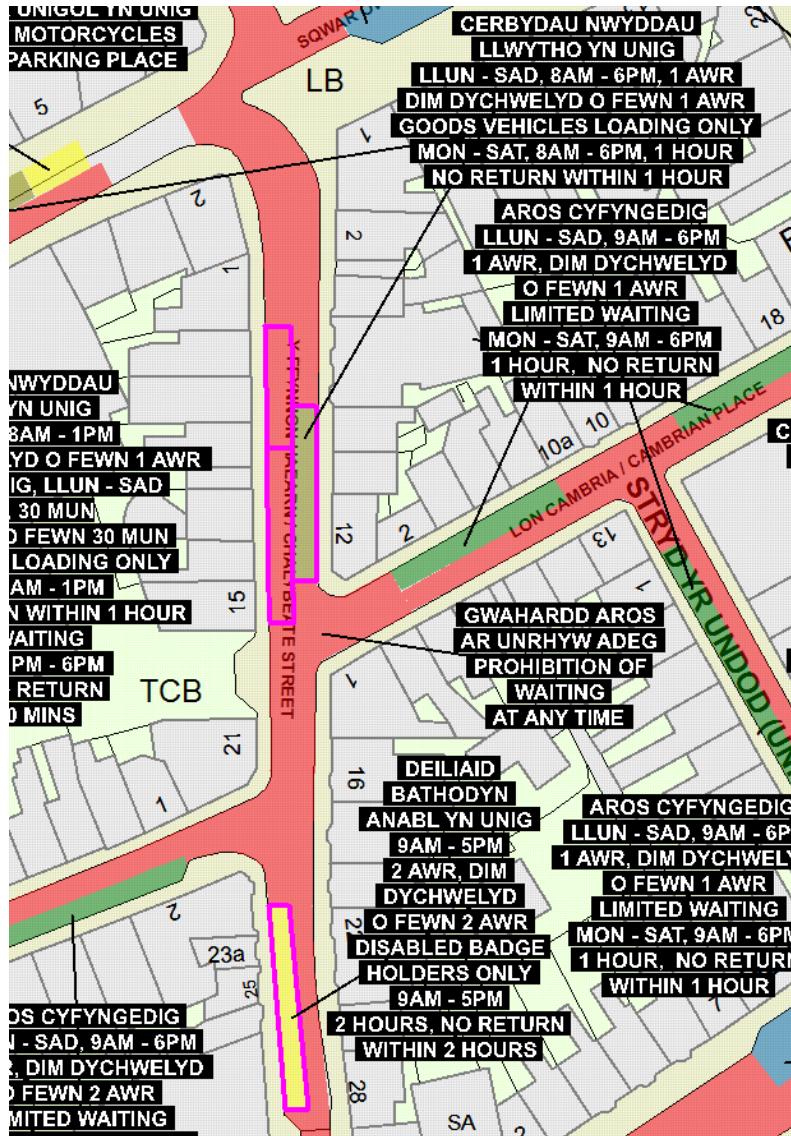


Figure 12: Retained Loading Bay (iii), Prohibition of Waiting At Any Time (iv) and Disabled Day (v)

- vi) To retain the section of Disabled Badge Holders Only parking, Monday to Saturday, 9am to 5pm, 2 hours no return within 2 hours temporarily introduced on Baker Street, on its western side (the bay on the eastern side of Baker Street will revert back to being a Loading Bay, Monday to Saturday, 8am to 1pm, 1 hour no return within 1 hour: Limited Waiting, Monday to Saturday 1pm to 6pm, 30 minutes no return within 30 minutes).

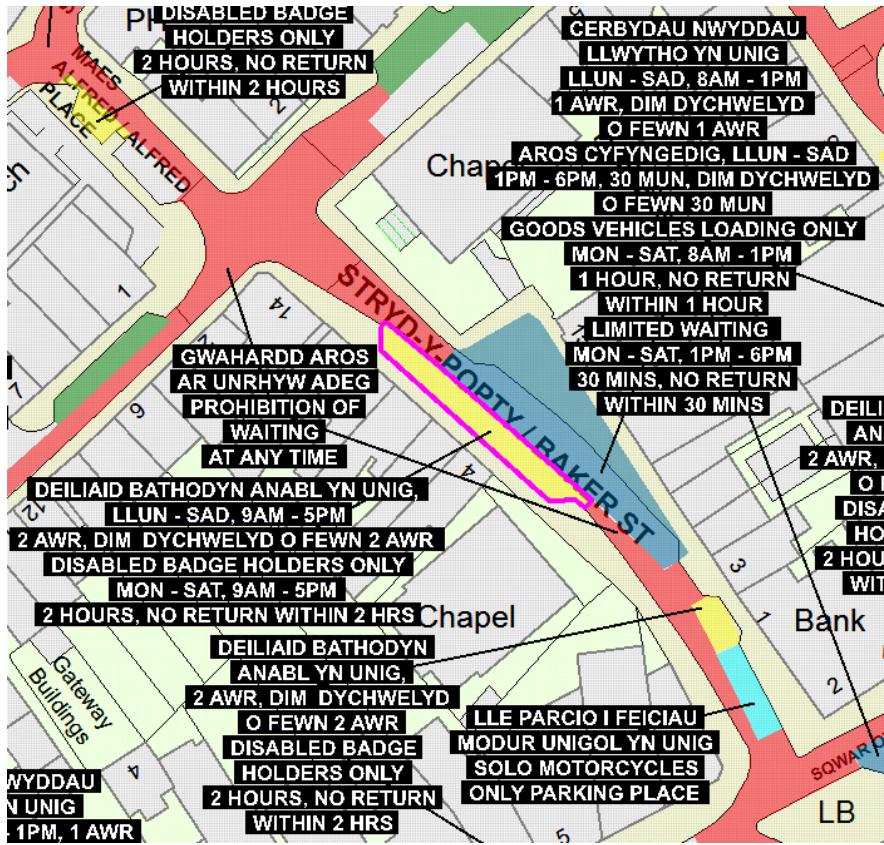


Figure 13: Retained Disabled Bay (vi)

- vii) To retain the Disabled Badge Holders Only parking, Monday to Saturday, 8am to 5pm, 2 hours no return within two hours on Eastgate on its northern side outside Downies Vaults/Fusion King etc.
- viii) To retain the Goods Vehicles Loading Only bay, Monday to Saturday, 8am to 5pm, 1 hour no return within 1 hour that was temporarily introduced on Portland Street on its northern side by its junction with Terrace Road, outside the minor entrance to Boots pharmacy.

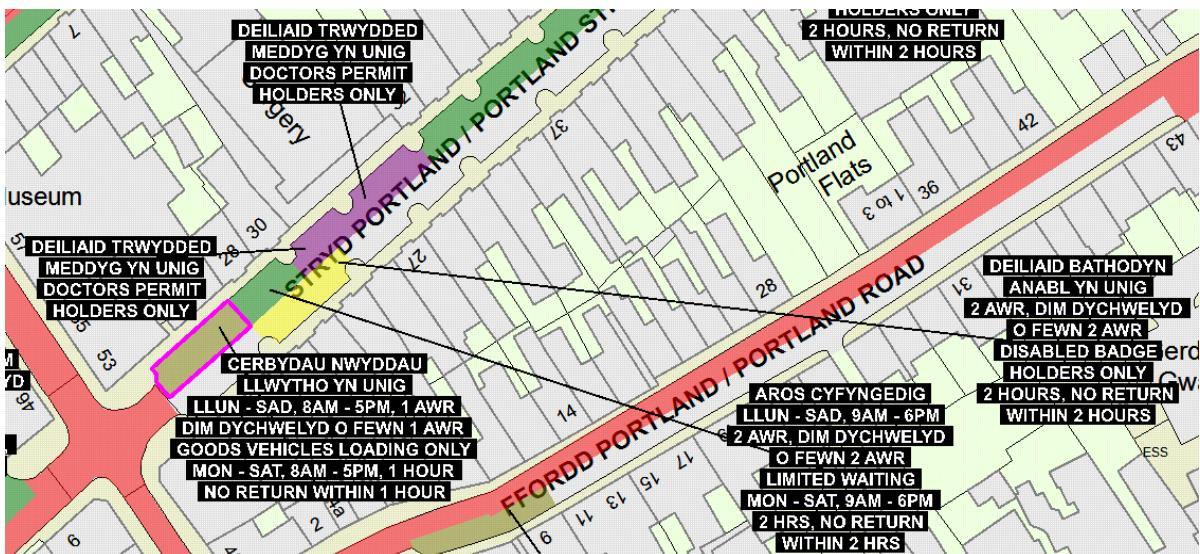


Figure 14: Retained Loading Bay (viii)

- ix) To retain the Disabled Badge Holders Only parking, 9am to 5pm, 2 hours no return within 2 hours temporarily introduced to Laura Place on its western side adjacent to St Michael's church, but to amend the timing to 9am to 5pm, 2 hours no return within 2 hours.

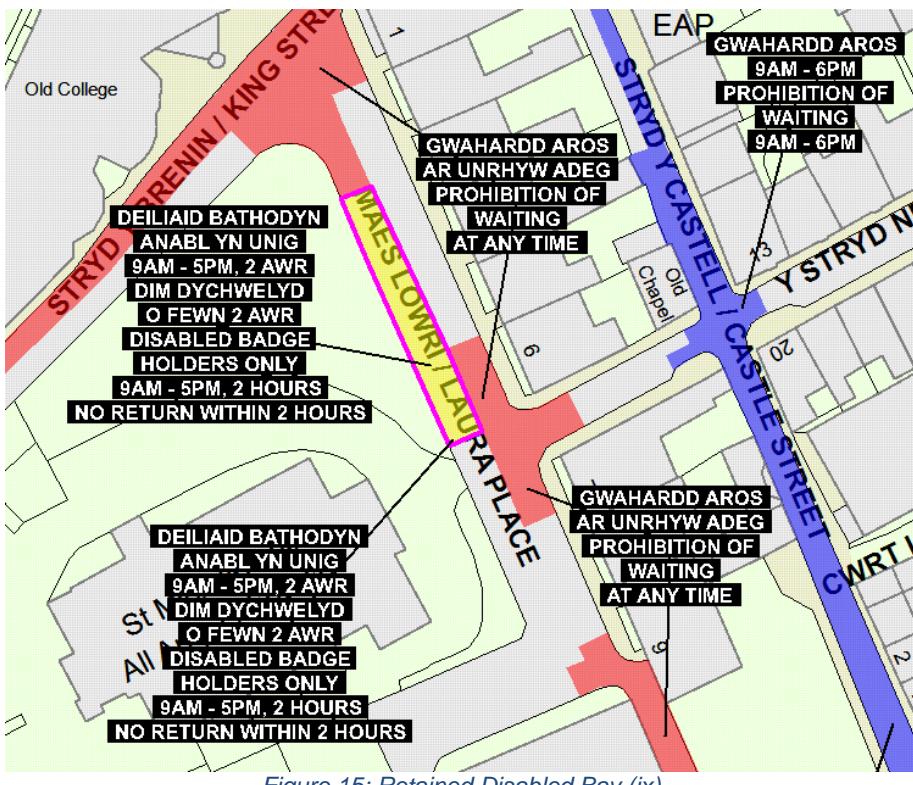


Figure 15: Retained Disabled Bay (ix)

- x) To retain the Goods Vehicle Only Loading bay Monday to Saturday, 8am to 5pm, 1 hour no return within 1 hour outside No. 8 to No. 10 for 14.6 metres temporarily introduced on the western side of Pier Street (adjacent to Sports Direct)
- xi) To retain the Goods Vehicle Only Loading bay Monday to Saturday, 8am to 5pm, 1 hour no return within 1 hour temporarily introduced outside Cactws for 12 metres on the eastern side of Pier Street.
- xii) To retain the Goods Vehicle Loading Only bay, Monday to Saturday, 8am to 5pm, 1 hour no return within 1 hour temporarily introduced on Terrace Road on its western side by Stars.

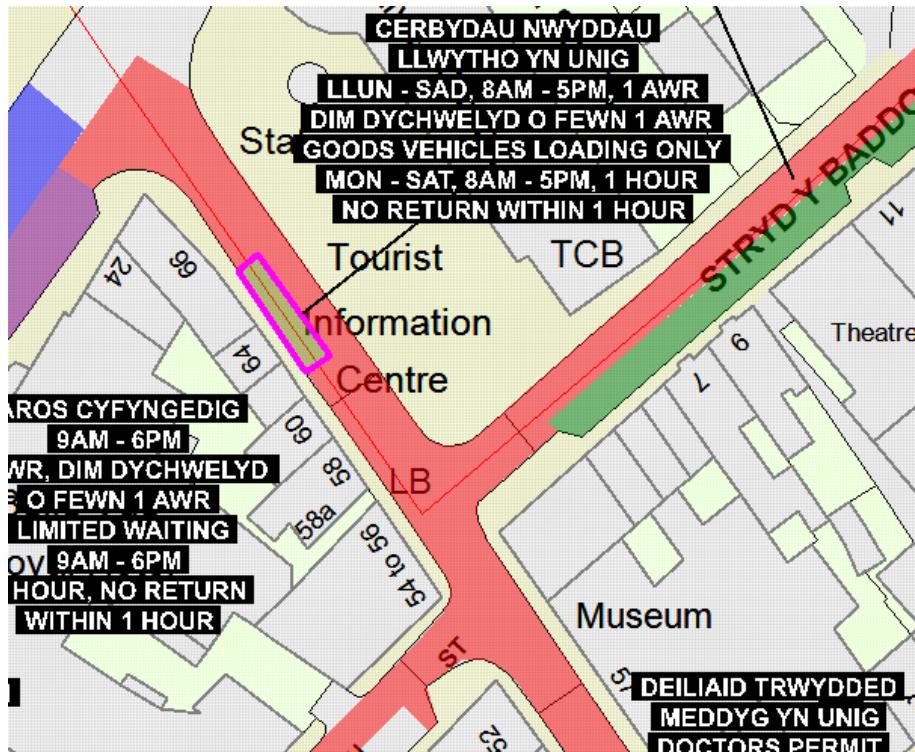


Figure 16: Retained Loading Bay (xii)

It is proposed to include the following Moving Prohibitions in the ETROs:

- i) To retain the One Way traffic flow temporarily introduced on Pier Street (south to north from Great Darkgate Street to New Promenade/Marine Terrace).
- ii) To introduce a Prohibition of Left Turn from Eastgate onto Pier Street, to support the one way on Pier Street.
- iii) To introduce a new Prohibition of Right Turn from King Street onto Pier Street.
- iv) To retain the One Way traffic flow temporarily introduced on Terrace Road from the seafront at Marine Terrace to its junctions with Portland Street.
- v) To introduce a new Prohibition of Right Turn from the eastern arm of Portland Street onto Terrace Road.
- vi) To introduce a new Prohibition of Left Turn from the western arm of Portland Street onto Terrace Road.
- vii) To introduce a new Prohibition of Right Turn from Portland Road onto Terrace Road.
- viii) To retain the One Way traffic flow temporarily introduced on Baker Street, from the direction of its junction with Portland Street towards its junction with North Parade/Great Darkgate Street.
- ix) To introduce a new Prohibition of Right Turn from Bath Street into Terrace Road.
- x) Retain the One Way traffic flow temporarily introduced on Bath Street.
- xi) To introduce prohibitions of turn (left and right) from Queens Road into Bath Street



Figure 17: Aberystwyth proposed One Ways and supporting Prohibited turns

Has an Integrated Impact Assessment been completed? If, not, please state why.

No, the impact of the various measures to be introduced will be assessed during the 6 month period for objections following implementation of the ETROs. An IIA at that stage will then inform any decision to make the ETROs permanent

WELLBEING OF FUTURE GENERATIONS:

Summary: N/A
Long term: N/A
Integration: N/A
Collaboration: N/A
Involvement: N/A
Prevention: N/A

RECOMMENDATION (S):

It is recommended that these proposals, and any amendments to them deemed necessary, be approved for submission to Cabinet to seek authorisation for the making of the necessary Experimental Traffic Regulation Orders and the publishing of a Notice to that effect in the local press and revoke all other measures associated with the Safe Zone Temporary Traffic Orders.

REASON FOR RECOMMENDATION (S):

So that the benefits afforded by some elements of traffic management in the aforementioned towns be investigated/monitored and considered to be made permanent, and to provide a baseline traffic management network to assist in development of future proposals for the four towns.

Contact Name: Steve Hallows

Designation: Service Manager Highways Development

Date of Report: 22/10/2021

Acronyms: