

Cyngor Sir CEREDIGION County Council

REPORT TO: Cabinet

DATE: 11 January 2022

LOCATION: ZOOM

TITLE: **Feedback from the Thriving Communities Overview and Scrutiny Committee on Retaining elements of the Temporary Traffic Regulation Orders (TTROs) in towns in Ceredigion**

PURPOSE OF REPORT: **To provide feedback from the Thriving Overview and Scrutiny Committee held on 8th November 2021**

The Committee Members had a re-cap of the information presented to the Committee on the 1st October 2021. Reference in particular to the next steps which included engagement with Local Members and Cabinet Members in October, followed by a report to Scrutiny today, which would be presented to Cabinet in January 2022. If supported, he confirmed that an Experimental Traffic Regulation Order (ETRO) would be introduced which involves an on-going six month consultation period for public views.

Officers presented the proposals for Experimental Traffic Regulation Orders (ETRO), 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. The Officer reiterated that several traffic management measures were introduced via the Temporary Traffic Regulation Orders (TTRO's) in Aberaeron, Aberystwyth, Cardigan and New Quay, to facilitate social distancing during lockdown restrictions during the Covid-19 pandemic. TTRO's have an 18-month life span and some of those currently in force, will expire in October 2022. These can be extended with appropriate permission providing the rationale is still relevant and valid, which is unlikely to be the case currently given the relaxation of initial lockdown restrictions.

It was stated that the review of the temporary arrangements has recognised that some of the elements implemented gave rise to wider benefits to society, and that there is a case for commencing a legal process for possibly making these permanent, by making two ETRO's. One for parking restrictions that will amend the existing countywide Parking Traffic Order and the other for 'moving' regulations such as one-way traffic flows, prohibitions of right/left turn, no entry etc.

The process that following the publication of a Notice of Intent was explained, members of the public are granted a six month period during which formal objections may be submitted to the ETRO process. He also explained that an ETRO can remain in force for up to 18 months. After the end of the initial six month period, 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 contribute their views prior to introducing permanent Traffic Regulation Orders.

The proposed measures to retain/amend were then presented to the Committee.

Members asked many questions relating to their area of interest, which were answered in turn by Officers.

Members asked that consideration be provided to those who are elderly and infirm and do not have a blue badge to whom parking within close proximity of town is of great importance. In response, it was confirmed that the study undertaken looked at each town individually.

In response to a question, Officers confirmed that they would need to investigate the blue badge allocation hours that a Member referred to as having decreased from 3 hours to 2 hours as the Member considered that the original 3 hours should now be reinstated in all affected locations.

In response to another question, Officers confirmed that pooling of water had been an issue at some locations and that where it is an issue it is easily rectifiable.

It was confirmed following a query that licensing fees would be applied from 2022, and that the reason for not applying charges until then was to support Ceredigion's Traders during an extremely difficult challenging period.

It was confirmed following a question that parking for members of the public is available for 30 minutes at Baker Street, Aberystwyth from 1pm until 6pm daily. It was also reiterated that as the consultation will be over a 6-month period, all comments, suggestions, views would be considered in relation to these, and any other, arrangements

Regarding Cardigan Town Council, following a question, it was confirmed that the loading bay near the Castle has been located as close as it could be in order for traffic to pass comfortably. It was also requested that Officers investigate a request for signage to warn lorries that a particular road is unsuitable for large loads. A request was made for increased traffic warden presence on Pendre.

Committee Members agreed that the notice of intent, which will be submitted to press in February 2022 with information regarding the 6-month consultation period, needs to be highlighted and communicated to the public.

Committee Members agreed that easy access for everyone is key and that the older and infirm (those without blue badges) need to be accommodated too. A recommendation was made that when the car park charging fees are set that they are affordable for all so that residents can continue to shop in their local towns.

In response to a question regarding the proposed timetable for implementation, These are Officer proposals that will require Cabinet ratification.

A Committee Member raised concerns that he has received many complaints from his constituents who reside out of Aberystwyth Town that they are no longer comfortable with shopping in town due to the road closures and the one-way systems. An Officer confirmed

that the safe zones was a separate issue and moving forward under these experimental orders, the public have an opportunity to express their views for future consideration. Committee Members welcomed this consultation opportunity.

The Chairman then gave non-Committee Members an opportunity to speak and concerns were raised as follows:

- Parking for residents has been extremely difficult and the impact on those individuals should be considered;
- Traffic Flow efficiency should be considered;
- A full report on economic impact would be beneficial;
- It was suggested that a drop-off point should be considered outside the Factory Shop in Cardigan;
- Extended pavements have seen increased flooding in Pendre, Cardigan.

Following a lengthy discussion, Committee Members were asked to consider the following recommendation:

RECOMMENDATION:

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.

Committee Members AGREED to recommend the following amended recommendation (changes highlighted in bold) to Cabinet:

It is recommended that these proposals, and any amendments to them deemed necessary **following discussion at the Thriving Communities Overview and Scrutiny Committee held on the 8th November, and after consultation with Local Members** 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.

Councillor Marc Davies
Chairman of the Thriving Communities Overview and Scrutiny Committee