

CEREDIGION COUNTY COUNCIL

Report to: Cabinet

Date of meeting: 01/02/22

Title: Experimental Traffic Regulation Orders -Retaining elements of the Temporary Traffic Regulation Orders (TTROs) in towns in Ceredigion

Purpose of the report: To seek authorisation to make two Experimental Traffic Regulation Orders required for the process for retaining selected parking and traffic flow elements installed temporarily in response to the Covid-19 pandemic

For: Decision

Cabinet Portfolio and Cabinet Member: Highways and Environmental Services, Housing and Customer Contact – **Cllr Dafydd Edwards**

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 lockdown 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 and subsequent alert level conditions are not in force at this time.

As 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 justification for starting the legal process required to consider retaining some of these elements.

It is recommended that this process be best undertaken through the making of two Experimental Traffic Regulation Orders (ETROs).

One ETRO will manage the parking restrictions regulations that will entail amending the existing Countywide Parking Traffic Order, whilst the other ETRO will manage the 'moving' regulations including one way traffic flows, prohibitions of right/left turn, no entry etc.

Comparing the ETRO process with the more traditional Permanent Traffic 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 (Autumn 2022), the Authority can decide to either revoke, amend, or make permanent the ETRO as outlined in this report. Using ETROs as the process for retaining these features, 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 suggestions or objections to introducing the Permanent Traffic Regulation Orders.

The 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 current 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 periods for consultation, suggestions and objections.

Those measures and/or regulations not included in the proposed ETROs which were introduced by way of the current Temporary Traffic Regulation Orders as part of the 'safe zones' will be revoked, and will revert to what was included in pre-covid19 Permanent Traffic Regulation Orders.

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.

The proposed measures in each town are provided in the *Thriving Communities Overview and Scrutiny Report Dated 08/11/2021* – see **Appendix A**

Following lengthy discussion at that meeting, the recommendation from the Committee was: *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.*

In accordance with the ETRO process, consultation has been undertaken with the Emergency Services, Local Members, relevant Town Councils, Bus companies, Road Hauliers Association. Six responses were received and a summary of these are included along with Officers recommendations in **Appendix B**

Following consideration of the feedback from the Thriving Communities Overview and Scrutiny (8th November 2021), and the subsequent consultation process, two further amendments are proposed, these being:

- *to introduce a new Prohibition of Right Turn from Bath Street into Terrace Road'.*
As the existing one way system on Bath Street, Aberystwyth is being retained, this proposal has now been removed from the list of proposals.

- *‘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.’*

Following further discussion it is recommended that the Disabled Badge Holders Only parking spaces on Laura Place are not included within the ETRO.

- *‘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.’*

Following further consideration it is recommended that Baker Street reverts to its previous direction of travel away from Owain Glyndwr Square.

No further changes are proposed for the reasons outlined in Appendix B.

Information and plans setting out the proposed changes to the recommendations put forward in the report to the Thriving Communities Overview and Scrutiny Committee meeting on 8 November 2021, are shown at **Appendix C**.

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 proposed ETROs. An IIA at that stage will then inform any decision to make the proposed ETROs permanent

Wellbeing of Future Generations:
Summary:
Long term:
Collaboration:
Involvement:
Prevention:
Integration:

Recommendation(s): **IT IS RECOMMENDED THAT Cabinet approve:**
1) the making of the following Experimental Traffic Regulation Orders:
 i) To amend the existing Countywide Parking Traffic Order, the Ceredigion County Council (Prohibition and Restriction of Waiting and Loading and Unloading) Order 2019
 ii) To manage the ‘moving’ regulations including one way traffic flows, prohibitions of right/left turn.
2) the publication of subsequent Notices of Making in the press.

Reasons for decision: • **To enable the legal process behind the Experimental Traffic Regulation Orders to**

- **proceed to implementation.**
- **To enable implementation of the said Orders.**
- **To manage the ‘moving’ regulations**
- **To manage the parking restrictions regulations**

Overview and Scrutiny:	Thriving Communities
Policy Framework:	Producing better and safer roads.
Corporate Priorities:	Boosting the Economy Investing in People’s Future Enabling Individual and Family Resilience Promoting Environmental and Community Resilience
Finance and Procurement implications:	To be confirmed
Legal Implications:	To ensure compliance with legislation
Staffing implications:	N/A
Property / asset implications:	The necessary signs and road markings will become highways assets
Risk(s):	Cabinet will be required to consider and determine the outcome of any objections received.
Statutory Powers:	Road Traffic Regulation Act 1984 Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.
Background Papers:	None
Appendices:	Appendix A – Thriving Communities & Overview Scrutiny Report 08/11/2021 Appendix B – Summary of consultation correspondence received and Officers recommendations Appendix C – Changes to the recommendations put forward in the report to the Thriving Communities Overview and Scrutiny Committee
Corporate Lead Officer:	Rhodri Llwyd
Reporting Officer:	Tom Delph-Janiurek
Date:	21/01/2022

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:

- 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.
- 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.
- 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)

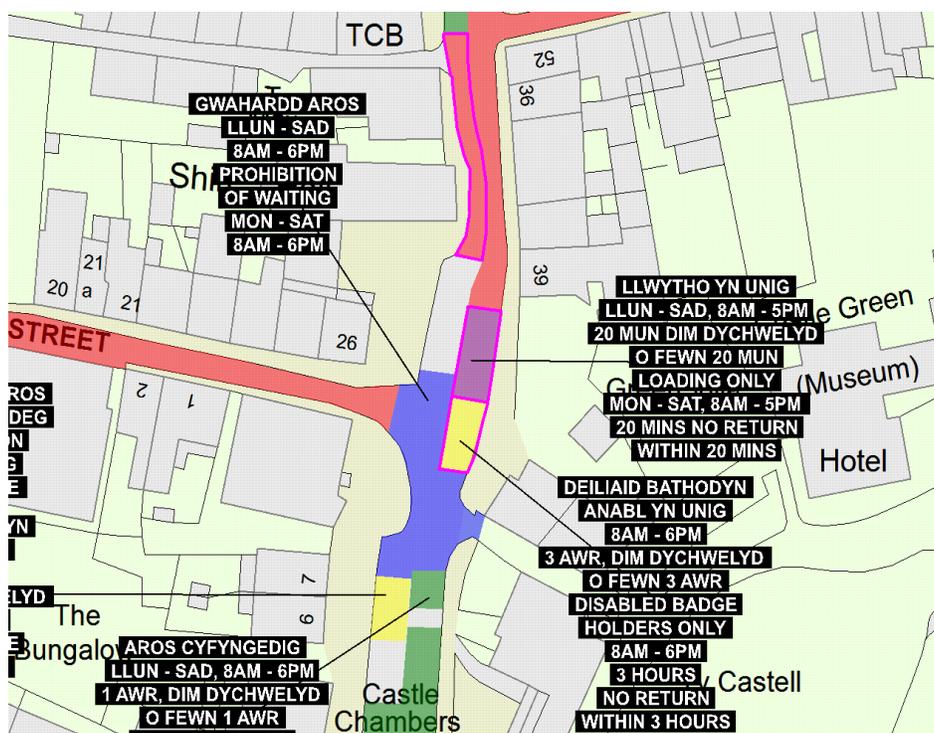


Figure 1: New loading bay (i), extended Disabled bay (ii) and Prohibition of Waiting at any time (iii)

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.

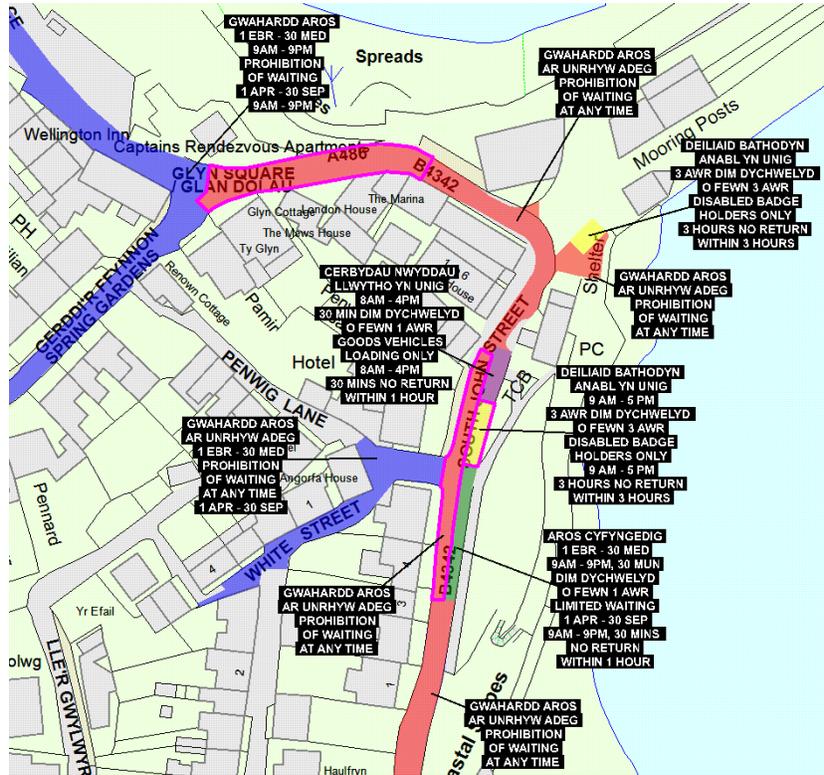


Figure 5: Retained Disabled Bay (i) and new Prohibition of Waiting At Any Time (ii and iii)

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

- i) 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.
- ii) To introduce a new Prohibition of Right Turn from Marine Terrace onto Water Street.
- iii) 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:

- 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.
- 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.

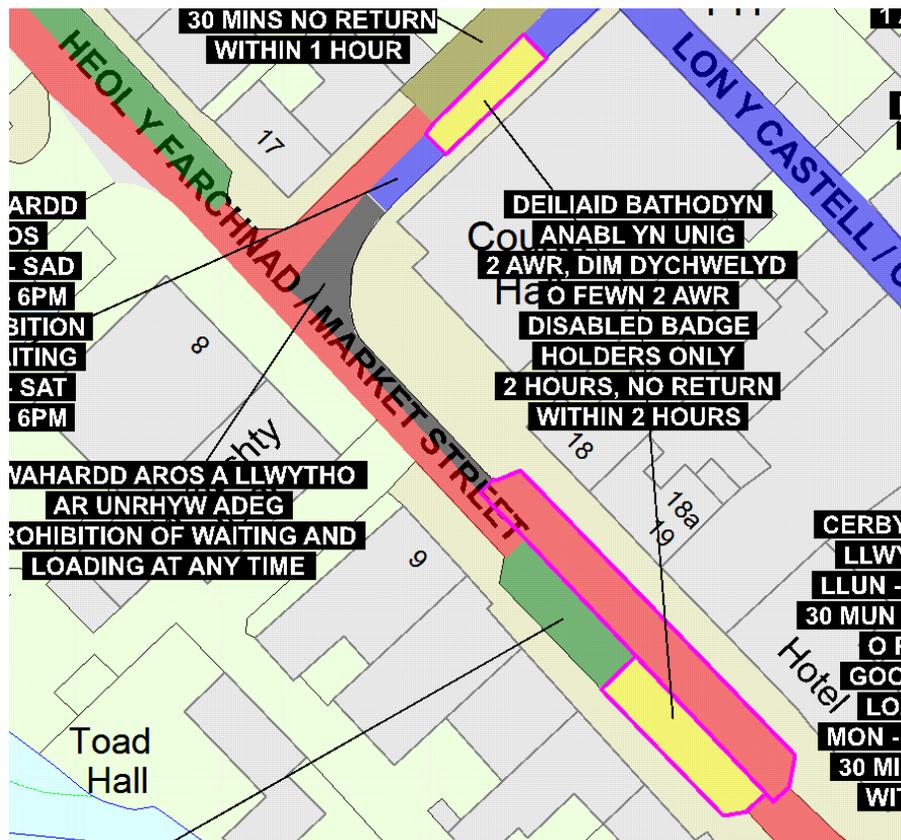


Figure 7: Retained Disabled Bays (i above and iv below) and Prohibition of Waiting At Any Time (ii)

- 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.

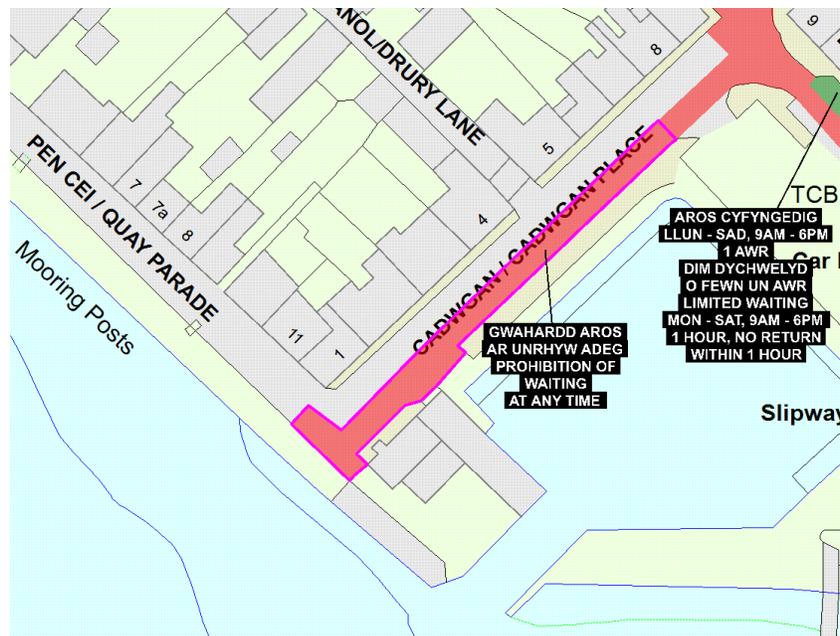


Figure 8: Prohibition of Waiting At Any Time (iii)

- 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.

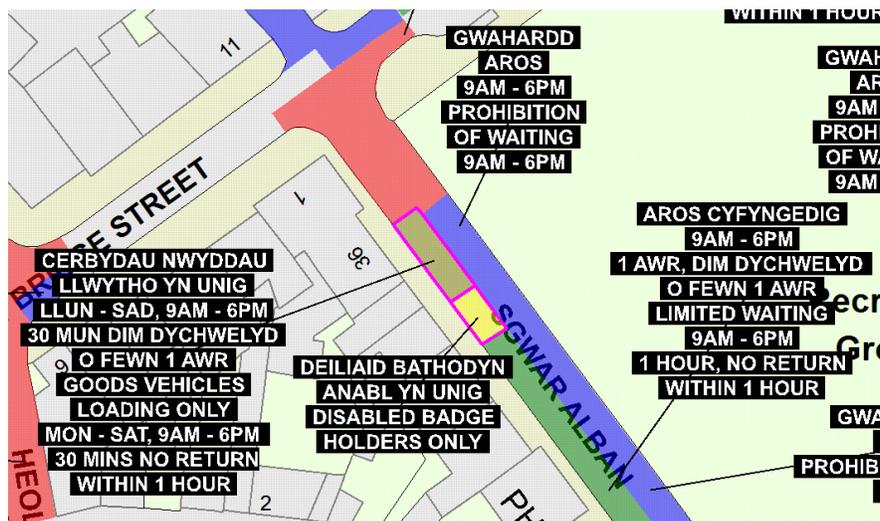


Figure 9: New Loading Bay (v) and Disabled Bay (vi)

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).

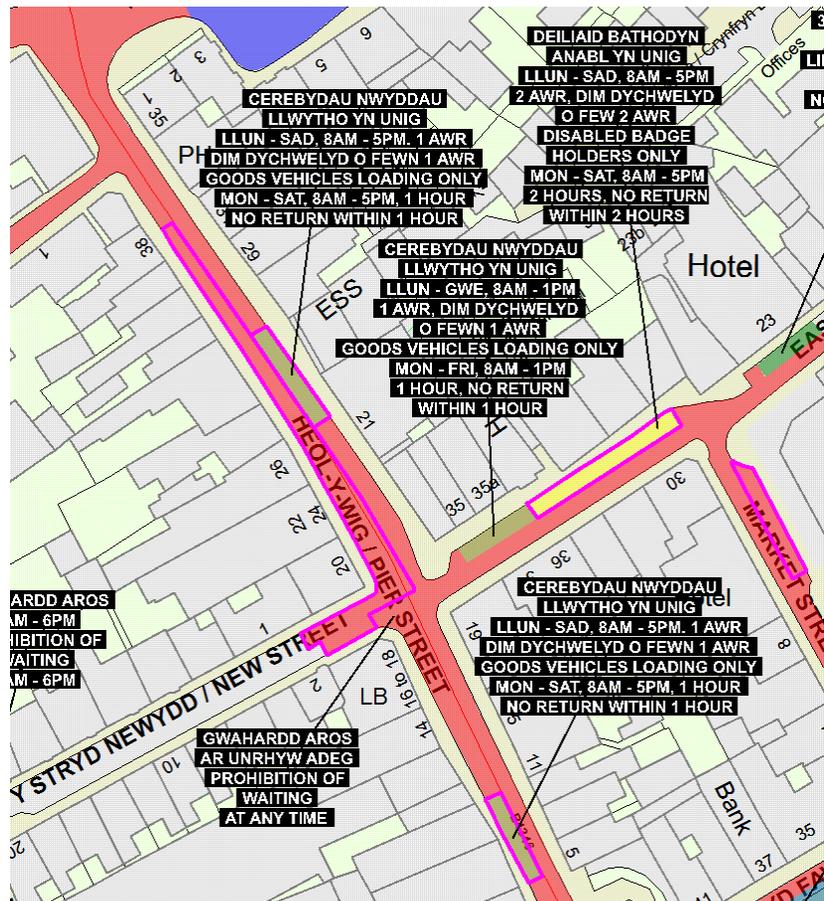


Figure 11: Removed Disabled Bay (i), Retained Loading Bays (x and xi below), Retained Disabled Bay (vii below) and Retained Prohibition of Waiting At Any Time (ii)

- 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.

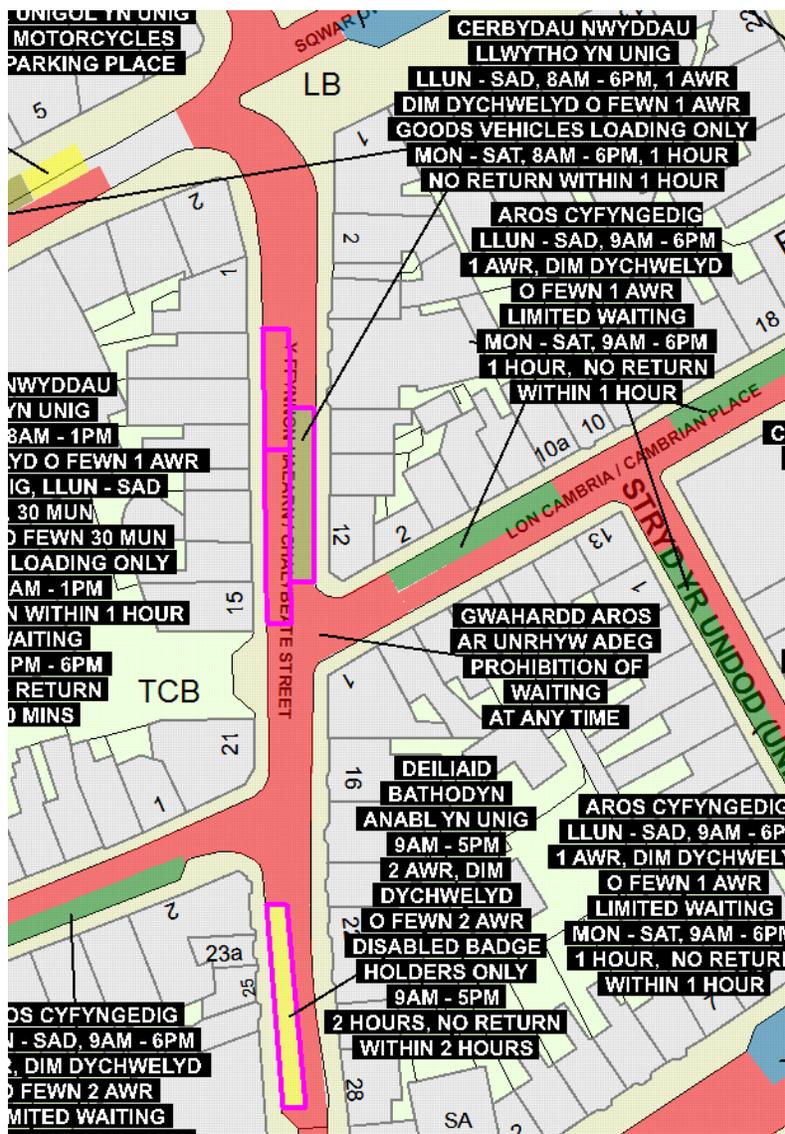


Figure 12: Retained Loading Bay (iii), Prohibition of Waiting At Any Time (iv) and Disabled Day (v)

- 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).

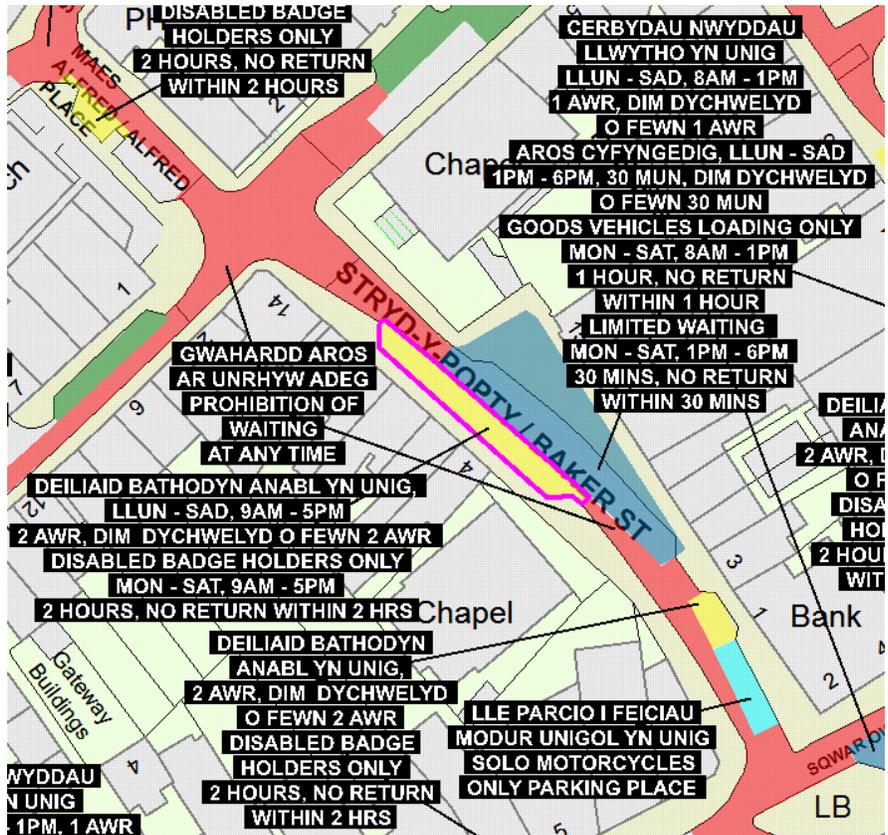


Figure 13: Retained Disabled Bay (vi)

- 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.

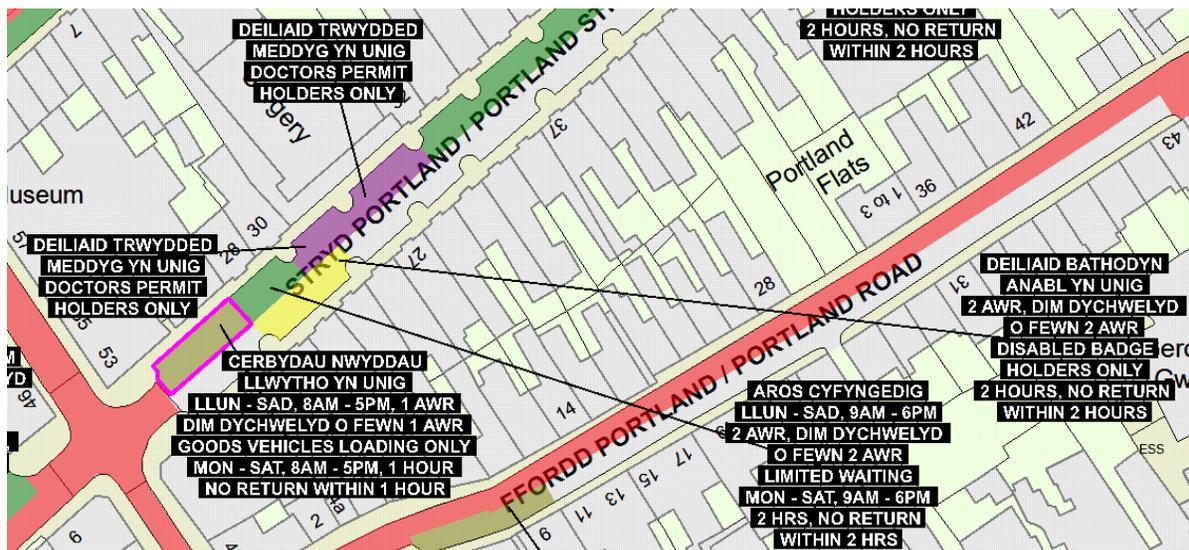


Figure 14: Retained Loading Bay (viii)

- 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.

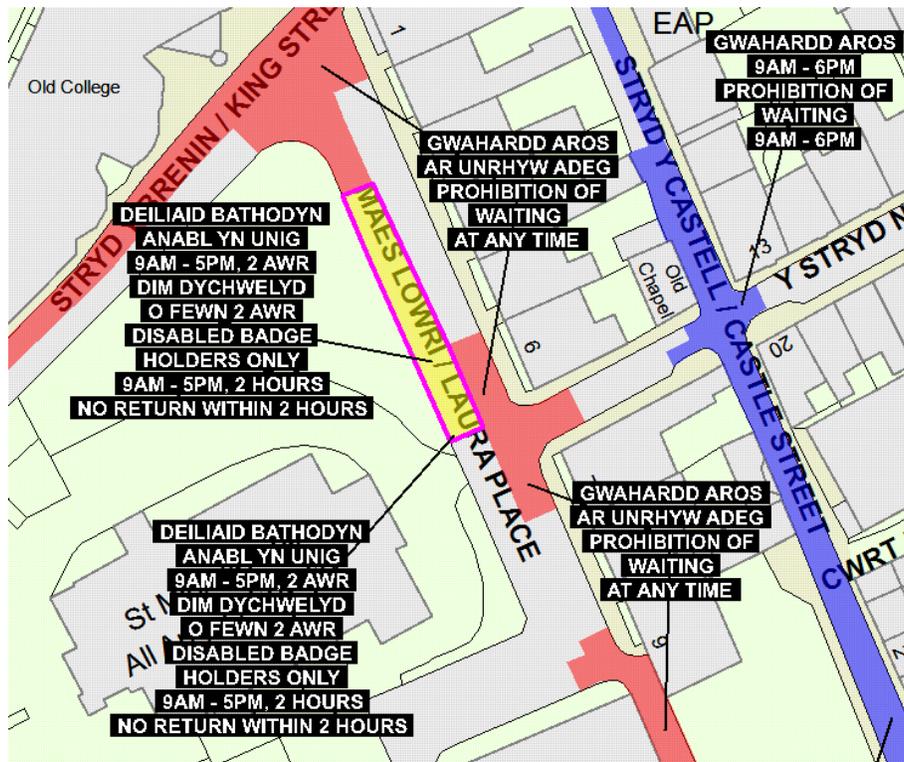


Figure 15: Retained Disabled Bay (ix)

- 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.

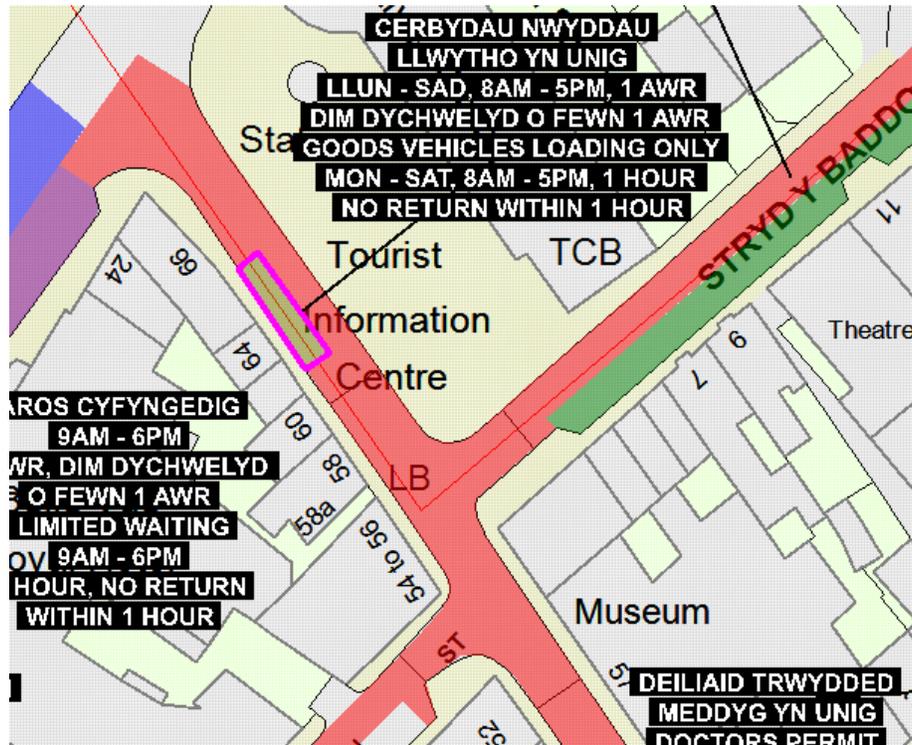


Figure 16: Retained Loading Bay (xii)

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

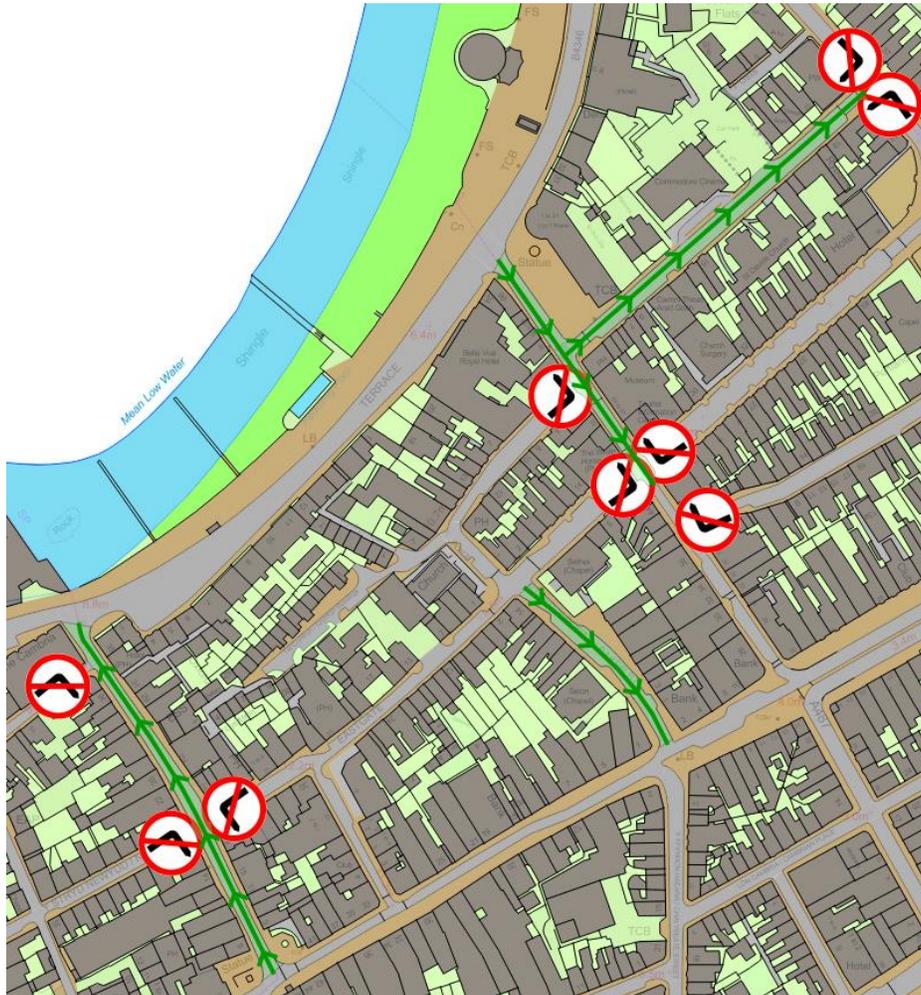


Figure 17: Aberystwyth proposed One Ways and supporting Prohibited turns

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:

APPENDIX B

Summary of consultation correspondence received (*in italics*) and Officers
recommendations (**in bold**)

Responses were received from Mid and West Wales Fire and Rescue Service, Cllr. Elaine Evans, Cllr. Endaf Edwards, Cllr. Ceredig Davies, Aberystwyth Town Council and Aberaeron Town Council during the consultation period, and these have been grouped by location below:

GENERAL

1. *Correspondence was received from the Mid and West Wales Fire and Rescue Service but contained no objection to any of the measures in the proposed ETROs.*

CARDIGAN

2. *Did not object to any of the proposals but requested a drop-off bay be installed on the High Street, Cardigan, by the Factory Shop. She was informed that although the location is currently covered by a permanent prohibition of Waiting and Loading At Any Time, it is still legal for vehicles to stop there to allow passengers to board or alight. Installing a formal bay would place a considerable burden on Parking Services, since a Civil Enforcement Officer would have to witness a vehicle being left in contravention of the time limit placed on the bay. **It is suggested that time be given for the effects of the proposed ETROs to be assessed before considering any additional measures.***

ABERYSTWYTH

3. *The changes in highways arrangements that were introduced in towns in Ceredigion were composed and introduced 'on the hoof' in response to the unprecedented circumstances of the Covid-19 pandemic. There are differing opinions on the effectiveness of them, and unintended consequences which persist for residents and businesses in town centres. The proposals in the ETROs are not based on prior studies, merely being a continuation of measures that have been in place for over 12 months that are being proposed to justify their temporary introduction and which will be in place over another summer season. **Multiple measures introduced 12 months ago are to be amended/removed. The ETRO process allows a minimum of 6 months for the effects of the introduction of the proposed measures and the revocation of some of the measures that were temporarily introduced to be evaluated. Following the initial 6 month period during which objections can be received, amendments can be made and a different set of measures evaluated if there is sufficient, appropriate justification.***
4. *The impression given by the leader of the council was that the streets would revert to how they were once the summer season was over. It is now evident that officers differ in their view and are not proposing the removal of the extended pavements. **The measures included in the proposed ETROs include only a part of the overall measures that were introduced for the 'safe zone' in Aberystwyth, and they include none of the road closures, which were removed after the summer season.***

5. *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. There is no justification in the consultation document for the removal of the disabled parking in Market St and as a consequence disabled parking should remain. It was put there originally, following extensive consultation, in order that those with a Blue Badge had somewhere close to park for Great Darkgate St. The need for such spaces has not gone away and the spaces created in Eastgate in the vicinity of Downies is that much further away from GDS and further than the 50 metre walking distance, a criteria for obtaining a Blue Badge. Creating disabled parking in the vicinity of Downies impacts on nearby businesses with the deliveries and pick-ups. There is the need to retain the ability of Pantyfedwen staff to exit with their vehicles on to Market St. **The proposal to remove all parking on Market Street permits vehicle and pedestrian provision to be reviewed and the existing problem with obstruction of the access to Pantyfedwen to be addressed. Under what is proposed, the nearest disabled parking provision to Market Street is only approximately 8 metres away in Eastgate. Disabled parking spaces on Market Street are already more than 50 metres away from the majority of shops on Great Darkgate Street, and spaces are already provided on Great Darkgate Street itself.***

6. *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. The creation of extended pavements and as a consequence the loss of parking has impacted on blue badge holders but also on the less mobile who do not have a blue badge. Chalybeate St, western side, has always provided parking for those accessing banks and businesses in and around Sgwar Owain Glyndwr. Whilst it was not “legal” parking it was a great boon to those who literally used the parking for a matter of minutes. **The proposals will introduce more disabled parking in central Aberystwyth than previously. The proposed measures re-balance pedestrian provision on narrow streets, traffic flows, and on street parking provision. There is no means within current legislation to create parking specifically for those without blue badges who may nevertheless be less mobile, other than to increase parking provision at the expense of provision of footways. The Authority cannot be seen to be encouraging illegal parking, restrictions are imposed on the basis they are enforced and that drivers respect them.***

7. *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. This should read eastern side of Chalybeate St. Willing to accept this as part of the ETRO. **The bay referred to is correctly noted as being on the western side of Chalybeate Street.***

8. *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). Parking along the “even numbered side”, referred in the report as the western side, should revert to what was there previously in order to provide parking for residents and the less abled, without blue badges, in order that they could access banks and other services in and around Sgwar Owain Glyndwr. This view is reinforced by the loss of parking in nearby Chalybeate St. Support the recommendation to revert the “odd side”, referred as the eastern side in the report, to how it was as a loading bay. **The proposals address the relatively low level of disabled parking provision during the daytime in this part of Aberystwyth. They introduce and maintain a mixture of parking (i.e. loading, limited waiting, disabled parking, motorcycle parking and unrestricted parking overnight for residents).***

9. *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. The temporary disabled bay outside Downies should be removed and returned to a time limited parking bay as was. The reason being that a disabled bay at this point is too far away from most of the services that blue badge holders would want. Disabled parking bays here impact on local businesses, a white goods retailer, a public house and two carpet shops. This proposal is only being made due to the suggestion that disabled parking was being removed from Market St. **The proposals will lead to a net increase in disabled parking provision. The locations of disabled parking in central Aberystwyth have been chosen to provide opportunity to allow short walking distances to most of the shops and facilities serving the town.***

10. *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. If the extended footways along the section of Terrace Rd between Bath St and Portland St are to be retained then this recommendation is inevitable. How effective will it be in practise is another thing as the delivery to Boots is early morning when our parking enforcement team are usually undertaking other duties. The loading bay in Portland St does not meet the needs of The White Horse public house which has its cellar entrance in the middle of the extended pavement section between Bath St and Portland St. The dray wagon when delivering to The White Horse blocks off this section of Terrace Rd during their delivery as a consequence cars drive against the one way system up Corporation St risking colliding with vehicles coming around the corner next to Kane’s Bar. **This loading bay was introduced temporarily earlier in the year in line with requests from nearby businesses. The temporary one way system on Corporation Street and Alfred Place is to revert back to how it was prior to alteration.***

11. *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. Of all the recommendations in the report this one seems to be the most indefensible. Laura Place is a long way from the centre of town. When Laura Place was used earlier in the pandemic it was little used but had a negative impact on parking for residents living in Laura Place, New St, King St, Castle St, Eastgate and now Pier St. Laura Place should return to how it was. **Correspondence has been received in support of the proposal to retain the disabled parking provision that was temporarily introduced in central Aberystwyth. This particular provision can be reviewed following the initial six month period to allow for any objections to be received to the proposed ETROs.***

- 12.** *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) 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. In response to the recommendations, the extended pavements are to be retained there is the need for delivery parking but their effectiveness is only as good as the authority's ability to enforce. With ever increasing on line shopping the number of delivery vehicles in our towns is increasing. With limited opportunities to park these vehicles often park on the extended footways where they can or simply block the road whilst delivering. **These comments are noted and will be passed onto Parking Services.***
- 13.** *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. If the extended pavements are to be retained there is the need for delivery parking but the effectiveness of any such bays is dependent on its enforcement. **These comments are noted and will be passed onto Parking Services.***
- 14.** *Corporation Street is not included [in the list of proposed prohibitions of movement], but should have its traffic flow reversed. **Corporation Street is not included because it will revert back to how it was prior to temporary measures being introduced.***
- 15.** *To retain the One Way traffic flow temporarily introduced on Pier Street (south to north from Great Darkgate Street to New Promenade/Marine Terrace). As these are experimental traffic orders there is an opportunity here to trial Pier St being one way, the other way. i.e. from the Pier towards Great Darkgate St. We could then glean information as to which direction of traffic would be the better. What is being proposed will continue the problem with traffic congestion around Castle Point, South Road, High St, Princess St and Queen St. I acknowledge that if Pier St's traffic flow was turned there could be an impact on the northern side of town but unless we trialled the alternative we would not know which flow created the biggest positive / negative impact. **The impact of the current arrangement temporarily introduced on Pier***

Street has not been assessed during a summer season whilst Market Street and Great Darkgate Street have been open to traffic. However, we have also received support for the temporarily introduced one way system on Pier Street that is included in the proposed ETROs. Traffic modelling will be undertaken to assess the impact of various configurations of One Way systems within central Aberystwyth, including Pier Street. Using traffic modelling to investigate the changes to traffic flow has less impact to people in Aberystwyth than trialling the proposals on the ground. If the modelling suggests that there would be no significant and unintended consequences for residents and vehicle flows, then they can be trialled as part of the ETRO process.

16. *To retain the One Way traffic flow temporarily introduced on Terrace Road from the seafront at Marine Terrace to its junctions with Portland Street. Whilst the extended pavements are in place this proposal is inevitable but there is the need to improve the signage. **Signage provision will be reviewed alongside any other measures introduced to support the provisions of these proposed ETROs.***
17. *To introduce a new Prohibition of Right Turn from the eastern arm of Portland Street onto Terrace Road. This recommendation naturally follows the previous recommendation, but again signage must be adequate and possibly more than what appears as adequate on paper. **Signage provision will be reviewed alongside any other measures introduced to support the provisions of these proposed ETROs.***
18. *To introduce a new Prohibition of Left Turn from the western arm of Portland Street onto Terrace Road. By western arm I presume that the author of the report means Upper Portland St. If the current traffic flow is maintained then Upper Portland St is one way from Terrace Road towards Eastgate and no traffic should be coming down Upper Portland St towards Terrace Road. **The section of Portland Street between Terrace Road and the junctions with Alfred Place/Eastgate/Baker Street (Upper Portland Street) is currently two way. Therefore the proposal is appropriate.***
19. *To introduce a new Prohibition of Right Turn from Portland Road onto Terrace Road. There has been a long standing prohibition of right turn when exiting Portland Road on to Terrace Road. **Currently there is a 600mm round blue sign with a white arrow indicating the one way system on Terrace Road for drivers emerging from Portland Road, however for consistency with other nearby junctions and to reinforce the one way flow, a no right turn TRO is proposed.***
20. *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. Traffic flow along Baker St should be returned to being away from Sgwar Owain Glyndwr towards Eastgate. The No Entry from Sgwar Owain Glyndwr is being flouted on an hourly basis. With the current traffic flow large delivery vehicles have difficulty exiting from Baker St into Sgwar Owain Glyndwr. Reversing Baker to what it was reduces traffic*

being diverted around town i.e. along North Parade, Queens Road, Portland St, Upper Portland St to get to Baker St. Access to the motorcycle parking bay again means going a long way around town. This is noted, particularly regarding problems for larger vehicles. The proposal aimed to discourage drivers circling the busiest part of Aberystwyth searching for on street parking, and arrangements at the junction with Owain Glyndwr Square were to be reviewed, along with signage and other measures introduced to support the provisions of the proposed ETROs. Following further consideration it is recommended that Baker Street reverts to its previous direction of travel away from Owain Glyndwr Square.

- 21. In addition to reversing the traffic flow in Baker St, Corporation St should be reversed to how it was. If this was done, traffic blocked off delivery vehicles outside of The White Horse could exit via Corporation Street. With Terrace Rd blocked outside of The White Horse vehicles at present either drive against the traffic flow in Corporation St or reverse into traffic flow coming off Marine Terrace in order to access Bath St, both dangerous practises for vehicles and pedestrians. **Corporation Street will revert back to how it was prior to temporary measures being introduced.***
- 22. To introduce a new Prohibition of Right Turn from Bath Street into Terrace Road. If traffic flow in Bath St is retained as being one way from Terrace Road towards Queens Road is there a need for this recommendation? **Since the existing one way system on Bath Street is being retained, this proposal is rightfully questioned. It has now been removed from the list of proposals.***
- 23. Retain the One Way traffic flow temporarily introduced on Bath Street. I will defer to the local member who I believe is in favour of this proposal. I would though suggest a one way sign to be erected on a light column in the vicinity of Arad Goch to direct vehicles coming out at the Kings Hall shops that they need to turn left down Bath St. **Signage by egresses to private car parks is not usually provided, and in this case drivers will be aware of the one way system having driven past a one way road sign to access the car park. However, signage provision to reinforce the proposed one way system on Bath Street will be considered along with other measures introduced to support the provisions of the proposed ETROs.***
- 24. Residents have noted that having a Disabled Parking Area in Laura Place is not useful, as it is far away from where disabled people would use such an area, in comparison with, for example, Baker Street. **Correspondence had been received in support of the proposal to retain the disabled parking provision that was temporarily introduced in central Aberystwyth. However, following further discussion it is recommended that the Disabled Badge Holders Only parking spaces on Laura Place are not included within the ETRO.***
- 25. Prohibition of traffic along Pier Street in the direction of the Prom could have the effect of reducing the number of visitors to the Harbour (there is a sign to*

the Harbour on the Prom, intended for vehicles travelling along Pier Street in the direction of the Prom). **The proposed one way system on Pier Street is in the direction of the prom, so retaining the flow that was temporarily introduced.**

26. *Residents of the South Road area and surrounding streets wish to keep the Princess Street - Queen Street - Chalybeate Street - Mill Street - Trefechan Bridge area open to make for an easier route south.* **There are no proposals to change any traffic flows in this area, temporary road closures have been removed.**
27. *Market Street and Baker Street need to go in opposite directions due to distances needing to be travelled in the current configuration. Baker Street should be reverted to its original direction of travel.* **This is noted. Whilst the proposal aimed to discourage drivers circling the busiest part of Aberystwyth searching for on street parking following further consideration it is recommended that Baker Street reverts to its previous direction of travel away from Owain Glyndwr Square.**

ABERAERON

28. *A request for the reintroduction of limited waiting on both sides of Market Street.* **The proposals allow for a mix of limited waiting and disabled parking on the southern side only. However, consideration for pedestrian need and parking on both sides of Market Street will need to be undertaken together and changes presented and agreed during the ETRO period. Additional parking provision on the northern side of Market Street can be introduced if the need is considered to be appropriate.**
29. *Regarding raised pavement on the A487 on the northern side of Alban Square, that the raised pavement be removed and the limited parking layby be reintroduced.* **This has been recommended to the Welsh Government/NMWTRA since it involves the TRA487 trunk road.**
30. *In addition to providing sufficient short-term on-street parking, the Council is still strongly of the opinion that the Regent Street car park should be short-term, with reduced parking fees, and has continually supported County Councillor Elizabeth Evans in her representations on this matter. Long-term parking needs can be met at the South Beach and North Beach car parks.* **This request is beyond the scope of the proposed ETROs, and will have to be considered separately.**
31. *To support extending the loading bay at the western side of Alban Square in order to alleviate congestion on the A487.* **The proposed loading bay on Alban Square is of minimum length and situated as close to the Trunk Road as possible without interfering with bus turning movements**
32. *To request that the built-up pavement at the junction of Alban Square and North Road be extended to the junction with Darkgate Street in order to*

improve visibility at this junction. This will have to be recommended to the Welsh Government/NMWTRA since it involves the TRA487 trunk road.

33. *To support the reintroduction of a two-way traffic system in Queen Street. This is included in the proposals.*

Appendix C - Changes to the recommendations put forward in the report to the Thriving Communities Overview and Scrutiny Committee

1. Proposal ix) below relating to the prohibition of right turn from Bath Street is to be removed as the existing one way system on Bath Street, Aberystwyth is to be retained:

ix) To introduce a new Prohibition of Right Turn from Bath Street into Terrace Road.

2. The proposal below to retain disabled parking spaces along Laura Place, Aberystwyth is to be removed:

'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.'

and therefore the parking restrictions along Laura Place will revert to those which were in place prior to the implementation of the TTRO in July 2020.

3. The proposal below to retain the current direction of traffic flow along Baker Street, Aberystwyth is to be removed:

'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.'

and therefore an amended Figure 17 plan (referred to as Figure 17a) is to be included:

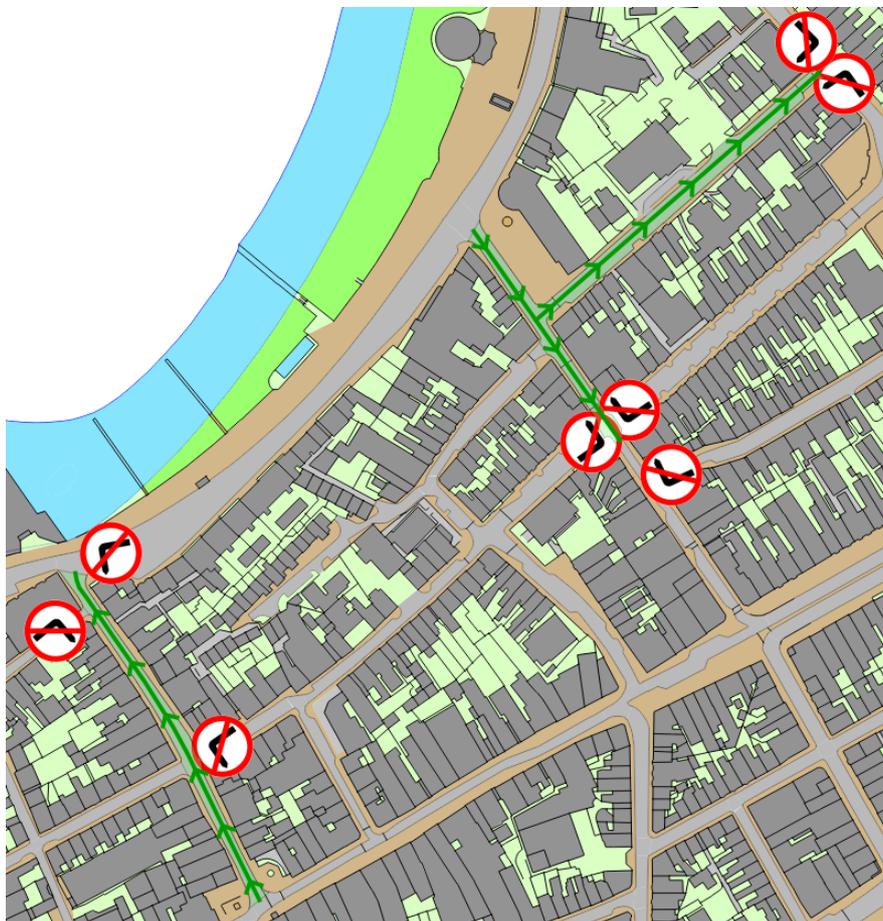


Figure 17a: Aberystwyth proposed One Ways and supporting Prohibited turns

Cyngor Sir CEREDIGION County Council

REPORT TO: Cabinet

DATE: 11.02.2022

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