

## Cabinet Member for a Greener Powys

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19/04/2023

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### **NOTICE OF INTENDED PORTFOLIO HOLDER DELEGATED DECISION**

The Portfolio Holder has received the following report for a decision to be taken under delegated authority. The decision will be taken on **25/04/2023** (i.e. 3 clear days after the date of this note). The decision will be published on the Council's website but will not be implemented until 5 clear days after the date of publication of the decision) to comply with the call-in process set out in Rule 7.35 of the Constitution.

1.	<b>CONSIDERATION OF OBJECTIONS ON STREET WAITING AND LOADING AND PARKING MODIFICATIONS - VARIOUS STREETS, NEWTOWN</b>
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## CYNGOR SIR POWYS COUNTY COUNCIL

## PORTFOLIO HOLDER DELEGATED DECISION

by

COUNTY COUNCILLOR JACKIE CHARLTON  
PORTFOLIO HOLDER FOR A GREENER POWYS

April 2023

**REPORT AUTHOR:** Tony Caine, Traffic Systems Manager**REPORT TITLE:** Consideration of Objections  
On street waiting and loading and parking  
modifications - Various streets, Newtown

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**REPORT FOR:** Decision

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**1. Purpose**

- 1.1 The purpose of this report is to consider the objections received during the public consultation period with respect to the proposed new waiting prohibitions along Llanfair Road and School Lane within the town of Newtown.

**2. Background**

- 2.1 In a delegated decision dated 9<sup>th</sup> November 2022, the Portfolio Holder for A Greener Powys approved the initiation of the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.2 The proposed Permanent Traffic Regulation Order seeks to: -
- a) Modify the on-street parking restrictions associated with parking bays along High Street, and to introduce certain controls to address inconsiderate and obstructive parking that has been noted as being problematic both during and after the construction phase of this project in the vicinity of Wesley Street and Broad Street.
  - b) Modify and introduce additional waiting and loading prohibitions and modify on street parking restrictions along parts of Shortbridge Street and Gas Street to better address the needs of disabled persons and to prevent hazardous, inconsiderate and obstructive parking between the post office and the war memorial.
  - c) Introduce a new "goods vehicles only" loading bay on High Street to address the needs of those businesses along that street and in the vicinity of The Cross.
  - d) Remove the maximum 20 minutes loading period and no return within 1 hour time restrictions from the existing loading bays on Severn Street, Shortbridge Street and Market Street so that those loading can be more readily policed and more frequently available

for use; and to enable the existing loading bay along Market Street to be legally utilised by drivers of vehicles which are not goods vehicles. These modifications are necessary so that these existing loading bays better suit the needs of businesses and members of the public accessing businesses at or near those locations.

e) Modify and introduce new and additional waiting prohibitions along parts of Llanfair Road and School Lane to secure safer traffic movements to and from the school and prohibit identified inconsiderate and obstructive parking along those streets.

f) The public consultation proposal plans are attached at Appendix A.

2.3 The public consultation period took place between 2<sup>nd</sup> December 2022 and 1<sup>st</sup> January 2023. 1 comment and 10 objections were received with respect to the prohibition of waiting proposals along School Lane and Llanfair Road. No representations were received with respect to any of the other proposals within Newtown. The points raised in the letters together with the officer responses and recommendations are attached at Appendix B.

2.4 No objection or other representation was received from the Town Council with respect to the traffic Order proposal.

### **3 Advice**

3.1 All the objections made with respect to the additional waiting prohibition restrictions proposed along Llanfair Road and School Lane have been received from residents of Llanfair Road.

3.2 The most common concern raised by the objectors regarding the introduction of additional prohibition of waiting restrictions along School Lane and Llanfair Road was the reduction in the available unrestricted locations along those highways where they could park their vehicles. However, the highway authority does not have a duty to provide on-street parking spaces for nearby residential properties, and the primary function of a public highway is to enable the movement of traffic not to facilitate on-street parking.

Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.

The purpose of the proposed traffic regulation is to impose waiting restrictions where observations have shown that drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic.

3.3 Some of the objectors suggested that it was not worthwhile introducing additional waiting restrictions as the parents dropping off and collecting

children from the nearby Penygloddfa primary frequently disregarded the existing waiting prohibition markings and park at locations where they impede access to and from residents' properties.

However, observations have shown that vehicles are parked at the locations where the additional waiting prohibitions are proposed outside of these times along both Llanfair Road and School Lane, and vehicles are also frequently parked on the advisory keep clear markings along Llanfair Road at all times of the day too, so the inconsiderate parking behaviour does not relate solely to school parents.

- 3.4 Some of the objectors suggest that there is no justification to introduce additional prohibition of waiting restrictions, as the real issue along Llanfair Road is the speed and the manner in which vehicles are driven along that road, and therefore traffic calming measures such as speed humps and chicanes are required instead of additional waiting restrictions.

Whilst some vehicles may be driven along this road at a speed or in a manner that is not appropriate for the prevailing traffic conditions, observations have shown that some drivers increase their speed to pass the long line of vehicles often parked nose to tail along the entire length of Llanfair Road between the existing double yellow lines when no gaps have been left to permit vehicles to pass one another along this section of Llanfair Road. Other drivers resort to mounting and driving along parts of the footway to pass oncoming traffic instead. These observations have also shown that the advisory keep clear and access markings are regularly ignored by residents and school parents, so the highway authority is now having to seek to introduce legally enforceable no waiting prohibitions at those locations.

As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic.

Traffic calming measures such as speed humps and/or chicanes are not an alternative solution to address the inconsiderate parking issue.

- 3.5 Some of the objectors have suggested that residents' parking permit spaces should be introduced instead of additional prohibitions of waiting at any time as the problem relates to school parents picking up and dropping off their children on the roads near to Penygloddfa School, and that residents should be able to reserve on street parking spaces near to their properties.

Whilst Powys County Council does have a residents' parking permit policy, a previous residents consultation exercise carried out in 2017/18 failed to demonstrate that there was a majority of residents in support of introducing residents' parking permit spaces in this part of Newtown, and a residents' parking permit would not secure the use of any individual or preferred designated parking space for any particular resident in any event.

It is also of note that there are actually no designated on-street parking bays along School Lane and Llanfair Road, there are just sections of these roads where waiting/parking is already prohibited, sections where advisory keep clear markings have been trialled and have proven to be

unsuccessful, and sections where there are no waiting prohibitions reinforced by any traffic regulation orders where drivers are obliged to consider the impact of their parking choices in accordance with the rules set out in the Highway Code.

- 3.6 One of the objectors has suggested that there is not a problem with the manner in which vehicles are parked along School Lane, as other vehicles can still pass those parked vehicles.

Whilst residents and other drivers who park along School Lane may believe that they are parking considerately by parking partially on the shared surface footway which runs along the east side of School Lane in a manner which still leaves room for most vehicles to pass their parked vehicles without having to mount the pedestrian footway along the west side of School Lane, when vehicles are parked along the east side of School Lane it is not possible for vehicles travelling in opposing directions along School lane to pass one another within the carriageway and shared surface areas, forcing drivers to reverse considerable distances either back up the steep hill to the turning area or back to the Llanfair Road junction to the detriment of the safety of all other highway users.

Vehicles parked along the shared surface area also prevent pedestrians from utilising the shared surface area.

The proposed prohibition of waiting restrictions along School Lane will address this inconsiderate parking issue by prohibiting the parking of vehicles too close to or within the turning area at the top of School Lane, and along that part of School Lane where vehicles travelling in opposing directions need to be able to utilise the full carriageway width and the shared surface area to pass one another.

- 3.7 The officer recommendation is to note but overrule all objections received during the public consultation process, as vehicles parked at any of the locations where no waiting at any time prohibitions are proposed would disrupt the safe and free flow of two-way traffic movements to the detriment of highway safety at all times of the day.

- 3.8 The local member supports the officer recommendation to overrule all the objections which relate to the additional waiting prohibitions along Llanfair Road, but has suggested that a small section of the no waiting at any time prohibitions along School Lane are substituted by a lesser no waiting restriction to permit a degree of parking to continue to take place along School Lane at those times of the day when Penygloddfa County Primary School is closed. For further information, refer to section 7 of this report below.

#### **4. Resource Implications**

- 4.1 The TRO and any associated signing will be funded by the High Street Green Infrastructure capital scheme. The signage and carriageway markings for School Lane and Llanfair Road will be funded from the existing allocated highway sign maintenance budget.

- 4.2 The Head of Finance (Section 151 Officer) notes the content of the report and that funding is in place to support the costs associated with either recommendation.

## **5. Legal implications**

- 5.1 The Property Lawyer North has reviewed the proposals and confirms it is within our power as long as the correct process is followed.
- 5.2 The Head of Legal Services and the Monitoring Officer has commented as follows: "I note the legal comment and have nothing to add to the report".

## **6. Data Protection**

- 6.1 All personal data collected as part of the consultation will be processed in accordance with the Council's privacy notice published on our website <https://en.powys.gov.uk/trafficconsult>
- 6.2 The Data Protection Officer notes the processing of personal data in connection with this proposal and makes no further comment.

## **7. Comment from local member(s)**

- 7.1 Cllr Joy Jones has confirmed support for the traffic management proposals within the Newtown East ward where no objections were received.
- 7.2 Cllr Peter Lewington as the county councillor for the Newtown West ward has confirmed continued support for the introduction of the additional no waiting at any time prohibition proposals along Llanfair Road as proposed within the original Appendix A proposal plans, as the additional waiting prohibition at that location is a necessary traffic management requirement to safely address existing vehicular traffic conflicts which would otherwise continue to occur at all times of the day.
- 7.3 Cllr Lewington has indicated that upon reflection, he understands the points raised by the objectors, and fully supports the substitution of a small section of the no waiting at any time prohibitions along School Lane by a prohibition of waiting Monday to Friday between the hours of 8am and 5pm only, to permit a degree of on street parking to continue along that section of School Lane outside of those hours when vehicular traffic can reasonably be expected to be encountered travelling to and from Penygloddfa County Primary School along School Lane. The proposed alternative waiting restrictions for School Lane being identified on the attached plan at Appendix C.

## **8. Integrated Impact Assessment**

- 8.1 An impact assessment is not required.

<b>Recommendation:</b>	<b>Reason for Recommendation:</b>
<b>The Portfolio Holder For A Greener Powys to consider the objections received with respect to Llanfair Road and School Lane, and to</b>	<b>To introduce necessary new and modified on street waiting and loading and parking</b>

<p>determine either Option A or Option B as set out below:-</p> <p><b>Option A</b> - That all the objections relating to Llanfair Road and School Lane are noted but overruled. Therefore the original proposal plans relating to AREA CODE PLAN CP185 within Appendix A to be implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p> <p><b>Option B</b> - That the objections relating to Llanfair Road are noted but overruled, and the objections relating to School Lane are partially upheld and the proposals for School lane modified in accordance with the plan attached at Appendix C. Therefore the modified proposal plans relating to AREA CODE PLAN CP185 within Appendix C to be implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>	<p>controls to prevent nuisance and obstructive parking and to improve the existing waiting and loading and parking allocations along various streets at Newtown.</p>
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<b>Relevant Policy:</b>	<b>Corporate Improvement Plan 2021-25 : Improve our Infrastructure to Support Regeneration and Attract Investment</b> - We will actively compete for any grant funding opportunities, and subject to such funding, deliver transport infrastructure projects, develop active travel, support suitable transport options and improve road safety.		
<b>Within Policy:</b>	<b>Y / N</b>	<b>Within Budget:</b>	<b>Y / N</b>

<b>Relevant Local Member(s):</b>	<b>Cllr Joy Jones - member for Newtown East ward. Cllr Peter Lewington – member for Newtown West ward.</b>
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<b>Person(s) To Implement Decision:</b>	<b>Chris Lloyd</b>
<b>Date By When Decision To Be Implemented:</b>	<b>As soon as possible</b>

<b>Is a review of the impact of the decision required?</b>	<b>Y / N</b>
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Head of Service:	Matt Perry
Corporate Director:	Nigel Brinn

**Background Papers used to prepare Report:**

- **Public Consultation Traffic Regulation Order proposal plans (Appendix A)**



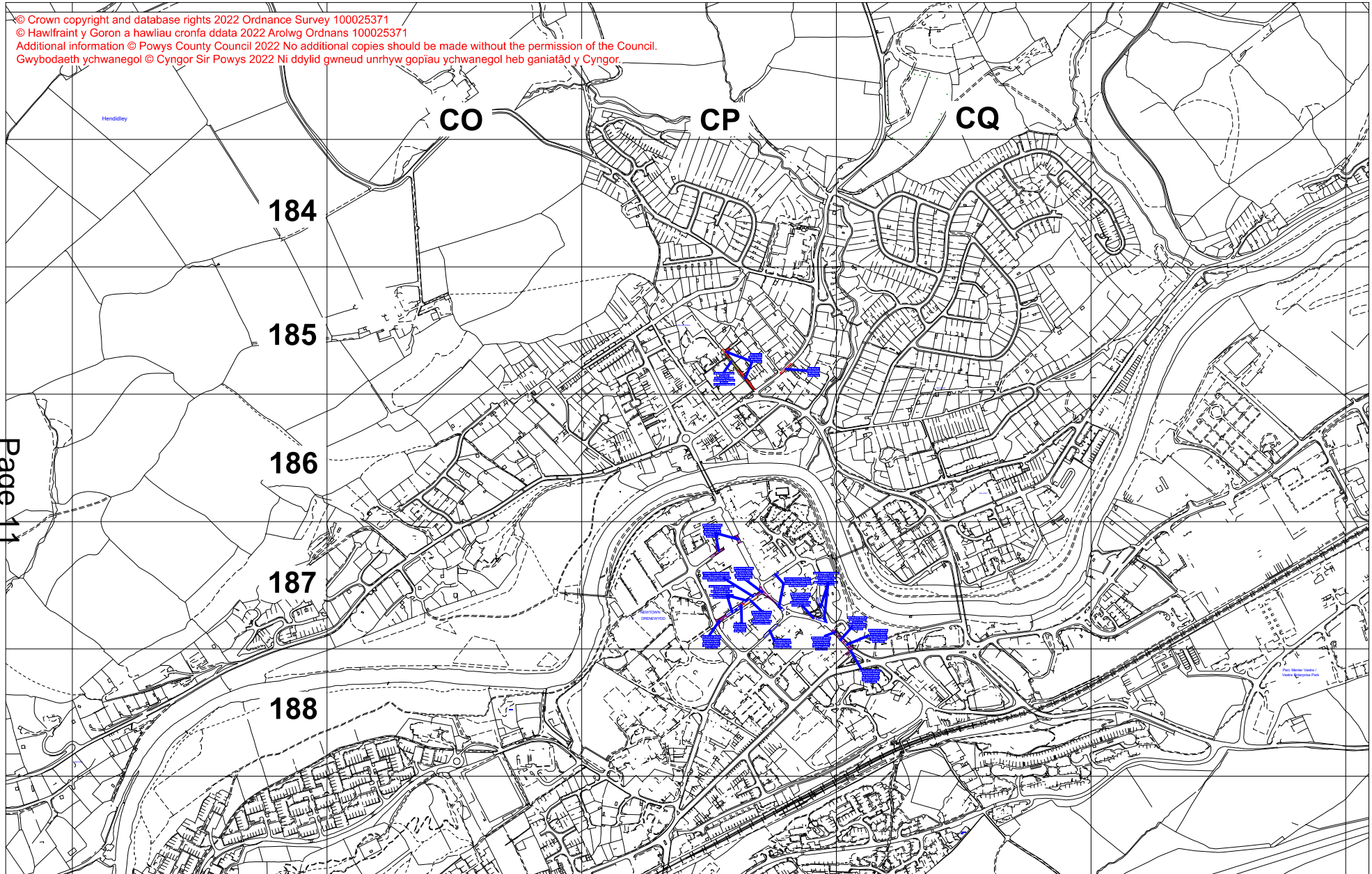
- **Representations and officer responses/recommendations (Appendix B)**
- **Option B - Modified Traffic Regulation Order proposal plan for Llanfair Road and School Lane - AREA CODE CP185 (Appendix C)**

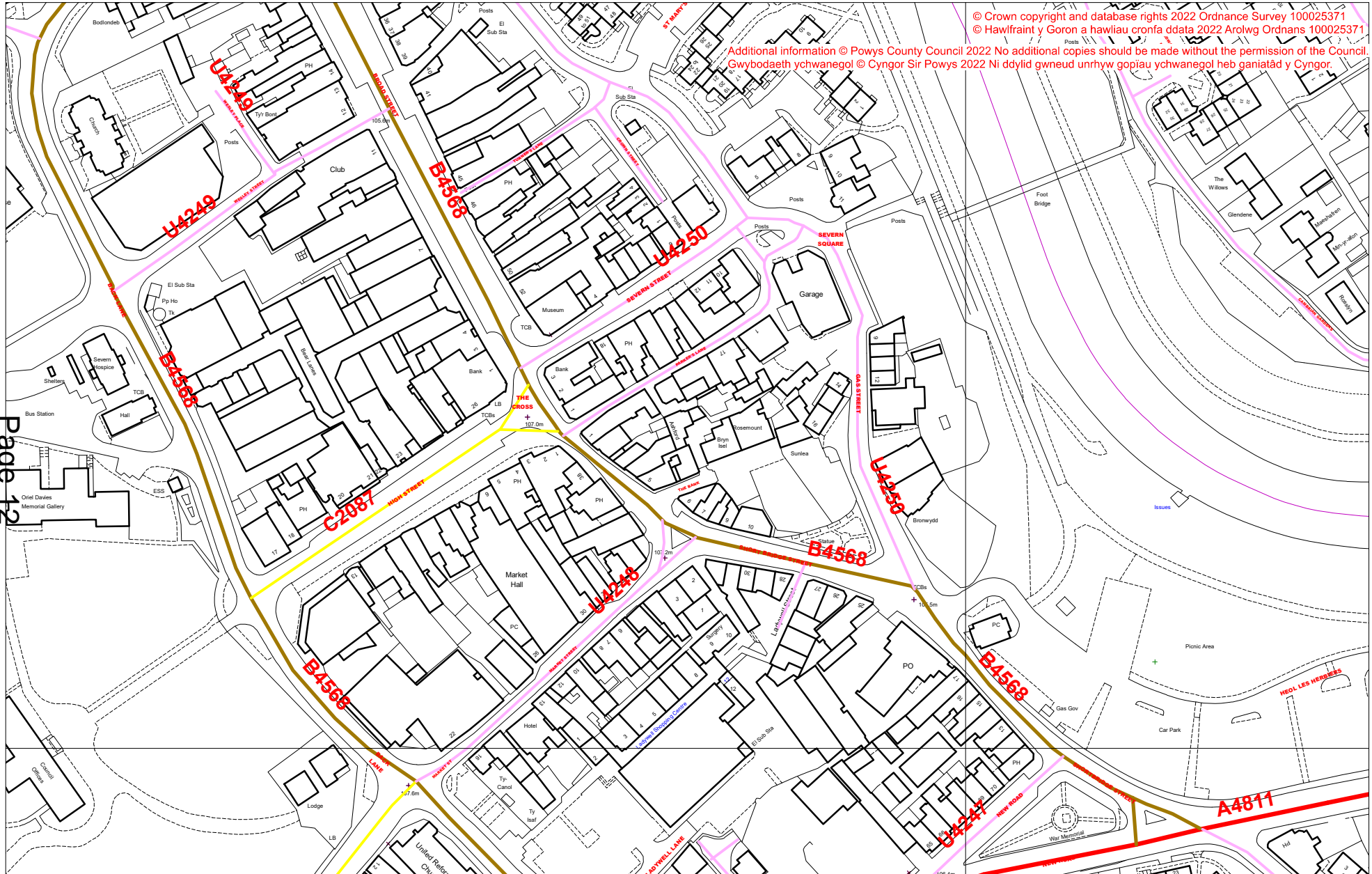
DELEGATED DECISION NEW REPORT TEMPLATE VERSION 3



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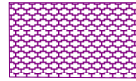




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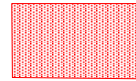




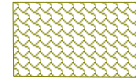
**Dim Aros Ar Unrhyw Adeg / Dim Llwytho Ar Unrhyw Adeg**  
**No Waiting At Any Time / No Loading At Any Time**



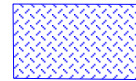
**Dim Aros Ar Unrhyw Adeg / Dim Llwytho Yn Ystod Oriau A Diwrnodau Penodol**  
**No Waiting At Any Time / No Loading During Specified Hours And Days**



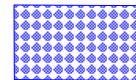
**Dim Aros Ar Unrhyw Adeg**  
**No Waiting At Any Time**



**Dim Stopio Yn Ystod Oriau A Diwrnodau Penodol Ar Farciau'r Fynedfa**  
**No Stopping During Specified Hours and Days On Entrance Markings**



**Llwytho Yn Unig Yn Ystod Oriau A Diwrnodau Penodol**  
**Loading Only During Specified Hours And Days**



**Llwytho Cerbydau Nwyddau Yn Unig Yn Ystod Oriau A Diwrnodau Penodol**  
**Goods Vehicles Loading Only During Specified Hours And Days**

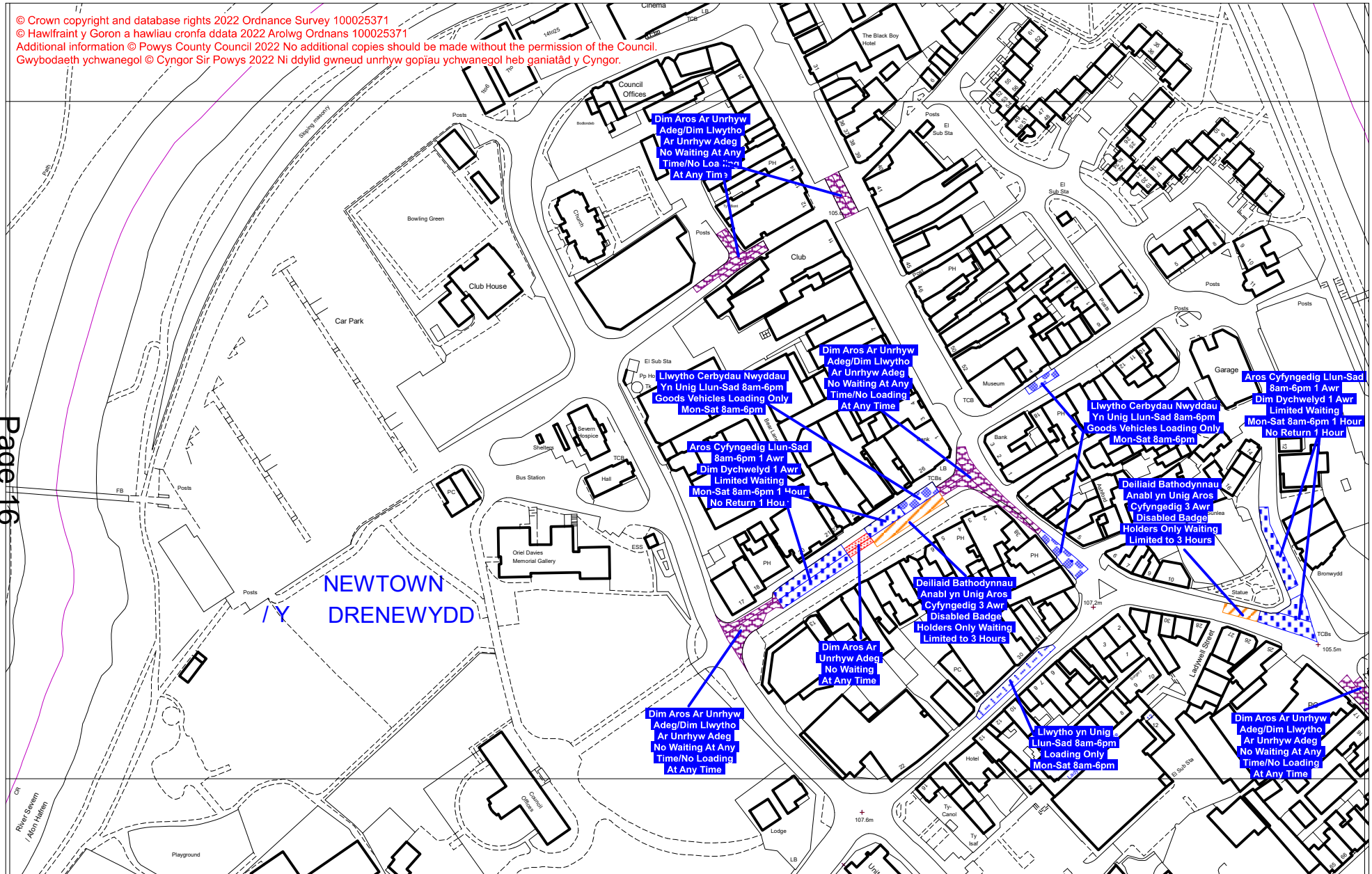


**Aros Cyfyngedig Yn Ystod Oriau A Diwrnodau Penodol**  
**Limited Waiting During Specified Hours And Days**



**Deiliaid Bathodynnau Anabl Yn Unig Aros Cyfyngedig 3 Awr**  
**Disabled Badge Holders Only Waiting Limited to 3 Hours**











Representation Number	Object or Support	Response	Recommendation
<p>1 I have today received notification that parking restrictions are to be considered on Llanfair Road and School Lane. I strongly object to this as it would cause significant disruption to my mother's mobility issues as she can only leave the house when accompanied by a member of her family in their car, and parking restrictions would leave less parking spaces. A more suitable option would be to install Traffic calming measures such as speed bumps to deter the fast pace drivers and to encourage parents of school children to park and walk. Please, please reconsider this parking restriction proposal.</p>	Object	<p>The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Traffic calming measures such as speed humps are not an alternative solution to the inconsiderate parking issue.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.
<p>2 I have received a letter regarding putting double yellow lines on Llanfair Road. I think this will cause a lot of frustration as already residents are finding it difficult to find a space as it is especially busy at school times before 9am and after 3pm . There is not ample parking already so this will just add to residents frustration. I think speed bumps would be more beneficial as this will slow the traffic and be safe for the school children but will still allow us to park.</p>	Object	<p>The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Traffic calming measures such as speed humps are not an alternative solution to the inconsiderate parking issue.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.
<p>3 I wish to object in the strongest possible terms to the proposed introduction of double yellow lines, creating a "no waiting at any time" restriction along a section of Llanfair Road and School Lane. There is currently just about enough parking available for the houses in Llanfair Road. The removal of any parking spaces in School Lane and Llanfair Road would cause a significant problem for residents, as there would then be only 6 parking places servicing over 20 properties in Francis Place and the lower end of Llanfair Road. We live in a rural county with limited public transport, so owning a vehicle is a necessity for many residents. If the Council's proposal is to improve the safety of children travelling to and from Penygloddfa Primary School, then any parking restrictions, if they had to be introduced at all, are only necessary between the hours of 3pm and 4pm. There is absolutely no justification to permanently remove parking spaces 24 hours a day. However, I cannot see how removing ANY on street parking, especially in Llanfair Road, will improve safety for children. A far more effective solution would be to introduce a 20mph speed limit at drop off and pick up times. Parents dropping off and collecting their children already ignore the existing parking restrictions and will continue to do so with any extension of parking restrictions unless a traffic warden is on site issuing tickets EVERY day. All this proposal will do is cause significant problems for residents. It will NOT improve the safety of children. I strongly urge the Council to reconsider this ill thought out proposal. I await your response with great interest.</p>	Object	<p>The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Traffic calming measures such as speed humps are not an alternative solution to the inconsiderate parking issue. As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.
<p>4 I have only just today received the letter about parking issues, its very late to receive this kind of letter. Anyway I have a disabled son if at all possible I would like a disabled parking space opposite my house by the white cottages because he has difficulty walking, if you put a parking restriction on that space it would make it very hard for him and me. If you could consider this it would help please consider parking restrictions because of my son's situation.</p>	Object	<p>The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Any requests for advisory on-street disabled persons parking bays can be submitted to the local highway authority for consideration once this permanent traffic regulation order process has been concluded.</p>	Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

5 I am a resident who has a private garage on Llanfair Road and I want to make sure that yellow lines are not put in front of my garage as it is private property. My garage is on that road and I am a resident I have a right to park in front on my garage. As residents we should be given special parking badges/permits that allows us to park next to our houses keeping our vehicles safe and allowing our children to get into their houses safely. That is a busy main road and there is nowhere else safe for residents to park. I think unless you are a resident in this road they should not be parking here. Permits for residents only and signs stating this should be enough.  
I don't not want double yellow lines in front of my garage.

Object The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.  
The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic.  
Whilst Powys County Council does have a residents' parking permit policy, a previous residents consultation exercise carried out in 2017/18 failed to demonstrate that there was a majority of residents in support of introducing residents' parking permit spaces in this part of Newtown, and a residents' parking permit would not secure the use of any individual or preferred designated parking space for any particular resident on any event.

Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

6 As a resident living on Llanfair road I can't see how reducing the parking for residents will help with the problem at the school as most of us don't park our vehicles here between the hours of 07:00 to 17:00 Monday to Friday , I think a timed no parking zone would work a lot better without causing the residents any more difficulty parking .

Comments The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.  
The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic.  
Observations over an extended period have shown that vehicles are parked along Llanfair Road and School Lane at the locations where additional waiting restrictions are proposed at all times of the day.

Not considered to be an objection, simply a representation.

7 Concerned about proposal to impose a no waiting at any time restriction on one section of Llanfair Road where we reside and on a large section of School Lane.  
We live on Llanfair Road, just up from the entrance to School Lane, and along with several of my neighbours have complained to the police many times about the fast and dangerous driving on this stretch of the road.  
Consider that proposals will neither make the road safer nor prevent inconsiderate and obstructive parking, when the most inconsiderate and obstructive parking in this area occurs at school pick-up and drop off times only when parents cars are parked everywhere and without thought. The existing double yellow lines are routinely ignored by said parents so the idea to simply add yet more double yellow lines is just not going to rectify the issue except it will negatively impact the lives of residents, who already find it extremely difficult to find parking spaces. Our neighbours have often been unable to leave their house because a parent has parked across their driveway or have been unable to park outside their own homes at these times of the day.  
Another effective deterrent could simply be made by making it residents parking only with parking permits for instance.  
As for the concerns over the safety of children and of traffic, we fail to see how this can possibly be addressed with parking restrictions.  
Traffic speed here is in general far too high for a residential area near the entrance to a primary school, and are aware of damage to vehicles caused by reckless and dangerous driving up and down this road. Action is urgently needed to reduce traffic speed and reckless driving in the area. Adding more parking restrictions to already ignored parking restrictions simply will not rectify the issues and will do nothing to improve road safety. The improvements to the zebra crossing at the bottom of Llanfair Road have done nothing to improve safety.  
The only way to reduce traffic speed and improve road safety around here is the installation of traffic-calming measures without removing much-needed residential parking, such as speed humps, chicanes and a raised zebra crossing.  
The decision to place a small laminated notice on a lamppost where several residents would not look or simply not notice is considered to be a way of ensuring local residents would be unaware of these proposals and allow it to slip through unnoticed. Powys Council should have notified all residents by post.  
We object to these proposals and call the need for a public consultation on this matter.

Object plus other comments The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why.  
The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic.  
Whilst Powys County Council does have a residents' parking permit policy, a previous residents consultation exercise carried out in 2017/18 failed to demonstrate that there was a majority of residents in support of introducing residents' parking permit spaces in this part of Newtown, and a residents' parking permit would not secure the use of any individual or preferred designated parking space for any particular resident on any event.  
Traffic calming measures such as speed humps and/or chicanes are not an alternative solution to the inconsiderate parking issue.  
As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic.

Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

8 We are residents on Llanfair Road. If the Council's proposal to reduce parking for residents goes ahead, it will merely show that the problems have not been addressed.  
 Have you actually spoken to residents about the problems? They know the main issues very well.  
 Speed is the big problem. One can drive from Commercial Street along Llanfair Road without encountering any traffic-calming measures whatsoever until one reaches Tregynon. Consequently, traffic speed in the area is excessively high. Moreover, from McDonald's to the Crescent roundabout there are no raised zebra crossings.  
 It has become hazardous for us trying to emerge from our driveway, since cars leaving Newtown give way to those coming down Llanfair Road, which often speed up as a result.  
 Our property has off-road parking, but we are often unable to get in or out, as food- or parcel-delivery vans and parents of children attending Penygloddfa School are parked in the way. The double yellow lines which run across the mouth of our driveway are totally ignored. Extra double yellow lines will not help as vehicles already park on the keep clear marking with impunity.  
 If there is to be an effective solution to these problems, then the Council should consult the residents. We know of no residents in the area who have been consulted on this as yet.  
 Since we, the residents, have to live with whatever measures the Council finally decide to implement, we think it only fair that we should be involved in the final decision.

Object plus  
 other  
 comments

The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic.  
 Observations have shown that some drivers increase their speed to pass the long line of vehicles often parked nose to tail along the entire length of Llanfair Road between the existing double yellow lines when no gaps have been left to permit vehicles to pass one another along this section of Llanfair Road. Other drivers resort to mounting and driving along parts of the footway to pass oncoming traffic instead. These observations have also shown that the advisory keep clear and access markings are regularly ignored by residents and school parents, so the highway authority is now having to seek to introduce legally enforceable no waiting prohibitions at those locations.  
 As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic.

Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

9 I object to the proposed Parking Prohibitions on School Lane and Llanfair Road. This unfairly discriminates against the residents who park in these areas. The main reason lack of child safety at drop off and pick up times is due to the parents themselves, not adhering to current parking restrictions and speed limits. The school itself does not take responsibility and communicate with parents the appropriate methods of dropping off or picking up their children and allows staff to park along school lane sometimes blocking residents access. The zebra crossing at the bottom of school lane is a hazard as cars speed along this road and very often cannot stop in time to allow people to cross. A more appropriate solution would be to issue residents in the area with a parking permit then using parking enforcement to fine those who are not in possession of a permit. In addition, put speed humps along commercial street to avoid drivers speeding. The school should be encouraging (incentivising) parents and staff to cycle/walk to and from school.

Object plus other comments The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Whilst Powys County Council does have a residents' parking permit policy, a previous residents consultation exercise carried out in 2017/18 failed to demonstrate that there was a majority of residents in support of introducing residents' parking permit spaces in this part of Newtown, and a residents' parking permit would not secure the use of any individual or preferred designated parking space for any particular resident on any event. Traffic calming measures such as speed humps are not an alternative solution to the inconsiderate parking issue. As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic. The comments suggesting that the school should be encouraging parents and staff to cycle/walk to and from the school are noted.

Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

10 The reasons given for the proposal by the Council to introduce no waiting at any time restrictions along parts of Llanfair Road and School Lane are all valid concerns, yet the proposals fail signally to address them. I live on Llanfair Road, just up from the entrance to School Lane, and along with several of my neighbours have complained to the police many times about the fast and dangerous driving on this stretch of the road. Consider that proposals will neither make the road safer nor prevent inconsiderate and obstructive parking, when the most inconsiderate and obstructive parking in this area occurs at school pick-up and drop off times only when parents cars are parked everywhere and without thought. The existing double yellow lines are routinely ignored by said parents so the idea to simply add yet more double yellow lines is just not going to rectify the issue except it will negatively impact the lives of residents, who already find it extremely difficult to find parking spaces. Our neighbours have often been unable to leave their house because a parent has parked across their driveway or have been unable to park outside their own homes at these times of the day. Since the council's stated aim is to secure safer traffic movements to and from the school, why impose a "no waiting at any time" restriction when there is no school traffic outside school hours. Traffic speed here is in general far too high for a residential area near the entrance to a primary school, and are aware of damage to vehicles caused by reckless and dangerous driving up and down this road. Action is urgently needed to reduce traffic speed and reckless driving in the area. Adding more parking restrictions to already ignored parking restrictions simply will not rectify the issues and will do nothing to improve road safety. The improvements to the zebra crossing at the bottom of Llanfair Road have done nothing to improve safety. The only way to reduce traffic speed and improve road safety around here is the installation of traffic-calming measures without removing much-needed residential parking, such as speed humps, chicanes and a raised zebra crossing. The decision to place a small laminated notice on a lamppost where several residents would not look or simply not notice or a page on a website which few will ever visit is considered to be a way of ensuring local residents would be unaware of these proposals and allow it to slip through unnoticed. Powys Council should have notified all residents by post.

Object plus other comments The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Observations have shown that some drivers increase their speed to pass the long line of vehicles often parked nose to tail along the entire length of Llanfair Road between the existing double yellow lines when no gaps have been left to permit vehicles to pass one another along this section of Llanfair Road. Other drivers resort to mounting and driving along parts of the footway to pass oncoming traffic instead. These observations have also shown that the advisory keep clear and access markings are regularly ignored by residents and school parents, so the highway authority is now having to seek to introduce legally enforceable no waiting prohibitions at those locations. As a consequence of the introduction of the recent legislation by the Welsh Government to reduce the restricted road speed limit from 30mph to 20mph in Wales, a significant length of Llanfair Road and Commercial Street is likely to be the subject of a 20mph speed limit after September 2023, but this will not negate the need to prohibit on street parking where it would otherwise disrupt the free and safe flow of traffic. Traffic calming measures such as speed humps are not an alternative solution to the inconsiderate parking issue.

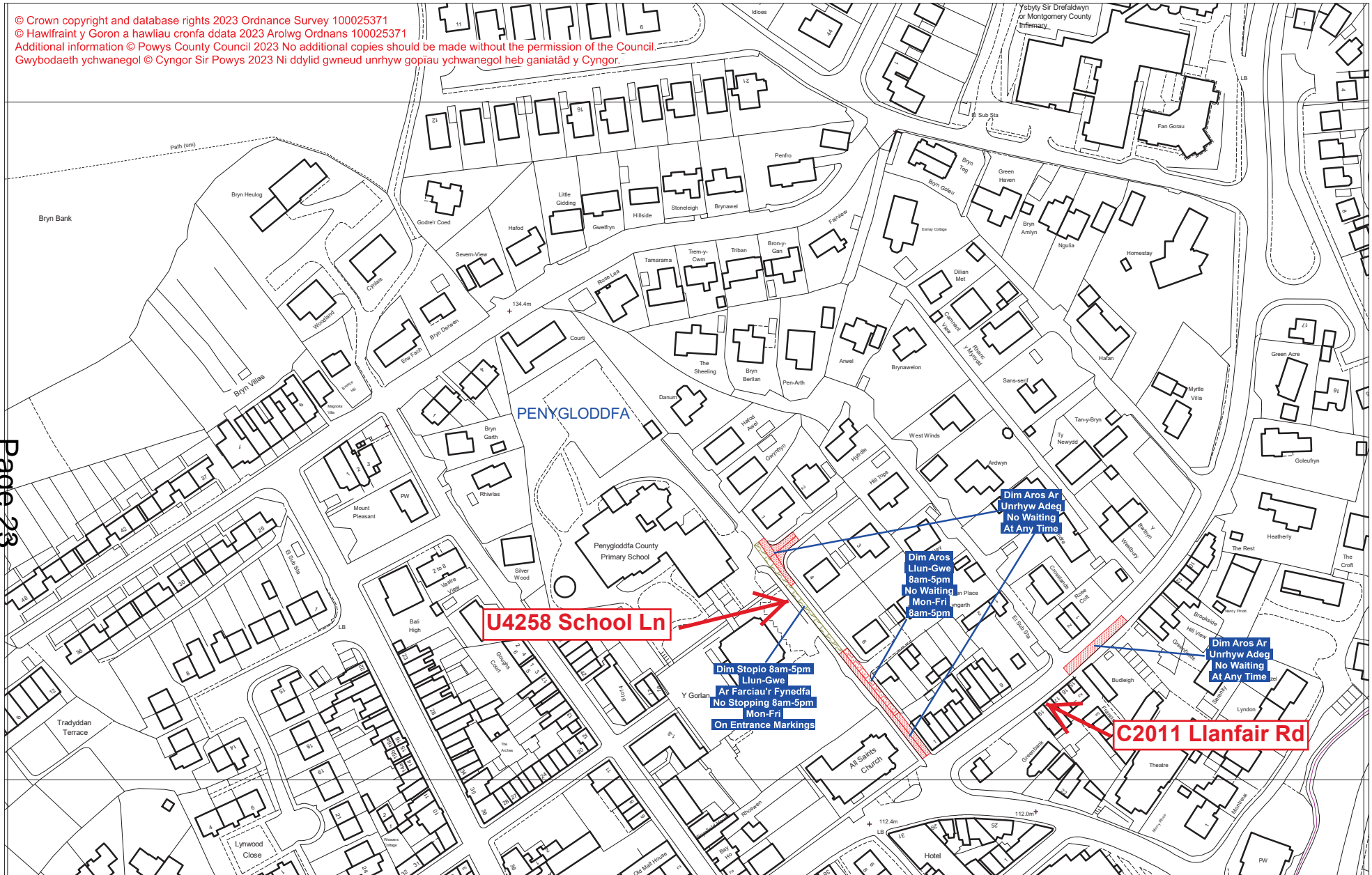
Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.

11 The area at the start of School Lane subject to the proposed no waiting at any time restrictions is currently used as a parking area for the occupants of numbers 1 to 6 Llanfair Road and is the only nearby area available to the residents for parking. School Lane is bordered on one side by a wide pavement bounded by bollards to provide a safe route for the children and other pedestrians to access Penygloddfa Primary School and on the other side by an area of 'pavement' too narrow for pedestrian use. The occupants of 1 to 6 Llanfair Road park their vehicles off the road as far as is practicable, using the unusable area of 'pavement'; this leaves adequate space for other vehicles to use the Lane. In the 'Statement of Reasons' it cites as justification - 'safety of children travelling to and from Penygloddfa primary school' but as shown above there exists an adequate safe route for the children accessing the School. - 'to secure safer traffic movements to and from the school' but as shown above there exists adequate space for other vehicles to use the Lane. - 'prevent inconsiderate and obstructive parking' but as shown above the resident parking is far from 'inconsiderate' and is not 'obstructive' as it leaves adequate space for other vehicles to use the Lane. As a resident of Llanfair Road I object to the arbitrary and unnecessary introduction of new restrictions, removing the availability of resident parking without providing a practical alternative.

Object plus other comments The primary function of a public highway is to enable the movement of traffic, not to facilitate on-street parking. Nobody has a right to park on the public highway unless they do so in a designated on-street parking bay in accordance with any waiting restrictions that may apply to that parking bay as a consequence of a traffic regulation order. Where there are no on-street parking bays, all drivers are obliged to follow the guidance set out in the Highway Code which identifies where it is not acceptable to park on a public highway and why. The purpose of the proposed traffic regulation is to impose waiting restrictions where drivers regularly park vehicles at locations at all times of the day which prevent the safe and free flow of traffic. Whilst residents and other drivers who park along School Lane may believe that they are parking considerately by parking partially on the shared surface footway which runs along the east side of School Lane in a manner which still leaves room for most vehicles to pass their parked vehicles without having to mount the pedestrian footway along the west side of School Lane, when vehicles are parked along the east side of School Lane it is not possible for vehicles travelling in opposing directions along School lane to pass one another within the carriageway and shared surface areas, forcing drivers to reverse considerable distances either back up the steep hill to the turning area or back to the Llanfair Road junction to the detriment of the safety of all other highway users. Vehicles parked along the shared surface area also prevent pedestrians from utilising the shared surface area. The proposed prohibition of waiting restrictions along School Lane will address this inconsiderate parking issue by prohibiting the parking of vehicles too close to or within the turning area at the top of School Lane, and along that part of School Lane where vehicles travelling in opposing directions need to be able to utilise the full carriageway width and the shared surface area to pass one another.

Overrule objection and proceed to introduce the waiting prohibitions as proposed along School Lane and Llanfair Road.





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