

## CYNGOR SIR CEREDIGION

**Adroddiad i'r:** Cabinet

**Dyddiad y Cyfarfod:** 6 Mehefin 2023

**Teitl:** Gorchmynion Rheoleiddio Traffig Arbrofol

**Pwrpas yr Adroddiad:** I gyflwyno'r canlyniadau yn dilyn cyfnod o chwe mis o ymgynghori â'r cyhoedd ac argymhell gwneud Gorchmynion Rheoleiddio Traffig parhaol fel bod effeithiau'r Gorchmynion Rheoleiddio Traffig Arbrofol presennol yn rhai parhaol

**Er:** Penderfyniad

**Portffolio Cabinet ac Aelod Cabinet:** Y Cynghorydd Keith Henson, Aelod Cabinet ar gyfer Prifysrdd a Gwasanaethau Amgylcheddol a Rheoli Carbon

Ar 1 Chwefror 2022 (cofnod 176) bu i'r Cabinet awdurdodi gwneud dau Orchymyn Rheoleiddio Traffig Arbrofol a oedd yn cadw ac yn diwygio nifer o fesurau rheoli traffig (cyfyngu ar symud a pharcio) a gyflwynwyd ynghynt yn ystod pandemig Covid-19 drwy gyfrwng Gorchmynion Rheoleiddio Traffig Arbrofol, a hynny yn Aberystwyth, Aberaeron, Ceinewydd ac Aberteifi.

Roedd angen gwneud Gorchymyn Diwygio ar ôl i waith ffisegol ar gyfer y Gorchmynion Rheoleiddio Traffig Arbrofol or-redeg, er mwyn cael chwe mis llawn i ymgynghori â'r cyhoedd fel y nodwyd yn y rheoliadau pan oedd y mesurau ar waith.

Daeth cyfnod yr ymgynghoriad cyhoeddus i ben ar 4 Ionawr 2023 a daeth 44 eitem o ohebiaeth i law oddi wrth 34 o ohebwyd (er, daeth dwy eitem i law ar ôl i'r cyfnod o chwe mis ddod i ben). Mae Atodiad 1 yn cynnwys yr ohebiaeth ynghyd â'r ymatebion a argymhellir gan y Swyddogion.

Gofynnir nawr am awdurdod i wneud y ddau Orchymyn Rheoleiddio Traffig parhaol sy'n ofynnol, fel bod effeithiau'r Gorchmynion Rheoleiddio Traffig Arbrofol yn rhai parhaol, y naill ar gyfer cyfyngiadau parcio a'r llall ar gyfer cyfyngiadau symud.

**Llesiant  
Cenedlaethau'r  
Dyfodol:**

**A gwblhawyd Asesiad Effaith Do  
Integredig? Os na, nodwch pam**

**Crynodeb:**

**Hirdymor:**

**Cydweithio:**

**Cynnwys:**

**Atal:**

**Integreiddio:**

<b>Argymhelliad:</b>	ARGYMHELLIR BOD Y Cabinet yn cymeradwyo gwneud dau Orchymyn Rheoleiddio Traffig ac y cyhoeddir Hysbysiad o Fwriad i'w Gwneud yn y wasg i'r perwyl hwnnw.
<b>Rhesymau dros y penderfyniad:</b>	Fel bod effeithiau'r ddau Orchymyn Rheoleiddio Traffig Arbrofol yn rhai parhaol.
<b>Trosolwg a Chraffu:</b>	Cymunedau Ffyniannus
<b>Fframwaith Polisi:</b>	Creu gwell ffyrdd a ffyrdd mwy diogel
<b>Blaenoriaethau Corfforaethol:</b>	Hybu'r Economi Buddsoddi yn Nyfodol y Bobl Hyrwyddo Cydnerthedd Amgylcheddol a Chymunedol
<b>Goblygiadau Cyllid a Chaffael:</b>	
<b>Goblygiadau Cyfreithiol:</b>	Rheoliadau Gorchymynion Traffig Awdurdodau Lleol (Gweithdrefn) (Cymru a Lloegr) 1996, a'r diwygiadau
<b>Goblygiadau Staffio:</b>	Y Gwasanaeth Parcio fydd yn gyfrifol am weithredu'r cyfyngiadau parcio
<b>Goblygiadau Eiddo/Asedau:</b>	Mae marciau ac arwyddion ffyrdd yn Asedau Priffyrdd i'w harolygu a'u cynnal a'u cadw yn y dyfodol
<b>Risg(iau):</b>	
<b>Pwerau Statudol:</b>	Deddf Rheoleiddio Traffig Ffyrdd 1984
<b>Papurau Cefndirol:</b>	Gorchymyn Cyngor Sir Ceredigion (Traffig Unffordd a Gwahardd Troi) (Aberaeron, Aberystwyth, Aberteifi, a Cheinewydd) (Arbrofol) 2022 a Gorchymyn Cyngor Sir Ceredigion (Gwahardd a Chyfyngu ar Aros a Llwytho a Dadlwytho) (Aberaeron, Aberystwyth, Aberteifi a Cheinewydd) (Arbrofol) 2022
<b>Atodiadau:</b>	Atodiad 1 – yr ohebiaeth a ddaeth i law yn ystod chwe mis yr ymgynghoriad cyhoeddus  Atodiad 2 – copïau o'r Gorchymynion Rheoleiddio Traffig Arbrofol presennol a'r Gorchymyn Diwygio
<b>Swyddog Arweiniol Corfforaethol:</b>	Rhodri Llwyd, Swyddog Arweiniol Corfforaethol: Gwasanaethau Priffyrdd ac Amgylcheddol
<b>Swyddog Adrodd:</b>	Tom Delph-Janiurek
<b>Dyddiad:</b>	16 Mai 2023

**Appendix 1: Correspondence received, with Officers' recommended responses underneath in bold**

**General**

1. As a motorist I feel under attack from Government proposals regarding safe zones in several towns within Ceredigion. We have lost scores of parking places with permanent restructuring of previous parking availability, resulting in a loss of trade to small local family businesses who rely on rural residents being able to get to these outlets in order to buy essential goods, and in the summer season, they are dependent on the tourist trade to see them through the winter months. The so called safe zones also restrict waiting, loading and unloading, again making it difficult for small retailers to survive. Your spokesman says this is to assess the effectiveness of the zones while social distancing is not in force. Effective against what? We now have a vaccine booster campaign well under way, and in the fresh air, exactly why are we expected to social distance? Wales is to introduce a national 20mph speed limit in built up areas, and I expect a 60mph limit on dual carriageways and motorways to be implemented in the future. Is this a coincidence? I strongly believe the safe zone policy should be abandoned with immediate effect.

**There is ample parking available in Cardigan in pay and display car parks**

**Road space has been reallocated to take into consideration all users, and not just motorists. It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

**Safe zones were removed on 30/09/2022.**

**Positive comments have been received regarding the extended pavements in Cardigan.**

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**Cardigan**

1. Extended pavements Cardigan - I would like to see the above removed from Cardigan and our town back to normal, also this would have been better as a survey for everyone in Cardigan to be able to voice their opinion, not everyone can send emails.

From the same correspondent - I would like to see the extended pavements in Cardigan removed, and our town back to normal, I also would like to see that this as a survey for everyone who lives in Cardigan.

**Space has been reallocated to take into consideration all users, and not just motorists. It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

**Positive comments have been received regarding the extended pavements in Cardigan.**

2. I would like to add my support to retaining the current pavement arrangement. It is safer than the previous layout and I believe adds to the ambience of the town. In addition as a pedestrian I feel much safer with the current layout as the vehicles have had to slow down making it easier to cross the roads with children and my dog.

**Correspondent to be thanked for their comments. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

3. ...As a wheelchair user, I find the pavement extensions make our town more accessible for wheelchair and scooter users, giving us more space and safety when using our town. ....Disabled people should have equal access and the right to use the town safely. I have tried many times to ensure the council adopt the social model of disability to make it accessible for everyone, but it seems to be ignored. During my time serving the town council I gave a presentation on the social model of disability.... I also carried out a survey asking people their opinions on the pavement extensions, particularly the disabled town users who were affected by it most. I feel discriminated against, ignored ..... I am asking again for county council to look at the survey I sent in and adopt the social model of disability into their practice. Many people within our community have disabilities. I do not do this for me, I do this for the people in our community who are most ignored. I am a disability rights campaigner working towards making our town more accessible and welcoming to disabled people. For access to shops and public buildings, which would only increase foot/wheel fall in our town and allow us to participate in growing our local economy, which is struggling now. Can I ask for your assurance that my request to keep the pavement extensions in order to make our visit to town more accessible and welcoming? ...I do hope I can leave this with you and action taken to prevent further discrimination towards disabled people.

**Comments regarding specific named individuals who are County Councillors have been removed and will be considered separately.**

**Request for the survey mentioned in the correspondence to be resent, since it may be useful, but it was not received as a response to this consultation.**

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

From the same correspondent - I have been to town this morning and noticed the pavement dips added in Pendre, this is something i had been calling for, so thank you to the council for installing them. Sadly, outside The Black Lion, the pavement extension has gone, and the pub have a large A board outside that blocks the pavement for wheelchair and scooter users. A lady using crutches

helped me move it to allow each other to pass on the pavement safely. I feel this is unacceptable that what is now a very narrow pavement again, is now taken up by an A board. This is why I was so disappointed at the county councillors' comments stating that traffic has priority over pedestrians finishing with 'end of'. I am sorry, but its not the end of this debate. Every member of this community has the right to be listened to and compromise added somewhere. Disabled people want to use our town, support the local business, and socialise in their own town, but if access is denied on our pavements to wheelchair and scooter users, then many will be put of coming here. Can i also add that not all disabled people drive and only use pavements. Would it be possible to make a rule about A boards on our pavements? Visually impaired people should be considered when placing boards in town. It seems car owners and advertisements have priority over disabled people living and visiting our town. I do hope we can find a way to make our town more accessible to everyone equally. And I do hope the council will adopt the social model of disability into their practice in the future.

**There is an aspiration to work closely with the Town Council regarding Place Plans to provide permanent enhancement of measures that assist personal mobility and encourage Active and Sustainable travel.**

**The Authority is actively seeking to encourage compliance regarding licences for A boards and other objects placed in public footway.**

*A report of an on-line petition was also received from the same correspondent, with 127 names, 61 seem to be from outside Ceredigion, and many with only partial personal information (e.g. merely name and postcode/name of town), with the following statement:*

Please consider the following ongoing petition in response to the above-mentioned Consultation:

We object to the pavement extensions currently installed on Cardigan High Street for the following reasons:

- They reduce the overall parking facility in our town and adversely affect Disabled Drivers (not all of whom are Blue Badge holders): When other parking spaces are full (a frequent occurrence as there are fewer of them) many motorists will simply park in a Disabled space.
- They cause traffic tailbacks (which in turn increase pollution): Because the pavement extensions reduce the width of the High Street, there is nowhere for delivery vehicles to pull in, which means they regularly have to stop in the middle of the road, holding up traffic, causing pollution.
- They cause a nightmare for the Visually Impaired who have spent years learning how to navigate a safe route down the High Street and now have unfamiliar obstacles to contend with.

- Apart from being unattractive, they are only of use to cafés during the Summer months (and some café owners oppose them).
- There is a possibility that the retention of these installations will facilitate pedestrianisation of Cardigan High Street (when there is already a substantial petition against such a measure).
- We ask that these pavement extensions are removed as soon as possible as they cause far more problems than they solve.

**The parking ETRO has introduced more disabled parking provision in the centre of Cardigan, and the possibility of increasing provision is currently being investigated.**

**There is no formal evidence that traffic flows have been adversely affected by the extended footways. Obstruction of public highway is a matter for the police to consider.**

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Extended footways are used by pedestrians at all times of the year. There are currently no plans to pedestrianise Cardigan High Street.**

4. I am very pleased to see the removal of one of the extended pavements in Cardigan. I would be delighted to see the removal of all others as well please. Our lovely town has been blighted by the messy untidy clutter of random tables and chairs, whilst valuable and essential disabled parking and delivery access has been lost. Please give us back our town as it was.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues.**

**Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**There has been an increase in loading bay provision.**

5. Cardigan Town ETROs - Feedback on initial period prior to summer footfall and traffic. Some confusion on one-way systems introduced on Pwllhai and Chancery and continued confusion on College Row. There is signage but drivers are blind to reading highways signage so careful driving required for a lengthy period to come. If some kind of enforcement could be advised to the Police from local authority, all the better.

**The ETROs are experimental measures and responses to consultation will provide some useful input to the development of more permanent measures.**

**All movement restrictions on public highway are currently the sole responsibility of the police to enforce.**

Returning St Mary to previous setting is fine, easier for turning into Chancery Lane and avoids problems with the corner.

Chancery lane being one way is fine also. Sometimes have problems at the exit of chancery will 1 or 2 cars, lorries or taxis parking outside the Factory Shop superstore.

**These comments will be useful in developing future designs for the area outside the Factory Shop.**

Pwllhai one way no problem, like already mentioned time needed to adjust.

Loading Bays and disabled Bay all fine and sufficient just need enforcing.

Pavement extension outside Red Cross, not sure if required.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Existing footway provision here was well below Active Travel standards. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

Pavement extension outside Bellotis cafe - fine and popular in good weather, owner has also created a space at the rear of the property which is popular also. Pavement extension outside Stiwdio 3, again popular and owner is keen to make permanent.

Pavement extensions outside Guildhall - happy with these causes traffic to slow down on the approach, easier to cross and a number of road junction come together at this point so maybe in future further thought on that, Pwllhai, College Row, Chancery Lane, Priory St, High Street and Pendre all come together here. Opportunity also to make use of the space in front of Guildhall.

Pavement Extensions outside Food for thought and Pendre Café - again use made of them, feedback from owners - too expensive to justify. Pendre Cafe have changed their business model to be take away only as a result and there a tax benefit as they now no longer use indoor seating, they are purely a takeaway and use the pavement extension seating for customers. Food for thought don't have that its either or situation, sunny days outside is busy inside it isn't, dull and wet days, inside is busy and outside isn't. Can prove difficult then with staffing to know numbers. Owner thinks the cost model for the extension doesn't suit, would accept like the model used in Pembrokeshire, based on number of tables.

**Licensing costs are separate to the ETROS and therefore outside the scope of this consultation.**

Pavement extension outside Crwst, again the pricing model used isn't working for them, they would happily see it go. The use being made by Crwst is for overspill for those not booked into the cafe inside or waiting for a takeaway or those who bought a takeaway and want to sit outside - no booking required. The tables on the pavement extension are not part of their booking system at present.

**Licensing costs are separate to the ETROS and therefore outside the scope of this consultation.**

Other comments - Pavement extensions need bollards - some of them have no protection and therefore could cause an accident for those sitting outside. Because there are no bollards, vehicles, mostly vans park on the extensions, so cafes have to put A boards out on them to stop this happening e.g. Belottis do this to stop the Butcher across the road occupying the street and extension with their staff cars and business vans.

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed.**

The return of the bus stop is welcomed at the top of Grosvenor Hill, however the butcher business has and no doubt will request their loading bay is returned which was actually used for all day parking exclusively for them.

**Increased loading bay provision has been provided by these measures.**

Thoughts have been expressed in the place plan work for bio-diversity on the high street. Try to consider what could be done to adjust the town centre for trees to provide shade and pollinators.

**The above matter is outside the scope of this consultation.**

Cycle racks also required outside all the cafes

**The above matter is outside the scope of this consultation.**

Top of Pendre. - chemist and opticians - have become parking spots for people visiting these services, is there space for 2 formal spaces one being disabled maybe?

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed.**



The Pendre Ceredigion traders' car park. Decision on future required, free for all at the moment.

**Although outside the scope of this consultation, this matter is currently under consideration.**

Greggs is moving to a more central location in Cardigan next to Boots and the bus stop, can see problems with parking and drop off to get their breakfast role before heading to building site.

**This matter is outside the scope of this consultation.**

Pendre is wide street often cars are parked on both sides of the road e.g., Butcher and takeaway next door on corner of William Street. Often pavement has chairs and tables, fruit and veg, A-boards therefore should pavement be made wider in places along that side with a few formal parking spaces on Pendre? E.g., William Street to Priory St junction widened, there is a pedestrian crossing to consider.

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed.**

From the same correspondent - Pwllhai is one way, however from the Morgan Street end its 2 way, so a bit of confusing on whether it's one or two way.

**Only a short section of Pwllhai is one way, to assist access to businesses at the Morgan Street end.**

Bathhouse Road, enforcement isn't working, parking on double yellow and loading bays. Emergency services use that road and congestion is a problem.

**The above matter is outside the scope of this consultation.**

6. I object to the way Ceredigion Council are trying to change the fundamental way Cardigan works. We need to allow everyone the ability to use our town. Not just the tourist for two months of the year. Cafe society it is not, it's a small friendly town, people need to be able to come in and use the town twelve months of the year. You are trying to stop that. I have no buses to get into town and I can't ride a bicycle and it's too far for me to walk and be able to do my shopping. I am one of many many people. Cardigan is not a city, treat it as a small county town. Pedestrianisation kills small towns, haven't you learnt that by now. Our town must be accessible for the whole community.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

7. I vehemently disagree with the widened pavements which have tables and chairs on them. When it rains as it does often, the tables and chairs are mostly unused. It also takes up space for cars and caravans. There is no reason on earth why our once thriving town should be marred in this way, please remove these widened pavements.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

8. I personally object most strongly to these supposed safe pavement extensions. They are a dangerous and most unsightly travesty in our once beautiful and admired high street. Tables covering tactile pavements that are not properly managed. We may have parking/ traffic wardens to penalise car drivers but who is going to "police" the dogs and children and thoughtless families that push tables together? Not the proprietors or staff as they are too busy in and out of their premises. I had to step out into the road several times because people sitting and eating would not acknowledge my request to allow me to pass. It is a shameful waste of tax payers money. Stupid unnecessary bollards and totally boded uneven pavements. What about the security vehicle using the guildhall one as a parking space? Not much help to wheelchairs etc. The whole thing was rushed and shoddily done with no thought as to what we as a town wish and it certainly isn't this mess that has been made. Please do reconsider before inflicting any more damage to the town. If people want outdoor dining then facilitate the use of gardens as a few have indeed done.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Once a decision has been made regarding making permanent/amending/revoking the ETROs then more permanent measures can be considered and designed.**

9. What a breath of fresh air the extended pavements in Cardigan are. With my current health problem I appreciate them even more now, making it easier to negotiate the increased footfall we have with the tourists around at this time of year, no more having to walk in the road. Also making it easier to cross the road in many places, didn't realise how difficult it was when you can't move fast. So many people appreciate this, it's safer for children, the elderly, wheelchair users, pushchairs, people with mobility problems and people in general even making things more social and making shops and cafes more accessible. Sardine can pavements are no fun or good for anyone. And no I wasn't raised in a wide paved city, but up in the Preseli hills!

**Correspondent to be thanked for their comments. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

10. I wanted to comment on the widening of the pavements in Cardigan. It was nice to see the amount of people using the tables and chairs set up on the widened section. In the last couple of weeks, the town has had a real buzz. People sitting down for a meal seem after to be encouraged to have a look around town and visit the shops. I hope the improvements are permanent. A couple of niggles - more contrast on the pavements for those with vision improvement. Better control of parking restrictions, nobody is only there for 2 minutes. More public display of the history of Cardigan as that is a popular theme for many tourists. Otherwise great stuff!

**Correspondent to be thanked for their comments. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed.**

11. I wish to object in the strongest possible terms to the proposal to retain elements of the TTRO pertaining to Cardigan town, namely the pavement extensions and traffic diversions. I do so for the following reasons:

1. This scheme has had an adverse impact on a proportion of businesses vital to the town due to a decrease in the number of parking places on the main street.
2. For the elderly and/or those with limited mobility, it means that the shops in the main street are virtually inaccessible due to a lack of sufficient parking places at street level. Parking in most of the existing car parks necessitates a climb and is therefore out of the question for most blue badge holders and others with limited mobility, of whom I am one.

**There is ample parking available in Cardigan in pay and display car parks**

**Road space has been reallocated to take into consideration all users, and not just motorists. It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

3. This parking situation means that many of us who formerly patronised small Cardigan shops now give all our grocery custom to the supermarkets, where we can park or which deliver to us, and we shop online for whatever else we need.

**Shopping habits and trends are outside the scope of the ETROs.**

4. The result of the above has been to increase the social isolation experienced by many elderly people in the area, especially during the Covid pandemic.

**The above matter is outside the scope of the ETROs.**

5. No account was taken of the effect of the traffic diversions on those living in Quay Street or Lower Mwldan, or indeed the danger of heavy traffic moving along such narrow, pavement-less streets used by people coming up from the riverside car park on foot, especially during the holiday season.

**The above is not relevant to this consultation, traffic flows on Quay Street and Lower Mwldan have reverted back to pre-Covid arrangements**

6. The decision to impose these traffic measures was made without any consultation by Ceredigion County Council of Cardigan traders or of the local population who live in the town or come to it to shop. This was, and continues to be, a gross violation of the principles of local democracy

**Measures were introduced experimentally to allow assessment in operation. The correspondent has responded to formal consultation.**

12. For my reaction on the ETRO-measures see the attachment [contents included below]:

Before going into more details of the ETRO measures I would like to remark that I could not find any argumentation for the measures as mentioned in the Experimental Traffic Regulation Orders or the Safe parking and traffic flow arrangements trialled in Ceredigion towns. Besides a general remark in the first document: *“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.”* And in the second document an almost homonymous remark: *“However, the extended pavements, parking arrangements and some traffic flow measures have proved beneficial and there is a justification to trial these elements further for the future.”*

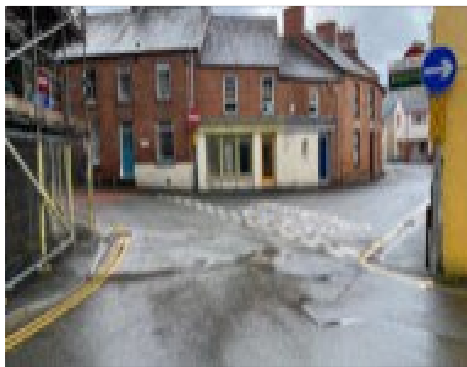
These are just statements without any underlying facts or relevant investigation; no argumentation. On what grounds have the measures demonstrated a “wider benefit to society”, and what kind of benefits is referred. Also, on what grounds is it justified to go on with a trial?

I would expect a thorough traffic-flow analysis or something like that. In that context I would suggest making parking in Cardigan free, because that has already proven to be a benefit for the society, especially for the trader-shops and cafeshops in the town.

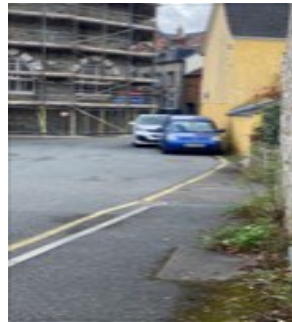
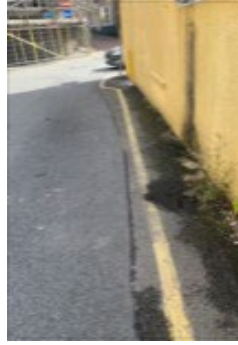
I am aware that the measures are experimental and will be reviewed later, taken into account the received comments of the public. But it lacks for a thorough basis of which aspects (and to what extend) will be used in judging the comments of the public.

My reaction will be limited to some of the measures taken in Cardigan, more specific the area of Greenfield Square car park.

1. The one-way direction on College Row (from High Street to Greenfield Square) looks justified and logic from traffic-flow point of view. However: the last weeks it has shown that this measure does not work: quite a lot of car drivers coming from Queens Terrace or the car park go UP to the High Street (or plan to go UP), ignoring (or not seeing) the one-way traffic sign. It's also remarkable that the text on the pavement of Queens Terrace (no entry) is recently refreshed, while this kind of warning is missing on College Row.; why is that? Not only because of this, the lay-out of this crossing also "invites" car drivers to go UP on College Row to the Hight Street.



2. The corner spot on Greenfield Square road near the crossing with Queens Terrace is too narrow for pedestrians; see pictures below. Besides that: it is often used as car park, so it is unable for pedestrians to pass. Unacceptable!!



3. Upper Mwldan. The way this road is designed and built is very bad: it is a two way road (!!!) and it narrows several times; the smallest part is on the busiest spot, next to the car park entrance. The road lacks a decent pavement for pedestrians. Besides: a two-way system does not make any sense anymore since the recent (ETRO-) change to one-way on College Row.





4. The road situation for the entrance to the car park is very confusing for a lot of drivers and takes a lot of space: the two way-road Upper Mwldan next to the entrance AND exit (2 way also!!) for the car park. It also lacks a safe and proper pedestrian crossing. A lot of drivers coming from Queens Terrace use the car park as through-road (and with high speed) instead of Upper Mwldan



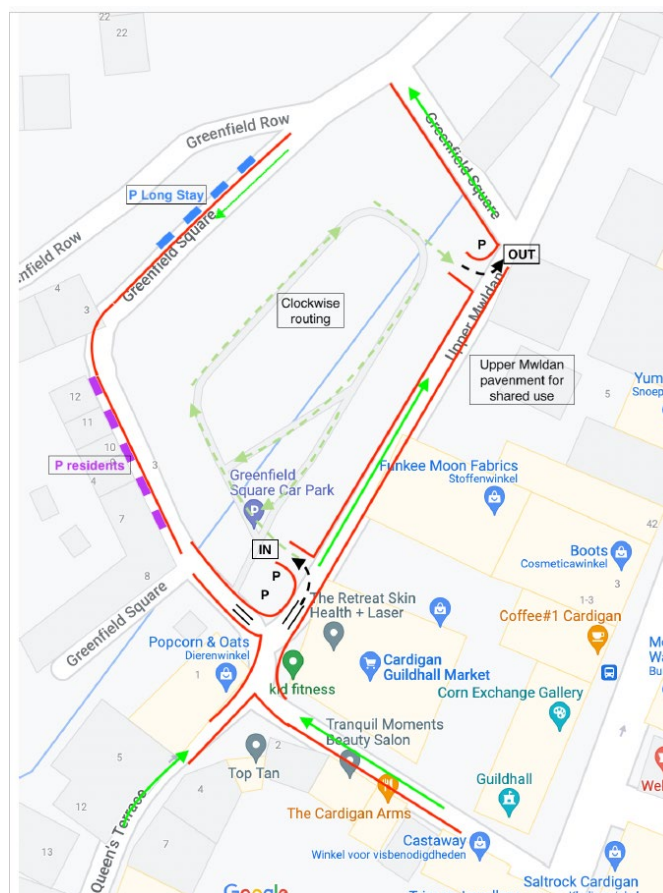
The current situation on Greenfield Square (road), Upper Mwldan and the car park are for me the reason to do a proposal for a redesign of this area. In the following sketch and text I have tried to explain my proposal.

Main issues of my proposal:

1. Keep the one-way direction on College Row as is introduced in the ETRO and: see 5.
2. New one-way directions on Upper Mwldan and Greenfield Square (road), in addition to the ETRO one-way system on College Row provides for a logical traffic flow to and from the car park.
3. Re-design of entrance and exit for car park. Better use of available space; probably also extra P-spaces. Option: exit to Greenfield Square northside (as is now); not to Upper Mwldan.
4. Upper Mwldan: new pavement, preferably pavement for shared use (plus: speed limit max. 5 mph), partly with zebra-stripes for pedestrian crossing.
5. Re-design of crossing Greenfield Square-Upper Mwldan-Queens Terrace-College Row. More intuitive to follow the One-Way traffic signs and better use of available space.

6. Clockwise routing on car park, clearly indicated with signs and with arrows on the pavement.
7. Option: New parking bays (in purple) reserved for residents Greenfield Square 7 -12 only; narrowing of the road on this side is possible because of the one way proposal mentioned in 2.
8. Option: New long stay car park bays (in blue) on the north-west side of this area, near Greenfield Row

I hope you take my remarks in consideration for the final decision making. For me it is important that whatever decision will be made the reasons for that decision will be properly communicated, also about the ways how to make objections, in case I feel that would be necessary.



**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed. Correspondent to be thanked, the comments and suggestions are useful to inform design decisions.**



13. My proposal to support local business, pedestrians and car and bike users would be to create a level 'shared space' for pedestrians, business and vehicles from one end of the street from the Cellar Bar to the far end by Pendre Cafe. This is based on the European model, that is seen also in Scottish town centres such as Kirkwall. The road would be raised up to be level with the pavement, so drivers know they are entering a shared space. Parking areas remain but again raised up, as do areas for cafe's to sit customers outside and the speed limit reduced to 10 mph (the speed most cars drive down this stretch), 20mph on the roads around this area.

The surfaces on pedestrian areas and drivers would be a different texture to ensure that partially sighted or impaired visitors can delineate between them, plus the one level rise at the start and end mean that the zone is more mobility friendly for disabled visitors.

Shared space is a design approach that changes the way streets operate by reducing the dominance of motor vehicles and encouraging drivers to behave more accommodatingly towards pedestrians. With minimal markings for both vehicles and pedestrians and no overt right of way, the space requires both motorists and pedestrians to take due care when passing through the area. Right of way is, to all intents and purposes, negotiated. This feature has been shown to reduce vehicle speed and increase safety and has been tried and tested in many towns and cities throughout the UK including Cardiff and Swansea,

For shared spaces, the Highway Code requires drivers to “watch out for pedestrians crossing a road ... if they have started to cross they have priority, so give way.” Similarly, pedestrians are required to cross a road at a safe location with the Highway Code advising pedestrians not to cross a road “until there is a safe gap in traffic and you are certain that there is plenty of time.”

I believe implementing these exciting and innovative improvements would improve Cardigan town centre, making it a more vibrant and allowing shared access for all. My personal experience of town centres where this has been implemented have been so positive that I think Cardigan should lead the way as a Welsh town with this infrastructure.

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed. Correspondent to be thanked, the comments and suggestions are useful to inform design decisions.**

14. Dear sir, my partner and I have a warehouse off Chancery Lane, we have a large Luton van and with restrictions now in place can no longer legally access our premises. We cannot drive our van down St. Mary's Street and turn into Chancery Lane, our van will not negotiate the corner. We can only access from the High Street past the factory shop down into Chancery Lane. Do you have any suggestions as to how we can access our premises legally.

Dear Sir, we have been running a house clearance business from the 4CG site at Pwllhai in Cardigan for the last 8 years, we have access at the back of our premises from the Black Lion carpark off Chancery Lane. With the new restrictions in place i.e. you have to access from St. Marys Street into Chancery lane, for our business we use a large Luton van which cannot make the turn from St. Marys into Chancery Lane, we can only access from the High Street past the Factory shop into Chancery Lane, if we do this now we are in breach of the law. It is imperative that we can access our business at all times, full van loads are bought into the premises and sorted. Without this access we cannot function as a viable business, this is our livelihood. It would be appreciated to have some helpful comment from yourselves as to how this can be resolved. My suggestion obviously would be to allow traffic to flow from the High Street into Chancery Lane past the factory shop. Maybe someone from your Highways department could come out for a site meeting.

We have access to the rear of our business from the "Black Lion" carpark. Since the introduction of a one way system into Chancery Lane We cannot access our premises with our Luton van legally. We cannot turn left into Chancery Lane as our van is too large, we are forced to turn right by the factory shop into Chancery Lane, now an illegal turn as it is one way. We have to have access to the rear of our premises with the van to unload after doing a house clearance, the load is then sorted before being moved downstairs to the shop floor.

I have been in touch with the highways dept on many occasions, everyone has fobbed me off saying they will be in touch, no-one has. I am getting very frustrated with the situation, we don't want to incur fines for doing an illegal turn but it is the only way to reach the back of the shop.

Please please can you help.

**The one-way on Chancery Lane was introduced to assist with a transformation for pedestrian safety for the area outside the Original Factory Shop. Footway widths at this location are mostly below standard, and many pedestrians seem to walk in the road across this space at present. However, the one-way may be inconvenient for some road users and may make access more challenging for some businesses.**

**It is not reasonable to expect the Authority to engineer roads to suit any one specific business or household. The Authority's own design software suggests the arrangement is adequate for the size of vehicle in question, and the Authority should avoid being seen to encourage the use of larger vehicles on such a narrow lane with no footways. The current measure makes possible a variety of options for the redevelopment of the space outside the Original Factory Shop.**

**On balance, the safety improvements that can be introduced at the front of the Original Factory Shop will be of significant benefit for all pedestrians.**

15. The Factory Shop have informed one of the Town Councillors that if you do a .no entry. at the top of Pwllhai off the main street in Cardigan, their delivery lorries wont be able to get to the back of the Factory Shop with their deliveries, as the bottom entrance via Morgan Street doesn.t have enough turning space for a large vehicle such as the ones they have. Can you urgently pass this on to the relevant department.

*Additional correspondence received on this matter as follows:*

I am the store manager at The Original Factory Shop on Cardigan High Street and have some concerns with the new one way system outside of our shop. The changes to making Chancery Lane one way was needed however making the hill to the side of our shop one way seems unnecessary as there were rarely any traffic issues here.

This is going to cause us a lot of problems as this is how our lorries get to our loading bay at the back of our shop. The only other way for them to get in is to reverse through the narrow lane next to Crwst. This is not easy at the best of times for our drivers but with the water works going on by this location or if there are any cars parked too near the turning our drivers can't get through and we are unable to receive our deliveries.

Please see attached pictures of the new road in question and the waterworks preventing our lorries from getting in.

**There seems to be some misunderstanding of the one way on Pwllhai, this only affects the short section of Pwllhai towards its junction with High Street. Access to the loading bay for the Factory Shop is therefore not affected and remains two way.**

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## **Aberystwyth**

16. We visited Aberystwyth Monday 13th June 2022, A was absolutely disgusted with the parking situation for Disabled people, I had to drop my Wife of by a shop she wanted to go to holding traffic up while I got her walked trolley out, then I went found a parking space in another street went to help her walk to some other shops, Then when we wanted to leave she wanted by the knife Angel until I walked to the car and go to pick her up and put the walker into the boot while holding traffic up again, Yet lots of loading bays empty that could also be used for Disabled, We used to come to Aberystwyth lots stop at Marine Hotel but unless roads and parking is put back to previous years we won't be back.

**Disabled parking provision has increased in Aberystwyth town centre as part of these experimental measures. Blue Badge Holders can of course park without limit in other limited waiting bays.**

**Some loading bays in Aberystwyth operate until 1pm only and are then available for general parking. Others have had timings adjusted to increase availability for general parking.**

17. In April 2021, Baker Street and Corporation Street had their one way systems reversed and Upper Portland Street was designated a one way street up the street. You have now reverted back to the original directions of up Baker Street and up Corporation Street. I have looked in the Cambrian News and on your website and can see no warning of the change. It appears that many people are in the same boat, as I have witnessed several near collisions caused by cars not realising the change. As one elderly lady succinctly put it, this is Ceredigion, what do you expect. As there are no "No Entry" signs at the top of Upper Portland Street, it has to be assumed that this has also reverted to its original state of being a two way street. However, there is still a blue directional sign outside my office showing that it is a one way street upwards. This has resulted in road rage incidents with motorists insisting it is still a one way street with other motorists showing that there are no signs prohibiting going down Upper Portland Street. I would ask that you clarify; is Upper Portland Street one way up or two way?

**The signage issue has now been resolved.**

**Unfortunately, the ETROs replaced measures introduced via Temporary Orders, which is an unusual circumstance and there is no provision within current regulations for notifying the public beforehand. In future the Authority will amend processes to manage improved notification to the public.**

## 18. Re: Access to Corporation Street

I am writing to ask whether consideration can be given to allowing the return of two-way traffic in Bath Street in order to facilitate sensible access from the north of the town to the south of the town.

In order to access Corporation Street from the north previously, one could:

1. travel up Portland Street and turn right into Terrace Road before turning left into Corporation Street; or
2. travel up Bath Street, cross Terrace Road and then travel up Corporation Street.

Neither of these options is now available. Although one can still travel north up Portland Street, it is no longer possible to turn right into Terrace Road in order to access Corporation Street. Bath Street is now one-way towards the north and so it is no longer possible to travel up Bath Street and thence up Corporation Street.

This means that in order to gain access to Corporation Street from the north, one has to travel the whole of the length of North Road down to Albert Place (by the old Swyddfa'r Sir), then from that point, along the Prom to the entrance with Terrace Road, and then turn right into Terrace Road and then right again up Corporation Street.

This is a very convoluted means of access and far more complicated than the previous means of access. I am sure that it was an unintended consequence that by changing both Terrace Road and Bath Street into one-way streets, this particular problem would be caused. As I say, it could easily be resolved by Bath Street becoming a two-way street once more. Can you let me know if this would be possible?

**The current arrangement on Bath Street improves traffic flow and safety, particularly at the junction with Terrace Road. Unfortunately, even though there is inconvenience, longer journeys and delay for some motorists, this request can therefore not be granted.**

19. Ever since their introduction the ETRO's have had nothing but a detrimental effect on my business. As a telecommunications / IT engineer I visit business and residential premises during the hours of 9am to 5.30pm within Aberystwyth town centre daily. Since the introduction of the ETRO I'm finding it harder and more time consuming to find parking places near to the customers I'm visiting and harder to navigate the streets to get from one customer to another.

Before the introduction of the ETRO's it was hard enough to find parking near to a customer's premises and invariably this would only be for a half hour period which meant having to regularly move my vehicle. Due to the nature of my work, I need my vehicle to be close by as I'm constantly back and forth to it for materials and tools including ladders and cable drums. Since the ETRO introduction however, it is has become much harder to find a parking place due

to the reduced number of parking bays caused by the introduction of extended pavements and the increased number of disabled bays. I regularly find myself driving round the town looking for an empty space but pass numerous empty disabled bays which are not being used, particularly in Cambrian Place and Laura Place, surely this indicates the percentage of disabled bays compared to standard parking bays is now too high. The fact that I now regularly have to park some distance from where I'm working can often cause health and safety considerations when I have to carry large or heavy items such ladders or cable drums through the streets of the town.

Navigating the streets of Aberystwyth is now also extremely time consuming, as to get from one street to the next can often mean a tour of the whole town, usually with a trip along the promenade! It's obvious that whoever planned the current one-way streets does not have to drive around the town on a daily basis. For instance, if you want to try to get to Bath Street you have no option but to access it via the promenade.

**Space has been reallocated to take into consideration all users, and not just motorists. It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

**The disabled bays in Laura Place were introduced via TTRO and have been removed prior to the ETROs being introduced.**

20. As a frustrated local tradesperson can I ask that the council consider scrapping the ETRO's and returning the streets and parking options in Aberystwyth to the way they were prior their introduction? I would like to see the removal of the extended payments from Pier Street, Terrace Road and Chalybeate Street to allow two-way traffic flow and more parking and loading bays. I also believe that traffic flow would better with the removal of one-way traffic flow in those same streets along with Bath Street and the reintroduction of the standard parking spaces that have been removed over the last couple of years.

The one change made during this period that I did find had a positive effect was making Princes Street one way. This street is so narrow that it often resulted in vehicles trying to reverse back out onto Bridge Street against the flow of traffic. This change has however now been reversed.

Outside of work, since the introduction of the ETRO's I try to avoid driving into town due to the driving / parking issues mentioned above and where possible now shop out of town or on-line as I'm sure do many other local residents, unfortunately this is to the detriment of trade for local town centre shops, businesses etc.

I hope the above comments will be taken into consideration when making a final decision regarding the ETRO's.

**Space has been reallocated to take into consideration all users, and not just motorists. It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

**The disabled bays in Laura Place were introduced via TTRO and have been removed prior to the ETROs being introduced.**

**The temporary reversal of the one-way system on Princess Street was introduced via TTRO and was removed prior to the ETROs being introduced. It is not practical to reintroduce this because of a lack of available locations for signage and a lack of scope for enforcement by the police.**

21. To all councillors involved in the experimental TRO. I understand that whenever you mess with parking and the roads in Aberystwyth you come up with a lot of opposition. I would suggest that this is a small number of people who shout loudly. As an Aberystwyth resident and business owner I feel that we should be moving towards the pedestrianisation of as much of the town centre as is feasible. This coupled with greening up our streets and celebrating the independent businesses that make Aberystwyth unique provide a great path to rejuvenating our wonderful town in time for the completion of the old collage development.

Having heard about this proposal this week it took me almost 20 mins to find any details. Scrolling back 6 weeks on FB having failed on the council website as I didn't know the name of the project. There must be a better way of communicating what's going on? As part of Aberystwyth business club we would love to feature consultations on our mail out which goes to over 160 business people in Aberystwyth, but how do we find out about them?

The current mentality that you can drive up to a shop and pop in has to change. Parking and walking in has to become the norm. Park and ride in busy periods to cope with the overflow. Even a hop on hop off electric vehicle moving people around the key parts of a pedestrianised town could help.

I feel an outside consultancy company needs to do a full traffic study to work out what's possible but we need to move to a walking or biking culture to meet our green commitments. The servicing of the infrastructure needs to be fully considered but this is a massive shift in culture and you won't bring everyone with you but the silent majority I am sure would love a bold change!

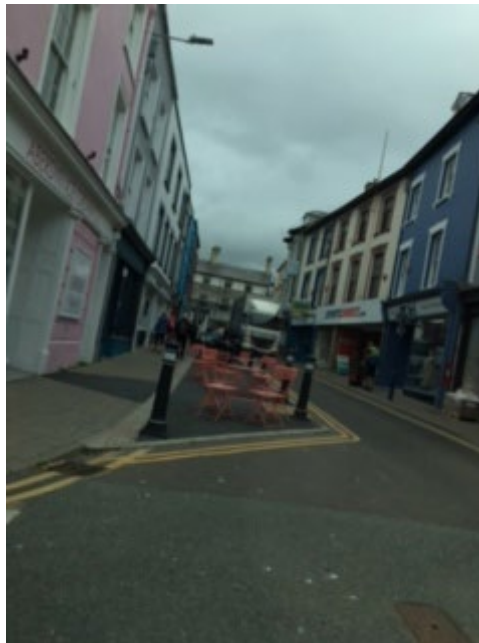
Independent business need things to change now. We can't wait 5 or 10 years as many of us simply won't be here. Businesses are struggling now. We need bold and strong action and we need it now.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Once a decision has been made regarding making permanent/amending/revoking then more permanent measures can be considered and designed. The comments and suggestions are useful to inform design decisions.**

**There is an aspiration to work closely with the Town Council regarding Place Plans to provide permanent enhancement of measures that assist personal mobility and encourage Active and Sustainable travel.**

22. Please see the attached photographs of obstructions caused by the ETRO's and the new pavement furniture initiative. Pier Street Aberystwyth blocked by a van loading. New Street Aberystwyth blocked by a van loading. Witnessed this morning a heated argument between a camper van driver and the carpet van delivery driver who would not move to give access for the camper van to get into New Street. If this road remained one way but removed the widened pavement there would not have been a problem and possibly a happy holiday maker, not much of a welcome to the town for them. The photo of tables and chairs in Eastgate Aberystwyth doesn't leave much room for pedestrians to pass. A person in a wheelchair could not pass easily and would not have a chance to be able to navigate the road crossing there and be able to turn. I hope these issues will be taken into consideration as part of the consultation.







From the same correspondent:

Please find attached photos for inclusion in the ETRO consultation. Evidence of the problems created by the widened pavements in Pier St (that lorry has stopped and is unloading with traffic build up behind) and Terrace Rd and removal of the 24hr operational disabled bays in Market St and positioning of the new 8-5pm operational disabled bays in Eastgate. The Council Van was parked in the Eastgate disabled bay at 9am.







From the same correspondent - I am sending my objections to elements of the Experimental Traffic Regulation Orders as part of the consultation Process. Please could you confirm that my objections will be included in the consultation and circulated to all Cllrs involved in the vote beforehand.

I would like to highlight that yesterday 26/11/22 the Xmas market and Xmas tree lights switch on event being held in Baker Street with the road closed which meant that all the disabled spaces in this street were unavailable. I assume that these spaces were added to this street to compensate for the loss of parking on double yellows around the town (though not helpful here if one wants to access the upper town area) The disabled spaces in Eastgate, Chalybeate St and Baker St are only operational between 8-5pm the lantern parade and lights switch on was starting at 5pm therefore as with the Rali event and their road closures there were fewer parking opportunities for those with an impairment to try and attend the event. This is not progress for equal opportunities in our town centre and is a backward step for the County Council and another obstacle for those with an impairment.

Objections

Removal of Disabled Parking Bays that were operational for 24 hours in Market Street. These have been replaced with Disabled Parking Bays in Eastgate that are only operational between the hours of 8am and 5pm. This means that there are now no operational Disabled Parking Bays after 6pm for the upper part of the town centre which is accessed via a steep incline. After 6pm a person with an impairment is competing with the town residents and able-bodied persons to find a parking space.

The widened pavements in Pier Street mean there is no opportunity to be dropped off or park with a blue badge here taking away more parking opportunities for those with an impairment again at the top of the town centre accessed via a steep incline.

The widened pavements in Terrace Road and Chalybeate Street also prevent opportunities to park with a blue badge and all these areas can have blocked roads and traffic build up when deliveries to the shops take place.

The Disabled Bays in Baker Street are very useful for the lower part of the town but when events take place like The Bae Rali and The Christmas Market/street markets this Street is closed. This means fewer places to park and particularly with the Rali event with many road closures, disabled parking and access to the event was lacking and excluded all from being able to attend.

What seems to have been overlooked in the process of transforming the town is that people with an impairment (some without a blue badge) rely on being able to park not only in Disabled Parking Bays but on the streets too where it is safe to do so. For dropping off and picking up, for using a Blue Badge on double yellows. These opportunities have been taken away in areas of the town where they are most needed.

The change in traffic directions mean having to drive further to find a space. Not being able to turn left from Eastgate into Pier Street, if all disabled parking in Eastgate is taken means having to go around the prom, Terrace Rd, North Parade, Thespian St, Western Parade, Mill St, Bridge St and finally Great Darkgate St. to see if the upper disabled bay is available here and if not on to Baker Street. If nothing is available it means a trip around the prom and up Corporation Street to see if that disabled bay happens to be free at the time. Then round and round we go. There is the left turn from Eastgate into Market Street but this misses the upper disabled bay in Great Darkgate Street. You have to pass the turning into Market Street to see if there are available Disabled bays in Eastgate. This cannot be helping with net zero carbon or our wellbeing.

The widened pavements have made problems for deliveries and quite often disabled bays are used in Eastgate, Terrace Road and Baker Street by business vehicles included the County Council van.

These narrowed roads have a knock-on effect by having fewer parking spaces causing problems for residents in other areas of the town too.

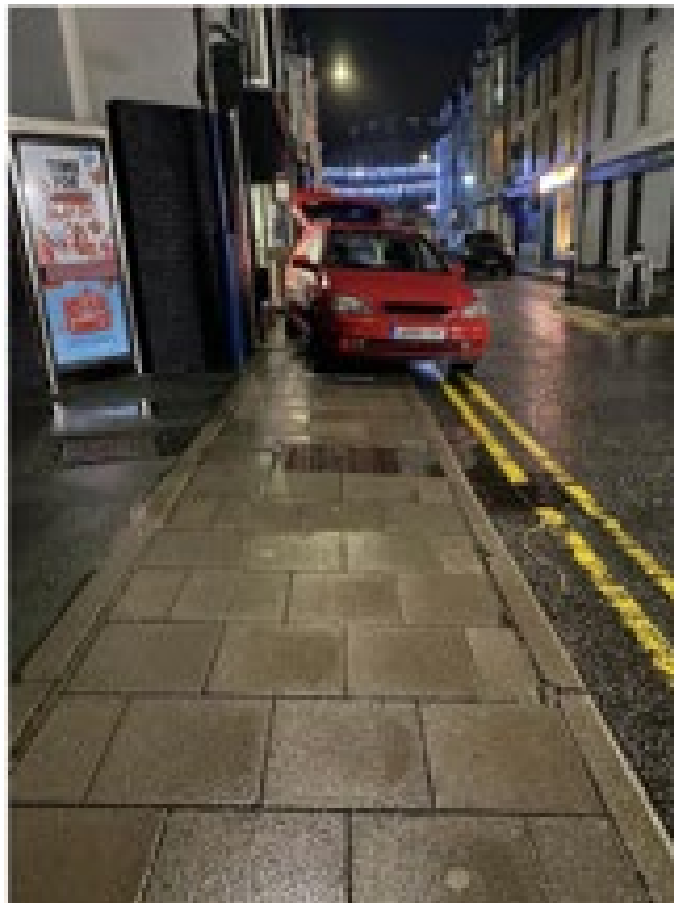
There has been an increase in pavement parking all over town due to these widened pavements which prevents access for pedestrians and wheelchair users.

There have also been issues with access because of the street furniture /clutter that have been inappropriately placed and businesses that assume that they can all put out tables and chairs regardless. One such business in Eastgate causing problems but taking weeks to resolve.

It must be said that these changes have been instituted by the County Council and that they are responsible for creating situations where vehicles have had to park illegally to go about their daily business. Those people who just take advantage of a situation whether it be illegal or inconsiderate parking or thoughtless placement of street clutter need to be managed but does the County Council have sufficient and timely resources to do this?

Also from the same correspondent:

Please will you include this photo into the Experimental Traffic Regulation Order Consultation. It shows a car needing to unload in Chalybeate St Aberystwyth. Is the shop in the wrong place or the widened pavement?



**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Obstruction of public highway is a matter for the police to consider, as is leaving a vehicle in such a way as to endanger other road users.**

**The parking Traffic Regulation Order includes exemption from restrictions for Local Authority vehicles engaged in pursuance of statutory duties or powers.**

23. I go daily to collect medication from boots, which prevents me ending my life. I must sit by the door as the man who assaults me goes there and, I physically cannot access the pharmacy. Even if it was safe I cannot stand in the queue and, I'm physically (and emotionally) unable to join the one for addicts. I do not have the option to go elsewhere. The chair was placed there so I, and others, who cannot access pharmacy due to disability, could continue to access medication after discussion between my solicitor and Boots so I could have my essential medication on days I can get there, and, as a safeguarding measure.

Today I was told the chair is a tripping hazard as someone has fallen over it. Removal of the chair means I, and, others, can no longer get medication. There are no other chairs I can sit on. I see it's ok for the massive one by the make up to stay and the rolling stool neither are accessible to me. The nearest chair I could access is on North Parade, a very long distance for me to walk back and forth. Further with no electric at home (at all) due to cost, sitting longer outside in the cold means worsening of my condition.

This afternoon I'm in agony from being forced to stand in the shop, I got my medication but fell trying to get to another chair when I left from the pain and injury from being forced to stand so long.

To be clear a member of staff got me a chair and helped and I spoke to the manager who said he'd be in contact. This is NOT a Boots issue. They were very kind and tried to help. This requires URGENT rectification by the council. I'm diabetic, going without medication is life threatening and a safeguarding issue in itself.

Further as I might lose access to my essential medication altogether, due to someone tripping over a chair, \*you\* need to immediately remove the extended pavement outside Boots. I've seen several people fall and be injured on it and, falling off it. One required an ambulance due to injury. That pavement has caused many injuries and prevents disabled people being dropped off to collect medication as they cannot manage the very steep kerb that's been placed there and the ramp in store is also steep. The road now is frequently closed for deliveries also blocking access. It is unsafe when wet and icy. The businesses along there have been flooded. More have been injured on that extended pavement (including me). There will more than I've seen. Though they appear unrelated these two issues are not, you've removed my access to medication due to someone tipping whereas more have tripped and been injured on this dangerous pavement.

Even if the chair is put back that pavement MUST be removed as unsafe and a hazard.

Sorry, can you please add to what I sent you? There's many tables and chairs on the street that are trip hazards to disabled as well as the pavement issues so you need to stop those and the a-frames that are trip hazards for disabled as well. I'd not thought of these until I rang a crisis line and during the discussion they mentioned it.

**The Authority is actively seeking to encourage compliance regarding licences for A boards and other objects placed in public footway.**

**Other issues raised are outside the scope of this consultation, but some comments may be useful when designing permanent arrangements.**

24. During the pandemic when we had pedestrianisation in place, the streets were full of tourists and locals both enjoying the town for what it is and the diversity it offers. It was amazing to see and it was an insight in to what the town could be if we just get a few things right. There were a number of occasions where I stepped outside of our shop on Pier Street and I would actually struggle to make my way through the crowds. Couldn't have been better for business.

The issues I see arising from the potential move include courier access, visitor parking and residential parking. If these three points can be addressed then the town would benefit from being pedestrianised during certain hours of the day. There is a counter argument for the need during the off season but with the right infrastructure in place, I believe the town would be busier in the off season to justify the move.

We receive a good number of deliveries on a daily basis from Royal Mail and other courier services. They had a really negative viewpoint on the whole experiment but that was because of the issues they experienced. They were continuously refused entry to the zone by the manned checkpoints which was frustrating since it was communicated that they were allowed access. I understand that having large vans moving around a pedestrian zone is dangerous but there must be a solution to it.

Visitor parking has been an issue in the town for a long time. During the recent meeting, we were encouraged to suggest solutions. One of my contributions was a multi-story car park near the police station but rather than a concrete eyesore, do it as a living building. I once saw one in Sydney that I thought was very cool called 'the living mall' – see link here - <https://www.theurbanlist.com/sydney/directory/central-living-mall>

The old college development will most certainly throw a spanner in the works of pedestrianizing the town because there will need to be a direct route to it. The additional parking that it will need is going to decimate the amount of parking available for locals and individuals that work in the town. If we could provide plenty of parking out of the centre of town with a frequent green transport into the centre, this would help combat the issues of parking. There will always be negative press about parking but the truth is people are lazy and



because they have always been able to squeeze their car in to a space on a side street and do what they need to do in town. That will not help the residents of the town who often struggle to park. Some kind of resident parking pass which is issued based on proof of residency would certainly help. Make it a very reasonable fee that residents would be happy to pay with the benefits being more spaces available in the centre near their houses. Issue the passes based on the council tax info you have on hand as proof of residency. This would generate a small income from the passes and even more so from the enforcement of cars parking in areas without a pass.

If ever I visit a city or even, another town in Wales, I fully expect to have to pay to park in the centre. There is a mindset that people are stuck in when it comes to expecting free parking in the middle of town and I can guarantee that those same people will always pay for parking when they go away. If anyone ever wants the town to progress then these issues need addressing. How we use the town will need to change if we are serious about net carbon zero and all the other ambitions there are.

The county council representatives that I met at the meeting were great. So full of positivity with a can-do attitude but I sensed that there is frustration there with the ones from the public who shout the loudest. The negative representatives will always shout the loudest but they don't always represent the majority.

Hopefully you found this feedback useful.

**Correspondent to be thanked for their comments which will be useful in the development of any further permanent measures.**

25. I am writing to comment on the Ceredigion County Council (Aberystwyth, Aberaeron, New Quay, and Cardigan Experimental Traffic Regulation Orders 2022) Amendment Order 2022, effective from 26/11/2022 as it relates to Aberystwyth. I would propose that the council revert to the traffic and road layout in the town as it was before the changes made in response to the Covid pandemic.

Those changes and road closures made life very difficult for many blue-badge holders like myself. It restricted availability of convenient parking and restricted access places in the centre of the town I wished to visit. After those restrictions were lifted the new road traffic system appears to be an improvised system of no particular benefit except that it saves the council from going to the expense of removing all the physical changes and pavement extensions made to enact the Covid restrictions.

The continuing existence of the pavement extensions means that certain roads that could take 2-way traffic can no longer do so. As a result the traffic management system involves drivers taking longer and more complicated journeys around the town (increasing pollution and fossil fuel consumption).

The system has little logic to it and must be utterly confusing to drivers unfamiliar with the town.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Disabled parking provision has increased in Aberystwyth town centre as part of these experimental measures. Blue Badge Holders can of course park without limit in other limited waiting bays.**

**It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres.**

26. I am writing to object to the Experimental Traffic Regulation Orders that have been inflicted on the town of Aberystwyth. These, in my opinion (and many others), have been introduced without proper consultation with residents, and are being pushed through in the most undemocratic of ways to fulfil both the Town, and County Councils underlying agenda regarding the pedestrianization of Ceredigion's major towns, and the Active Travel Plans. There has been no consideration of the effects of these changes on residents and visitors to Aberystwyth, and the number of businesses, both local and national, that have closed or are closing, is testament to the decimated footfall suffered by the business community because of this. It is no surprise to see that Aberystwyth as a town is sadly dying, as these Etro's have caused so much confusion and are restricting the most vulnerable in society's accessibility to the town centre's shops. When I was growing up the town was full of diverse shops and had a good balance of both local and national businesses that catered for everyone across the age and financial/income spectrum. Now, sadly, Aberystwyth is mainly full of coffee shops, charity shops, hairdressers, and local businesses, that while lovely to browse through, in these days of soaring prices are not affordable for the majority on low incomes. It appears that both the Town and the County Council have forgotten who actually pays their wages via the council tax, and are prioritising the summer visitors, rather than residents and those who live in Ceredigion that visit the major towns for their daily requirements. They also seem to have forgotten that the population of Ceredigion has a high rate of elderly residents, whose requirements have been ignored in favour of an attempt to grow a 'café culture,' ironically in an area of the country that has more than its fair share of bad weather.

I find it heinous that the blue badge bays in Market Street, that were in place for disabled children to be able to attend the Pantyfedwen building, and are arguably the most vulnerable in society, have been removed. Why? This question has been asked of officers many times, but as yet a definitive answer has not been made known. Clearly there can be only one reason, and that is to facilitate the pedestrianisation of Great Darkgate Street. I cannot see there being any other reason for this otherwise, if there is, then officers should be open about it and clarify the rumours. Equally the other disabled bays within the town are neither sufficient, nor in accessible areas. My father, who has a blue badge, has great difficulty parking close to the shops he and my mother need

to go to, and has now given up on going to the town unless it is an emergency, relying on getting what they need online or in the out-of-town stores where they can park virtually right outside. The Councils do not seem to be aware that disabled people also want to be part of society and visit coffee shops and restaurants, as the blue badge bays are only designated so until 5pm under these ETROs. Are the elderly and disabled not welcome in Aberystwyth after 5pm?

The changes to the one-way systems on some of the roads is also confusing and is another reason my father has been put off going into town, as he has been caught out on a couple of occasions. I myself am considerably younger and also no longer enjoy driving in Aberystwyth and will only do so if absolutely necessary. Indeed, I know of people the same age as my own children who feel the same way. Is it any wonder why young people and families are leaving the area and even the county itself? The last census is proof of the dropping population and these ETROs are only going to exacerbate the situation. By killing Ceredigion's major towns there will be nothing to keep aspiring families here, as it is, there is little enough. The sort of employment 'café culture' and the tourist industry supplies is not for everyone and is not family friendly, with unsociable working hours, as well as poor remuneration. Yet the promotion of these industries, above others, seem to be both the Town and County Councils rather narrow priorities.

The only part of the ETROs that is positive is the one-way system along Pier Street, which has been a bottleneck for years. I do applaud that decision, however it has been marred by the narrowing of the road by the extended pavements, as has Terrace Road. While some wheelchair users find these useful, others have not, and neither have those with mobility and sight impairments. This is due to their abuse by businesses who put out tables and chairs to extend their premises. Parents with pushchairs have also had difficulties and even just walking past can be awkward when trying to avoid waiters/waitresses rushing backwards and forwards. To be honest it is downright dangerous and should be stopped. I have heard terrible stories of near misses and people not being able to access Boots the Chemist for their essential medication. Yet again a recent article in The Cambrian News has mentioned the pedestrianisation of Terrace Road for the Active Travel Plans. When is this dictatorship going to stop and the people of Ceredigion consulted properly and not in this underhand way that limits the likely number of responses? Not everyone can access computers and emails.

If these ETROs and the pedestrianisation as mentioned above, go ahead without proper public consultation then I cannot but feel that it flies totally in the face of the Equality Act 2010 and the Well-being of Future Generations (Wales) Act 2015. When the requirements of the most vulnerable in our population are ignored to the extent that they are excluded from society, and unable to obtain their medication necessary for life (for example) due to access issues, these laws are being breached. The underhanded way these ETROs are being bulldozed through shows that both the Town and County Council are fearful they would not get the result that they want. There is a good reason for this that most people seem to appreciate, and that is Ceredigion's towns are built on hilly topography and therefore not ideal for pedestrianisation. There are a

number of towns who have regretted going down this route and are indeed looking at reversing their decisions, for example Bridgend and Colwyn Bay. While I appreciate that Aberystwyth needs rejuvenation, a fair balance needs to be achieved between green issues, business, and access requirements. These ETROs have not achieved this and are indeed, far from it. Mahatma Gandhi once said, “the true measure of any society can be found in how it treats its most vulnerable members.” I fear that both Ceredigion County Council and Aberystwyth Town Council, with their current plans are not measuring up very well at all.

**Unfortunately the ETROs replaced measures introduced via Temporary Orders, which is unusual circumstance and there is provision within current regulations for notifying the public. In future the Authority will amend processes to manage improved notification to the public.**

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Existing footways on Market Street are below standards for width, the removal of the disabled parking here will allow for footway widening. Pantyfedwen has its own off street car park, which is not affected by the measure here.**

**Great Darkgate Street is currently trunk road and not under the jurisdiction of the Authority. The Authority is unaware of any consideration being given to pedestrianisation by the Welsh Government.**

**Disabled parking provision on street in Aberystwyth has actually increased in comparison to previously. Blue Badge Holders are of course permitted to park within any limited waiting bay without restriction.**

**The timings of disabled bays in the centre are a compromise in order to seek to address the needs of a variety of groups, including Blue Badge Holders, shoppers, businesses, residents etc.**

**The Authority is actively seeking to encourage compliance regarding licences for A boards and other objects placed in public footway. There are currently no plans to pedestrianise Terrace Road.**

**The Authority has followed procedures set out in The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The previous safe zone arrangements were subjected to an Integrated Impact Assessment (IIA), and the same is true for any proposed Traffic Regulation Order.**

## **Aberaeron**

27. Reinstatement of parking/two-way traffic flow in Market Street Aberaeron - As a resident of Aberaeron, I would like to express my view on the above. I find the current lay-out of Market Street a much safer environment, particularly for those with children or the disabled. Crossing the road outside Costcutters was always hazardous, the low pavement designated 'crossing point' was so close to the junction that, I have witnessed pedestrians running across the road to avoid cars turning in from the main road. Many people chose to cross between the parked cars in the parking bay outside Costcutters or the shops opposite and visibility was offer compromised for both pedestrian and driver. When road and street were busy, particularly during high season, Market Street became quite chaotic and often dangerous. On a lighter note, as a seasoned traveller, the current lay-out of Market Street with its 'cafe culture ' vibe, is much more welcoming and inviting and provides an incentive for tourists to spend their money in our town. Many visitors and, indeed locals, are reluctant to spend a sunny afternoon sitting in a cafe/public house, whereas pavement tables, in the sunshine are a real draw. I feel that the current lay-out in Market Street should definitely be left as it stands and would be grateful if you could beat this in mind during the decision-making processes.

**Correspondent to be thanked for their comments, which may be useful in future design decisions.**

28. Please do not make the Safe Zone changes permanent on Market Street. These changes were supposed to help keep us safe during Covid. We are now post Covid. They did not make us feel safer because of all the tables and chairs meant we had to walk in the street to keep a one metre distance in some areas. Sometimes you still have to walk in the street or wait for people to pass in front of the New Celtic because there is no room. The step down from the curb near there is very dangerous (it is unusually high), especially for older or disabled people and children. One of us almost twisted her ankle and we did see someone fall last year. We would think the Council had a duty of care to make sure this doesn't happen. We understand that this helped the hospitality sector during Covid. However, tourists are not the only people who shop and spend money in Aberaeron. Aberaeron is our local centre for the chemist and shopping etc. We used to go around once a week. Now we go only when we have to. We have been shopping there for 40 years. We could park for an hour and do most of our shopping on Market Street and the main street. We no longer shop much at Costcutters because we can't carry our shopping to the car. Parking everywhere near is always full. We tried getting the car and picking the shopping up. But there is a double yellow line on the road. It is impossible for older people to walk very far to shop, especially in the winter. There are a lot of older people who shop in Aberaeron. So Aberaeron must be losing business. It has certainly lost ours. There is not enough 1 hour parking. This week all the new spaces on the main road were full and if you try Market St you have to drive round incircles (those were full too). The old system seemed to work ok. The Council may have a different perspective or priority, but the new

one-way system seems unnecessary and confusing and Market Street is too narrow. Please give the people who live and shop in the area their parking and road back. We want Aberaeron to thrive all year round. We want to be able to visit and shop there.

**Space has been reallocated to take into consideration the needs of all users, including pedestrians and those with mobility issues. Current policy nationally is to encourage Active and Sustainable travel, which these measures afford.**

**Correspondent to be thanked for their comments, which may be useful in future design decisions.**

**It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres, and there is ample parking in the car parks provided by the town centre. Additional disabled parking has also been introduced.**

29. I am writing to make an objection against the traffic regulation orders/current experimental traffic orders imposed by Ceredigion County Council, specifically in Aberaeron, where I am a resident, for the reasons below:

The one way system from Regent Street all the way round the seafront and back to Market Street just does not work. It is creating absolute traffic chaos. It is not enforced in any way, only using temporary road signs that seem to be placed in all the wrong places. Many, many cars/vans/lorries are turning off the main road and going the wrong way down Market Street leaving pedestrians lives in the own hands as the step into the road looking only one way and nearly get run over by a car coming the wrong way! The amount of cars mounting the corners of the "chicanes" outside Celtic is just plain scary too. Cars are still turning right out of the junctions from Victoria Street and Queen Street into oncoming traffic. Parking is so scarce in Aberaeron, people see a space and don't think twice about travelling the wrong way to secure it. The council cannot use the excuse that people should park in Regent Street car park, as no one can use the machines.

I saw another major flaw in the one way system myself, not too long ago, when the fire engine, obviously going to an emergency with lights and sirens going, was trying to push past the queue of traffic backed up along Market Street and when it did finally reach the main road, a gentleman who was sitting outside The Castle, had to get up and stand in the middle of the main A487 to stop the traffic!

The giant tarmacked pavement on Market Street is just plain useless and ugly. It comes within the conservation zone whose objective is to conserve all aspects of character or appearance, including landscape and public spaces. The special character of these areas does not come only from the quality of their buildings. Elements such as the historic layout of roads, paths and boundaries and characteristic building and paving materials all contribute to the familiar and cherished local scene. Conservation areas are rich in the physical

evidence of the past, which contributes to our sense of well-being and can offer a route to economic regeneration, including through tourism. They are living environments worth cherishing for their special qualities, so it is essential to manage change carefully to make sure that their character and appearance are safeguarded and enhanced. Conservation areas are valued as special places by those who live and work in them, and community involvement is key to successful designation and management. It is good practice to consult with local property owners and residents, businesses and other interests, such as amenity bodies. Involving the community at an early stage in either a new designation or the review of an existing area will capture local knowledge, communal value and how the area is used and perceived by people. Conservation area designation is not intended to prevent change, but it does mean that the significance of the area is taken into account when making decisions about change and development.

I believe that Ceredigion Council have not thought about any of the above, especially not consulting with either local people/residents nor the town council. The excessive amount of horrible plastic bollards look awful and half of them have been knocked over or removed for lorries/vans to park outside businesses for unloading. The dray lorries delivering to the pubs are parked on the whole of the pavement, leaving pedestrians to walk out into oncoming traffic, all because Ceredigion Council have blanked off half the street with a useless pavement. A case in point is the newly restored parking along the main A487 opposite the bus stops which is now being used as it should be, with people popping in and out the shops along there and the elderly/disabled being able to park close to the chemist. Whereas Market Street is becoming a dead zone with very few people "popping" in those shops as they can't be bothered to drive all the round the one way system in the hope of finding available parking. I understand Aberaeron is a tourist hotspot but only for 6 weeks of the year. What about the other 323 days of the year, when Aberaeron relies on the local residents for its business? With the current cost of living crisis, the council should be doing all it can to improve town centres and not make these areas more difficult for people to access.

I urge Ceredigion Council to listen to their residents and cancel these ridiculous, unwanted ETRO's and right the wrongs they have imposed on Aberaeron.

**The Authority is unaware of any formal evidence of any traffic management issues since the one-way was introduced, enforcement is the responsibility of the police.**

**Early on after the safe zone was temporarily introduced, the one-way on Regent Street was amended to allow access for the fire service.**

**Correspondent to be thanked for their comments, which may be useful in future design decisions. The physical measures referred to are temporary only, and the Authority will be working with the Town Council to develop more permanent measures in the future.**

**Arrangements on the A487 Trunk Road are the responsibility of the Welsh Government.**

**It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres, and there is ample parking in the car parks provided by the town centre. Additional disabled parking has also been introduced.**

30. It is my understanding that the new road arrangements in Aberaeron were to reduce the risks from Covid by introducing a one way system in Market Street to enable widening of the pavements. To my mind this was never beneficial as the widened pavements were immediately occupied by street tables meaning there was no additional space for pedestrians. In a lovely Georgian town this looks hideous and the chicane seems to bring out the worst in some drivers. I believe the pavements should be returned to their original form. I also feel this means of consultation is ineffective in judging public opinion in the town.

**Correspondent to be thanked for their comments, which may be useful in future design decisions. The physical measures referred to are temporary only, and the Authority will be working with the Town Council to develop more permanent measures in the future.**

**It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres, and there is ample parking in the car parks provided by the town centre. Additional disabled parking has also been introduced.**

*The following two items of correspondence were received after the end of the consultation period:*

31. I support the one way system but the tarmac should be removed in front of Costcutters and replace parking spaces whilst widening the pavement at the same time since this is a very busy place and people need to use it without stepping into the road.

**Correspondent to be thanked for their comments, which may be useful in future design decisions. The physical measures referred to are temporary only, and the Authority will be working with the Town Council to develop more permanent measures in the future.**

**It is unrealistic to expect parking to be available directly outside retail and other businesses in town centres, and there is ample parking in the car parks provided by the town centre. Additional disabled parking has also been introduced.**

32. The Town Council welcomes the opportunity to comment on the proposals contained in the ETRO for Aberaeron during the initial six month consultation period. Generally the Council is happy that the current one-way system and the majority of on-street parking measures remain on a permanent basis.



However, the Council wishes to refer specifically to three matters.

Firstly, the widened section of footway at the Market St. It supports the retention of the widened pavement outside the Cadwgan Tavern, and the Castle Hotel.

However, with regard to the length of pavement outside Costcutters, it understands that there will be a need to remove the existing tarmac surface and replace it with a pavement which meets statutory requirements. To this effect, the Council requests that the new pavement be narrower (but not back to the original width) that will allow the return of short-term on-street parking spaces to be reintroduced here. The Council believes that a balance between a widened footway and providing on-street parking spaces can be achieved here. This also needs to include the requirement to include trees (not planters) to make the area greener and more sustainable. With regards to the widened pavement outside the New Celtic (the chicane) this needs to be removed to make Market Street a straight boulevard.

Secondly, the Council would welcome consideration of introducing a one-way system along Quay Parade.

Finally, consideration should be given to making Victoria Street one way (from Regent Street). This would alleviate any confusion and the junction with Market Street could be improved to stop vehicles turning right (going down Market Street the wrong way) which is happening very frequently.

**Town Council to be thanked for their comments, which may be useful in future design decisions. The physical measures referred to are temporary only, and the Authority will be working with the Town Council to develop more permanent measures in the future.**

**The requests for one-way systems on Quay Parade and Victoria Street are outside the scope of this scheme.**

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### **New Quay**

33. May I also comment on the New Quay changes. My wife, who comes originally from there, is a pensioner, though not a blue-badge holder. She has wanted to visit friends and family graves over the last 2 - 3 years, but has been inhibited from doing so because of the restrictions in the town.

**Measures have not been introduced by any cemetery in New Quay, the correspondent seems to be referring to measures temporarily introduced for the safe zone.**

**The only new parking measures introduced via the ETROs are on the seafront at South John Street, and the only one-way system is on Water Street. It is difficult to see how either may have significantly affected access.**

**GORCHYMYN RHEOLEIDDIO TRAFFIG ARBROFOL****GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

Mae Cyngor Sir Ceredigion, wrth arfer ei bwerau o dan Adrannau 1, 19, 32, a 45 a rhan IV o Atodlen 9 i Ddeddf Rheoleiddio Traffig Ffyrdd 1984 fel y'i diwygiwyd, a Deddf Rheoli Traffig 2004 fel y'i diwygiwyd a'r holl bwerau galluogi eraill, ac ar ôl ymgynghori â Phrif Swyddog yr Heddlu, yn unol â Rhan III o Atodlen 9 i Ddeddf 1984, drwy hyn yn gwneud y Gorchymyn a ganlyn:

1. Enw'r Gorchymyn hwn yw "Gorchymyn Cyngor Sir Ceredigion (Gwahardd a Chyfyngu ar Aros a Llwytho a Dadlwytho) (Aberaeron, Aberystwyth, Aberteifi a Cheinewydd) (Arbrofol) 2022" ac fe ddaw i rym ar 10/06/2022
2. Effaith y Gorchymyn hwn fydd diwygio Gorchymyn Cyngor Sir Ceredigion (Gwahardd a Chyfyngu ar Aros a Llwytho a Dadlwytho) 2019 drwy ddirymu'r Mapiâu a restrir yng Ngholofn A o'r Atodlen i'r Gorchymyn hwn a mewnosod y Mapiâu a restrir yng Ngholofn B o'r Atodlen i'r Gorchymyn hwn a hynny dros gyfnod y Gorchymyn Arbrofol hwn.
3. Bydd y Gorchymyn yn parhau ar waith am hyd at 18 mis oddi ar y dyddiad y daw i rym.
4. Os bydd llys neu Lywodraeth Cymru yn datgan bod unrhyw ran o'r Gorchymyn hwn yn annilys neu'n amhosibl ei gorfodi, ni fydd datganiad o'r fath yn annilysu gweddill y Gorchymyn.

**RHODDIR** o dan Sêl Gyffredin Cyngor Sir Ceredigion ar y diwrnod hwn, sef 25 o fis Mai Dwy Fil a Dau Ddeg Dau

Gosodwyd **SÊL GYFFREDIN** )  
**CYNGOR SIR CEREDIGION** )  
yma ym mhresenoldeb :- )





Swyddog Arweiniol Corfforaethol:

Gwasanaethau Cyfreithiol a Llywodraethu

## ATODLEN

Colofn A			Colofn B		
Mapiau i'w dirymu			Mapiau i'w mewnosod		
Cyfeirnod		Dyddiad	Cyfeirnod		Dyddiad
CE36 J15		05/02/2019	CE36 J15		22/02/2022
CE36 K14		05/02/2019	CE36 K14		22/02/2022
CE36 K15		05/02/2019	CE36 K15		22/02/2022
CE36 K16		05/02/2019	CE36 K16		22/02/2022
CE63 Z22		15/11/2019	CE63 Z22		22/02/2022
CE63 Z23		05/02/2019	CE63 Z23		22/02/2022
CE64 V10		05/02/2019	CE64 V10		22/02/2022
CE81 H25		05/02/2019	CE81 H25		22/02/2022
CE81 H26		05/02/2019	CE81 H26		22/02/2022
CE81 J25		05/02/2019	CE81 J25		22/02/2022

**EXPERIMENTAL TRAFFIC REGULATION ORDER**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN, & NEW QUAY) (EXPERIMENTAL) ORDER 2022**

Ceredigion County Council in exercise of its powers under sections 1, 19, 32, and 45 and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended and the Traffic Management Act 2004 as amended, and of all other enabling powers, and after consultation with the chief officer of police, in accordance with Part III of Schedule 9 to the 1984 Act, hereby makes the following Order.

1. This Order may be cited as “Ceredigion County Council (Prohibition and Restriction of Waiting and Loading and Unloading) (Aberaeron, Aberystwyth, Cardigan, and New Quay) (Experimental) Order 2022” and shall come into operation on 10/06/2022.
2. The effect of the Order shall be to amend the Ceredigion County Council (Prohibition and Restriction of Waiting and Loading and Unloading) Order 2019 by the suspension of the Maps listed in Column A of this Order and the insertion of the Maps listed in Column B of the schedule to this Order for the duration of this Experimental Order.
3. The Order shall remain in place for a period not exceeding 18 months from the date on which it came into operation.
4. If a court or the Welsh Government declares any part of this Order to be invalid or unenforceable, such declaration shall not invalidate the remainder of the Order.

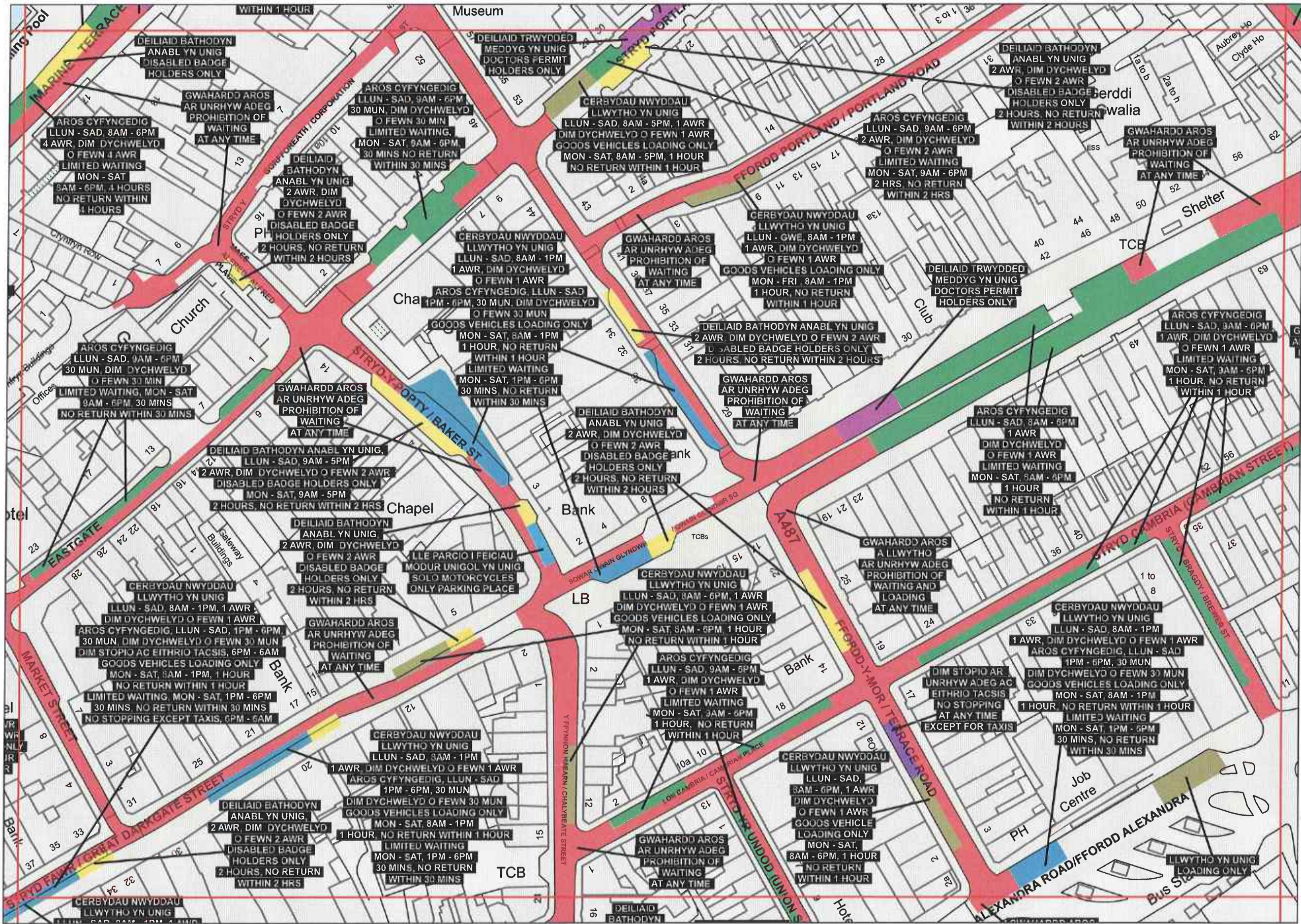
**GIVEN** under the Common Seal of the Ceredigion County Council this 25th day of May Two Thousand and Twenty Two

THE COMMON SEAL OF THE )  
CEREDIGION COUNTY COUNCIL was )  
hereunto affixed in the presence of:- )



  
\_\_\_\_\_  
Corporate Lead Officer:  
Legal & Governance Services

Column A			Column B		
Maps to be suspended			Maps to be inserted		
Ref		Date	Ref		Date
CE36 J15		05/02/2019	CE36 J15		22/02/2022
CE36 K14		05/02/2019	CE36 K14		22/02/2022
CE36 K15		05/02/2019	CE36 K15		22/02/2022
CE36 K16		05/02/2019	CE36 K16		22/02/2022
CE63 Z22		15/11/2019	CE63 Z22		22/02/2022
CE63 Z23		05/02/2019	CE63 Z23		22/02/2022
CE64 V10		05/02/2019	CE64 V10		22/02/2022
CE81 H25		05/02/2019	CE81 H25		22/02/2022
CE81 H26		05/02/2019	CE81 H26		22/02/2022
CE81 J25		05/02/2019	CE81 J25		22/02/2022



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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Arolwg Ordnans 100024419. Ni chaniateir i chi gopio, is-drwyddedu, dosbarthu neu werthu unrhyw ran o'r data hwn ar unrhyw ffurf i drydydd parti.

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Graddfa ar A3 / Scale at A3:

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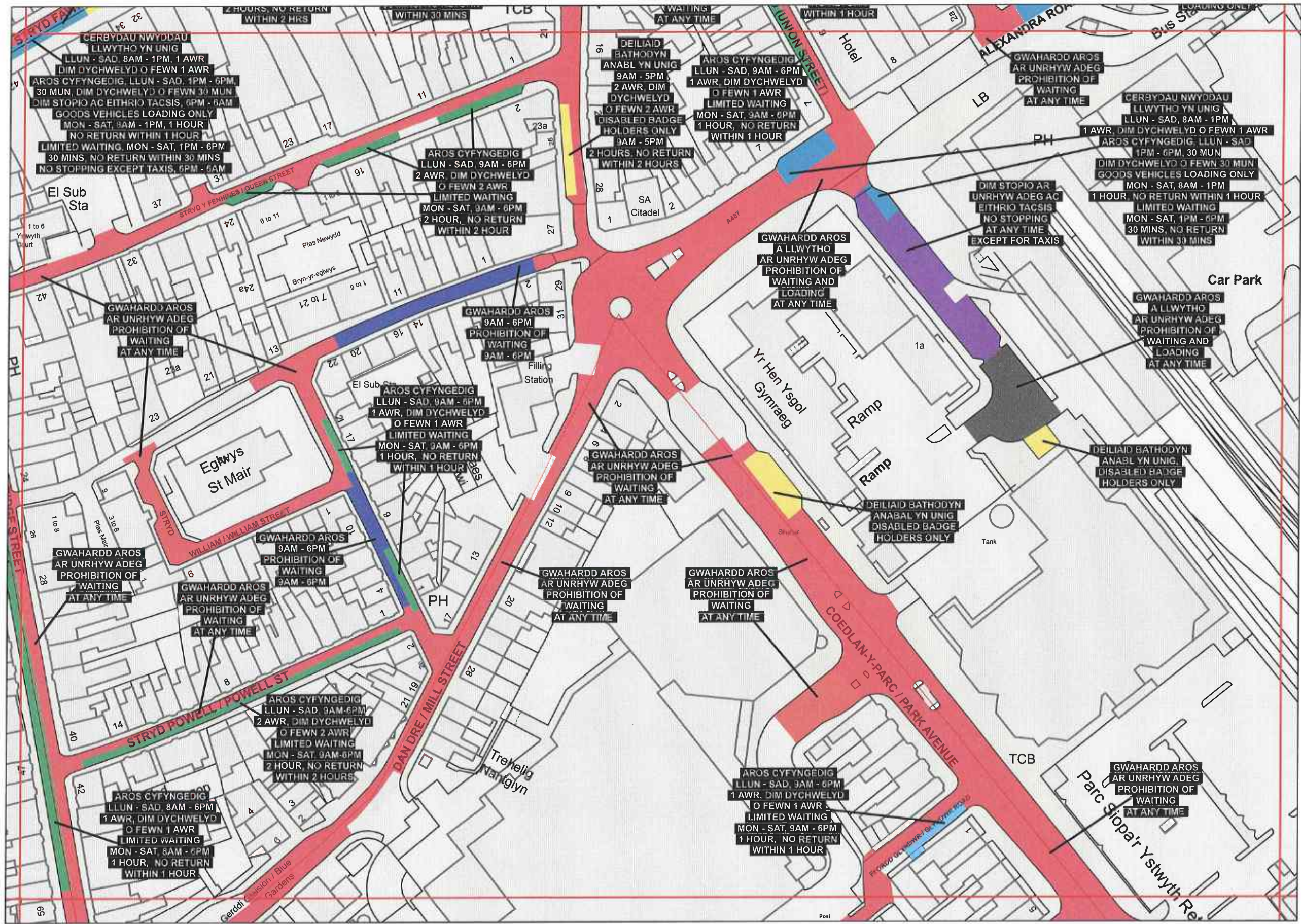


Dyddiad / Date: 22/02/2022

Cyfeirnod CE:  
CE ref:

Is-fap:  
Sub-map:

**CE36 K15**



8902  
11 MAY 2022

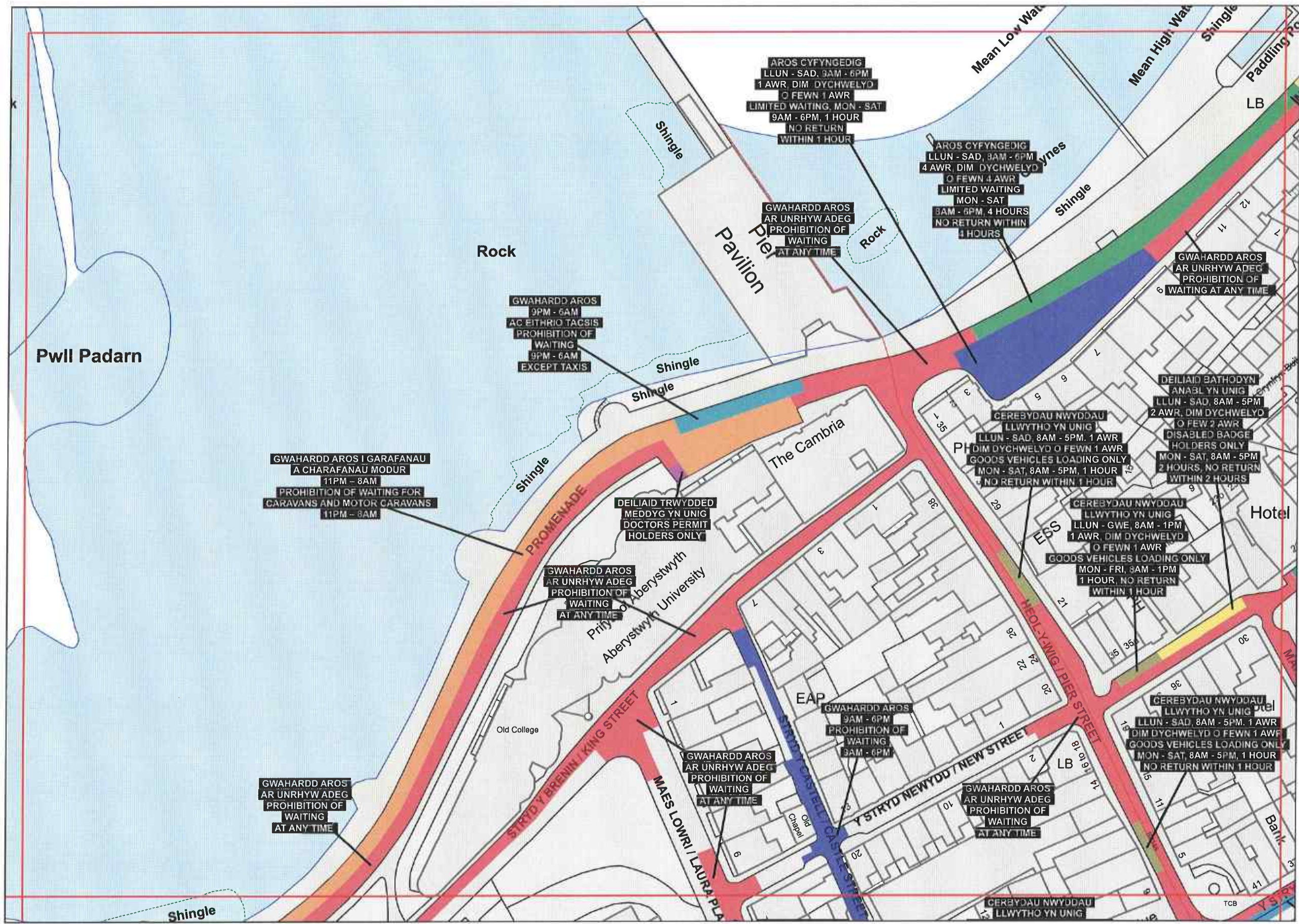
**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**  
**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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Dyddiad / Date: 22/02/2022

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CE ref:  
**CE36 K16**

Is-fap:  
Sub-map:



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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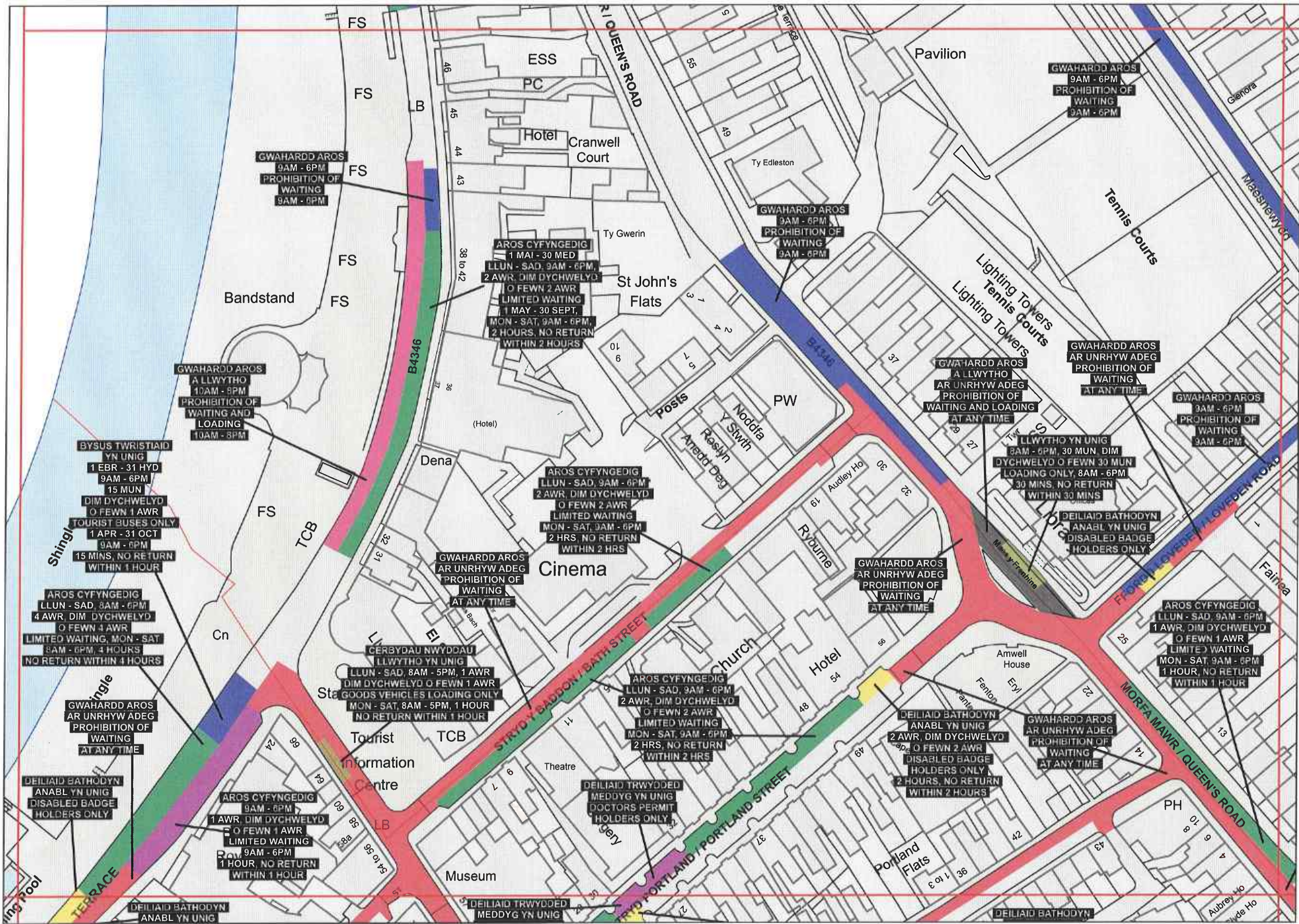
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CE ref:

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8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**  
**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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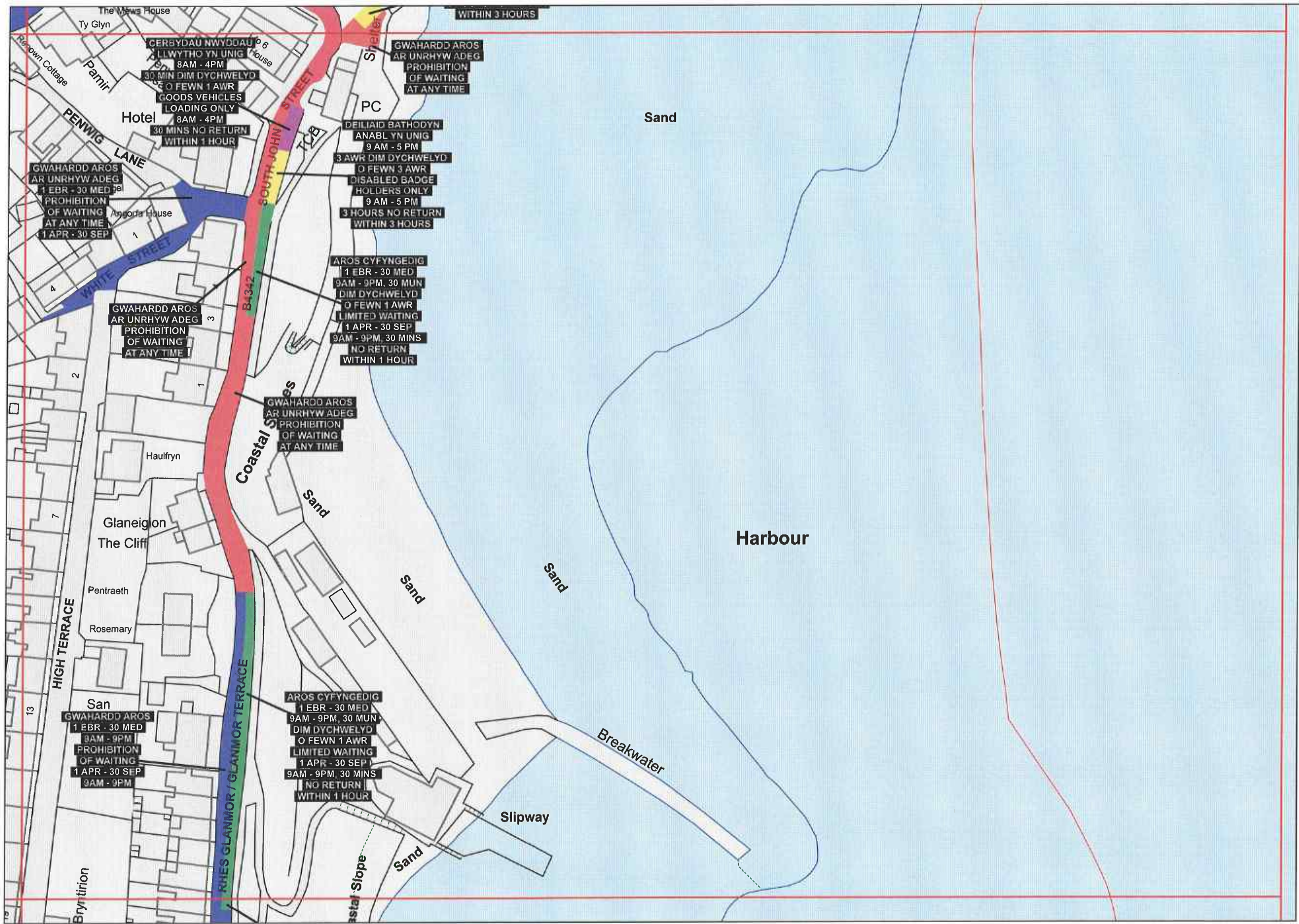


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**CE36 K14**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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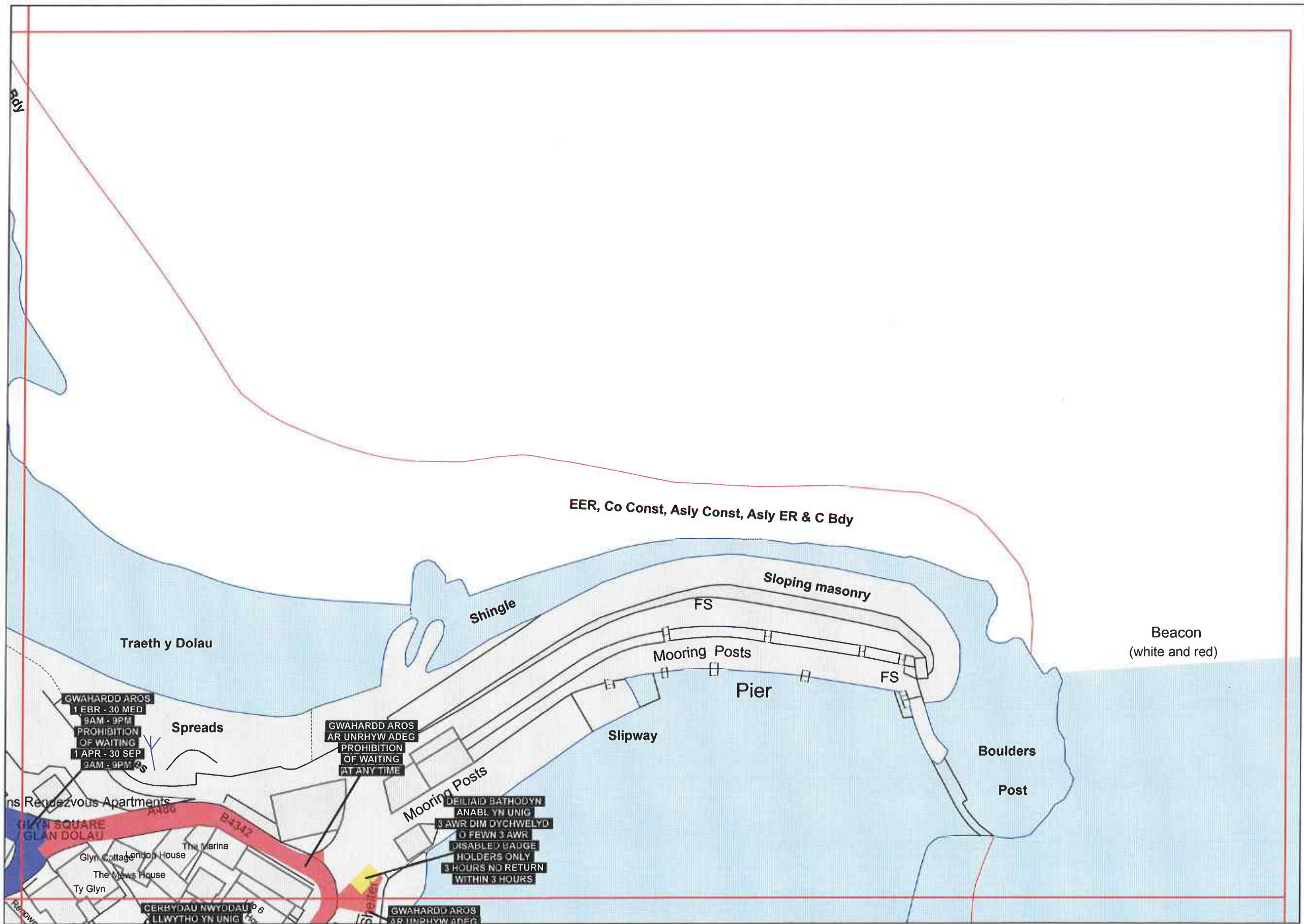


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**CE63 Z23**



8902  
11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**  
**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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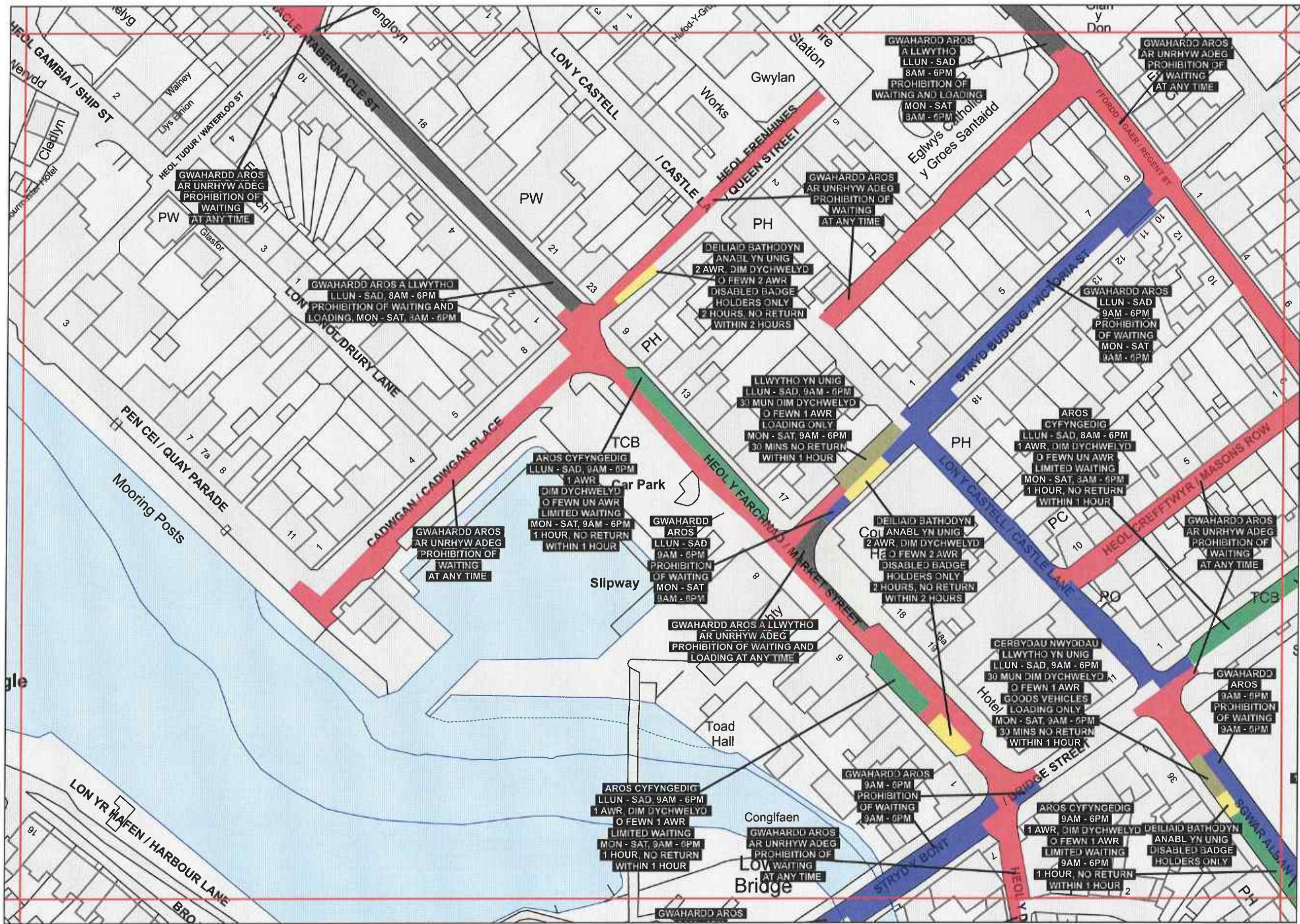


Dyddiad / Date: 22/02/2022

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CE ref:

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Sub-map:

**CE63 Z22**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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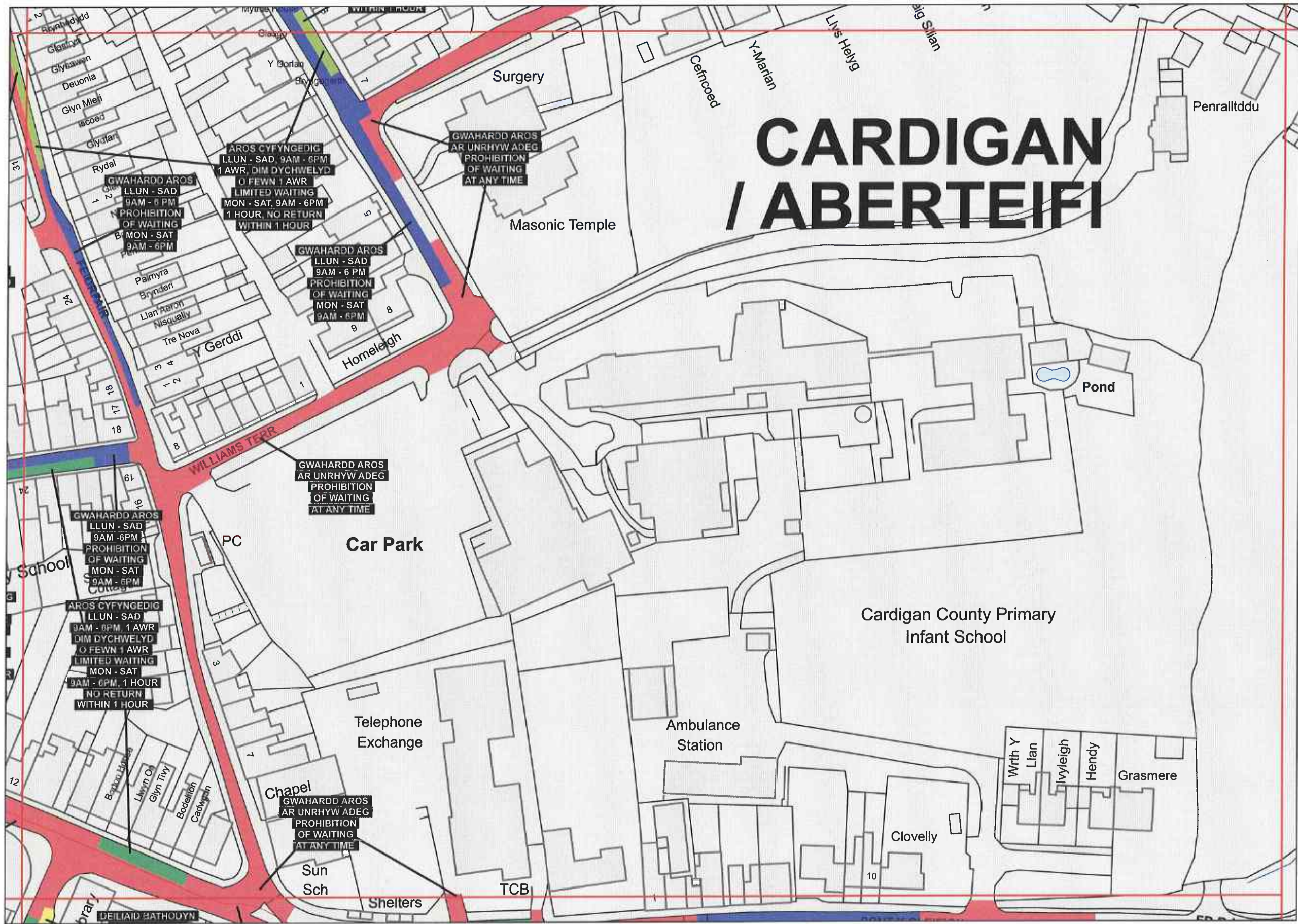


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Sub-map:

**CE64 V10**



# CARDIGAN / ABERTEIFI



8902  
11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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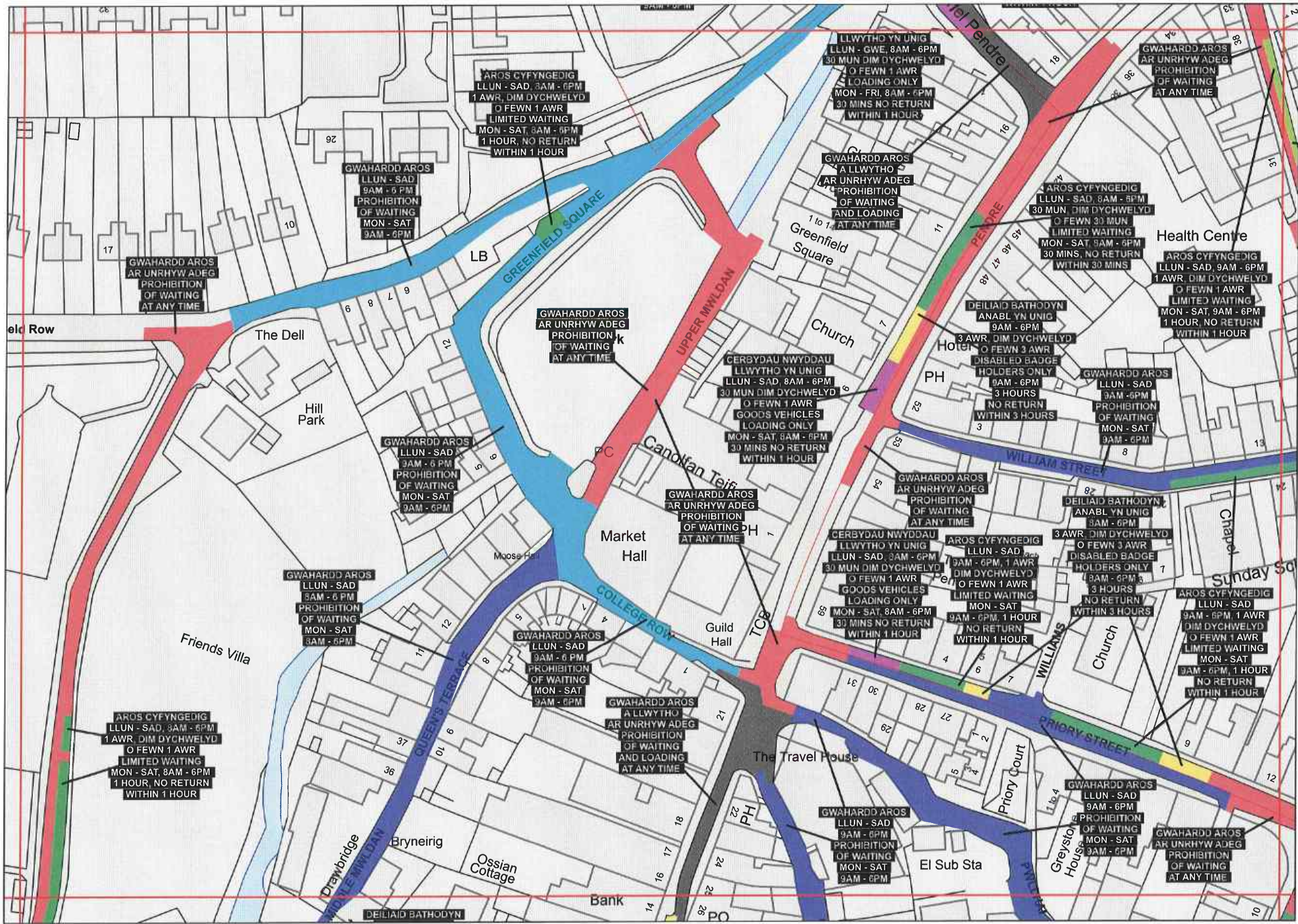
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GOGLEDD  
NORTH

Dyddiad / Date: 22/02/2022

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CE ref:

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**CE81 J25**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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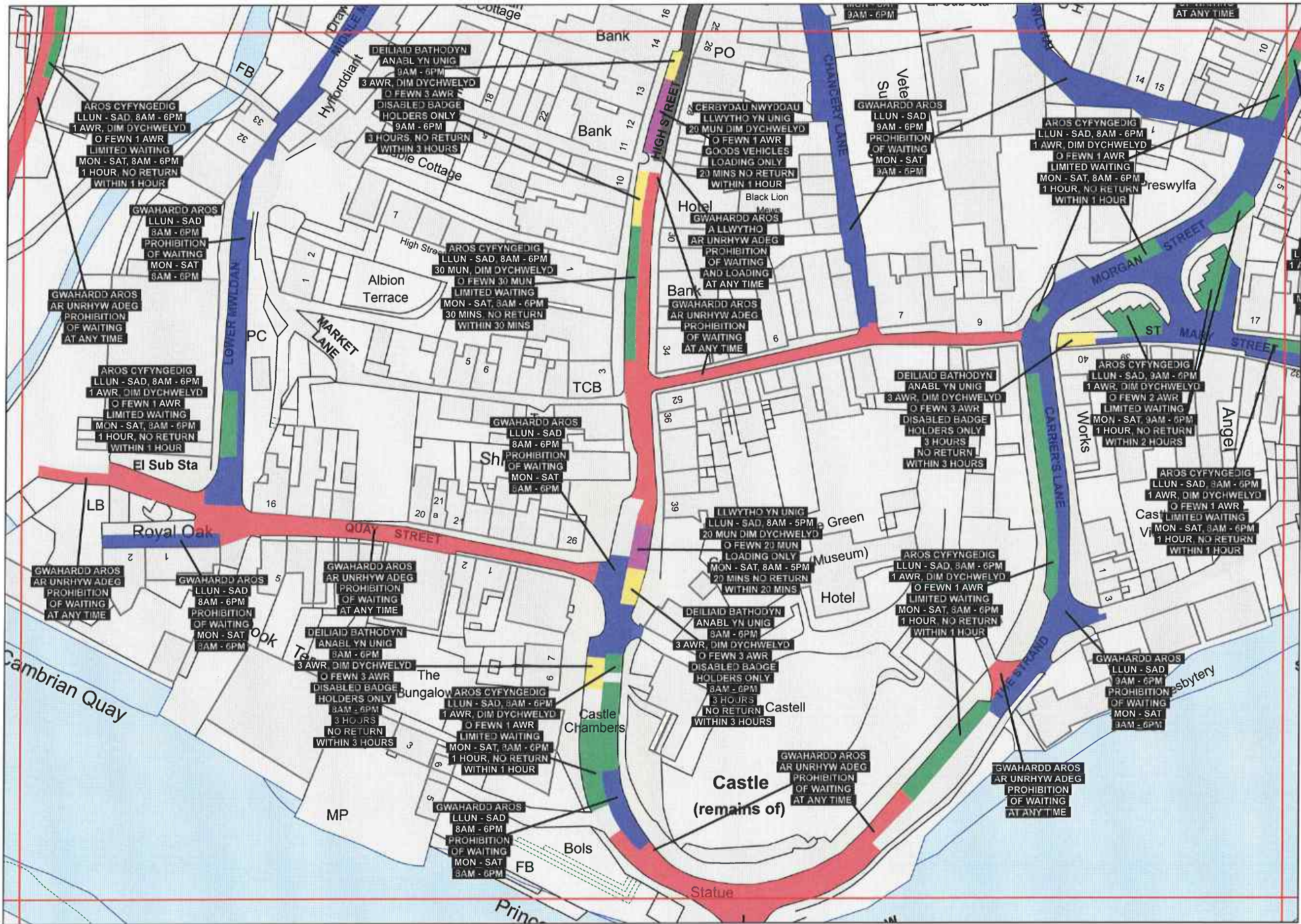


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Cyfeirnod CE:  
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Sub-map:

**CE81 H25**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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**CE81 H26**

## GORCHYMYN RHEOLEIDDIO TRAFFIG ARBROFOL

### GORCHYMYN CYNGOR SIR CEREDIGION (TRAFFIG UNFFORDD A GWAHARDD TROI) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022

Mae Cyngor Sir Ceredigion, wrth arfer ei bwerau o dan Adrannau 1, 2, 3, a 4 a rhannau III a IV o Atodlen 9 i Ddeddf Rheoleiddio Traffig Ffyrdd 1984 fel y'i diwygiwyd, a'r holl bwerau galluogi eraill, ac ar ôl ymgynghori â Phrif Swyddog yr Heddlu, yn unol â Rhan III o Atodlen 9 i Ddeddf 1984, drwy hyn yn gwneud y Gorchymyn a ganlyn:

#### 1. ENWI

- a) Enw'r Gorchymyn hwn yw "Gorchymyn Cyngor Sir Ceredigion (Traffig Unffordd a Gwahardd Troi) (Aberaeron, Aberystwyth, Aberteifi a Cheinewydd) (Arbrofol) 2022" ac fe ddaw i rym ar 10/06/2022.

#### 2. DEHONGLI A DIFFINIO

- (a) Yn y gorchymyn hwn, oni fydd y cyd-destun yn gofyn yn wahanol, mae i'r termau canlynol yr ystyron penodol a roddir iddynt drwy hyn.
  - (i) Ystyr "Deddf 1984" yw Deddf Rheoli Traffig y Ffyrdd 1984.
  - (ii) Ystyr "priffordd" yw ffordd y mae gan y cyhoedd yr hawl i fynd yn ôl ac ymlaen arni yn ddirwysr heb orfod cael caniatâd neu drwydded, ac mae'n cynnwys y lôn gerbyd ac unrhyw droedffordd, llain, tir gwastraff ar ochr y ffordd neu gyfuniad ohonynt.
  - (iii) Ystyr "y Gorchymyn" yw Gorchymyn Cyngor Sir Ceredigion (Traffig Unffordd a Gwahardd Troi) (Aberaeron, Aberystwyth, Aberteifi a Cheinewydd) (Arbrofol) 2022.
  - (iv) Mae gan "ffordd" yr un ystyr â'r hyn a nodir yn adran 192 o Ddeddf Traffig y Ffyrdd 1988.
  - (v) Bydd Deddf Ddehongli 1978 yn berthnasol i ddehongli'r Gorchymyn hwn fel y bo'n berthnasol i ddehongli Deddf Seneddol.
- (b) At ddibenion y Gorchymyn hwn, mae'r cyfyngiadau a geir yn erthyglau'r Gorchymyn hwn yn berthnasol i led llawn y briffordd.
- (c) Bydd y cyfyngiadau a bennir drwy'r Gorchymyn hwn yn ychwanegu at, ac nid yn dirymu, unrhyw gyfyngiad a bennir drwy unrhyw Reoliadau neu Orchmynion a wnaethpwyd o dan Ddeddf 1984, neu sydd â'r un effaith â phetaent wedi'u gwneud dan y Ddeddf honno, neu drwy neu o dan unrhyw ddeddfiad arall.

#### 3. EFFEITHIAU'R GORCHYMYN

Ac eithrio darpariaethau Erthyglau 4 o'r Gorchymyn hwn, ni chaiff neb, oni bai ei fod yn gweithredu'n unol â chyfarwyddyd neu ganiatâd gan Gwnstabl yr Heddlu yn ei lifrai, beri neu ganiatáu i gerbyd:



- i. deithio ar hyd y darnau o ffyrdd a nodir yn Atodlen 1 i'r Gorchymyn hwn, i gyfeiriad sy'n wahanol i'r hyn a nodir yn Atodlen 1;
- ii. neu yn groes i'r Gwaharddiadau Troi a nodir yn Atodlen 2 i'r Gorchymyn hwn.

#### 4. EITHRIADAU

Ni fydd dim yn Erthygl 3 y Gorchymyn hwn yn ei gwneud hi'n anghyfreithlon i beri neu ganiatáu i unrhyw gerbyd deithio mewn cyfeiriad sy'n wahanol i'r hyn a geir yn Atodlen 1 i'r Gorchymyn hwn, neu i droi fel y nodir yn Atodlen 2, am ba bynnag hyd o amser sydd ei angen er mwyn i gerbyd gael ei ddefnyddio mewn cysylltiad ag argyfwng at ddibenion yr Heddlu, y Gwasanaeth Tân ac Achub a'r Gwasanaeth Ambiwlans, neu mewn cysylltiad ag unrhyw un o'r eithriadau a ddisgrifir yn Rheoliadau Eithriadau Traffig Ffyrdd (Lluoedd Arbennig) (Amrywio a Diwygio) 2011.

#### 5. CYFNOD Y GORCHYMYN

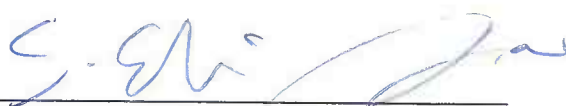
Bydd y Gorchymyn yn para ar waith am hyd at 18 mis oddi ar y dyddiad y daw i rym.

#### 6. DILYSRWYDD

Os bydd llys neu Lywodraeth Cymru yn datgan bod unrhyw ran o'r Gorchymyn hwn yn annilys neu'n amhosibl ei gorfodi, ni fydd datganiad o'r fath yn annilysu gweddill y Gorchymyn.

**RHODDIR** o dan Sêl Gyffredin Cyngor Sir Ceredigion ar y diwrnod hwn, sef 25 o fis Mai Dwy Fil a Dau Ddeg Dau

**Gosodwyd SÊL GYFFREDIN** )  
**CYNGOR SIR CEREDIGION** )  
yma ym mhresenoldeb :- )



Swyddog Arweiniol Corfforaethol:  
Gwasanaethau Cyfreithiol a Llywodraethu



## ATODLENNI

### Atodlen 1: Llif Traffig Unffordd

#### Y Ffordd (ei hyd yn gyfan oni nodir hynny isod)

Rhes y Coleg, Aberteifi

Pwllhai, Aberteifi, ar ei adain orllewinol, o'r ffin gefn rhwng rhifau 30 a 31 Heol y Priordy tuag at y Stryd Fawr, sef pellter o oddeutu 20 metr.

Lôn Siawnsri, Aberteifi

Heol y Dŵr, Ceinewydd, o'i chyffordd â Stryd yr Hen Goleg/Heol Pengraig hyd at ei chyffordd â'r Beili/Rhes y Morwyr.

Gwaelod Ffordd y Gaer, Aberaeron, o ffin ogleddol y maes parcio talu ac arddangos hyd at ffordd gyswllt glan y môr rhwng Stryd y Tabernacl a Gwaelod Ffordd y Gaer.

Y ffordd gyswllt glan y môr rhwng Stryd y Tabernacl a Gwaelod Ffordd y Gaer, Aberaeron

Stryd y Tabernacl, Aberaeron

Heol y Farchnad, Aberaeron

Heol y Wig, Aberystwyth

Ffordd y Môr, Aberystwyth, y darn o'i chyffordd â Glan y Môr i'w chyffyrdd â Stryd Portland (sy'n ymestyn rhwng Morfa Mawr a Ffordd y Môr) a rhan uchaf Stryd Portland (sy'n ymestyn rhwng Ffordd y Môr a'r Porth Bach).

#### Y cyfeiriad a ganiateir ar gyfer traffig

O'i chyffordd â'r Stryd Fawr i'w chyffordd â Rhes y Frenhines/Mwldan Ganol ger maes parcio Caeglas, sef o'r dwyrain i'r gorllewin

O'r dwyrain i'r gorllewin.

O Stryd y Santes Fair tuag at y Stryd Fawr, sef o'r de i'r gogledd.

O'r de i'r gogledd.

Tuag at lan y môr, sef o'r de-ddwyrain i'r gogledd-orllewin.

O'i chyffordd â Gwaelod Ffordd y Gaer tuag at ei chyffordd â Stryd y Tabernacl, sef o'r gogledd-ddwyrain i'r de-orllewin.

O lan y môr tuag at chyffordd â Heol y Farchnad, sef o'r gogledd-orllewin i'r de-ddwyrain.

O'i chyffordd â Stryd y Tabernacl tuag at y gyffordd â Chefnffordd yr A487, sef o'r gogledd-orllewin i'r de-ddwyrain.

O'i chyffordd â'r Stryd Fawr tuag at lan y môr, sef o'r de i'r gogledd.

O gyfeiriad Glan y Môr i'r cyffyrdd â Stryd Portland (sy'n ymestyn rhwng Morfa Mawr a Ffordd y Môr) a rhan uchaf Stryd Portland (sy'n ymestyn rhwng Ffordd y Môr a'r Porth Bach), sef o'r gogledd-orllewin i'r de-ddwyrain.

Stryd y Baddon, Aberystwyth

O'i chyffordd â Ffordd y Môr tuag at ei chyffordd  
â Morfa Mawr, sef o'r de-orllewin i'r gogledd-  
ddwyrain.

## Atodlen 2: Gwahardd Troi

### Ffyrdd

### Lleoliad y Gwaharddiad ar Droï

Mwldan Uchaf, Aberteifi, o allanfa'r maes parcio talu ac arddangos	Gwahardd Troi i'r Chwith i Res y Coleg
Mwldan Ganol, Aberteifi	Gwahardd Troi i'r Dde i Res y Coleg
Rhes y Morwyr, Ceinewydd	Gwahardd Troi i'r Dde i Heol y Dŵr
Y Beili, Ceinewydd	Gwahardd Troi i'r Chwith i Heol y Dŵr
Heol Tudur, Aberaeron	Gwahardd Troi i'r Chwith i Stryd y Tabernacl
Glanymôr, Aberaeron	Gwahardd Troi i'r Dde i Stryd y Tabernacl
Y Porth Bach, Aberystwyth	Gwahardd Troi i'r Chwith i Heol y Wig
Stryd y Brenin, Aberystwyth	Gwahardd Troi i'r Dde i Heol y Wig
Stryd Portland, Aberystwyth (sy'n ymestyn rhwng Morfa Mawr a Ffordd y Môr)	Gwahardd Troi i'r Dde i Ffordd y Môr
Rhan uchaf Stryd Portland, Aberystwyth (sy'n ymestyn rhwng Ffordd y Môr a'r Porth Bach)	Gwahardd Troi i'r Chwith i Ffordd y Môr
Ffordd Portland, Aberystwyth	Gwahardd Troi i'r Dde i Ffordd y Môr
Morfa Mawr, Aberystwyth	Gwahardd Troi i'r Chwith i Stryd y Baddon
Morfa Mawr, Aberystwyth	Gwahardd Troi i'r Dde i Stryd y Baddon

## **EXPERIMENTAL TRAFFIC REGULATION ORDER**

### **CEREDIGION COUNTY COUNCIL (ONE WAY AND PROHIBITION OF TURN) (ABERAERON, ABERYSTWYTH, CARDIGAN, & NEW QUAY) (EXPERIMENTAL) ORDER 2022**

Ceredigion County Council, in exercise of its powers under sections 1, 2, 3, 4 and Parts III and IV of Schedule 9 to the Road Traffic Regulation Act 1984 as amended, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the 1984 Act, hereby makes the following Order.

#### **1. CITATION**

- a) This Order may be cited as "Ceredigion County Council (One Way and Prohibition of Turn) (Aberaeron, Aberystwyth, Cardigan, and New Quay) (Experimental) Order 2022" and shall come into operation on the 10/06/2022.

#### **2. INTERPRETATION AND DEFINITIONS**

- (a) In this Order, except where the context otherwise requires, the following have the meanings hereby respectively assigned to them.
  - (i) "the 1984 Act" means the Road Traffic Regulation Act 1984.
  - (ii) "highway" means a way over which members of the public have the right to pass and repass without hindrance and not on sufferance or by licence, the extent of which shall include the carriageway and any footways, verges, roadside wastes or combinations thereof.
  - (iii) "Order" means the Ceredigion County Council (One Way and Prohibition of Turn) (Aberaeron, Aberystwyth, Cardigan, and New Quay) (Experimental) Order 2022.
  - (iv) "road" has the same meaning as that defined by section 192 of the Road Traffic Act 1988.
  - (v) The Interpretation Act 1978 shall apply to the interpretation of this Order as it applies for the interpretation of an Act of Parliament
- (b) For the purpose of this Order, the restrictions contained in the articles to this Order shall apply to the full width of the highway.
- (c) The restrictions imposed by this Order shall be in addition to and not in derogation of any restriction imposed by any regulations or orders made or having effect as if made under the 1984 Act, or by or under any other enactment.

#### **3. EFFECTS OF THE ORDER**

Save as provided in Article 4 of this Order, no person shall, except upon the direction of or with the permission of a police officer in uniform, cause or permit any vehicle to:

- i. proceed on the lengths of road specified in Schedule 1 to this Order, in a direction other than that stated in Schedule 1;
- ii. or in contravention of the Prohibitions of Turn specified in Schedule 2 to this Order.

4. EXEMPTIONS

Nothing in Article 3 of this Order shall render it unlawful to cause or permit a vehicle to proceed in a direction other than that included in Schedule 1 to this Order, or to make the turning movements included in Schedule 2 for as long as may be necessary to enable that vehicle to be used in connection with an emergency for police, ambulance, fire and rescue authority, or any of the relevant exemptions as described in the Road Traffic Exemptions (Special Forces) (Variation and Amendment) Regulations 2011.

5. DURATION OF THE ORDER

The Order shall remain in place for a period not exceeding 18 months from the date on which it came into operation.

6. VALIDITY

If a court or the Welsh Government declares any part of this Order to be invalid or unenforceable, such declaration shall not invalidate the remainder of the Order.

**GIVEN** under the Common Seal of the Ceredigion County Council this 25 day of May Two Thousand and Twenty Two

THE COMMON SEAL OF THE )  
 CEREDIGION COUNTY COUNCIL was )  
 hereunto affixed in the presence of: )



S. G. [Signature]  
 Corporate Lead Officer:

Legal & Governance Services

## SCHEDULES

### Schedule 1: One Way Traffic flows

<u>Road (entire lengths unless specified below)</u>	<u>Permitted direction of movement</u>
College Row, Cardigan	From its junction with High Street towards its junction with Queen's Terrace/Middle Mwldan by Greenfield car park, being from east to west
Pwllhai, Cardigan, on its western arm, from by the rear boundary between numbers 30 and 31 Priory Street to its junction with High Street, being a distance of approx. 20 metres	From east to west.
Chancery Lane, Cardigan	From the direction of St Mary Street towards High Street, being from south to north.
Water Street, New Quay, from its junction with Albion Terrace/Lewis Terrace to its junction with High Street/ Marine Terrace	From south to north
Lower Regent Street, Aberaeron, from the northern boundary of the pay and display car park to its junction with the seafront link road between Tabernacle Street and Lower Regent Street	Towards the seafront, being from southeast to northwest
The seafront link road between Tabernacle Street and Lower Regent Street, Aberaeron	From its junction with Lower Regent Street towards its junction with Tabernacle Street, being from northeast to southwest
Tabernacle Street, Aberaeron	From the seafront towards its junction with Market Street, being from northwest to southeast
Market Street, Aberaeron	From its junction with Tabernacle Street towards its junction with the TRA487, being from northwest to southeast
Pier Street, Aberystwyth	From its junction with Great Darkgate Street towards the seafront, being south to north
Terrace Road, Aberystwyth, the section from its junction with Marine Terrace to its junctions with Portland Street (that extends between Queen's Road, Aberystwyth and Terrace Road, Aberystwyth) and Upper Portland Street (that extends between Terrace Road, Aberystwyth and Eastgate,	From the direction of the seafront at Marine Terrace towards the junctions with Portland Street (that extends between Queen's Road, Aberystwyth and Terrace Road, Aberystwyth) and Upper Portland Street (that extends between Terrace Road, Aberystwyth and

Aberystwyth)

Eastgate, Aberystwyth), being northwest to southeast

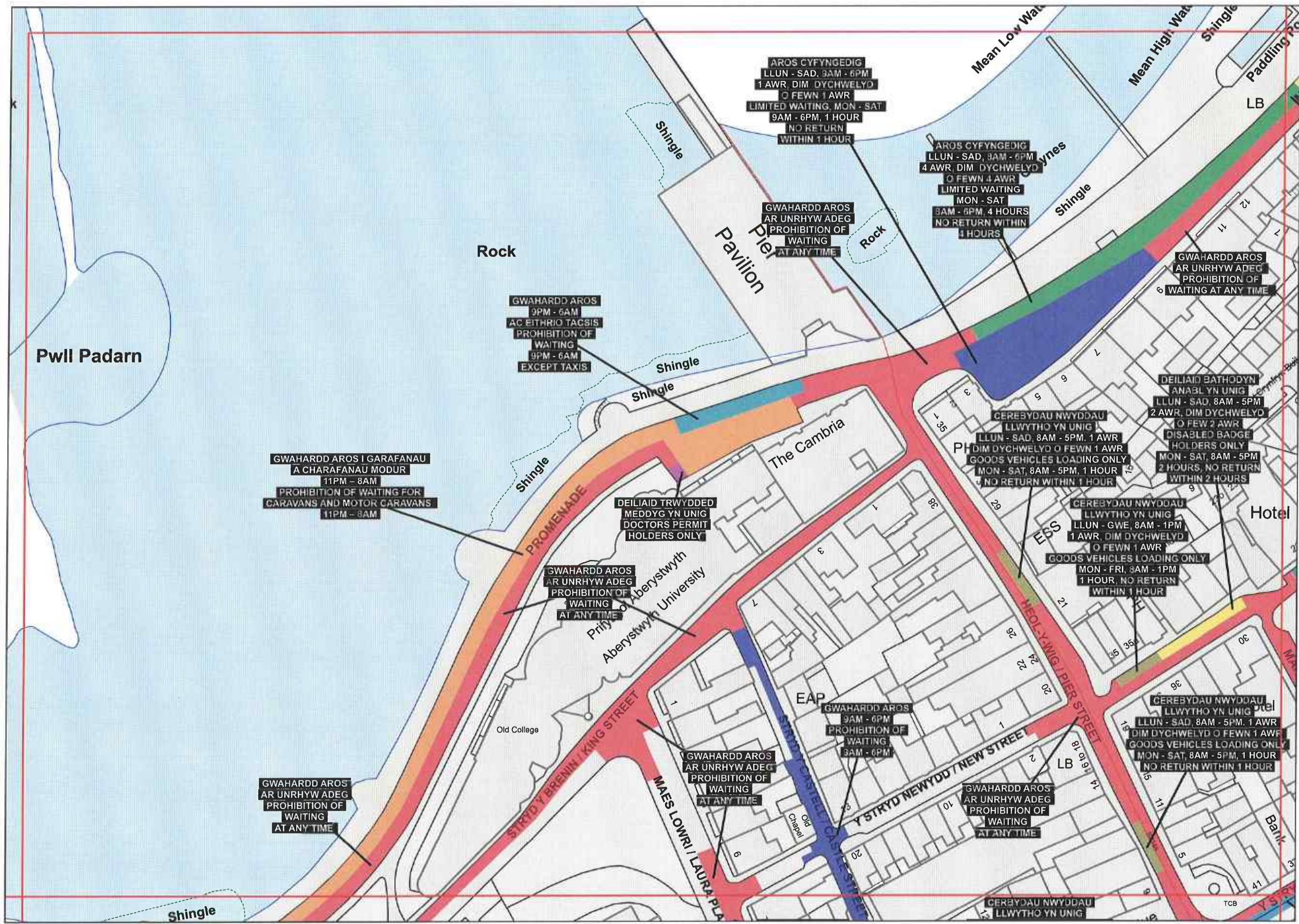
Bath Street, Aberystwyth

From its junction with Terrace Road towards its junction with Queen's Road, being from southwest to northeast



## Schedule 2: Prohibitions of Turn

<u>Roads</u>	<u>Prohibited turn</u>
At Upper Mwldan, Cardigan, from the exit of the pay and display car park,	Prohibition of Left Turn onto College Row, Cardigan
From Middle Mwldan, Cardigan	Prohibition of Right Turn onto College Row, Cardigan
From Marine Terrace, New Quay	Prohibition of Right Turn onto Water Street, New Quay
From High Street, New Quay	Prohibition of Left Turn onto Water Street, New Quay
From Waterloo Street, Aberaeron	Prohibition of Left Turn onto Tabernacle Street, Aberaeron
From Glan y mor (also known as Glanymor), Aberaeron	Prohibition of Right Turn onto Tabernacle Street, Aberaeron
From Eastgate, Aberystwyth	Prohibition of Left Turn onto Pier Street, Aberystwyth
From King Street, Aberystwyth	Prohibition of Right Turn onto Pier Street, Aberystwyth
From Portland Street (that extends between Queen's Road, Aberystwyth and Terrace Road, Aberystwyth)	Prohibition of Right Turn onto Terrace Road, Aberystwyth
From Upper Portland Street (that extends between Terrace Road, Aberystwyth and Eastgate, Aberystwyth)	Prohibition of Left Turn onto Terrace Road, Aberystwyth
From Portland Road, Aberystwyth	Prohibition of Right Turn onto Terrace Road, Aberystwyth
From Queens Road, Aberystwyth	Prohibition of Left Turn into Bath Street, Aberystwyth
From Queens Road, Aberystwyth	Prohibition of Right Turn into Bath Street, Aberystwyth



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

**CEREDIGION COUNTY COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING AND UNLOADING) (ABERAERON, ABERYSTWYTH, CARDIGAN AND NEW QUAY) (EXPERIMENTAL) ORDER 2022**

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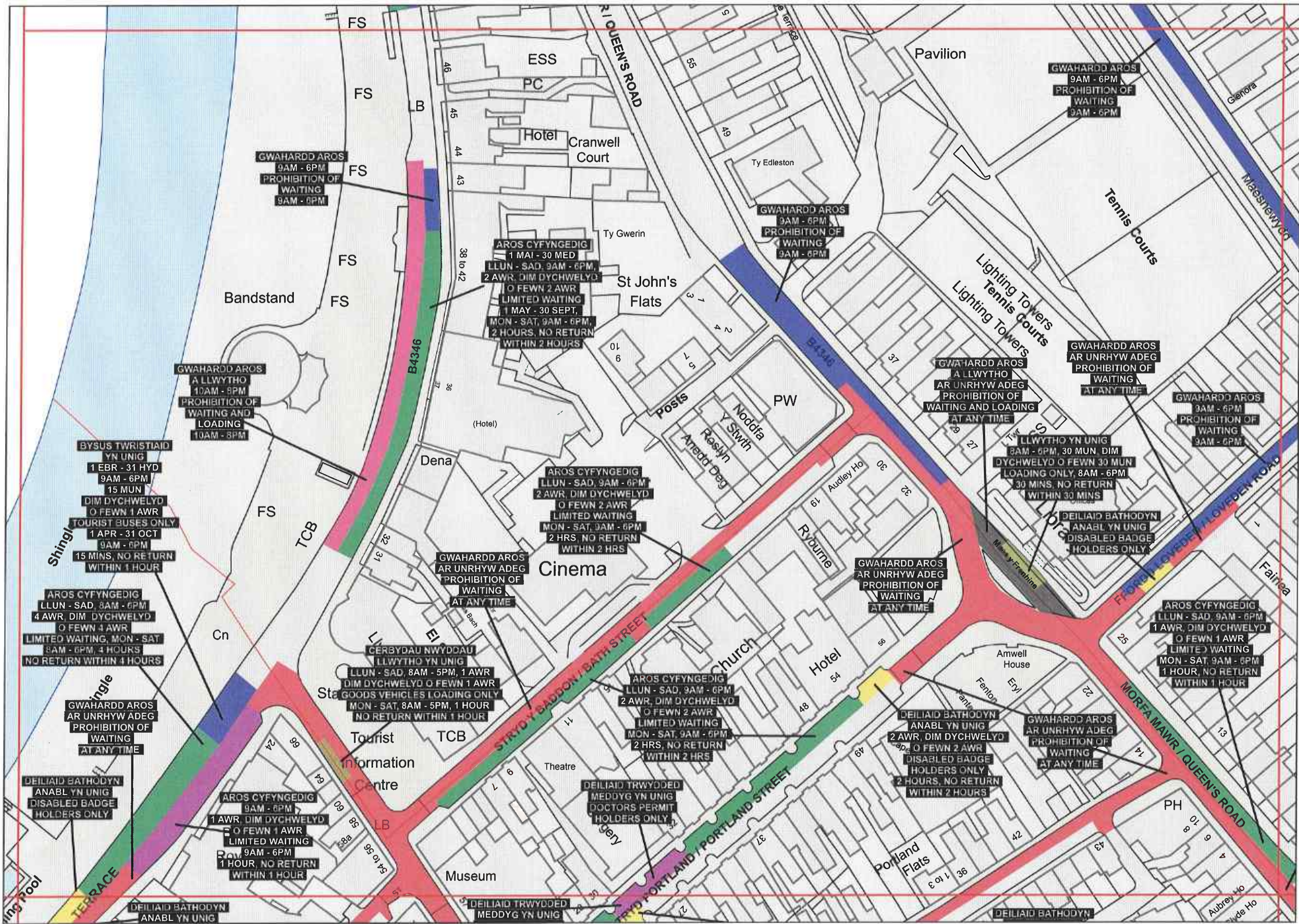


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Cyfeirnod CE:  
CE ref:

**CE36 J15**

Is-fap:  
Sub-map:



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**  
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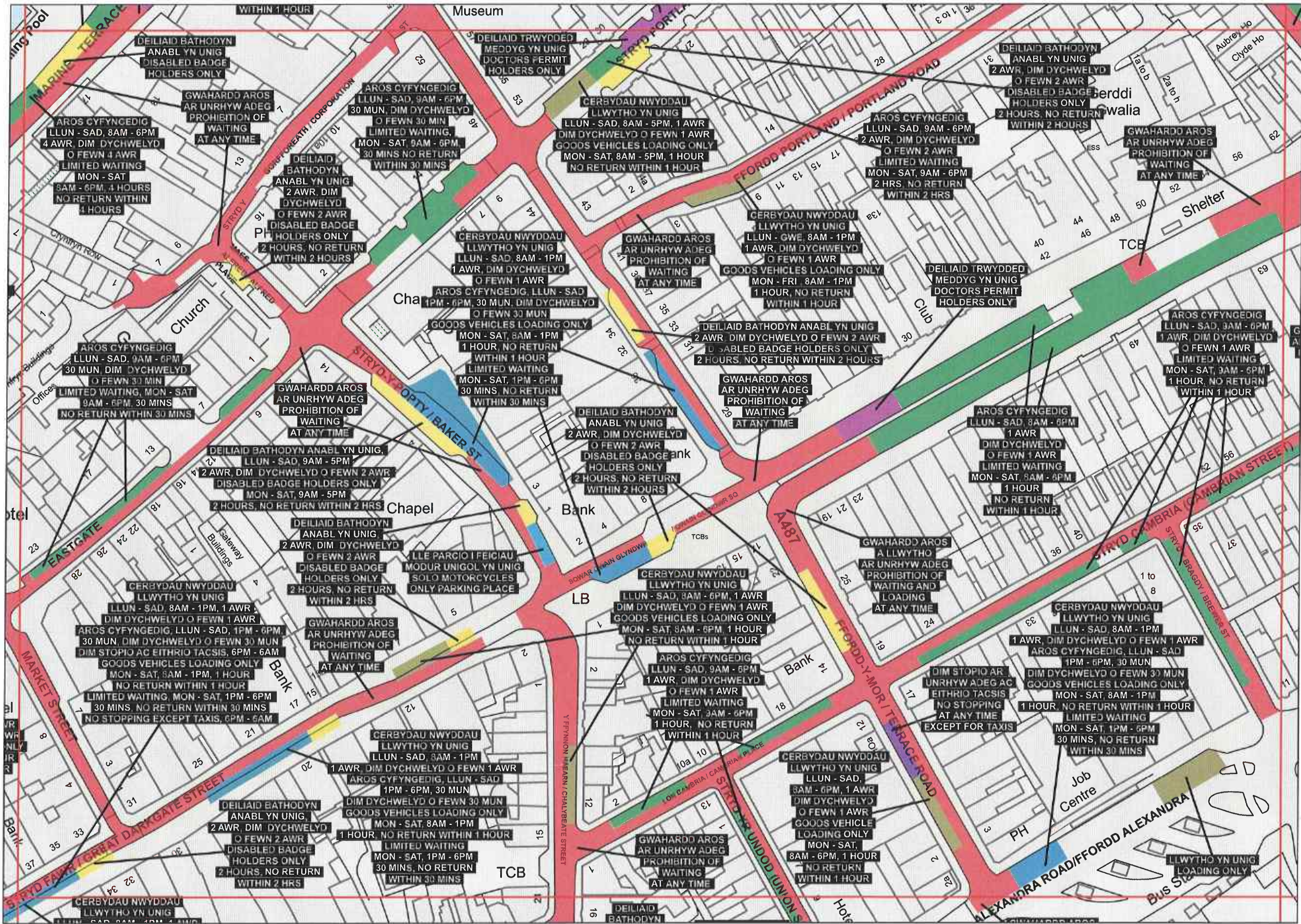


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 Sub-map:

**CE36 K14**



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11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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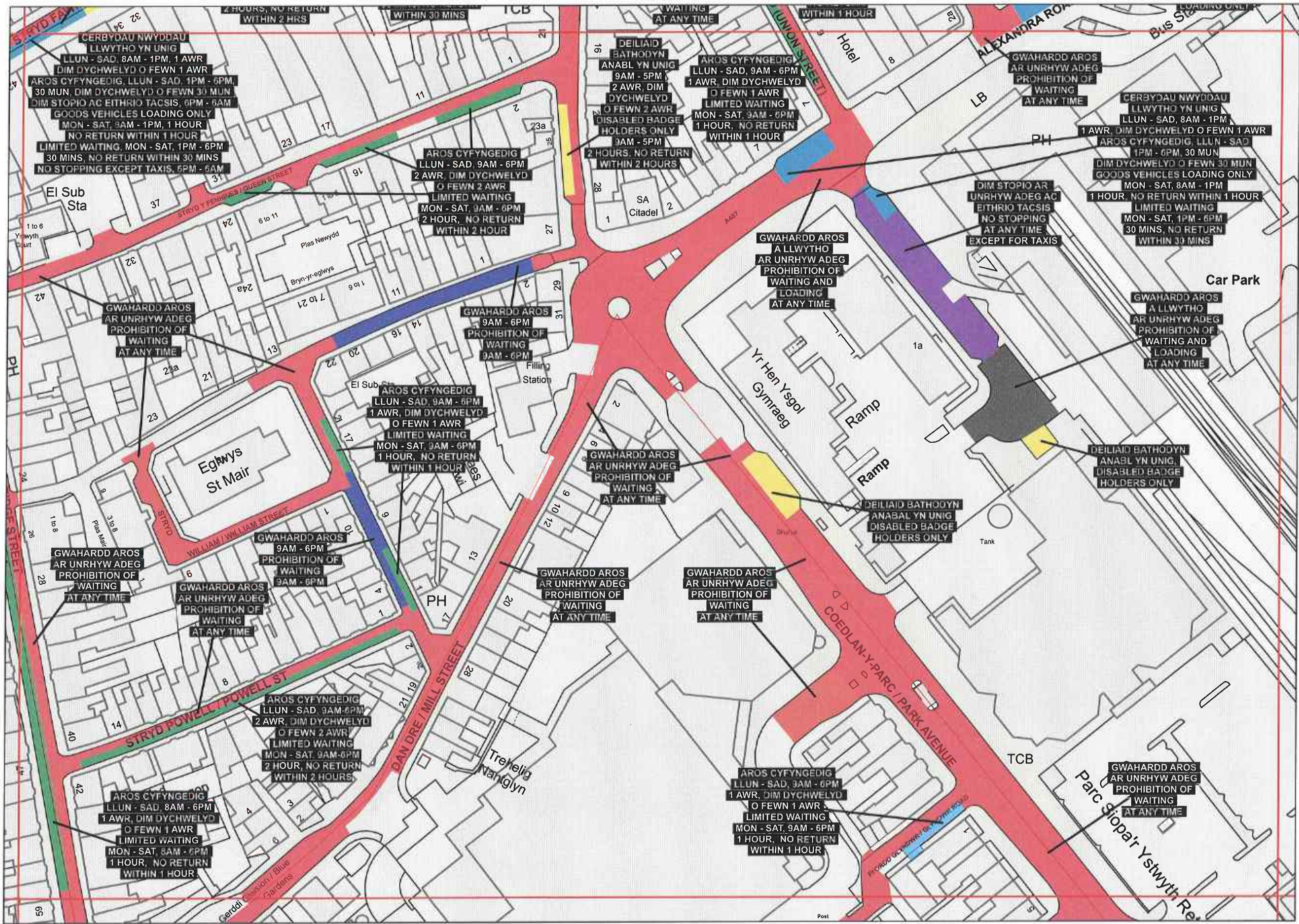


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Sub-map:

**CE36 K15**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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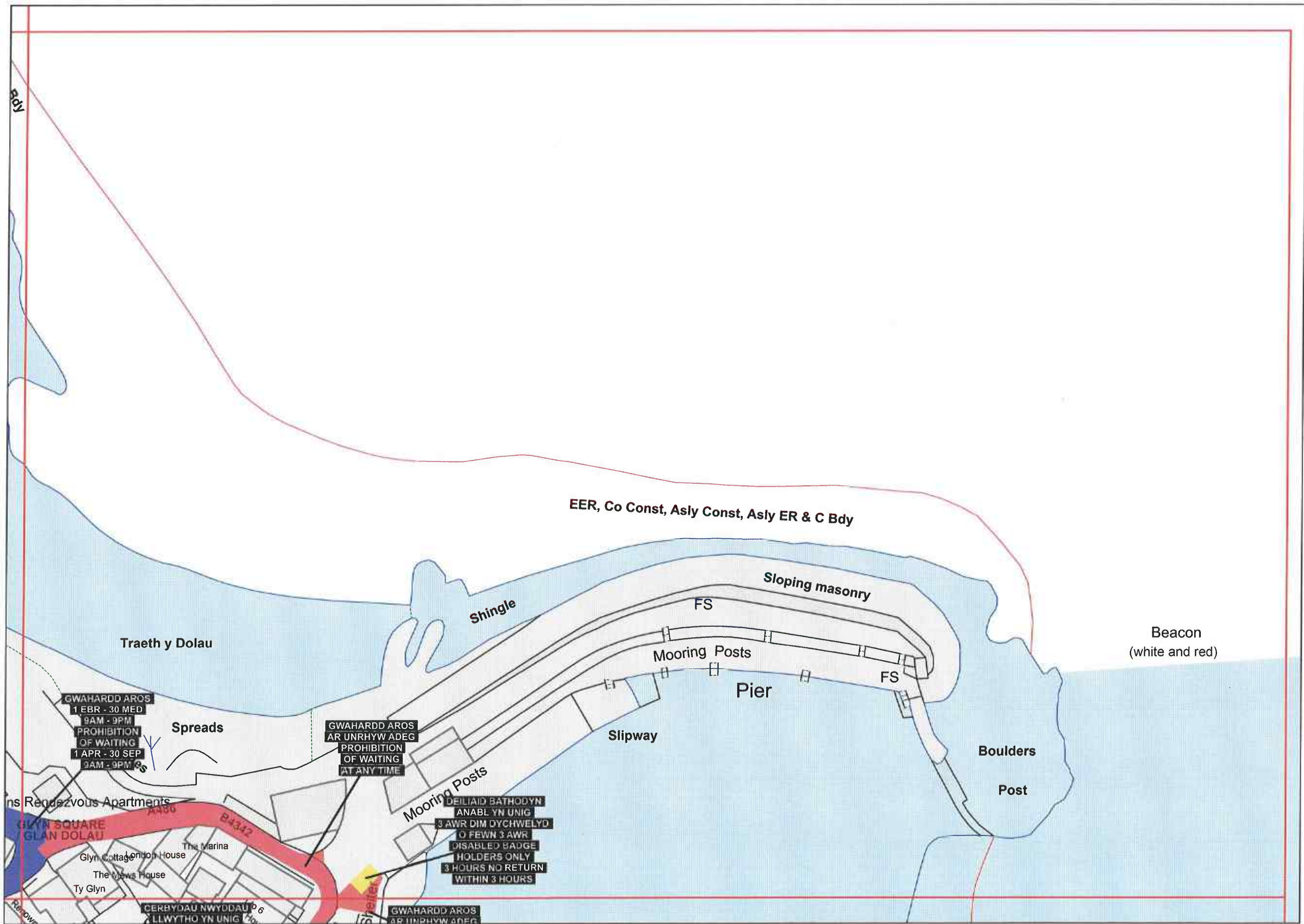


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**CE36 K16**



8902  
11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**  
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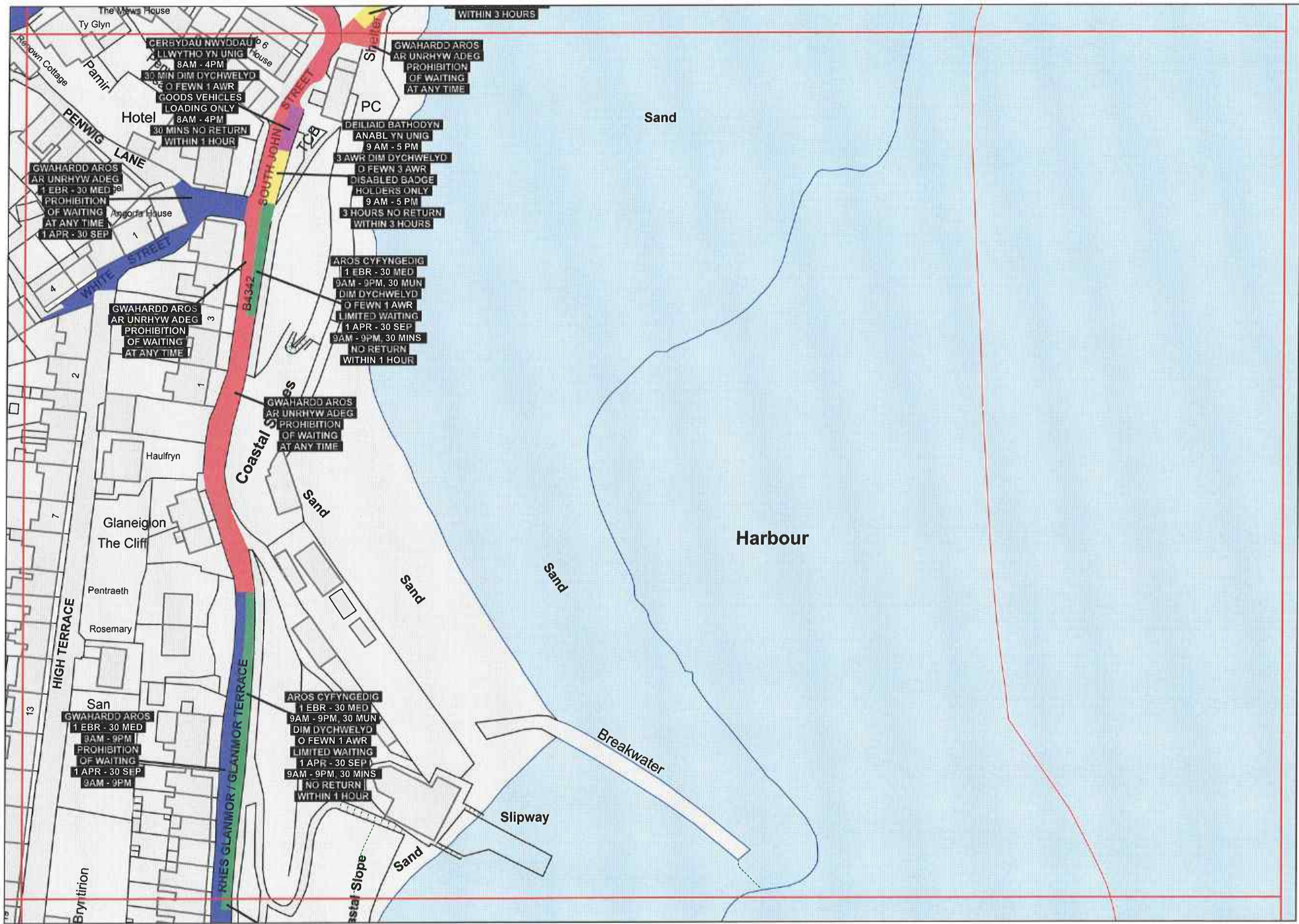


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**CE63 Z22**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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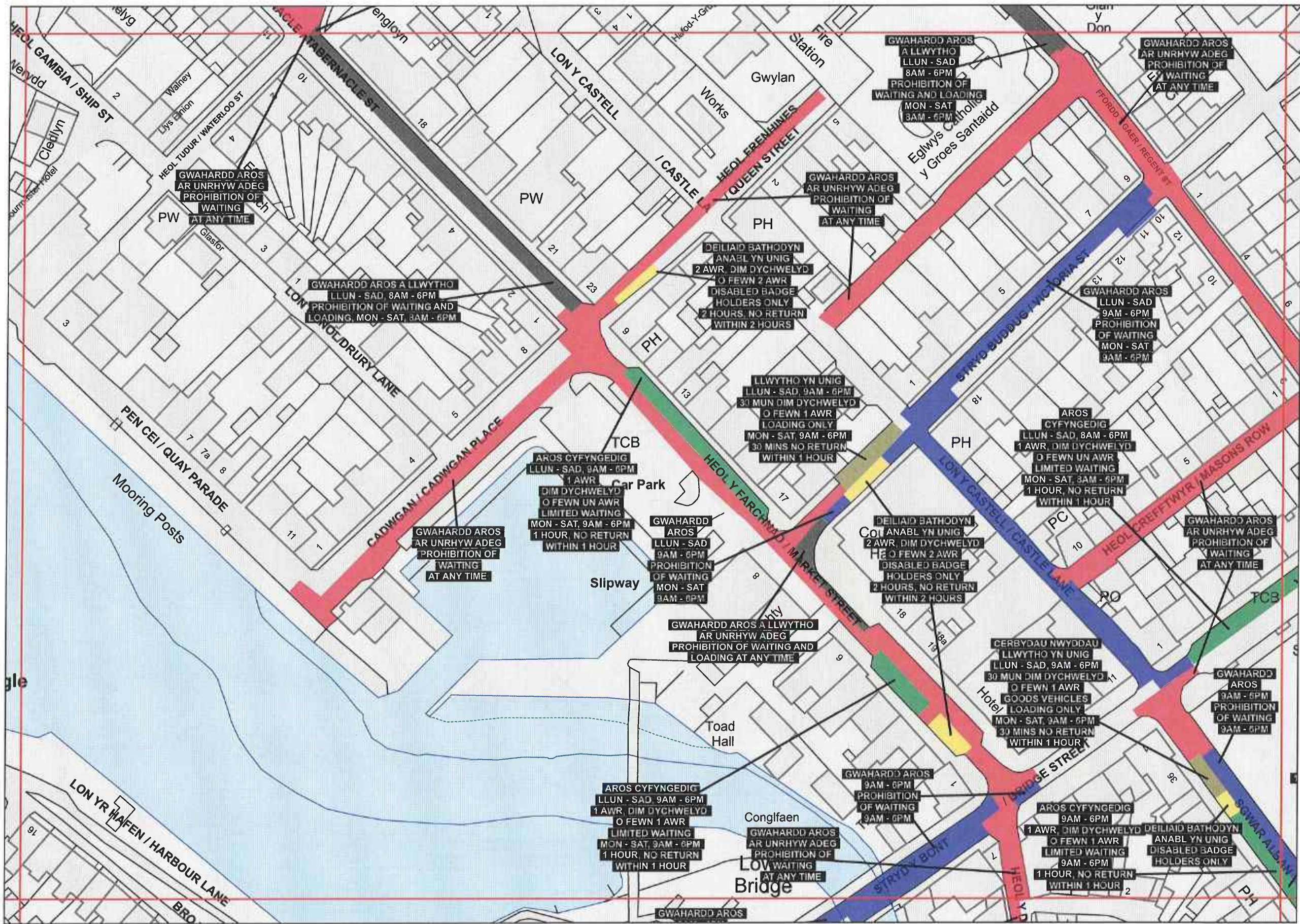


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**CE63 Z23**



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11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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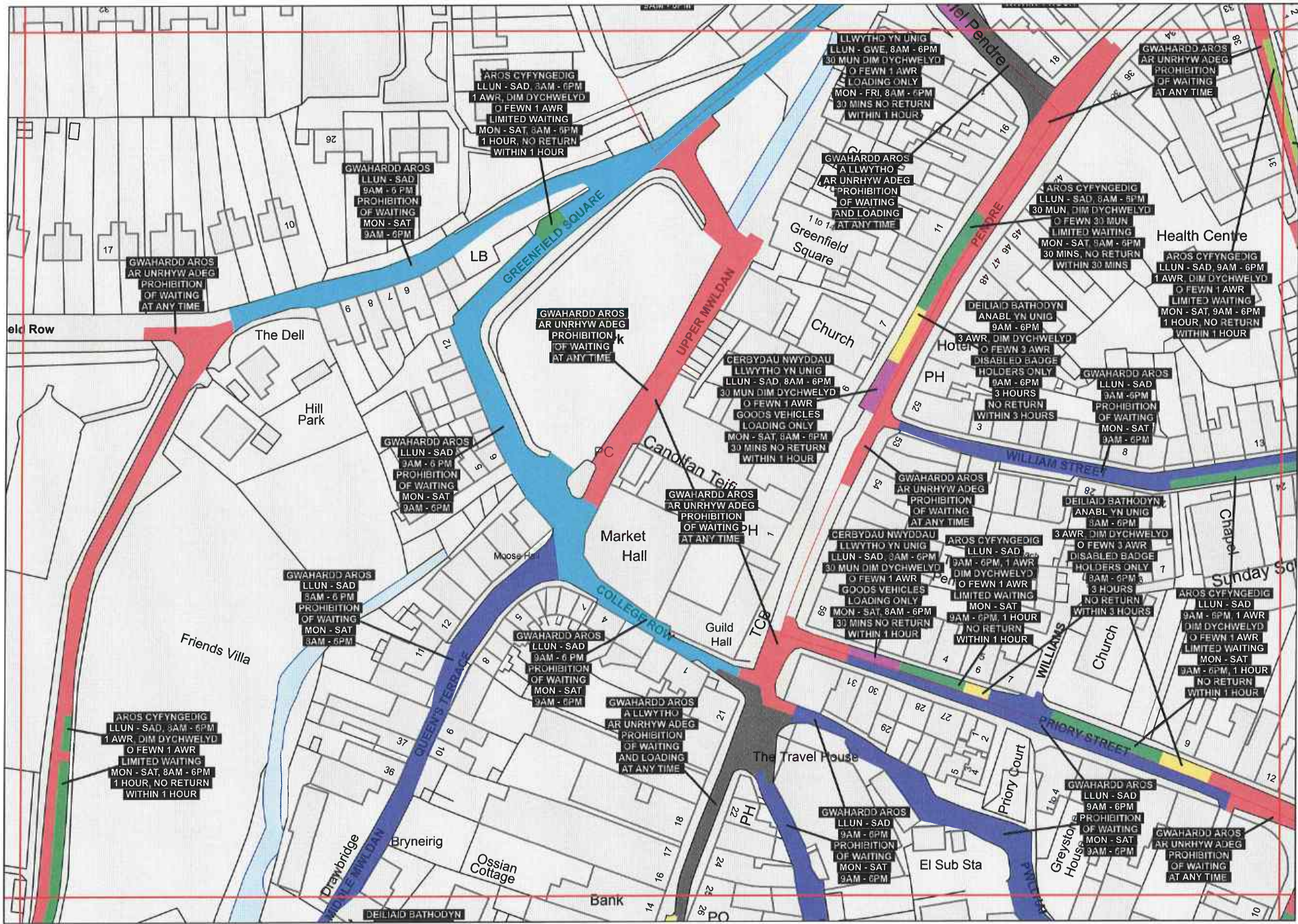
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**CE64 V10**





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11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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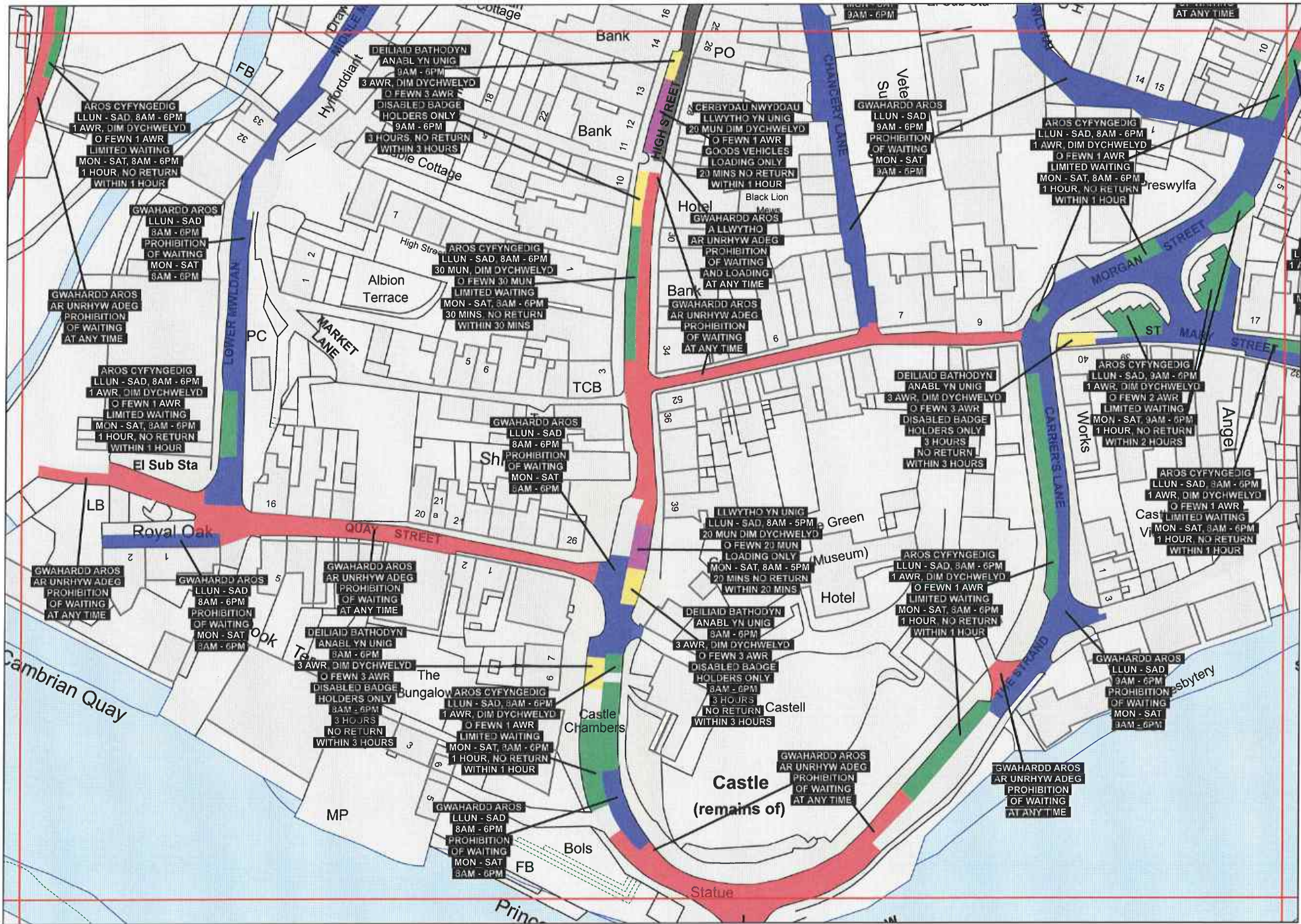


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Sub-map:

**CE81 H25**



8902

11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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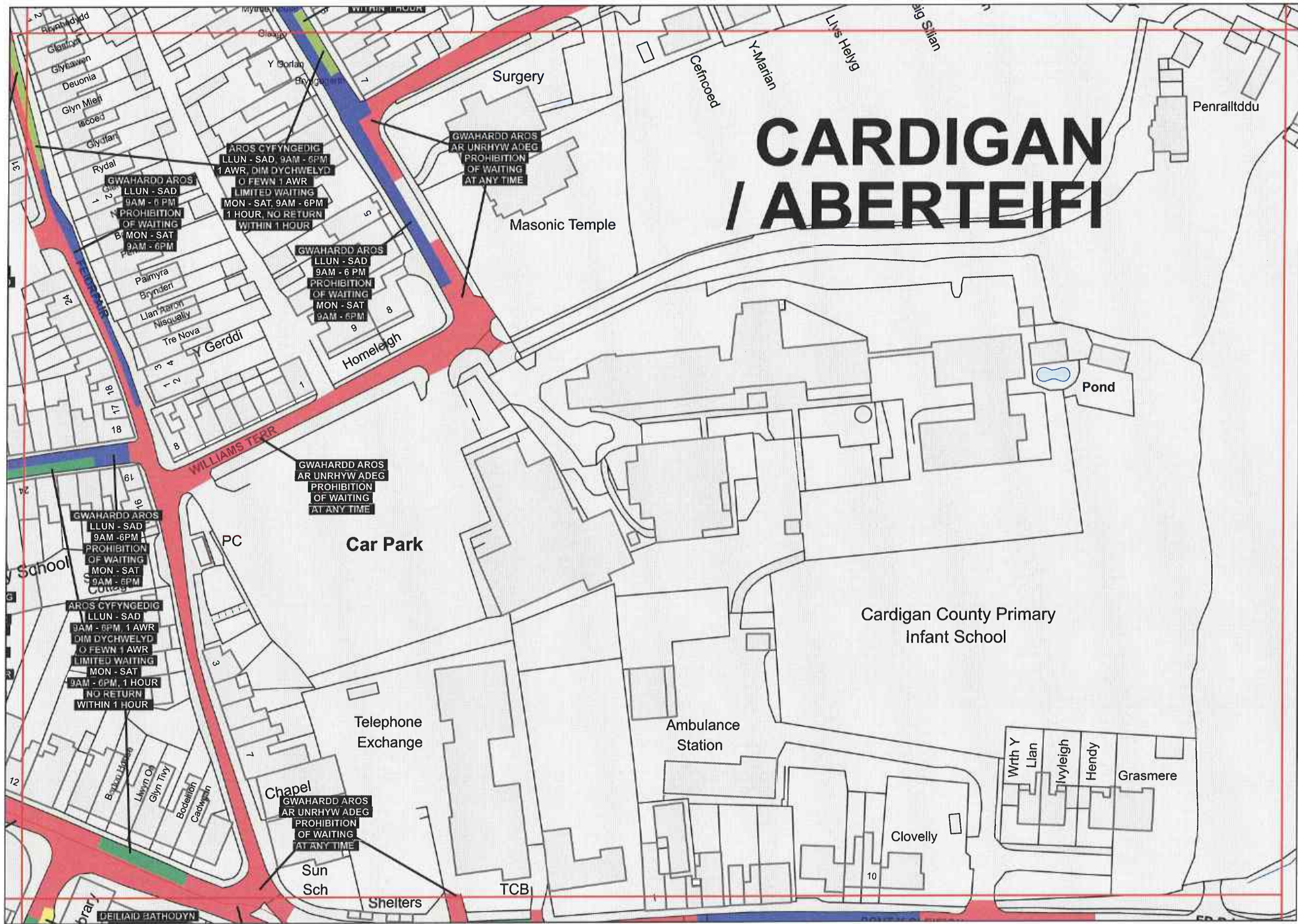


Dyddiad / Date: 22/02/2022

Cyfeirnod CE:  
CE ref:

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Sub-map:

**CE81 H26**



# CARDIGAN / ABERTEIFI



8902  
11 MAY 2022

**GORCHYMYN CYNGOR SIR CEREDIGION (GWAHARDD A CHYFYNGU AR AROS A LLWYTHO A DADLWYTHO) (ABERAERON, ABERYSTWYTH, ABERTEIFI A CHEINEWYDD) (ARBROFOL) 2022**

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GOGLEDD  
NORTH

Dyddiad / Date: 22/02/2022

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**CE81 J25**



This **Integrated Impact Assessment tool** incorporates the principles of the Well-being of Future Generations (Wales) Act 2015 and the Sustainable Development Principles, the Equality Act 2010 and the Welsh Language Measure 2011 (Welsh Language Standards requirements) and Risk Management in order to inform effective decision making and ensuring compliance with respective legislation.

## 1. PROPOSAL DETAILS: (Policy/Change Objective/Budget saving)

Proposal Title	Experimental Traffic Regulation Orders (ETRO) - Retaining elements of the Temporary Traffic Regulation Orders (TTROs) in towns in Ceredigion
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Service Area	HES	Corporate Lead Officer	Rhodri Llwyd	Corporate Director	Barry Rees
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Name of Officer completing the IIA	Steve Hallows	E-mail		Phone no	
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Please give a brief description of the purpose of the proposal

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 as it has been 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.

Who will be directly affected by this proposal? (e.g. The general public, specific sections of the public such as youth groups, carers, road users, people using country parks, people on benefits, staff members or those who fall under the protected characteristics groups as defined by the Equality Act and for whom the authority must have due regard).

General public/all highway users

**VERSION CONTROL:** The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development, Welsh language and equality considerations wherever possible.

Author	Decision making stage	Version number	Date considered	Brief description of any amendments made following consideration
Rhodri Llwyd	ETRO Development Stage	1	Dec 2021	

# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



Steve Hallows	ETRO Implementation Stage	2	May 2023	
<b>COUNCIL STRATEGIC OBJECTIVES:</b> Which of the Council's Strategic Objectives does the proposal address and how?				
Boosting the Economy, supporting Business and enabling employment.	Improved and safer access to services and opportunities for all road users. Improved efficiency of movement of goods and people			
Creating caring and healthy communities	Supports independence, improved accessibility and personal mobility – particularly Blue Badge holders.			
Providing the best start in life and enabling Learning at all ages	Safeguarding future access to services and opportunities for all			
Creating sustainable, greener and well-connected communities	The scheme supports more effective, safer and efficient movement of goods and people. Seeks to reduce traffic congestion and associated environmental dis-benefits particularly in traffic-sensitive areas. Supports community resilience through improved access to services and opportunities within local communities.			

**NOTE:** As you complete this tool you will be asked for **evidence to support your views**. These need to include your baseline position, measures and studies that have informed your thinking and the judgement you are making. It should allow you to identify whether any changes resulting from the implementation of the recommendation will have a positive or negative effect. Data sources include for example:

- *Quantitative data - data that provides numerical information, e.g. population figures, number of users/non-users*
- *Qualitative data – data that furnishes evidence of people's perception/views of the service/policy, e.g. analysis of complaints, outcomes of focus groups, surveys*
- *Local population data from the census figures (such as Ceredigion Welsh language Profile and Ceredigion Demographic Equality data)*
- *National Household survey data*
- *Service User data*
- *Feedback from consultation and engagement campaigns*
- *Recommendations from Scrutiny*
- *Comparisons with similar policies in other authorities*
- *Academic publications, research reports, consultants' reports, and reports on any consultation with e.g. trade unions or the voluntary and community sectors, 'Is Wales Fairer' document.*
- *Welsh Language skills data for Council staff*



<b>2. SUSTAINABLE DEVELOPMENT PRINCIPLES:</b> How has your proposal embedded and prioritised the five sustainable development principles, as outlined in the Well-being of Future Generations (Wales) Act 2015, in its development?			
Sustainable Development Principle	Does the proposal demonstrate you have met this principle? If yes, describe how. If not, explain why.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the principle?
<p><b>Long Term</b> Balancing short term need with long term and planning for the future.</p>	<ul style="list-style-type: none"> <li>• The impact of these proposals and any changes in local or national policies or legislation will be monitored and reviewed on a continuous basis.</li> <li>• Future demand will be partly determined by levels of car ownership, levels of public transport infrastructure provision and service patronage as well as economic fortunes of the County and the 'High Street' in particular and any changes to public service provision such as health care and learning and skills provision.</li> <li>• Facilitates greater opportunities in town centres for pedestrians and economic activity.</li> <li>• National strategy to move to a more sustainable and healthier lifestyle for all users</li> <li>• A mix of different on-street parking is retaining with a net increase in blue badge spaces provided in all town</li> </ul>	<ul style="list-style-type: none"> <li>• Evidence from wider periodic on-street parking public and stakeholder engagement undertaken previously along with feedback received in relation to the original TTROs.</li> <li>• Safety, environmental and wider community benefits</li> <li>• Accessibility will be improved for non-motorised users</li> <li>• The potential for increased opportunity for trading on widened footways that are afforded by the removal of parking and creation of one way systems has been realised in many areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Continuous monitoring of street clutter through licencing of space on the highway to ensure free movement of all users</li> <li>• Mointoring of traffic flows and parking demand for different user groups and adapt as necessary through the relevant legislation</li> </ul>
<p><b>Collaboration</b> Working together with other partners to deliver.</p>	<ul style="list-style-type: none"> <li>• Collaboration with Economy and Regeneration to help provide a flexible approach to the needs of each town through Place Plan making</li> </ul>	<ul style="list-style-type: none"> <li>• Evidence from engagement and Council service planning and delivery – including</li> </ul>	<ul style="list-style-type: none"> <li>• Civil Parking Enforcement</li> <li>• Enforcement by Police</li> <li>• Acting to minimise impact by acting on themes that were</li> </ul>

# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



	<p>with the Town Councils and ensure the opportunity exists for a more prosperous future for businesses.</p> <ul style="list-style-type: none"> <li>• Civil enforcement through Ceredigion County Council Parking services and Police for moving traffic offences (including obstruction and speeding etc.)</li> </ul>	<p>Parking Services, economic development and licensing and functions.</p>	<p>presented by the 6 month consultation and experience gained from the Safe Zone.</p>
<p><b>Involvement</b> Involving those with an interest and seeking their views.</p>	<ul style="list-style-type: none"> <li>• 6 month consultation has been undertaken according to statutory requirements for parking orders as set out in The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 relating to the Traffic Regulation Act 1984.</li> <li>• Statutory provision enables formal objection process and requirement for County Council to consider these objections as part of the ETRO process</li> <li>• Orders have been published and information placed within the public domain</li> </ul>	<ul style="list-style-type: none"> <li>• Local Members and emergency services ahead of the proposed changes. Notices placed at locations where changes are proposed, information published in the local Press, on the County Council's Social Media/Internet pages.</li> <li>• Consultation with local businesses, employers and service providers will form part of the ETRO process.</li> </ul>	<ul style="list-style-type: none"> <li>• Following consultation there is the opportunity to revoke or reduce any of detailed parts of the proposals if sufficient evidence shows the proposals to be detrimental, on balance, to users of one or multiple users</li> </ul>
<p><b>Prevention</b> Putting resources into preventing problems occurring or getting worse.</p>	<ul style="list-style-type: none"> <li>• Proposals will seek to address any existing concerns by improving access, addressing road safety concerns and improve the efficient movement of people and goods.</li> <li>• Particular issues that will be addressed include safety of the most vulnerable road users (pedestrians, cyclists, children and older people and those with a range of physical or mental disabilities).</li> </ul>	<ul style="list-style-type: none"> <li>• Adjustments were made to the proposals due to feedback from the public since their initial implementation under the Temporary Traffic Order process in June 2020 and then incrementally through Scrutiny and Cabinet leading the proposals</li> </ul>	

# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



		that are the subject of these ETRO's	
<p><b>Integration</b> Positively impacting on people, economy, environment and culture and trying to benefit all three.</p>	<ul style="list-style-type: none"> <li>Advertisement of proposed changes and formal process for receiving and responding to any objections, comments or suggestions have been used as part of the ETRO process.</li> </ul>	<ul style="list-style-type: none"> <li>Scrutiny on 8/11/22 proposals resulted in some slight amendments, however the outcome of the engagement process resulted in no overwhelming objections. This has been interpreted as being a mainly positive benefit to most users.</li> <li>Feedback from consultation showed that 27%, mainly people with mobility problems or enjoying the vibrancy created were in favour of the proposals.</li> </ul>	<ul style="list-style-type: none"> <li>The majority of the negative feedback centred around being able to park within town and adjacent to shops. This is against a strategy to provide a healthier environment and reduce our town being predominantly impacted by motor vehicles. Sufficient parking exists with a 5 -15 minute walking distance of all facilities in each of the towns, so a behavioural change is needed to meet this goals. The fact that in 6 months on 34 people decided to provide feedback suggests that most people are happy with the arrangements and have adapted well. Further design and implementation of the streetscape layouts of the towns can progress with the ETRO measures in place. This will further benefit all users and create a more positive experience.</li> </ul>



# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

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**3. WELL-BEING GOALS:** Does your proposal deliver any of the seven National Well-being Goals for Wales as outlined on the Well-being of Future Generations (Wales) Act 2015? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. We need to ensure that the steps we take to meet one of the goals aren't detrimental to meeting another.

Well-being Goal	Does the proposal contribute to this goal? Describe the positive or negative impacts-	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the goal?
<p><b>3.1. A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs.</p>	<ul style="list-style-type: none"> <li>• Change to on-street parking integral to the scheme to ensure safe and expeditious movement of vehicles and people.</li> <li>• The proposal will ensure the efficient use of public resources.</li> <li>• The proposals will benefit all road users, local businesses and service providers by providing safer, more accessible and better regulated use of available space within the public highway.</li> <li>• The proposals will contribute to a more vibrant and sustainable local and national economy.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback received to introduction of existing temporary measures that were possible due the introduction of ETRO changes.</li> <li>• Low number of responses during a 6 month feedback process shows that people have adapted well to the proposals</li> </ul>	<ul style="list-style-type: none"> <li>• Further design and implementation of the streetscape layouts of the towns can progress with the ETRO measures in place. This will further benefit all users and create a more positive experience.</li> <li>• Collaboration with Economy &amp; Regeneration to assist with delivery of the Town Council Plaer Plans will assist in furthering a prosperous Wales.</li> </ul>
<p><b>3.2. A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change).</p>	<ul style="list-style-type: none"> <li>• Change to on-street parking to ensure safe and expeditious movement of vehicles and people.</li> <li>• Neutral impact upon biodiversity as changes are within the existing highway.</li> </ul>	<ul style="list-style-type: none"> <li>• A reduction in the number of vehicles in the town centres which allows more space for people to walk is in line with the strategies to provide a more resilient Wales. The ETROs support this approach.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing monitoring of impact of these changes will feed into the replacement of the temporary measures with designs for the permanent measures.</li> </ul>

# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



<p><b>3.3. A healthier Wales</b> People's physical and mental wellbeing is maximised and health impacts are understood.</p>	<ul style="list-style-type: none"> <li>• Change to on-street parking to ensure safe and expeditious movement of vehicles and people.</li> <li>• The proposals seek to promote the town centres as a place for increased pedestrian use by creating additional space.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback received to introduction of existing temporary measures during Safe Zone operation and 27% of respondents to the ETRO feedback support the proposals</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement including responses to any issues raised through correspondence from public, stakeholders and delivery partners.</li> </ul>
<p><b>3.4. A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected.</p>	<ul style="list-style-type: none"> <li>• Change to on-street parking to ensure safe and expeditious movement of vehicles and people.</li> <li>• Proposed work programme supports continued economic, social and cultural viability of towns and local communities across the County through improved access to services and opportunities and better regulation of traffic within these communities.</li> </ul>	<ul style="list-style-type: none"> <li>• Positive feedback received to introduction of existing temporary measures during Safe Zone operation and 27% of respondents to the ETRO feedback support the proposals</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement including responses to any issues raised through correspondence from public, stakeholders and delivery partners.</li> </ul>
<p><b>3.5. A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental well-being.</p>	<ul style="list-style-type: none"> <li>• Change to on-street parking necessary to ensure safe and expeditious movement of vehicles and people.</li> <li>• The proposals seek to promote the town centres as a place for increased pedestrian use by creating additional space.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved regulation and enforcement of on-street parking.</li> </ul>	<ul style="list-style-type: none"> <li>• Ongoing engagement including responses to any issues raised through correspondence from public, stakeholders and delivery partners.</li> </ul>

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<p><b>3.6. A more equal Wales</b>                  People can fulfil their potential no matter what their background or circumstances.</p> <p><i>In this section you need to consider the impact on equality groups, the evidence and any action you are taking for improvement.</i>  <i>You need to consider how might the proposal impact on equality protected groups in accordance with the Equality Act 2010?</i>  <i>These include the protected characteristics of age, disability, gender reassignment, marriage or civil partnership, pregnancy or maternity, race, religion or beliefs, gender, sexual orientation.</i>  <b>Please also consider the following guide::</b>  <a href="#">Equality Human Rights - Assessing Impact &amp; Equality Duty</a></p>	<p>Describe why it will have a positive/negative or negligible impact.</p> <p><i>Using your evidence consider the impact for each of the protected groups. You will need to consider do these groups have equal access to the service, or do they need to receive the service in a different way from other people because of their protected characteristics. It is not acceptable to state simply that a proposal will universally benefit/disadvantage everyone. You should demonstrate that you have considered all the available evidence and address any gaps or disparities revealed.</i></p>	<p>What evidence do you have to support this view?</p> <p><i>Gathering Equality data and evidence is vital for an IIA. You should consider who uses or is likely to use the service. Failure to use <u>data</u> or <u>engage</u> where change is planned can leave decisions open to legal challenge. Please link to <b>involvement</b> box within this template. Please also consider the general guidance.</i></p>	<p>What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?</p> <p><i>These actions can include a range of positive actions which allows the organisation to treat individuals according to their needs, even when that might mean treating some more favourably than others, in order for them to have a good outcome. You may also have actions to identify any gaps in data or an action to engage with those who will/likely to be effected by the proposal. These actions need to link to Section 4 of this template.</i></p>																
<p><b>Age</b>                  Do you think this proposal will have a positive or a negative impact on people because of their age? (Please tick ✓)</p> <table border="1" data-bbox="78 1029 786 1441"> <thead> <tr> <th></th> <th>Positive</th> <th>Negative</th> <th>None/ Negligible</th> </tr> </thead> <tbody> <tr> <td>Children and Young People up to 18</td> <td>X</td> <td></td> <td></td> </tr> <tr> <td>People 18-50</td> <td>Positive x</td> <td>Negative</td> <td>None/ Negligible</td> </tr> <tr> <td>Older People 50+</td> <td>Positive x</td> <td>Negative x</td> <td>None/ Negligible</td> </tr> </tbody> </table>		Positive	Negative	None/ Negligible	Children and Young People up to 18	X			People 18-50	Positive x	Negative	None/ Negligible	Older People 50+	Positive x	Negative x	None/ Negligible	<ul style="list-style-type: none"> <li>• Parents and children have more space available and the pollution is reduced cite*</li> <li>• Behavioural change as layed out in the corporate strategy 2023-28.</li> <li>• Trying to make the places a better space to use, as layed out in corporate strategy.</li> <li>• There is a potential that with the loss of some parking spaces there may be a</li> </ul>	<ul style="list-style-type: none"> <li>• Consultation responses on ETROs have been considered in regards to the qualitative age information given in them.</li> <li>• We have considered the eight domains as laid out in age friendly communities and have not breached any recommendations.</li> </ul>	<ul style="list-style-type: none"> <li>• In terms of the loss of parking impacting upon older members of our communities, we have provided a net increase of blue badge parking spaces in all of our towns. Older people who have received a blue badge will be able to use these spaces.</li> <li>• The balance between available street parking and useability and space of pavements has to be found and we believe we</li> </ul>
	Positive	Negative	None/ Negligible																
Children and Young People up to 18	X																		
People 18-50	Positive x	Negative	None/ Negligible																
Older People 50+	Positive x	Negative x	None/ Negligible																

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				<p>negative impact on the older members of our communities.</p> <ul style="list-style-type: none"> <li>The consultation responses for older people have been mixed.</li> </ul> <p><a href="#">Equality &amp; Impact Assessment Older People</a></p>		<p>are moving in the best way forward.</p>
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<p><b>Disability</b> Do you think this proposal will have a positive or a negative impact on people because of their disability? (Please tick ✓)</p>				<ul style="list-style-type: none"> <li>There is a period of change that can have a negative impact on members of our community with a learning disability as it may take them time to become accustomed to changes. We believe that over time the changes will have positive outcomes for those with a learning disability.</li> </ul>	<ul style="list-style-type: none"> <li>We received positive comments from members of our communities who stated that they suffer from a long term illness that the new town layouts have been beneficial to their experience.</li> </ul>	<ul style="list-style-type: none"> <li>Work with the Disabled community through the design phase of introducing the permanent features that will compliment these ETRO measures.</li> </ul>
Hearing Impairment	Positive	Negative	None/ Negligible			
			X			
Physical Impairment	Positive	Negative	None/ Negligible			
	X					
Visual Impairment	Positive	Negative	None/ Negligible			
	X					
Learning Disability	Positive	Negative	None/ Negligible			
		X				
Long Standing Illness	Positive	Negative	None/ Negligible			
	x					
Mental Health	Positive	Negative	None/ Negligible			
			X			
Other	Positive	Negative	None/ Negligible			

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				X		
<b>Transgender</b> Do you think this proposal will have a positive or a negative impact on transgender people? (Please tick ✓)				• The proposals affected all users and did not seek to disadvantage this protected characteristic.	• No negative comments were received during the statutory 6 month consultation period on the measures introduced under the ETRO's	• None necessary
Transgender	Positive	Negative	None/ Negligible			
			X			
<b>Marriage or Civil Partnership</b> Do you think this proposal will have a positive or a negative impact on marriage or Civil partnership? (Please tick ✓)				• The proposals affected all users and did not seek to disadvantage this user group.	• No negative comments were received during the statutory 6 month consultation period on the measures introduced under the ETRO's	• None necessary
Marriage	Positive	Negative	None/ Negligible			
			X			
Civil partnership	Positive	Negative	None/ Negligible			
			x			
<b>Pregnancy or Maternity</b> Do you think this proposal will have a positive or a negative impact on pregnancy or maternity? (Please tick ✓)				• Change to on-street parking to ensure safe and expeditious movement of vehicles and people.  • As with people with other protected characteristics, the proposals will generally have positive impact on Pregnancy and Maternity through the increase in space available for pedestrians, safer environment and cleaner	• The consultation responses did not identify any specific issues for the pregnant and recent parents when considered alongside the wider community.	• Consideration through the design phase of introducing the permanent features that will compliment these ETRO measures. The Active Travel design guide promotes good access for all which will include this user group
Pregnancy	Positive	Negative	None/ Negligible			
	X					
Maternity	Positive	Negative	None/ Negligible			
	X					

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				air quality. improvements will benefit all road users.		
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<b>Race</b> Do you think this proposal will have a positive or a negative impact on race? (Please tick ✓)				<ul style="list-style-type: none"> <li>The proposals affected all users and did not seek to disadvantage this protected characteristic.</li> </ul>	<ul style="list-style-type: none"> <li>No negative comments were received during the statutory 6 month consultation period on the measures introduced under the ETRO's</li> </ul>	<ul style="list-style-type: none"> <li>None necessary</li> </ul>
White	Positive	Negative	None/ Negligible			
			X			
Mixed/Multiple Ethnic Groups	Positive	Negative	None/ Negligible			
			X			
Asian / Asian British	Positive	Negative	None/ Negligible			
			X			
Black / African / Caribbean / Black British	Positive	Negative	None/ Negligible			
			X			
Other Ethnic Groups	Positive	Negative	None/ Negligible			
			X			

<b>Religion or non-beliefs</b> Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs or non-beliefs? (Please tick ✓)				<ul style="list-style-type: none"> <li>The proposals affected all users and did not seek to disadvantage this user group.</li> </ul>	<ul style="list-style-type: none"> <li>No negative comments were received during the statutory 6 month consultation period on the measures introduced under the ETRO's</li> </ul>	<ul style="list-style-type: none"> <li>None necessary</li> </ul>
Christian	Positive	Negative	None/ Negligible			
			X			
Buddhist	Positive	Negative	None/ Negligible			
			X			
Hindu	Positive	Negative	None/			

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			Negligible			
			X			
Humanist	Positive	Negative	None/ Negligible			
			X			
Jewish	Positive	Negative	None/ Negligible			
			X			
Muslim	Positive	Negative	None/ Negligible			
			X			
Sikh	Positive	Negative	None/ Negligible			
			X			
Non-belief	Positive	Negative	None/ Negligible			
			X			
Other	Positive	Negative	None/ Negligible			
			X			

<b>Sex</b> Do you think this proposal will have a positive or a negative impact on men and/or women? (Please tick ✓)				<ul style="list-style-type: none"> <li>The proposals affected all users and did not seek to disadvantage this protected characteristic.</li> </ul>	<ul style="list-style-type: none"> <li>No negative comments were received during the statutory 6 month consultation period on the measures introduced under the ETRO's</li> </ul>	<ul style="list-style-type: none"> <li>None necessary</li> </ul>
Men	Positive	Negative	None/ Negligible			
Women	Positive	Negative	None/ Negligible			



<b>Sexual Orientation</b> Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Please tick ✓)				<p><i>This is whether a person's sexual attraction is towards their own sex, opposite sex or to both sexes. Consider the provision of inclusive services for e.g. older and younger people from the Lesbian, Gay and Bi-sexual communities. Also consider what issues there are for employment and training.</i></p>		
Bisexual	Positive	Negative	None/ Negligible			
			X			
Gay Men	Positive	Negative	None/ Negligible			
			X			
Gay Women / Lesbian	Positive	Negative	None/ Negligible			
			X			
Heterosexual / Straight	Positive	Negative	None/ Negligible			
			X			

**Having due regards in relation to the three aims of the Equality Duty - determine whether the proposal will assist or inhibit your ability to eliminate discrimination; advance equality and foster good relations.**

**3.6.2. How could/does the proposal help advance/promote equality of opportunity?**

You should consider whether the proposal will help you to: ● Remove or minimise disadvantage ● To meet the needs of people with certain characteristics ● Encourage increased participation of people with particular characteristics

Eliminated discrimination in terms of providing more crossing points, a net gain of disabled parking bays and a better ability to move around the town. We have increased the safety of our towns with implementation of the ETROs.

**3.6.3. How could/does the proposal/decision help to eliminate unlawful discrimination, harassment, or victimisation?**

You should consider whether there is evidence to indicate that: ● The proposal may result in less favourable treatment for people with certain characteristics ● The proposal may give rise to indirect discrimination ● The proposal is more likely to assist or impeded you in making reasonable adjustments

The net gain of disabled parking bays has helped reduce discrimination in terms of parking. The widened pavements have helped us tackle discrimination against wheelchair users who could not use the precious narrow pavements. The same goes for those who use pushchairs. The ETROs do not impact on harassment or victimisation.

**3.6.4. How could/does the proposal impact on advancing/promoting good relations and wider community cohesion?**

You should consider whether the proposal will help you to: ● Tackle prejudice ● Promote understanding





Better spaces provide better social outcomes for the community. Provides more space and encouragement to meet up in towns.

## **Having due regard of the Socio-Economic Duty of the Equality Act 2010.**

### **Socio-Economic Disadvantage is living in less favourable social and economic circumstances than others in the same society.**

*As a listed public body, Ceredigion County Council is required to have due regard to the Socio-Economic Duty of the Equality Act 2010. Effectively this means carrying out a poverty impact assessment. The duty covers all people who suffer socio-economic disadvantage, including people with protected characteristics.*

### **3.6.5 What evidence do you have about socio-economic disadvantage and inequalities of outcome in relation to the proposal?**

Describe why it will have a positive/negative or negligible impact.

There is risk that those of a lower socio-economic status could be negatively impacted by the need to park in pay and display car parks as there will be less free on street parking available.

What evidence do you have to support this view?

Not one response was received citing a concern about the cost of pay and display car parks as an alternative. The impact on use of towns will be monitored. We currently do not have evidence to back up the above concern.

What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?

There are free parking spaces available in all our towns, the demand may be higher, we will monitor to ensure those from a lower socio-economic status aren't barred access to our towns.

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<b>3.7. A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh Language are promoted and protected. <i>In this section you need to consider the impact, the evidence and any action you are taking for improvement. This in order to ensure that the opportunities for people who choose to live their lives and access services through the medium of Welsh are not inferior to what is afforded to those choosing to do so in English, in accordance with the requirement of the Welsh Language Measure 2011.</i>				Describe why it will have a positive/negative or negligible impact.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Will the proposal be delivered bilingually (Welsh & English)?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> <li>The appropriate information, signs, road markings etc associated with the scheme will be provided bilingually. Engagement and public notices to be provided bilingually.</li> <li>Engagement and any changes implemented will be provided bilingually.</li> <li>Service operates a bilingual policy in respect of communication with members of the public and within the workplace.</li> </ul>	<ul style="list-style-type: none"> <li>All road markings and signs/plates with instructions and information will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter.</li> <li>County Council Welsh Language Scheme.</li> </ul>	
	X					
Will the proposal have an effect on opportunities for	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> <li>Engagement and public notices will continue to be provided bilingually.</li> </ul>	<ul style="list-style-type: none"> <li>All road markings and signs/plates with instructions and</li> </ul>	
	X					

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persons to use the Welsh language?				<ul style="list-style-type: none"> <li>• Engagement and any changes implemented will be provided bilingually.</li> <li>• Service operates a bilingual policy in respect of communication with members of the public and within the workplace.</li> </ul>	information will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter.	
Will the proposal increase or reduce the opportunity for persons to access services through the medium of Welsh?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> <li>• Engagement and public notices will be provided bilingually.</li> <li>• Engagement and any changes implemented will be provided bilingually.</li> <li>• Service operates a bilingual policy in respect of communication with members of the public and within the workplace.</li> </ul>	<ul style="list-style-type: none"> <li>• All engagement will be bilingual and follow Ceredigion County Council corporate policy.</li> <li>• All road markings and signs/plates with instructions and information will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter.</li> </ul>	
	X					
How will the proposal treat the Welsh language no less favourably than the English language?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> <li>• Engagement and public notices will be provided bilingually.</li> <li>• Engagement and any changes implemented will be provided bilingually.</li> </ul>	<ul style="list-style-type: none"> <li>• All engagement will be bilingual and follow Ceredigion County Council corporate policy.</li> <li>• All road markings and signs/plates with instructions and information will be</li> </ul>	
	X					

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				<ul style="list-style-type: none"> <li>• Service operates a bilingual policy in respect of communication with members of the public and within the workplace.</li> </ul>	<p>bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter.</p>	
Will it preserve promote and enhance local culture and heritage?	Positive	Negative	None/ Negligible	<ul style="list-style-type: none"> <li>• Engagement and public notices will be provided bilingually.</li> <li>• Engagement and any changes implemented will be provided bilingually.</li> <li>• Service operates a bilingual policy in respect of communication with members of the public and within the workplace.</li> <li>• It should be noted that the on-street parking and traffic flow changes will not in themselves necessarily preserve, promote or enhance local culture or heritage as these will be beyond the scope of this review and work programme. The changes will however contribute towards improved,</li> </ul>	<ul style="list-style-type: none"> <li>• All engagement will be bilingual and follow Ceredigion County Council corporate policy.</li> <li>• All road markings and signs/plates with instructions and information will be bilingual and follow Ceredigion County Council and Welsh Government guidelines in this matter.</li> </ul>	



				safer and better-managed access to local cultural and heritage facilities.		
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**4. STRENGTHENING THE PROPOSAL:** If the proposal is likely to have a negative impact on any of the above (including any of the protected characteristics), what practical changes/actions could help reduce or remove any negative impacts as identified in sections 2 and 3?

**4.1 Actions.**

What are you going to do?	When are you going to do it?	Who is responsible?	Progress
Continued monitoring of the mixed parking provision for all users	3 years	Highways Services	
Continued monitoring of the traffic flows in the towns	3 years	Highways Services	
Modelling of traffic flows to assist in design decisions made on the permanent footway measures. This will ensure that a balanced approach is made to provide a more pedestrian friendly highway environment and efficient movement of vehicles through the towns	3 years	Highways Services	
Collaborate with disabled forums to assist in design decisions made on the permanent footway measures.	3 – 5 years	Highways Services	
Actively implementing licencing and enforcement of street furniture to ensure sufficient space is available for all pedestrians.	2 years	Highways Services	
Collaborate with Parking Services and the Police to enforce where necessary when anti social parking on footways, parking on double yellow lines occurs.	2 years	Highway Services	



**4.2. If no action is to be taken to remove or mitigate negative impacts please justify why.**  
*(Please remember that if you have identified unlawful discrimination, immediate and potential, as a result of this proposal, the proposal must be changed or revised).*

N/A

**4.3. Monitoring, evaluating and reviewing.**  
*How will you monitor the impact and effectiveness of the proposal?*

The impact of the proposed changes will be monitored and specific remedial actions may be considered if necessary. The Experimental Traffic Regulation Order and associated works include a facility for a further scheduled review including engagement to take place periodically (Parking Review). Incoming correspondence and representations will be considered alongside available traffic data and information from Civil Parking Enforcement (on-street parking) during these reviews.

**5. RISK: What is the risk associated with this proposal?**

Impact Criteria	1 - Very low	2 - Low	3 - Medium	4 - High	5 - Very High
Likelihood Criteria	1 - Unlikely to occur	2 - Lower than average chance of occurrence	3 - Even chance of occurrence	4 - Higher than average chance of occurrence	5 - Expected to occur

Risk Description	Impact (severity)	Probability (deliverability)	Risk Score
Cabinet non-approval of proposed programme of works	5	1	5
Physical constraints to proposed changes at specific locations	2	2	4
Availability of budget to fund all proposed changes once full costs are known	4	2	8
Availability of contractors to deliver programme of physical works within planned timescale	4	1	4

Does your proposal have a potential impact on another Service area?

CCC Highways Maintenance – maintenance of the highway asset  
 CCC Parking Services – for Civil Parking Enforcement




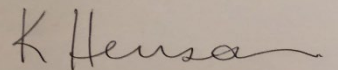
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CCC – Economy and Performance – safer and better access for all to facilities, services and opportunities  
CCC – Learning Services – safer and improved access to nearby schools and colleges

## 6. SIGN OFF

Position	Name	Signature	Date
Service Manager	Steve Hallows		18/05/2023
Corporate Lead Officer	Rhodri Llwyd		25/05/2023
Corporate Director	Barry Rees		25/05/2023
Portfolio Holder	Cllr. Keith Henson		25/05/2023