



## ***BWRDD CABINET YR AMGYLCHEDD, ADFYWIO A GWASANAETHAU STRYDLUN***

***Yn syth Yn dilyn y Pwyllgor Craffu ar  
DYDD GWENER, 3 MAWRTH 2023, DYDD GWENER, 3 MAWRTH 2023***

***MICROSOFT TEAMS MEETING / HYBIRD MEETING IN COUNCIL  
CHAMBER***

### **Rhan 1**

1. Penodi Cadeirydd
2. Cyhoeddiad(au) y Cadeirydd
3. Datganiadau o fuddiannau
4. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 10*)
5. Blaenraglen Waith (*Tudalennau 11 - 12*)
6. Cwestiynau gan y cyhoedd  
Mae'n rhaid cyflwyno cwestiynau'n ysgrifenedig i'r Gwasanaethau Democrataidd, [democratic.services@npt.gov.uk](mailto:democratic.services@npt.gov.uk) heb fod yn hwyrach na chanol dydd ar y diwrnod gwaith cyn y cyfarfod. Mae'n rhaid i'r cwestiynau ymwneud ag eitemau ar yr agenda. Ymdrinnir â chwestiynau o fewn cyfnod o 10 munud.

### **I'w benderfynu:**

7. Priffyrdd a Chludiant - Rhaglen Waith 2023/2024  
(*Tudalennau 13 - 26*)

8. Rhaglen Caffael Cerbydlu a Pheiriannau Trwm 2023/24  
(*Tudalennau 27 - 42*)
9. Gorchymyn Traffig - Heol Pont-nedd-fechan, Glyn-nedd -  
Gwahardd aros (*Tudalennau 43 - 58*)
10. Gorchymyn Traffig - Heol Pont-nedd-fechan, Glyn-nedd - Cyfyngiad  
Cyflymder 30mya (*Tudalennau 59 - 74*)
11. Gorchymyn Traffig - Y Cymer i Lyncorwg (*Tudalennau 75 - 90*)
12. Gorchymyn Traffig - Ffordd Amazon a ffyrdd amrywiol eraill  
(*Tudalennau 91 - 106*)
13. Gorchymyn Traffig - Amrywiaeth o fannau parcio unigol i'r anabl  
(*Tudalennau 107 - 116*)
14. Gorchymyn Traffig - Ar gyfer y Gwasanaethau Rheoli Gwastraff  
(*Tudalennau 117 - 130*)
15. Gorchymyn Traffig - Heol y Pentref, Gerddi'r Pentref a Heol Pentre  
Afan, Aberafan (*Tudalennau 131 - 146*)
16. Rhestr o Gontractwyr Cymeradwy (*Tudalennau 147 - 160*)

**I'w fonitro:**

17. Dangosyddion Perfformiad Allweddol 2022/2023 - Chwarter 3  
(*Tudalennau 161 - 176*)

**Er gwybodaeth:**

18. Grŵp Tasg a Gorffen Adolygu'r Strategaeth Gwastraff (i ddilyn)
19. Eitemau brys  
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ôl  
disgresiwn y Cadeirydd yn unol ag Offeryn Statudol 2001 Rhif 2290  
(fel y'i diwygiwyd. 2290 (fel y'i diwygiwyd).
20. Mynediad i Gyfarfodydd - Gwahardd y Cyhoedd  
(*Tudalennau 177 - 182*)

## **Rhan 2**

### **I'w benderfynu:**

21. Cludiant o'r Cartref i'r Ysgol (Yn eithriedig o dan Baragraff 14)  
(*Tudalennau 183 - 196*)

**K.Jones  
Prif Weithredwr**

**Canolfan Ddinesig,  
Port Talbot**

**Date Not Specified**

### **Aelodau'r Cabinet:**

**Cynghowyr:** W.F.Griffiths, S.Jones a/ac D.M.Peters

#### ***Nodiadau:***

- (1) *Os nad yw unrhyw aelod o Fwrdd y Cabinet yn gallu bad yn bresennol, gall unrhyw aelod arall o'r Cabinet gyflenwi fel aelod etholiadol ar y pwyllgor. Gofynnir i'r aelodau wneud y trefniadau hyn yn uniongyrchol ac yna I hysbysu is adran y pwyllgor..*
- (2) *Ystyrir barn y Pwyllgor Craffu blaenorol wrth wneud penderfyniadau (proses craffu cyn penderfynu)*

Mae'r dudalen hon yn fwriadol wag

## EXECUTIVE DECISION RECORD

### ENVIRONMENT, REGENERATION AND STREETSCENE SERVICES CABINET BOARD

20 JANUARY 2023

#### **Cabinet Members:**

Councillors: W.F.Griffiths, S.Jones (Chairperson) and D.M.Peters

#### **Officers in Attendance:**

N.Pearce, C.Morris, S.Brennan, D.Griffiths, M.Roberts, N.Chapple, J.Stevens and C.Plowman

---

#### 1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor S.Jones be appointed as Chairperson for the meeting.

#### 2. **CHAIRPERSONS ANNOUNCEMENT/S**

The Chairperson welcomed everyone to the meeting.

Following the discussion in the Environment, Regeneration and Streetscene Services Scrutiny Committee, in regards to the Winter Operational Plan, the Chairperson expressed the need to review the detail of the Plan. It was noted that Democratic Services would liaise with Officers in order to accommodate this report on the Forward Work Programme.

#### 3. **DECLARATIONS OF INTEREST**

There were no declarations of interests received.

4. **MINUTES OF PREVIOUS MEETING**

That the minutes of the meeting held on 2 December 2022 be approved as an accurate record.

5. **FORWARD WORK PROGRAMME**

That the Forward Work Programme be noted.

6. **PUBLIC QUESTION TIME**

No questions were received.

7. **PROPOSED MODIFICATION ORDER FOR BYWAY NO.24 IN THE COMMUNITY OF CILYBEBYLL**

**Decision:**

Having given due regard to the Integrated Impact Screening Assessment:

- A modification order be made under Section 53 Wildlife and Countryside Act 1981, to downgrade the length of Byway no.24, shown on the attached plan in the circulated report, between points A and B, to a public footpath. If no objections are received to the order then this order be confirmed as unopposed.
- The Definitive Map and Statement be amended to reflect the width from 3 feet to 4 metres between points A and C.

**Reason for Decision**

That taking into consideration the available historical evidence set out in the circulated report, there were sufficient grounds to alter the designation of the section of public Byway No.24 shown A-B on the plan contained within the circulated report.

**Implementation of Decision:**

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 24 January 2023.

8. **A48 MARGAM ROAD TO PORT TALBOT (REVOCATION) AND (30MPH SPEED LIMITS) - ORDER 2022**

**Decision:**

Having given due regard to the integrated impact assessment:

- That the objections are overruled to the A48 Margam Road to Port Talbot (Revocation) and (30mph Speed Limits) - Order 2022 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.
- That the objectors be informed of the decision accordingly.

**Reason for Decision:**

The Orders were necessary to maintain the existing speed limit of 30 mph on sections of A48 Margam Road, A48 Commercial Road, A48 Talbot Road, A48 Heilbronn Way, Dyffryn Road and Abbey Road within the borough after the Welsh Government passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

**Implementation of Decision:**

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 24 January 2023.

9. **TRAFFIC CALMING MEASURES AT B4434 NEW ROAD, CLYNE - NOTICE 2022**

**Decision:**

Having had due regard to the integrated impact assessment:

- That the objections are overruled to the Traffic Calming Measures at B4434 New Road, Clyne - Notice 2022 (as detailed in Page 60 Appendix A to the circulated report) and that the scheme is implemented as advertised.
- That the objectors be informed of the decision accordingly.

**Reason for Decision:**

The proposed speed cushions were required in the interest of highway safety.

**Implementation of Decision:**

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 24 January 2023.

10. **B4287 CIMLA ROAD, CIMLA, NEATH (30 MPH SPEED LIMIT) - ORDER 2022**

**Decision:**

Having had due regard to the integrated impact assessment:

- That the objections are overruled to the B4287 Cimla Road, Cimla, Neath (30mph speed limit) - Order 2022 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.
- That the objectors be informed of the decision accordingly.

**Reason for Decision:**

The Orders were necessary to maintain the existing speed limit of 30 mph on sections of the B4287 Cimla Road, Cimla, Neath within the borough after the Welsh Government passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

**Implementation of Decision:**

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 24 January 2023.

11. **LIST OF APPROVED CONTRACTORS**

**Decision:**

Having had due regard to the Integrated Impact Assessment, the List of Approved Contractors be amended as follows:-

**Company to be added to the List of Approved Contractors**

The following company has applied to be included on the list and has passed the required assessments:-



<b><u>Company</u></b>	<b><u>Category</u></b>
Rockall Safety Ltd (R042)	111

**Reason for Decision:**

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process.

These recommendations to be adopted for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

**Implementation of Decision:**

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 24 January 2023.

12. **AUDIT WALES NATIONAL STUDY - NET ZERO DECARBONISATION BASELINE REVIEW**

**Decision:**

That the report be noted.

13. **URGENT ITEMS**

There were no urgent items received.

14. **ACCESS TO MEETINGS - EXCLUSION OF THE PUBLIC**

**Decision:**

That the public be excluded from the meeting during consideration of the following item of business on the grounds that it involved the likely disclosure of exempt information as set out in Paragraph 14 of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007 subject to the Public Interest Test (where appropriate) being applied.

15. **THE TRANSFER OF LAND AND CONSTRUCTION OF A  
COMMERCIAL UNIT AT BURROWS YARD - UPDATE (EXEMPT  
UNDER PARAGRAPH 14)**

**Decision:**

That the report be noted.

**CHAIRPERSON**

**Environment, Regeneration and Streetscene Services Cabinet Board**

**Immediately following the Scrutiny Committee at 2pm**

<b>Meeting Date</b>	<b>Agenda Item and TYPE</b>	<b>Contact Officer</b>
<b>14<sup>th</sup> April</b>	<b>Traffic Regulation Orders (Various) FOR DECISION</b>	<b>Dave Griffiths</b>
	<b>Select Lists (Various) FOR DECISION</b>	<b>Dave Griffiths</b>
	<b>Highways Asset Management Plan Update FOR DECISION</b>	<b>Mike Roberts</b>
	<b>Waste Strategy Report FOR DECISION</b>	<b>Mike Roberts</b>
	<b>Memorial Safety Testing Policy</b>	<b>James Davies</b>
	<b>Local Energy Plan FOR DECISION</b>	<b>Simon Brennan/ Chris Jones</b>

Tudalen 11

Eitem yr Agendas 5

Meeting Date	Agenda Item and TYPE	Contact Officer
26 <sup>th</sup> May	Traffic Regulation Orders (Various) – FOR DECISION	Dave Griffiths
	Select Lists (Various) – FOR DECISION	Dave Griffiths

## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Environment, Regeneration & Streetscene Services Cabinet Board 3<sup>rd</sup> March 2023

#### Joint report of the Head of Streetcare – M. Roberts and Head of Engineering and Transport - D. Griffiths

#### Matter for Decision

**Wards Affected:** All

#### Works Programme 2023/2024

#### Purpose of Report

- 1 To seek approval for highway and engineering works to be undertaken in the financial year 2023/24.

#### Background

- 2 Each year around March, officers bring forward expenditure proposals for the annual works programme in the forthcoming financial year.
- 3 In producing the draft works programme, officers have taken account of a range of available information including inspection reports from technical officers and other surveys. Members Surgeries, that is meetings between the cabinet members for street scene and the members for each ward, have also been undertaken further to the process agreed by Cabinet on 15<sup>th</sup> December 2021 in the Chief Finance Officer's Capital Programme Governance Report.
4. Once the allocation of funding to the different work elements is approved, the Network and Programme Manager can write to all Ward Members confirming the detail of works in their ward.

#### Financial Impact

- 5 An overview of the programme of works valued at £3.23M and associated funding is given in Appendix A. Ongoing revenue costs will be a call on the Highways Revenue Maintenance budget.

### **Integrated Impact Assessment:**

- 6 A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016. The assessment is included as Appendix B
- 7 The first stage assessment has indicated that a more in-depth assessment is not required. In summary, the programme is designed to help ensure funding is invested to best effect and where it is most needed, thereby maximising community benefit.

### **Valleys Communities Impacts:**

- 8 Communities across the County Borough will benefit from the maintenance and improvement works included in the programme.

### **Workforce Impact**

- 9 There will be no workforce impacts, other than parts of the programme will help to sustain the in-house capital works gangs.

### **Legal Impact**

- 10 There will be no legal impacts.

### **Risk Management**

- 11 Safety of the travelling public is considered in the formulation of the programme. Furthermore, to address health and safety construction risks, schemes contained within the works programme are subject to risk assessments, method statements, pre-construction phase plans as well as being covered by CDM regulations as required.

### **Consultation**

- 12 Members Surgeries have taken place with Local Ward Members as part of preparing the programme.

## **Recommendation(s)**

- 13 That the programme of works as set out in Appendix C is approved for 2023/2024.

## **Reason for Proposed Decision(s)**

- 14 To maintain assets for which the Council is responsible and address community concerns in relation to same.

## **Implementation of Decision**

- 15 The decision is proposed for implementation after the three day call in period.

## **Appendices**

- 16 Appendix A – Programme Overview & Funding  
Appendix B – First Stage Integrated Impact Assessment  
Appendix C – Detailed works programme

## **List of Background Papers**

- 17 None

## **Officer Contact**

- 18 Aled Jones, Network and Programme Manager  
Tel: 01639 686407  
Email: [a.jones9@npt.gov.uk](mailto:a.jones9@npt.gov.uk)

Mae'r dudalen hon yn fwriadol wag



## Highways and Engineering Capital Works Programme 2023-24

### Appendix A - Programme overview and associated funding

<b>Breakdown (All works)</b>	<b>Budget Allocation</b>
Bridge Strengthening	300,000
Drainage	300,000
Carriageway Resurfacing	1,115,000
Carriageway Micro Surfacing	70,000
Carriageway Surface Dressing	260,000
Other Highways Maintenance	255,000
Jet Patching	120,000
Footway Resurfacing	167,000
Footway Slurry Sealing	34,000
Minor works. Traffic, Signs, Barriers & TRO's	425,000
Contract Uplifts/indices/inflation etc.	184,000
<b>Total</b>	<b>3,230,000</b>

<b>Funded by:</b>	<b>Funding (£)</b>
2023/24 H & E Capital Allocation	1,625,000
2023/24 Planned Maintenance Revenue Funding	174,000
2023/24 Additional Pressures Revenue Funding	190,000
2023/24 Neighbourhood Improvements Capital Allocation	150,000
2022/23 Allocation from £4.25M Additional Capital for surfacing in valleys areas carried forward (including £90K reallocated monies from Gnoll Toilets refurbishment following success of LUF bid)	890,000
2022/23 Allocation from £4.25M Additional Capital for Jet Patching	120,000
2023/24 Corporate Feasibility Pot (Revenue)	81,000
<b>Total fund:</b>	<b>3,230,000</b>

Mae'r dudalen hon yn fwriadol wag

### 1. Details of the initiative

<b>Initiative description and summary:</b> Highway and Engineering Works Programme 2023-24
<b>Service Area:</b> Streetcare
<b>Directorate:</b> Environment

### 2. Does the initiative affect:

	Yes	No
Service users	Y (improved infrastructure)	
Staff	Y (work activity)	
Wider community	Y (improved infrastructure / increased safety)	
Internal administrative process only		N

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N				Some individual elements of the works programme may improve access for people with disabilities. Otherwise proposals are expected to have no impact on anyone with protected characteristics.
Disability		Y				
Gender Reassignment		N				
Marriage/Civil Partnership		N				
Pregnancy/Maternity		N				
Race		N				
Religion/Belief		N				
Sex		N				
Sexual orientation		N				

**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		N				The Works Programme will have no impact on people's opportunities to communicate in Welsh as such, albeit any new or replacement signage etc. will be bilingual if not before.
Treating the Welsh language no less favourably than English		N				Any new signage associated with the programme will be bilingual with Welsh first as per policy.

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	The proposed work, which is essentially a maintenance programme for existing assets, will not affect biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	The Works Programme will not affect the resilience of ecosystems.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	Y		The planned activity included in the Works Programme will improve well-being, increase efficiency and improve the highway in line with the council's ongoing asset management strategy. The road network provides opportunities for people to access their place of work, as well as their leisure & social activities, and is a vital component to the health of a community. Essentially, it is vital in facilitating the safe and effective movement of goods and people.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The Well-Being of Future Generations (Wales) Act 2015 and the Equality Act 2010 encourages a more joined up approach to road maintenance and travel. The provision of a well maintained travel network plays an important role in supporting the local economy and the overall health and wellbeing of communities.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		The production of the Works Programme has brought together practitioners responsible for the different asset groups within the Council and follows the principles established nationally in Wales through the County Surveyors Society. In addition, Members' Surgeries have been conducted with local ward members
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		The Works Programme is the result of collaboration between internal sections of the Council. Without such collaborative working, it would not be possible to deliver a programme which maximises overall community benefits across the County Borough.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		The planned works included in the Works Programme follows the Council's objectives, policies and strategy for managing its highway infrastructure assets. It recognises the importance of its highway infrastructure in supporting corporate, national, regional and local objectives and

			recognises legislation, such as the Well-Being of Future Generations (Wales) Act 2015 and the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011. The programme of works includes both corrective and preventative measures with respect to asset maintenance.
--	--	--	---

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The Works Programme will have a positive impact on service users, has no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The Works Programme embraces the sustainable development principle and contributes to delivering the Council's Corporate Improvement Plan. It does so by improving the wellbeing of people within the community by efficiently maintaining the highway network and providing safe passage for highway users.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Aled Jones	Network and Programme Manager	AJ	20 <sup>th</sup> January 2023
Signed off by	Michael Roberts	Head of Service	MR	21 <sup>st</sup> January 2023

Tudalen22

Tudalen 23

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional surfacing in Valleys areas & Jet Patching	£
Aberavon	Heilbronn Way (Carriageway Resurfacing)	92,000						
	Plas Newydd (Carriageway Resurfacing)	40,000						
	Seaway Parade, Rutherglen Roundabout - PDR (Carriageway Resurfacing)	110,000						
	Seaway Parade, Rutherglen to Bae Baglan Roundabout - PDR (Carriageway Surface Dressing)	40,000						
	Seaway Parade, Bae Baglan Roundabout - PDR (Carriageway Resurfacing)	60,000						
		<b>342,000</b>		-		-		-
Aberdulais							Cefn Yr Allt (Jet patching)	10,000
		-		-		-		<b>10,000</b>
Alltwen								
		-		-		-		-
Baglan			Bagle Brook - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000	Sunnycroft Road (Footway Slurry)	5,000		
			Thorney Road - Private Driveway (Feasibility)	5,000	Pentwyn Estate Road (Footway Slurry)	5,000		
		-		<b>8,000</b>		<b>10,000</b>		-
Blaengwrach & Glynneath West			Cen Gelli - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000			Roberts Close (Carriageway Micro Surfacing)	9,000
			Lamb & Flag Canal Bridge- Structure No 712 (Bridge Strengthening - Completion of Concrete Repairs)	50,000			Church Crescent (Carriageway Micro Surfacing)	29,000
							Morfa Glas (Carriageway Resurfacing)	32,000
		-		<b>53,000</b>			Llygad Yr Haul (Carriageway Resurfacing)	17,000
							B4242 Glynneath Road (Carriageway Surface Dressing)	35,000
								<b>122,000</b>
Briton Ferry (E)							Pant Hywel Ddu (Jet patching)	5,000
		-		-		-		<b>5,000</b>
Briton Ferry (W)	Brunel Way (Carriageway Surface Dressing)	51,000						
		<b>51,000</b>		-		-		-
Bryn & Cwmavon	Mortimers Farm, Bryn to Cwmavon (Drainage - Culvert Renewal)	110,000	Maesteg Road Culvert - Structure No 251 (Bridge Strengthening)	75,000			Afan Valley Road, S-bends (Carriageway Resurfacing)	45,000
							Afan Valley Road, S-bends (Carriageway Surface Dressing)	22,000
							B4286, Pontrhydyfen to Pwll Y Glaw (Carriageway Resurfacing and pre-patching)	67,000
		<b>110,000</b>		<b>75,000</b>			B4286, Pontrhydyfen to Pwll Y Glaw (Carriageway Surface Dressing)	24,000
								<b>158,000</b>
Bryncoch (N)	Dyffryn Road (Carriageway Surface Dressing)	25,000	Margaret Street / Main Road - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000				
	Church Close (Drainage - Culvert Renewal)	40,000	Alexandra Road - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000				
		<b>65,000</b>		<b>6,000</b>				-
Bryncoch (S)			Rhiwlas and adjacent streets - Parking Restrictions Except for Access (Misc. Signs, Barriers & TRO's)	8,000	Daphne Road (Footway Slurry)	5,000		
			Wainceirch School - removal of the laybys (Minor works / Traffic)	58,000				
		-		<b>66,000</b>		<b>5,000</b>		-

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional surfacing in Valleys areas & Jet Patching	£
Cadoxton		-		-		-		-
Cimla & Pelenna	Glannant Way (Carriageway Resurfacing)	47,000					Speed Plateaux (repairs) - Pontrhydyfen B4287 from Cimla to Pontrhydyfen (Footway Resurfacing)	25,000 10,000
		<b>47,000</b>						<b>35,000</b>
Coedffranc (C)	Winifred Road (Carriageway Micro Surfacing)	19,000						
		<b>19,000</b>						
Coedffranc (N)	Dynevor Place (Drainage - Highway Drainage Improvements)	50,000	Dynefor Road - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000				
		<b>50,000</b>		<b>3,000</b>				
Coedffranc (W)			School Road - Parking Restrictions (Misc. Signs, Barriers & TRO's) Cae Morfa - Parking Restrictions (Misc. Signs, Barriers & TRO's)	5,000 3,000				
				<b>8,000</b>				
Crynant, Onllwyn & Seven Sisters	Llywyl Felish Farm (Drainage - Culvert Renewal)	50,000	School Road - Removal of Grassed verge (Feasibility) Main Road, Crynant to Ystrad, review road calming scheme (Feasibility)	5,000 5,000			Pen Y Banc (Footway Resurfacing) Neath Road (Footway Resurfacing) Neath Road, Crynant (Carriageway Surface Dressing)	19,000 21,000 15,000
		<b>50,000</b>		<b>10,000</b>				<b>55,000</b>
Cwmllynfell & Ystalyfera			Commercial Road / Wern Road - Parking Restrictions Scheme (Misc. Signs, Barriers & TRO's) Alltygrug Road - One Way System / Road Markings (Feasibility)	20,000 5,000			Gwilym Road (Carriageway Surface Dressing) Clees Lane (Carriageway Resurfacing - Overlay) Graig Y Merched (Carriageway Resurfacing - Overlay) Alltygrug Farm Road (Carriageway Resurfacing - Overlay) Alltygrug Farm Road / Bryn Y Grug (Footway Resurfacing)	13,000 12,000 18,000 19,000 23,000
				<b>25,000</b>				<b>85,000</b>
Cymmer & Glyncoed							Maesteg Road (Carriageway Resurfacing)	90,000
								<b>90,000</b>
Dyffryn	Longford Road (Carriageway Resurfacing)	195,000	Abbey Primary School - Parking Restrictions (Misc. Signs, Barriers & TRO's) Stratton Way - Parking Restrictions (Misc. Signs, Barriers & TRO's)	3,000 3,000				
		<b>195,000</b>		<b>6,000</b>				
Glynneath Central & East							Glan Gwrelych (Carriageway Micro Surfacing) Pontneathvaughan Road (Footway Resurfacing)	13,000 20,000
								<b>33,000</b>

Tudalen 24



Tudalen 25

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional surfacing in Valleys areas & Jet Patching	£
Godre'graig			Cilmaengwyn - Bus Cage (Misc. Signs, Barriers & TRO's)	3,000			Tanydarren (Carriageway Resurfacing) Owens Lane (Carriageway Resurfacing - Overlay)	14,000
		-		3,000		-		25,000
Gwaun Cae Gurwen & Lower Brynamman			Heol Y Gors - Traffic calming and removal of priority buildout (Minor works / Traffic)	30,000			Abemant Road (Carriageway Resurfacing) King Edward Road (Carriageway Resurfacing)	29,000
		-		30,000		-		44,000
Gwynfi & Croeserw					Coronation Avenue (Footway Slurry)	5,000	Church Street (Carriageway Resurfacing) Jersey Road (Carriageway Resurfacing) Dwyfor Road (Carriageway Resurfacing) Caroline Street (Carriageway Resurfacing) Eastern Ave / Viaduct Road (Carriageway Resurfacing) Dwyfor Road (Footway Resurfacing) Viaduct Road (Tynant) (Jet patching)	12,000
		-		-		5,000		114,000
Margam & Tai-bach	Water Street, Margam (Drainage - Highways and Land Drainage Improvements)	50,000	A48 Margam to Pyle - reduction in the existing speed limit (Minor works / Traffic) Pyle Road Bridge - Structure No 010-134 (Bridge Strengthening - Concrete Repairs) Afan Way, Bridge Refurbishment - Structure No 253 (Bridge Strengthening at boundary with Sandfields E & Aberavon))	50,000				
		50,000		180,000		-		-
Neath (E)			Walter Road - Removal of parking restrictions (Misc. Signs, Barriers & TRO's)	3,000	Wellfield Avenue (Footway Resurfacing)	16,000		
		-		3,000		16,000		-
Neath (N)	Victoria Gardens (Carriageway Resurfacing)	35,000			Digby Road (Footway Slurry)	3,000		
		35,000		-		3,000		-
Neath (S)			Valley View - One Way System (Feasibility) Popular / Hawthorn Survey (Feasibility)	5,000	Wellfield Avenue (Footway Resurfacing)	18,000		
		-		10,000		18,000		-
Pontardawe			Ynysmeudy / Clos Nantddu - Proposed traffic calming measures (Minor works / Traffic)	58,000	Fairway Drive (Footway Slurry)	5,000	Gellionen Road (Jet patching)	5,000
		-		58,000		5,000		5,000
Port Talbot	Eagle Street (Carriageway Resurfacing)	40,000	A48 Talbot Road / Beverley Street - Road Markings (Misc. Signs, Barriers & TRO's) George Street / Eagle Street - Residents Parking (Misc. Signs, Barriers & TRO's) Pen y Cae / Lletty Harri - Traffic Calming (Feasibility study) Lower West End - Access issues (Feasibility study) Station Road (Lower) - Taxi Rank (Feasibility study)	5,000	Broad Street (Footway Slurry) Pen Y Cae (Footway Slurry)	2,000		
		40,000		38,000		6,000		-

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional surfacing in Valleys areas & Jet Patching	£
Resolven & Tonna			Vicarage Road Culvert- Structure No 285 (Bridge Strengthening - Arch Strengthening) B4242 Glynneath Road/NRW - Reduction in Speed Limit (Misc. Signs, Barriers & TRO's) Resolven Park - Dropped Kerbs (Misc. Signs, Barriers & TRO's) Clyne - Parking Restrictions on Bend and Junction (Misc. Signs, Barriers & TRO's)	45,000 35,000 6,000 3,000 <b>89,000</b>			Commercial Road (Carriageway Resurfacing) B4242 Glynneath Road (Carriageway Surface Dressing)	29,000 35,000 <b>64,000</b>
Rhos							Church Road / Tareni Gleison Access Lane / Wigfa Access Road (Jet patching)	10,000 <b>10,000</b>
Sandfields (E)			Golwg Y Mor - Parking Restrictions (Misc. Signs, Barriers & TRO's) St Pauls Road - Bollards (Misc. Signs, Barriers & TRO's) Camera Signage at Afan Way - Victoria Road Junction (Misc. Signs, Barriers & TRO's)	3,000 4,000 4,000 <b>11,000</b>	Severn Crescent (Footway Resurfacing)	15,000 <b>15,000</b>		
Sandfields (W)					Mozart Drive (Footway Resurfacing)	14,000 <b>14,000</b>		
Trebanos			Swansea Road - Traffic Survey (Feasibility)	10,000 <b>10,000</b>			Graig Road (Jet patching)	5,000 <b>5,000</b>
<b>Sub-Total 1</b>		<b>1,054,000</b>		<b>692,000</b>		<b>97,000</b>		<b>860,000</b>
<b>Other Work</b>	Signalised Crossings / Lighting Base Station upgrade Crash Barrier - Remedial works Renewal of Coloured Surfacing & High Friction Surfacing Cattle Grids - Remedial works Monitoring fees Uplifts/indices/inflation etc.	35,000 40,000 40,000 30,000 27,000 99,000	Misc. Corporate Feasibility Studies (Revenue - consultancy code) Landslips Individual Disabled Parking Places / Residents Parking	13,000 20,000 20,000	Neath Town Centre - York Stone Signs Maintenance & Remedial works Uplifts/indices/inflation etc.	20,000 18,000 15,000	Jet Patching - various (to be determined based on need) Uplifts/indices/inflation etc.	80,000 70,000
<b>Sub-Total 2</b>		<b>271,000</b>		<b>53,000</b>		<b>53,000</b>		<b>150,000</b>
<b>Grand Totals</b>		<b>1,325,000</b>		<b>745,000</b>		<b>150,000</b>		<b>1,010,000</b>
	<b>Funded by:</b> Rolling Programme (Highways allocation from £1.625m) Additional Pressures Revenue Funding Planned Maintenance Revenue Funding	961,000 190,000 174,000 <b>1,325,000</b>	<b>Funded by:</b> Rolling Programme (Engineering allocation from £1.625m) Corporate Feasibility Pot (Revenue - consultancy code)	664,000 81,000 <b>745,000</b>	<b>Funded by:</b> Neighbourhood Improvements (Capital)	150,000 <b>150,000</b>	Additional surfacing in Valleys areas Jet Patching	890,000 120,000 <b>1,010,000</b>

Judalenz26



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Streetscene and Engineering Cabinet Board**

2nd March 2023

### **Report of the Head of Engineering & Transport**

D. W. Griffiths

#### **Matter for Decision**

**Ward Affected:** All

#### **Vehicle and Heavy Plant Fleet Procurement Programme 2023/24**

#### **Purpose of Report**

1. To seek approval to procure new and replacement vehicles and heavy plant in 2023/24 as outlined in the attached programme.
2. To further approve delegated authority for Head of Service to replace vehicles from future years 25/26 if any Grants become available to assist with the purchase of vehicles.

#### **Executive Summary**

3. A report has been prepared (appendix a) which identifies Vehicles and Plant which has reached the end of their economic life cycle and require replacement in line with the Authority's Fleet renewals policy.
4. If agreed, vehicles and plant will be procured either by outright purchase or prudential loans and repaid by departments over the life of the vehicles/plant.

#### **Background**

5. The preparation of the Vehicle and Plant Fleet Replacement Programme for 2023-24 has been undertaken by the Council's Fleet section in consultation with user Directorates and Sections, including a

review of current vehicle condition, serviceability and environmental position.

6. Members are advised that running in parallel with this year's procurement programme 2023/24 that a fleet cost and service efficiency exercise is being undertaken to ensure the forward investment plan for renewals reflects current and future service requirements and operational demands of the fleet. This exercise will be driven by the data analytics of the vehicle tracking system, a whole life costing approach, vehicle transition to net zero and vehicle utilisation with a view to reducing costs.
7. Vehicles acquired by contract hire such as certain pool vehicles, are dealt with separately and are not included in this report as there are low numbers of these type vehicles and low costs.
8. Further, members are reminded of the targets to reach net carbon zero on all light vehicles and cars by 2025. Fleet services will undertake a review to ensure that the vehicles are fully utilised by services and supported with the necessary EV charging infrastructure required.
9. The proposed renewal programme is shown on the attached (appendix a). The Fleet Manager, in conjunction with the user Directorates, may decide to extend the working life of individual vehicles or plant once tenders are received and where there are economic advantages to be gained. Going forward the Council will have to give careful consideration to the environmental impact of high emitting carbon vehicles, and to the global supply issues of new vehicles.
10. The means of financing the acquisition of each of the items listed will be either by outright purchase or prudential loan.
11. Outright purchase – Can be used to acquire new or preowned vehicles or items of plant. Items acquired by this means will involve monthly contributions to the Renewals Fund for a predetermined period of time prior to the section purchasing the required items.
12. Vehicles purchased from Grant funding or with the help of Grant funding will need to be budgeted for by the service area when a replacement vehicle is required. Vehicles and plant purchased via grant funding especially in the case of transitioning to zero emission vehicles may be bought forward from future years if identified as a financial benefit to the Authority.

13. Prudential loan – Can be used to acquire new or preowned vehicles or items of plant. Items required by this means will involve loan repayments for a predetermined period of time.
14. The financing costs of the vehicle acquisitions will be a charge on the relevant Directorate's operating account and the means of acquisition will be agreed between the Fleet Manager and user Directorate in each case. In the case of uplifted costs to any new purchases especially with vehicles been transitioned to low emissions the fleet manager will closely liaise with the budget holder and finance section to ensure vehicles are costed and any shortfalls or pressure to departments accounts are identified and reported.
15. Any vehicles purchased out of the Renewals Fund will get the residual value deducted from the total cost of the vehicle. The Fleet Manager will seek an estimated residual value which he expects to achieve at the end of the vehicles economical life or term. The Fleet Manager will expect the vehicles to be returned at the end of the term in a reasonable condition to ensure the vehicle recovers the committed up front residual values. Any additional monies achieved at sale will help off-set any uplift costs of new vehicle purchases out of the renewals fund.
16. Vehicles purchased via prudential loans do not follow the above commitment for the residual values. Any monies achieved at auction will be given back to sections minus a disposal arrangement fee.
17. Members will recall the Zero Emission Fleet Transition report which was presented on the 24<sup>th</sup> September 2021. At that meeting Members approved the Zero Emissions Fleet Transition Plan and the subsequent submission of the plan to the Welsh Government Energy Service on 22<sup>nd</sup> October 2021, in line with the requirements set out in Welsh Governments Prosperity for All Document 2019, a Low Carbon Wales. The Fleet Transition Plan provides a definitive timeline of when vehicles are to be renewed and what they are to be replaced with. The Transition Plan is a Management tool which will help the Council budget for the increased costs that will be incurred with E.V's.

## **Financial Impact**

18. Like for like replacements for existing vehicles already has a budget in place to fund the costs of replacement, however due to recent events vehicle costs have significantly increased on ALL vehicles and plant types. A review is currently taking place looking at vehicle utilisation

and transport related costs to further improve efficiencies and offset any financial impacts.

19. Where vehicles and plant are replaced with zero emission equivalents there will be an increased in purchase price. The extra cost are currently funded by some grants. However, going forward the transition cost is expected to increase, each purchase will be reviewed for affordability prior to purchase.

As well as looking at the cost increase to the vehicle fleet the fleet section in partnership accountable managers will need to critically review all transport related costs and to maximise vehicle efficiencies. It will be essential that managers demonstrate that vehicles are fully utilised before a decision is made to renew or replace. This is essential to manage the council's budget pressures in the future.

#### **Integrated Impact Assessment**

20. A first stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016. The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required.

#### **Workforce Impacts**

21. There will be no workforce impacts.

#### **Legal Impacts**

22. There is no legal risk to the Authority although it is noted that the council are required to meet the Welsh Governments net zero targets.

#### **Risk Management**

23. The vehicles and plant listed in this report are reaching the end of their economic life and their replacement will have a beneficial effect on both the environment and the productivity of the Council.

## **Consultation**

24. There is no requirement for external consultation on this item.

## **Recommendations**

Having due regard to the Integrated Impact Assessment it is recommended that;

25. That Members approve the proposed Vehicle/Plant Procurement Programme for 2023/24 set out at appendix a.
26. That Delegated Authority be granted to the Head of Service in consultation with the Cabinet Member for Strategic Planning, Transport and Connectivity to purchase any vehicles in order to maximise the availability of Grant funding that may become available to assist with the purchase cost of the vehicles.

## **Reason for Proposed Decision**

27. The replacement vehicles and plant will either be zero emission, hybrid electric or have a higher euro standard which will enable the fleet to be more fuel efficient by producing significantly less MPG's and reducing the carbon footprint of the Council by lower emissions.
28. The Fleet Service in conjunction with the Welsh Government Energy Service have undertaken a review of the Councils Fleet of vehicles to establish usage within sections and where there are opportunities for introducing full electric and other zero emission vehicles and plant to further reduce the Councils carbon emissions in line with the Councils Fleet Transition Plan.

## **Implementation of Decision**

29. The decision is proposed for implementation after the three-day call-in period.

## **Appendices**

30. Appendix A – Fleet Procurement Programme 2023/24.
31. Appendix B – IIA

## List of Background Papers

32. Vehicle Transition Plan

### Officer Contact

Kevin Lewis, Fleet Manager, Engineering & Transport  
☎ 01639 763134 ✉ [k.lewis@npt.gov.uk](mailto:k.lewis@npt.gov.uk)



**Appendix A**

**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

**Cyngor Bwrdeistref Sirol Castell-Nedd Port Talbot**

**ENVIRONMENT DIRECTORATE**

**FLEET SERVICES SECTION**

**VEHICLE FLEET PROCUREMENT PROGRAMME**

**2023/24**

**User: Environment Directorate – Streetcare Division – Waste & Neighbourhood Services**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
1279	CF63 AZD	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1277	CF63 AZO	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1278	CF63 CPO	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1283	WF63 MWK	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1281	WF63 MXL	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1282	WF63 MXO	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1299	CU66 AXC	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1298	CU66 AXD	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1300	CU66 AXF	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1301	CU66 AXG	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1302	CU66 AXH	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1303	CU66 AXJ	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1287	CU65 DZF	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1288	CU65 DZG	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1292	CU65 DZH	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1293	CU65 DZJ	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1291	CU65 DZK	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1290	CU65 DZD	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1296	CE16 LZL	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1297	CU17 COA	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry
1284	CF63 BGX	Recycling Kerbside Lorry	Possible Electric Recycling Kerbside Lorry

4876	CU14 LWA	Light Van	Electric Light Van
4892	CU15 PXY	Light Van	Electric Light Van
4893	CV15 DLX	Light Van	Electric Light Van
2972	CU15 TKC	Heavy Panel Van	Electric Heavy Panel Van
4891	CU15 PYA	Light Van	Electric Light Van
4890	CV15 DLY	Light Van	Electric Light Van
4894	CU15 PXG	Light Van	Electric Light Van
2960	CA64 KNM	Heavy Van Tipper	Electric Heavy Van If Available and suitable for workload
4878	CP64 EZM	Light Van	Electric Light Van
4879	CE64 FSD	Light Van	Electric Light Van
174	CK66 PZM	Specialist Vehicle Road Sweeper	Electric Equivalent
4875	CU14 LVZ	Light Van	Electric Light Van
4876	CU14 LWA	Light Van	Electric Light Van
5641	CU16 WUY	Ride On Mower (Plant)	Like for Like
5649	CU68 KHG	Ride On Mower (Plant)	Like for Like
5335	WU16 EVG	JCB (Plant)	Like for Like
5689	5689	Seeder Machine (Plant)	Like for Like
5334	WV64 EWR	JCB (Plant)	Like for Like
5698	5698	Wood Chipper (Plant)	Like for Like
5736	5736	Flail deck Mower (Plant)	Like for Like
5737	5737	Gang Mower (Plant)	Like for Like

**User: Environment Directorate – Streetcare Division – Public Lighting**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
4877	CP64 EZL	Light Van	Electric Light Van

**User: SSHS – Pest Control and Environmental Health**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
4881	CV64 UZD	Light Van	Electric Light Van
4880	CV64 UZT	Light Van	Electric Light Van
4882	CV64 UZU	Light Van	Electric Light Van
3808	CV14 KJU	Medium Van	Electric Medium Van

**User: Environment Directorate – Streetcare Division – Building Services**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
4883	CV64 UZC	Light Van	Electric Light Van
3809	CV14 KJX	Medium Van	Electric Medium Van
3808	CV14 SPU	Medium Van	Electric Medium Van
2971	CV64 YHH	Heavy Panel Van	Electric Heavy Panel Van
3807	CV14 KKD	Medium Van	Electric Medium Van

**User: Environment Directorate – Engineering and Transport  
Division – Community Service Transport**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
268	GN15 CFP	Adapted Minibus	Electric Adapted Minibus
355	CP64 EUA	Minibus	Electric Minibus

**User: Environment Directorate – Engineering and Transport  
Division – Technical Services General Office**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
FC15	CV66 RNZ	Car	Electric Car
FC16	CV66 RRU	Car	Electric Car

**User: Environment Directorate – Streetcare Division – Highway  
Maintenance**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
1286	CU15 TKD	Lorry Road Mender	Like for Like
FC14	CU66 XUF	Car ATV 4x4	Possible EV

**User: Education Directorate – Library Services**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
3803	CV14 KJO	Medium Van	Electric Medium Van

**User: Environment Directorate – Engineering and Transport  
Division – Road Safety Unit**

<b>Fleet No.</b>	<b>Reg No.</b>	<b>Existing Item</b>	<b>Replacement Type</b>
353	CV14 YZJ	Minibus	Like for Like

## Impact Assessment - First Stage

### 1. Details of the initiative

<b>Initiative description and summary:</b> Vehicle and Heavy Plant Fleet Procurement Programme 2023/24
<b>Service Area:</b> Engineering and Transport
<b>Directorate:</b> Environment and Regeneration

### 2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only		N

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Disability		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Gender Reassignment		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Marriage/Civil Partnership		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Pregnancy/Maternity		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.

Race		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Religion/Belief		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sex		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sexual orientation		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.

#### 4. Does the initiative impact on:

Tudalen40

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		N				The renewal of vehicles will have a positive impact on the ability of staff to communicate in Welsh with Bilingual signage and livery.
Treating the Welsh language no less favourably than English		N				Replacement vehicles will not impact on provision to ensure staff can use their first language of choice.

#### 5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N				There is no impact and there are no pathways for biodiversity to be maintained/enhanced.



To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	Y					Renewing old vehicles will have a positive effect on air quality for everyone living in Neath and Port Talbot CBC due to new vehicles emitting less emissions and improving air quality. Where possible zero emission vehicles will be procured in line with the Fleet Transition plan.
--	---	--	--	--	--	---

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

Tudalen41

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	Y		The vehicle and plant renewals will support well-being by using the latest vehicle technologies.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The fleet renewal programme supports frontline services by procuring, maintaining vehicles and equipment necessary to ensure NPT is a safe and healthy place to work and live.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		Staff will be engaged when developing vehicle and plant specifications
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		Working with the National Procurement service to ensure value for money and reduce additional resources within the Authority. Collaborating with service to ensure the most efficient vehicles and plant is procured for their services. The Council is collaborating with Welsh Government Energy Services (WGES) to ensure smooth transition to zero emission vehicles and secure funding to achieve transition goals set out in the plan.

<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		By working with sections to ensure staff can effectively provide essential frontline services.
---	---	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage) and has a positive impact on staff, service delivery and the environment.	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen42

	Name	Position	Signature	Date
Completed by	Kevin Lewis	Fleet manager		17-Jan-2023
Signed off by	D.W Griffiths	Head of Service/Director		14-Feb-2023



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**  
**ENVIRONMENT, REGENERATION AND STREETSCENE**  
**SERVICES CABINET BOARD**

**3<sup>rd</sup> March 2023**

**Report of the Head of Engineering & Transport – D.W.Griffiths**

**Matter for Decision**

**Wards Affected: Glynneath Central and East**

**B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022.**

**Purpose of the Report:**

To consider the comments and objection received following the advertisement of the B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022, as indicated in Appendix A.

**Executive Summary:**

The report outlines the proposed traffic regulation orders which were formally advertised resulting in objections being received.

## **Background:**

The traffic regulation orders are required to prevent indiscriminate parking in the interest of road safety. The feedback received has been considered and a revised scheme put forward for additional consultation.

The original scheme is indicated in Appendix A, with the revised scheme indicated in Appendix B.

## **Financial Impacts:**

The works are to be funded as part of the Councils £1.5Million Covid Recovery budget.

## **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below: -

A full impact assessment is not required as the proposed traffic regulation order will provide a safe environment for all highway users.

## **Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The proposals were advertised for 21 days in April / May 2022

**Risk Management Impacts:**

There are no risk management impacts associated with this report.

**Consultation:**

This item has been subject to external consultation.

A consultation exercise was undertaken in April/May 2022.

There were 8 letters and plans hand delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, 3 statements of support and 3 objections were received.

A summary of the support and objections received are given below:-

**Support:-**

- a) The proposed orders are supported by South Wales Police.
- b) The order for No Pavement parking is welcomed as it affects those with disabilities and pushchairs from passing.
- c) Residents are happy that the Authority undertaking measures to address the parking issues that arise on Pontneathvaughan Road particularly during the holiday season.

- d) Residents driveways/accesses have been blocked by visiting vehicles and the proposals will address the issue.
- e) One resident has requested that the proposal be extended by 10m in the vicinity of their property.
- f) One resident has requested that the proposals cover the majority of Pontneathvaughan Road.
- g) One resident has requested that the proposals be extended to cover three additional areas of Pontneathvaughan Road including in the vicinity of Sgwyd Coffee Shop.

**Objections:-**

- a) The proposed 'No Waiting at Any Time' would transfer parking to the opposite side of the carriageway introducing an unnecessary and permanent safety risk by needing to cross the road.
- b) The proposed 'No Waiting at Any Time' seems excessive. Car parking issues are largely determined by time of week and weather conditions.
- c) The proposals will prevent residents parking outside their homes during the quieter periods of the day.
- d) The proposal will restrict access to resident's garages and driveways if vehicles are allowed to park opposite them.
- e) The proposed scheme should be restricted to weekends and daytimes.
- f) Residents would like to see existing 'H' bars remain and not be replaced with 'No Waiting at Any Time'.
- g) The current parking layby installed by the authority is inadequate for the volume of traffic that visits the area.
- h) The proposal will push vehicles into the Village where there is limited on-street parking facilities.
- i) The proposal are shifting the parking issues further into the villages rather than solving them.
- j) One resident has requested that the proposal be shortened in the vicinity of their property.

The Objections have been considered and a revised scheme proposed for additional consultation.

The local member supports the revised scheme being consulted upon.

The revised scheme is indicated in Appendix B.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are up held in part to the B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022 (as detailed in Appendix A to the circulated report) and that a revised scheme is additionally consulted upon (as detailed in Appendix B to the circulated report). If no objections are received that the proposals are to be implemented on site as advertised.

**Reasons for Proposed Decision:**

To prevent indiscriminate parking in the interest of road safety.

**Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

**Appendices:**

Appendix A – Plan – Pontneathvaughan Road. Proposed Traffic Regulation Orders.

Appendix B – Plan – Pontneathvaughan Road. Proposed Traffic Regulation Orders. Revised.

Appendix C – Integrated Impact Assessment.

**List of Background Papers:**

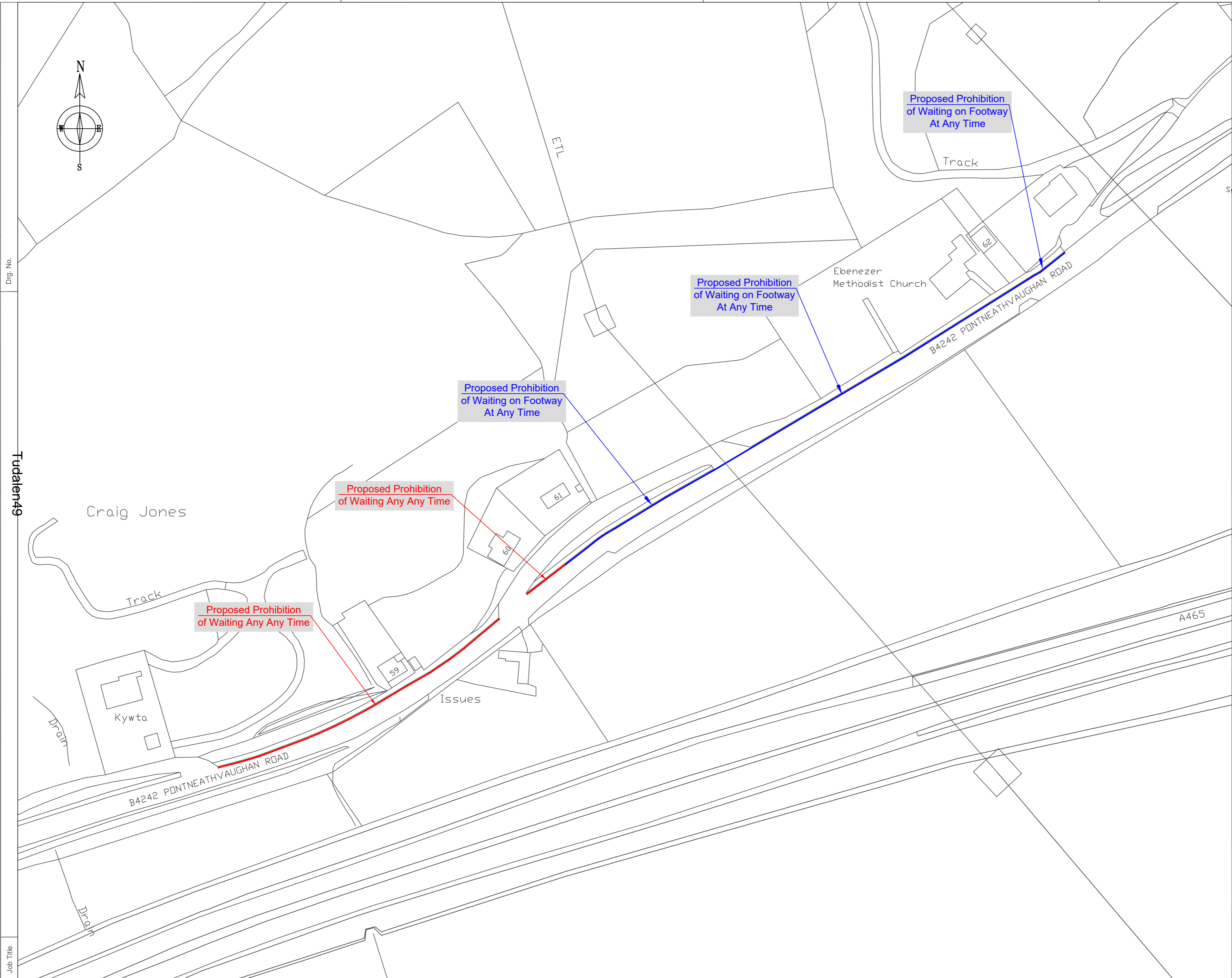
None.

**Officer Contact:**



Mr Hasan Hasan  
Engineering & Transport  
Tel. No. 01639 636463  
Email [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)





NOTES  
 1. All dimensions are in millimetres unless otherwise stated.

KEY:-  
 Proposed Prohibition of Waiting At Any Time  
 Proposed Prohibition of Waiting on Footway At Any Time

**APPENDIX A**

Rev	Details	Dr	Ch	Ap	Date

Client  
 Cyngor Castell-nedd Port Talbot  
 Neath Port Talbot Council  
 ENGINEERING AND TRANSPORT  
 NICOLA PEARCE BSC (Hons), Dip TP, MRTPI  
 DIRECTOR OF ENVIRONMENT AND REGENERATION  
 THE QUAYS, BRUNEL WAY  
 BAGLAN ENERGY PARK  
 NEATH SA11 2GG

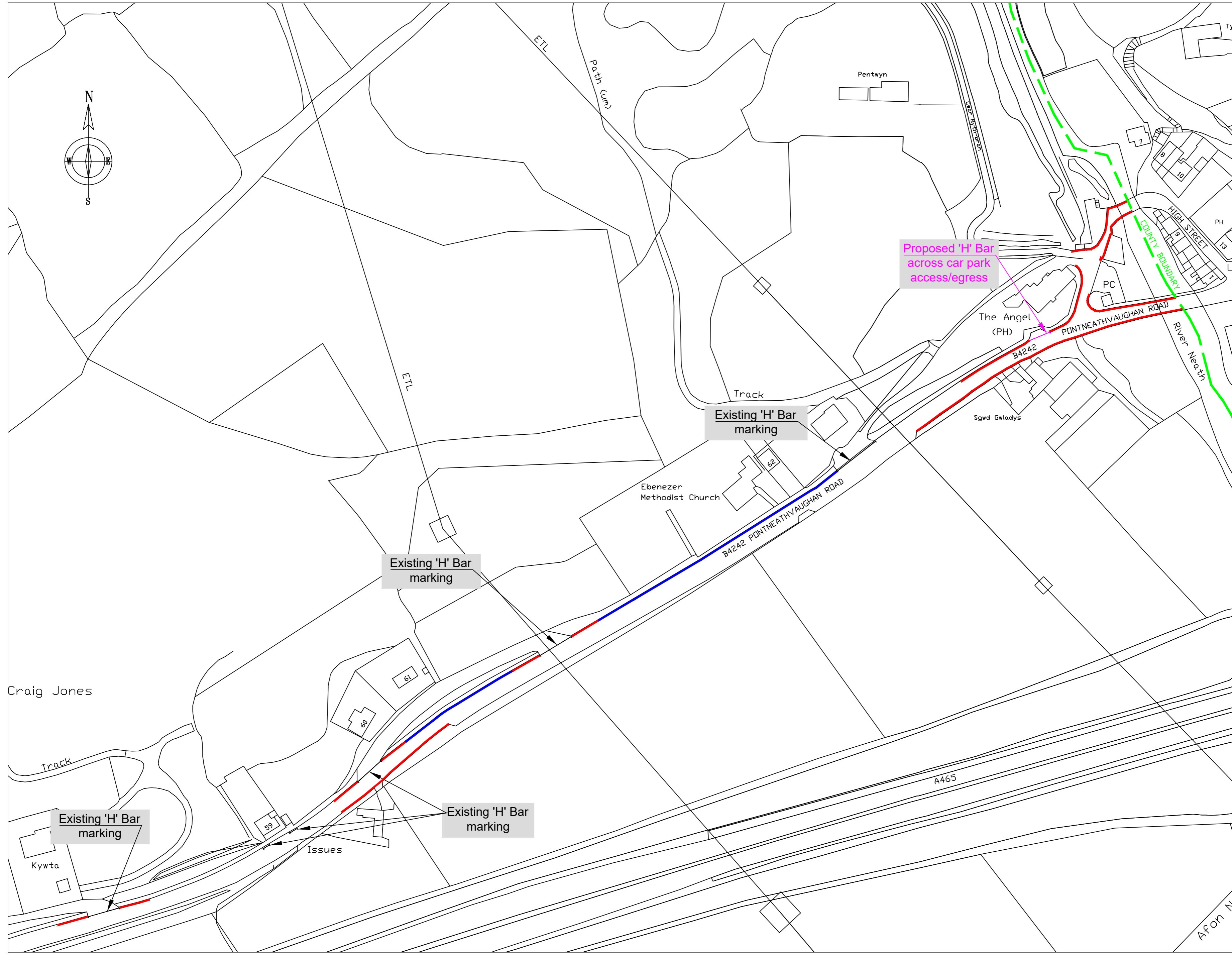
Job Title  
**PONTNEATHVAUGHAN ROAD**  
**PROPOSED TRAFFIC REGULATION ORDERS**

File No.	Financial Code No.
Drawn <b>RLJ</b>	Checked <b>MCB</b>
Date <b>SEP 21</b>	Date <b>SEP 21</b>
Approved <b>HHH</b>	Date <b>SEP 21</b>
Scales 1:1000 @ A2	Status
Drawing No. <b>C44580_002_PNF_TRO</b>	

Mae'r dudalen hon yn fwrriadol wag

1. All dimensions are in millimetres unless otherwise stated.

- KEY:-**
- Proposed Prohibition of Waiting on Footway At Any Time
  - Proposed Prohibition of Waiting, Loading and Unloading At Any Time
  - Existing 'H' Bar Marking
  - Proposed 'H' Bar Marking



**APPENDIX B**

Rev	Details	Dr	Ch	Ap	Date

Client

**Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council**  
ENGINEERING AND TRANSPORT  
NICOLA PEARCE BSC (Hons), Dip TP, MRTPI  
DIRECTOR OF ENVIRONMENT AND REGENERATION  
THE QUIAYS, BRUNEL WAY  
BAGLAN ENERGY PARK  
NEATH SA11 2GG

Job Title  
**PONTNEATHVAUGHAN ROAD  
PROPOSED TRAFFIC REGULATION ORDERS  
REVISED**

File No.	Financial Code No.			
Drawn <b>RLJ</b>	Checked <b>MCB</b>	Approved <b>HHH</b>		
Date <b>FEB'23</b>	Date <b>FEB'23</b>	Date <b>FEB'23</b>	Date <b>FEB'23</b>	
Scales <b>Not To Scale</b>	Status <b>PRELIM</b>			

Drawing No. **PNV-APPENDIX B**

PROPOSED TRAFFIC REGULATION ORDERS LAYOUT - NOT TO SCALE

Dwg. No. Tudalen51

Job Title

Mae'r dudalen hon yn fwrriadol wag

### 1. Details of the initiative

**Initiative description and summary:** B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022.

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

### 2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the proposed traffic regulation orders will prevent indiscriminate parking in the interest of road safety, thereby benefiting all highway users.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	

Sexual orientation		N			L	
--------------------	--	---	--	--	---	--

#### 4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

#### 5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

--	--	--	--	--	--	--

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<p><b>Long term -</b> how the initiative supports the long term well-being of people</p>	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change</p>

Tudalenn55

			<p>their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p> <p>The scheme will help to encourage and maintain Active Travel through maintaining the existing street scene environment, thereby benefiting the community. Furthermore, in September 2023 the Welsh Government National 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater urban area of secondary estate roads within the locality reducing overall emissions and the promotion of Active Travel, walking and cycling.</p>
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The scheme through preventing indiscriminate parking limit will maintain the existing street scene improving the community health through reduced air pollution and people walking to the local facilities, thereby contributing to other organisations goals on improving health for the population of Wales.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation order was undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order was advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p>



			Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.
--	--	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment, it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The traffic regulation orders contributes to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen 57

	Name	Position	Signature	Date
Completed by	Hasan I. Hasan	Engineering Manager	HIH	22/02/2023
Signed off by	D.W.Griffiths	Head of Service/Director	DWG	22/02/2023

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Environment, Regeneration and Streetscene Services Cabinet Board**

**3<sup>rd</sup> March 2023**

**Report of the Head of Engineering & Transport –  
D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Glynneath Central and East**

**B4242 PONTNEATHVAUGHAN ROAD, GLYNNEATH  
(REVOCATION) AND (30MPH SPEED LIMIT) - ORDER 2022**

#### **Purpose of the Report:**

To consider the comments and objection received following the advertisement of the B4242 Pontneathvaughan Road, Glynneath (Revocation) and (30mph Speed Limit) - Order 2022, as indicated in Appendix A.

#### **Executive Summary:**

The report outlines the proposed 30mph Speed Limit Traffic Regulation Order which was formally advertised resulting in an objection being received.

## **Background:**

The Welsh Government are proposing to implement a national roll out of a revision to the current default speed limit of 30 mph.

The new default speed limit in lit areas across Wales will be 20 mph not 30 mph as currently. This is planned to happen in September 2023 when the new default limits become operational.

Local Authorities are able to convert back from the default of 20 mph speed limit to the current 30 mph speed limit on agreed strategic roads by creating a traffic regulation order.

The proposed 30mph speed limit traffic regulation order has been agreed with the Welsh Government and the local member as an exception to the general default 20 mph speed limit as indicated in Appendix A.

The traffic regulation order is necessary to maintain the existing speed limit of 30 mph on a section of B4242 Pontneathvaughan Road, Glynneath within the borough, after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

The Council as Local Highway Authority considers that the road is a strategic route with higher volumes of daily traffic compared to urban residential streets and as such does not meet the criteria or the nature of a road or roads with a speed limit of 20 mph.

The Council considers that the existing 30 mph speed limit is an appropriate speed limit in order to maintain a reasonable traffic flow on a higher traffic volume strategic route.

## **Financial Impacts:**

The scheme is to be funded by the Welsh Government.

### **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below: -

A full impact assessment is not required as the proposed traffic regulation order will provide a safe environment for all highway users.

### **Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

### **Workforce Impacts:**

There are 'No Implications' associated with this report.

### **Legal Impacts:**

The proposal was advertised for a 28-day period between Friday 23<sup>rd</sup> December 2022 and Friday 20<sup>th</sup> January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

### **Risk Management Impacts:**

There are no risk management impacts associated with this report.

## **Consultation:**

This item has been subject to external consultation.

A consultation exercise was undertaken for a period of 21 days between Friday 23<sup>rd</sup> December 2022 and Friday 20<sup>th</sup> January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

There were 65 letters and plans hand delivered to the properties on B4242 Pontneathvaughan Road, Glynneath detailing the proposals. Following a three-week consultation exercise, 1 statement of support and 1 statement of objection was received.

A summary of the objection and support received are given below:-

Support: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) *The South Wales Police are in full support of this proposal.*

Objection: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) The resident feels that the reversion of the speed limit back to 30mph is not required due to the number of accidents they are aware over the period of them living on Pontneathvaughan Road.

*The Council receives personal injury collision data via the Welsh Government and our records show that there have*

*been no personal injury collisions in a ten-year period (September 2011 to September 2021).*

*However, if traffic is exceeding the legal speed limit then this is for the Police to take action.*

- b) The resident feels that the speed reduction measures along the route are inadequate.

*The Council receives personal injury collision data via the Welsh Government and analysis of our records show that there have been no personal injury collisions in a ten-year period (September 2011 to September 2021).*

*However, if traffic is exceeding the legal speed limit then this is for the South Wales Police to take action.*

- c) The resident has suggested that if the Local Authority are happy with the speed limit along this route being 30mph then the current safety concerning over speeding should be addressed.

*Following on from point b), if drivers are not observing the Highway Code and driving in an appropriate manner then this is a matter for the South Wales Police to consider.*

- d) The resident has welcomed the prospect of mobile speed enforcement however feels that alone it is not enough and due to the excessive volumes of traffic visiting the waterfall area.

*Whilst the council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said speed limits. The South Wales Police have committed to the*

*routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.*

- e) The resident also mentioned that the footways in the area need addressing.

*The condition of the footway has been raised with our Network Management colleagues for consideration.*

*The Council has recently implemented parking restrictions on both the carriageway and footway and provided an extensive parking bay to improve road safety in the locality.*

The local member has been consulted on the feedback received and supports that the objection is overruled with the scheme being implemented as advertised in Appendix A.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the B4242 Pontneathvaughan Road, Glynneath (Revocation) and (30mph Speed Limit) - Order 2022 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector will be informed of the decision accordingly.

**Reasons for Proposed Decision:**

The Order is necessary to maintain the existing speed limit of 30mph on the B4242 Pontneathvaughan Road, Glynneath within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.



## **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

## **Appendices:**

Appendix A – Plan – B4242 Pontneathvaughan Road, Glynneath – Proposed 30mph Speed Limit Extent.

Appendix B – Integrated Impact Assessment.

## **List of Background Papers:**

None.

## **Officer Contact:**

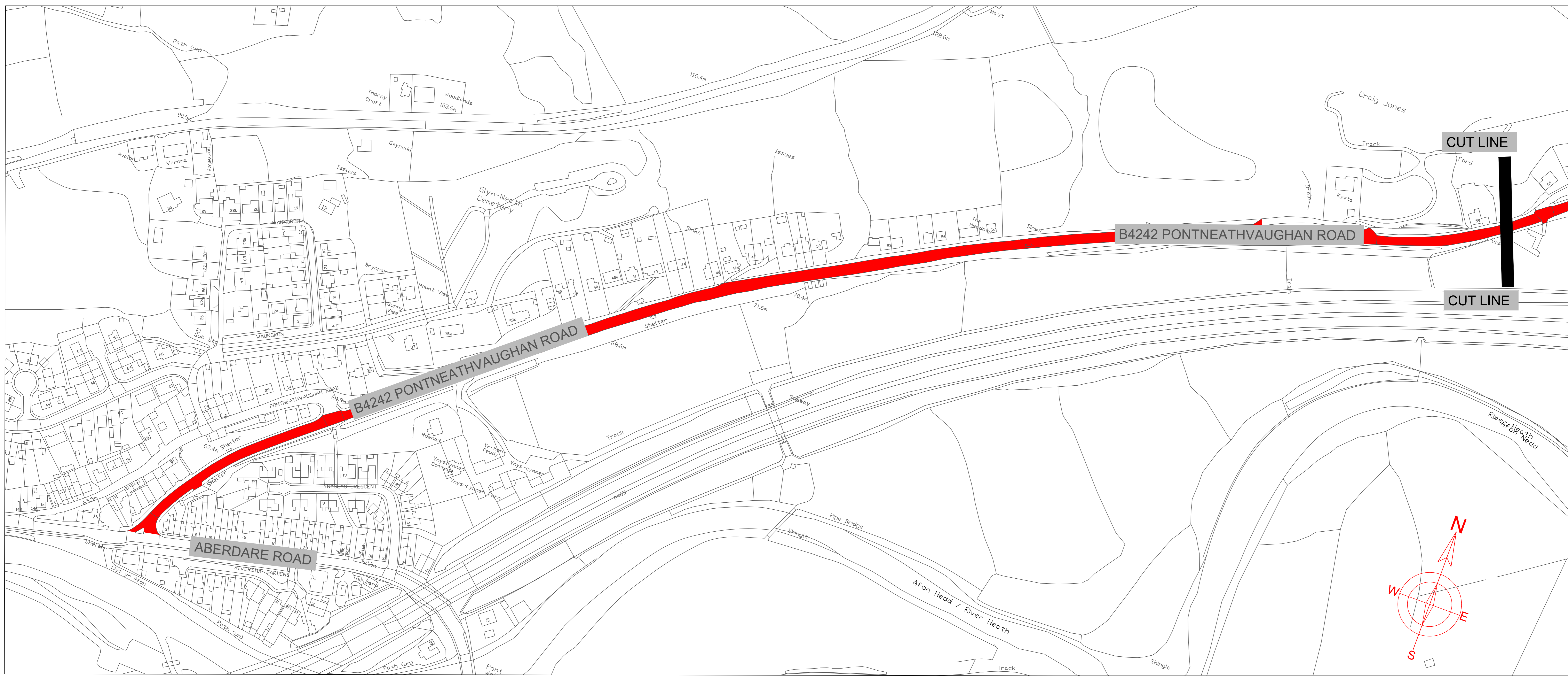
Mr Hasan Hasan  
Engineering & Transport  
Tel. No. 01639 636463  
Email [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

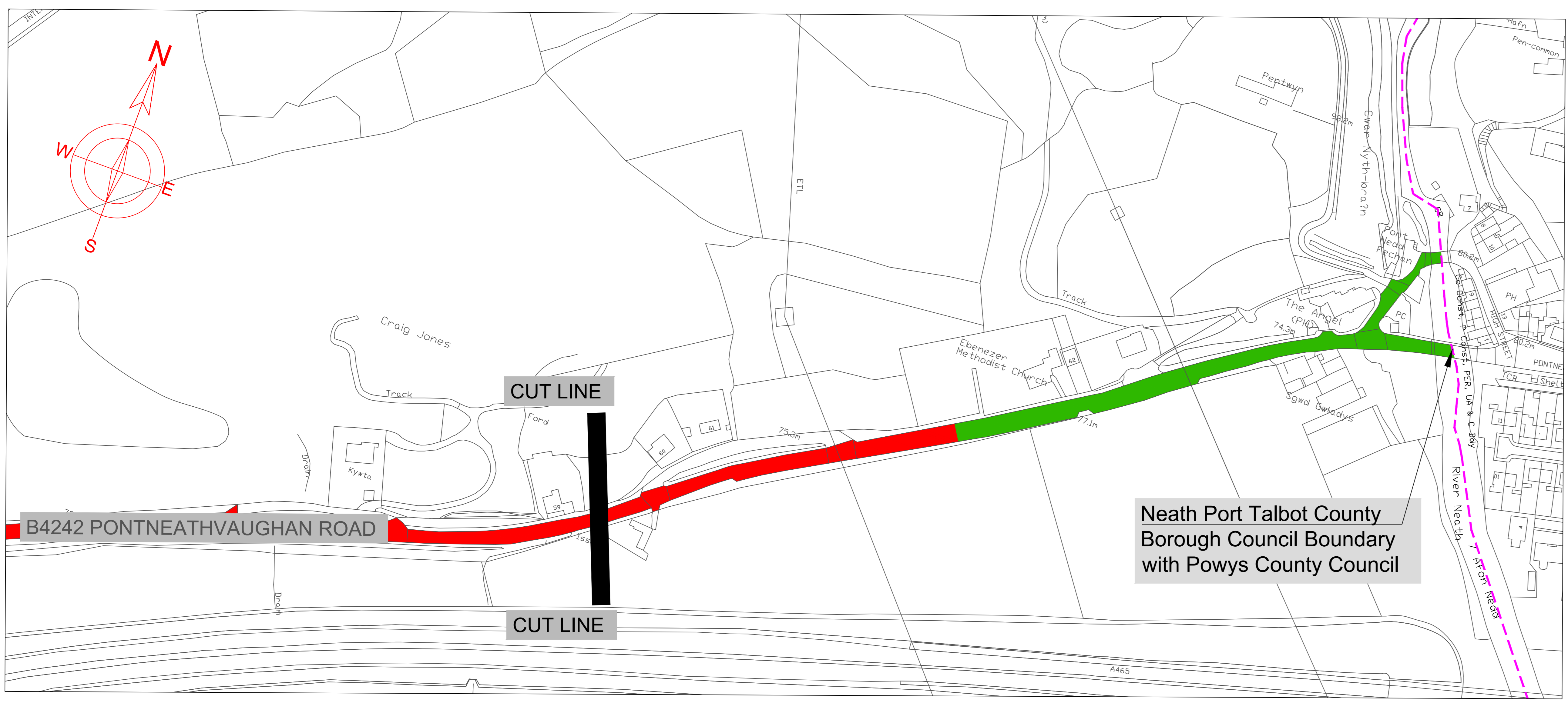
Mr Ryan L. Jones,  
Engineering & Transport  
Tel. No. 01639 686771  
Email [r.jones15@npt.gov.uk](mailto:r.jones15@npt.gov.uk)

Mae'r dudalen hon yn fwriadol wag

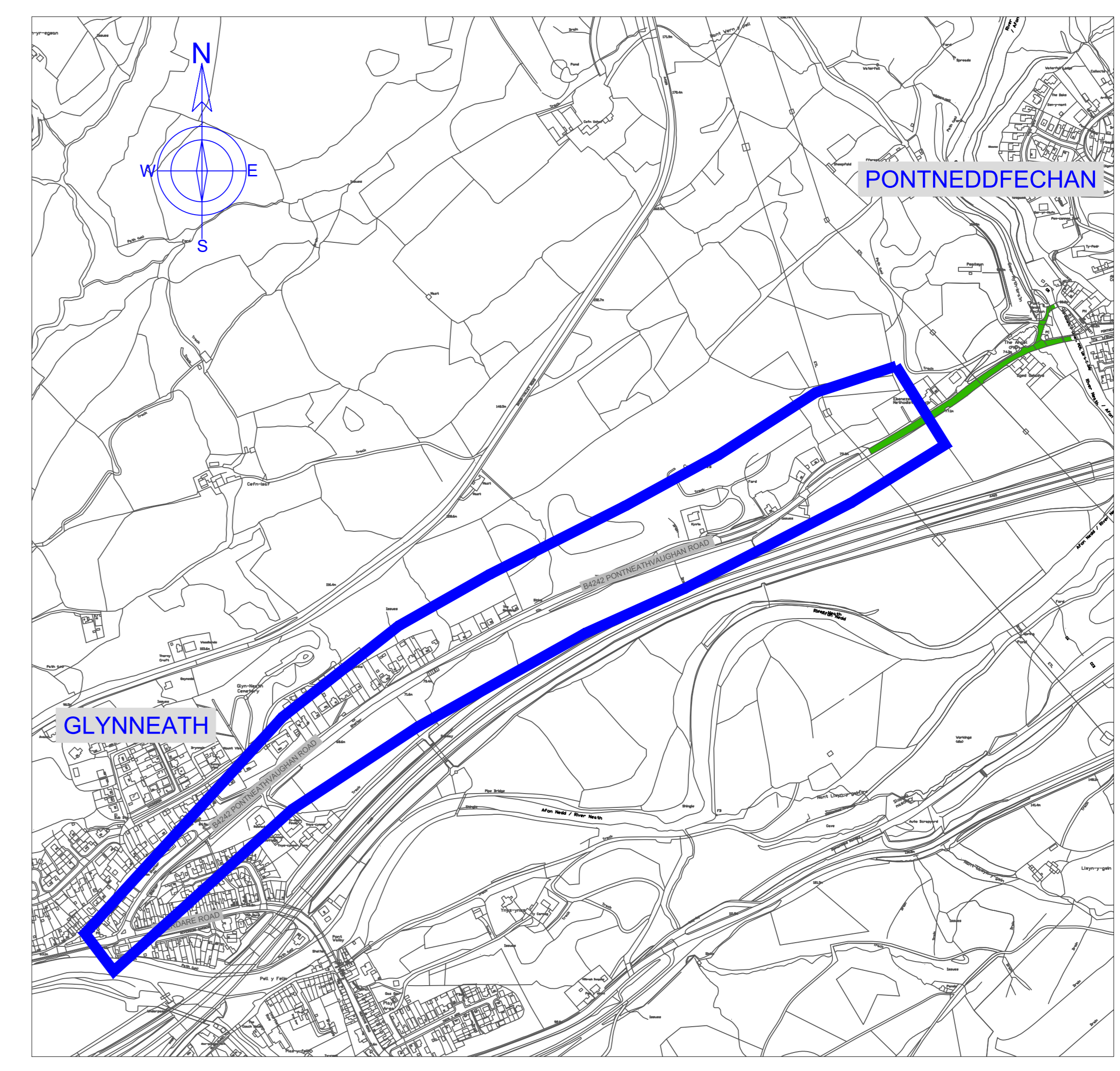
1. All dimensions are in millimetres unless otherwise stated.
- Key:-**
- Proposed 30mph Speed Limit Extent
  - Site Location
  - County Boundary
  - Welsh Government Default 20mph Speed Limit Extent



EXTENT OF 30MPH SPEED LIMIT LAYOUT 1 - SCALE 1:1250 @ A0



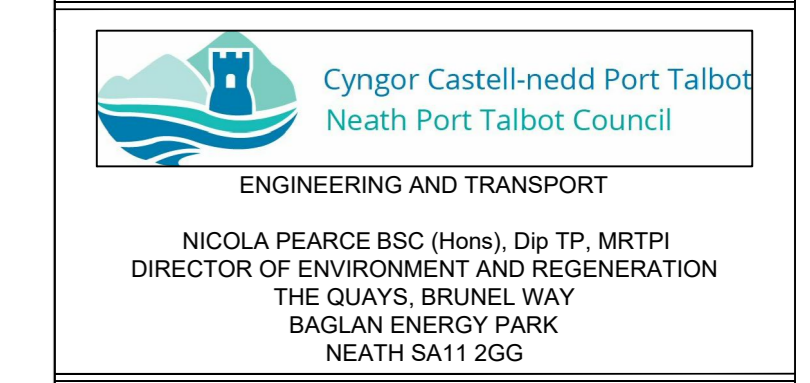
EXTENT OF 30MPH SPEED LIMIT LAYOUT 2 - SCALE 1:1250 @ A0



SITE LOCATION - SCALE 1:5000 @ A0

'APPENDIX A'

Rev	Details	Dr	Ch	Ap	Date



Job Title  
**B4242, PONTNEATHVAUGHAN ROAD, GLYNNEATH**  
 PROPOSED 30MPH SPEED LIMIT EXTENT

File No.	Financial Code No.
Drawn <b>RLJ</b>	Checked <b>MCB</b>
Date <b>OCT22</b>	Date <b>OCT22</b>
Scale <b>As Detailed</b>	Status <b>PRELIM</b>
Drawing No. <b>HGPR_TRO2</b>	



### 1. Details of the initiative

**Initiative description and summary:** B4242 Pontneathvaughan Road, Glynneath (Revocation) and (30mph Speed Limit) Order 2022

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

### 2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the speed limit will remain the same along the route thereby maintaining the location as a suitable route for all users of the locality.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	
Sexual orientation		N			L	

**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

Tudalen 70

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
<p><b>Long term</b> - how the initiative supports the long term well-being of people</p>	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p>

			The scheme will help to encourage and maintain Active Travel through maintaining the existing street scene environment, thereby benefiting the community. Furthermore, in September 2023 the Welsh Government National 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater urban area of secondary estate roads within the locality reducing overall emissions and the promotion of Active Travel, walking and cycling. The main route by remaining at the existing 30 mph speed limit will help to maintain traffic flow.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The scheme through maintaining the existing speed limit will maintain the existing street scene improving the community health through reduced air pollution and people walking to the local facilities, thereby contributing to other organisations goals on improving health for the population of Wales.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation order was undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order was advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.  Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.



			Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.
--	--	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment, it has been determined that this proposal does not require a full Impact Assessment (second stage). The 30mph speed limit traffic regulation order will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The 30mph speed limit traffic regulation order contributes to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen 73

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	03/02/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	03/02/2023

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Environment, Regeneration and Streetscene Services Cabinet Board**

**3<sup>rd</sup> March 2023**

#### **Report of the Head of Engineering & Transport D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Cymmer and Glyncorrwg**

#### **C250 FROM CYMMER TO GLYNCORRWG (REVOCATION) AND (30MPH SPEED LIMIT) - ORDER 2022**

#### **Purpose of the Report:**

To consider the comments and objection received following for the advertisement of the C250 from Cymmer to Glyncorrwg (Revocation) and (30mph Speed Limit) - Order 2022, as indicated in Appendix A.

#### **Executive Summary:**

The report outlines the proposed 30mph Speed Limit Traffic Regulation Order which was formally advertised resulting in an objection being received.

## **Background:**

The Welsh Government are proposing to implement a national roll out of a revision to the current default speed limit of 30 mph.

The new default speed limit in lit areas across Wales will be 20 mph not 30 mph as currently. This is planned to happen in September 2023 when the new default limits become operational.

Local Authorities are able to convert back from the default of 20 mph speed limit to the current 30 mph speed limit on agreed strategic roads by creating a traffic regulation order.

The proposed 30mph speed limit traffic regulation order has been agreed with the Welsh Government and the local member as an exception to the general default 20 mph speed limit as indicated in Appendix A.

The traffic regulation order is necessary to maintain the existing speed limit of 30 mph on a section of C250 from Cymmer to Glyncorrwg within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

The Council as Local Highway Authority considers that the road is a strategic route with higher volumes of daily traffic compared to urban residential streets and as such does not meet the criteria or the nature of a road or roads with a speed limit of 20 mph.

The Council considers that the existing 30 mph speed limit is an appropriate speed limit in order to maintain a reasonable traffic flow on a higher traffic volume strategic route.

## **Financial Impacts:**

The scheme is to be funded by the Welsh Government.

### **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below: -

A full impact assessment is not required as the proposed traffic regulation order will provide a safe environment for all highway users.

### **Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

### **Workforce Impacts:**

There are 'No Implications' associated with this report.

### **Legal Impacts:**

The proposal was advertised for a 28-day period between Friday 23<sup>rd</sup> December 2022 and Friday 20<sup>th</sup> January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

### **Risk Management Impacts:**

There are no risk management impacts associated with this report.

## **Consultation:**

This item has been subject to external consultation.

A consultation exercise was undertaken for a period of 21 days between Friday 23<sup>rd</sup> December 2022 and Friday 20<sup>th</sup> January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

There were 73 letters and plans hand delivered to the properties on C250 from Cymmer to Glyncorrwg detailing the proposals. Following a three-week consultation exercise, 1 statement of support and 1 statement of objection was received.

A summary of the objection and support received are given below:-

Support: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) *The South Wales Police are in full support of this proposal.*

Objection: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) *The resident feels that the reversion of the speed limit back to 30mph would not be adhered to by motorists as vehicle speeds are already excessive along this route.*

*Whilst the council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said*

*speed limits. The South Wales Police have committed to the routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.*

- b) *The resident feels that whatever the speed limit, speed enforcement is required along the route.*

*Whilst the council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said speed limits. The South Wales Police have committed to the routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.*

- c) *The resident feels that the reversion of the speed limit back to 30mph may not address the number of accidents that they are aware of along the route.*

*The authority's collision analysis system has determined that there have been two personal injury collisions recorded within the last five-year period. In these circumstances, this is not considered a high priority and the Council will continue to monitor this situation.*

- d) *The residents feel that something needs to be done regarding driver behaviour along this section of road and that poor road conditions cannot be to blame.*

- e) *The resident feels that some sort of traffic calming measures would be beneficial along the section of road between Avondale Terrace and Sunnyside Terrace.*

*The Council will continue to monitor the situation going forward and may consider additional mitigation measures if required.*

The local member has been consulted on the feedback received and support that the objection is overruled with the scheme being implemented as advertised in Appendix A.

### **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the C250 from Cymmer to Glyncorwg (Revocation) and (30mph Speed Limit) - Order 2022 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector will be informed of the decision accordingly.

### **Reasons for Proposed Decision:**

The Order is necessary to maintain the existing speed limit of 30mph on the C250 from Cymmer to Glyncorwg within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

### **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

### **Appendices:**

Appendix A – Plan – C250 from Cymmer to Glyncorwg, 30mph Exception Extents

Appendix B – Integrated Impact Assessment.

### **List of Background Papers:**



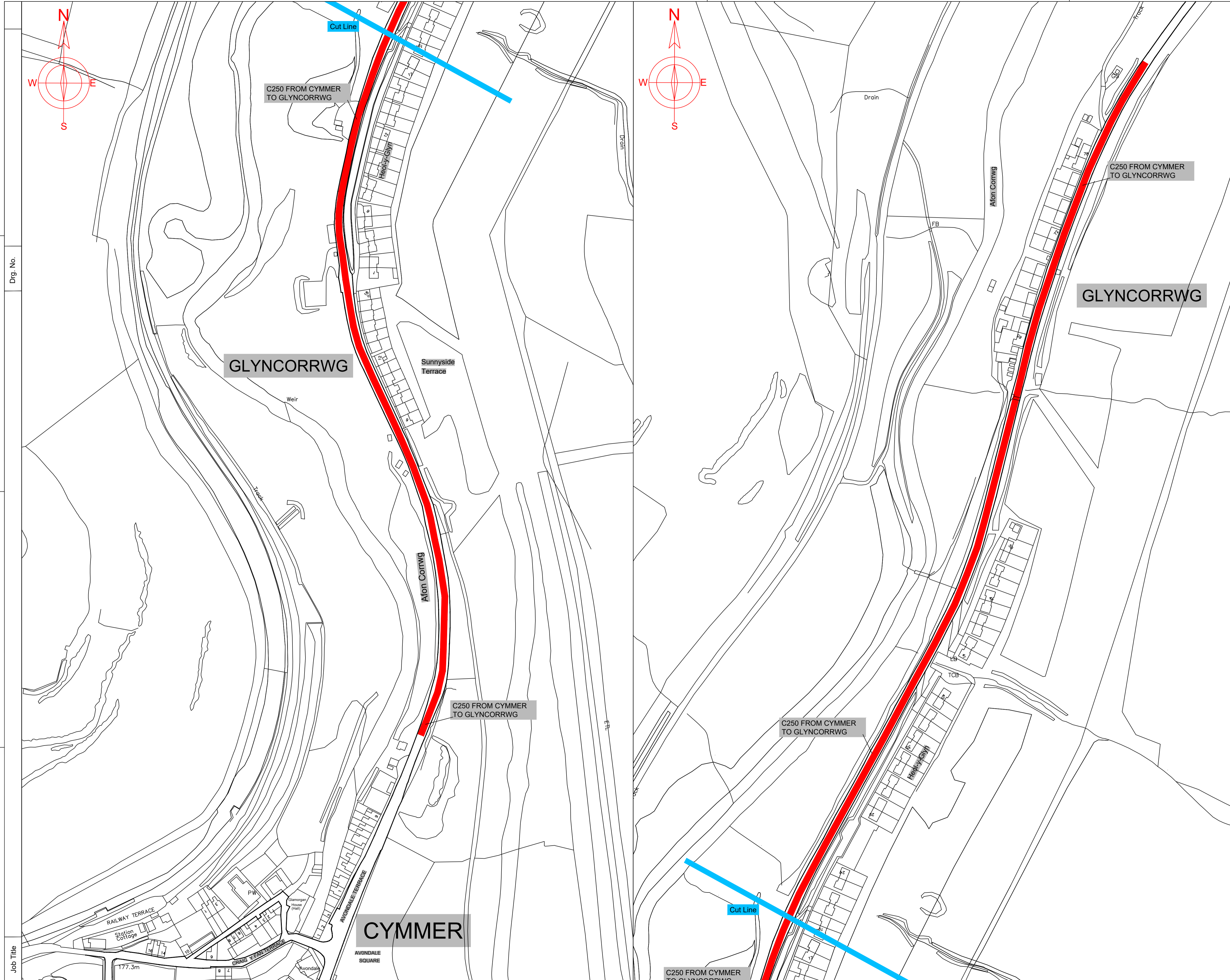
None.

**Officer Contact:**

Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

Mr Ryan L. Jones,  
Engineering & Transport  
Tel. No. 01639 686771  
Email [r.jones15@npt.gov.uk](mailto:r.jones15@npt.gov.uk)


Mae'r dudalen hon yn fwriadol wag



NOTES


1. All dimensions are in metres unless otherwise stated.

KEY

 Proposed 30mph exception speed limit.

Rev	Details	Dr	Ch	Ap	Date

Client  
**'APPENDIX A'**

 **Cyngor Castell-nedd Port Talbot**  
Neath Port Talbot Council  
ENGINEERING AND TRANSPORT  
NICOLA PEARCE BSC (Hons), Dip TP, MRTPI  
DIRECTOR OF ENVIRONMENT AND REGENERATION  
THE QUAYS, BRUNEL WAY  
SAGLAN ENERGY PARK  
NEATH SA11 2GG

Job Title  
**C250 FROM CYMMER TO GLYNCORRWG, 30MPH EXCEPTION EXTENTS**

File No.	Financial Code No.				
Drawn	CJL	Checked	MCB	Approved	HHH
Date	OCT '22	Date	OCT '22	Date	OCT '22
Scale					
Drawing No.					

Tudalen 83

Mae'r dudalen hon yn fwrddol wag

**1. Details of the initiative**

**Initiative description and summary: C250 from Cymmer to Glyncorrwg (Revocation) and (30mph Speed Limit) Order 2022**

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

**2. Does the initiative affect:**

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

**3. Does the initiative impact on people because of their:**

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the speed limit will remain the same along the route thereby maintaining the location as a suitable route for all users of the locality.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	
Sexual orientation		N			L	

#### 4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

#### 5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
<p><b>Long term</b> - how the initiative supports the long term well-being of people</p>	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p>

			The scheme will help to encourage and maintain Active Travel through maintaining the existing street scene environment, thereby benefiting the community. Furthermore, in September 2023 the Welsh Government National 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater urban area of secondary estate roads within the locality reducing overall emissions and the promotion of Active Travel, walking and cycling. The main route by remaining at the existing 30 mph speed limit will help to maintain traffic flow.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The scheme through maintaining the existing speed limit will maintain the existing street scene improving the community health through reduced air pollution and people walking to the local facilities, thereby contributing to other organisations goals on improving health for the population of Wales.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation order was undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order was advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.  Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.



			Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.
--	--	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment, it has been determined that this proposal does not require a full Impact Assessment (second stage). The 30mph speed limit traffic regulation order will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The 30mph speed limit traffic regulation order contributes to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen89

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	28/01/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	28/01/2023

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **ENVIRONMENT, REGENERATION AND STREETSCENE SERVICES CABINET BOARD**

**3<sup>rd</sup> March 2023**

**Report of the Head of Engineering & Transport – D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Coedffranc West and Various**

**Proposed 30 mph Speed Limit Traffic Regulation Orders on Ffordd Amazon and any additional 30 mph Speed Limit Exceptions required within the Neath Port Talbot County Borough Council administrative area associated with Welsh Government 20 mph Default Speed Limit National Roll Out 2023.**

#### **Purpose of the Report:**

To obtain Members approval to advertise the above traffic regulation orders as indicated in Appendix A and Appendix B.

#### **Executive Summary:**

The report outlines the proposed traffic regulation orders and the reasons why the orders are required.

## **Background:**

The Welsh Government are proposing to implement a national roll out of a revision to the current default speed limit of 30 mph.

The new default speed limit in lit areas across Wales will be 20 mph not 30 mph as currently. This is planned to happen in September 2023 when the new default limits become operational.

Local Authorities are able to convert back from the default of 20 mph speed limit to the current 30 mph speed limit on agreed strategic roads by creating a traffic regulation order.

It has been agreed with the Welsh Government and the local members that the following roads indicated in Appendix A and Appendix B will be converted back to a 30 mph speed limit.

## **Financial Impacts:**

The scheme is to be funded by the Welsh Government.

## **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed traffic regulation orders will provide a safe environment for all highway users.

## **Valleys Communities Impacts:**

There are 'No implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The scheme is to be advertised for a 21 day period as part of the statutory process.

**Risk Management Impacts:**

There are no risk management impacts associated with this report.

**Consultation:**

A consultation exercise will be undertaken when the scheme is advertised.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that approval is given to advertise the 30 mph Speed Limit Traffic Regulation Orders associated with Ffordd Amazon and any additional 30 mph Speed Limit Exceptions required within the Neath Port Talbot County Borough Council administrative area associated with Welsh Government 20 mph Default Speed Limit National Roll Out 2023 (as detailed in Appendix A and Appendix B to the circulated report) in accordance with the statutory requirements. That the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these will be reported back to the Environment, Regeneration and Streetscene Services Cabinet Board for a decision.

## **Reasons for Proposed Decision:**

The proposed traffic regulation orders will convert back the strategic routes to a 30 mph speed limit following the national roll out of the 20 mph default speed limit in order to maintain traffic flow on the principal road network.

## **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

## **Appendices:**

Appendix A – Plan – Ffordd Amazon Proposed 30 mph Speed Limit Extent

Appendix B – Any additional 30 mph Speed Limit Exceptions required within the Neath Port Talbot County Borough Council administrative area associated with the Welsh Government 20 mph Default Speed Limit National Roll Out 2023.

Appendix C – Integrated Impact Assessment.

## **List of Background Papers:**

None.

## **Officer Contact:**

Mr Hasan Hasan  
Engineering & Transport  
Tel. No. 01639 636463  
Email [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

Mr Martin Brumby,

Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

Mr Ryan L. Jones,  
Engineering & Transport  
Tel. No. 01639 686771  
Email [r.jones15@npt.gov.uk](mailto:r.jones15@npt.gov.uk)

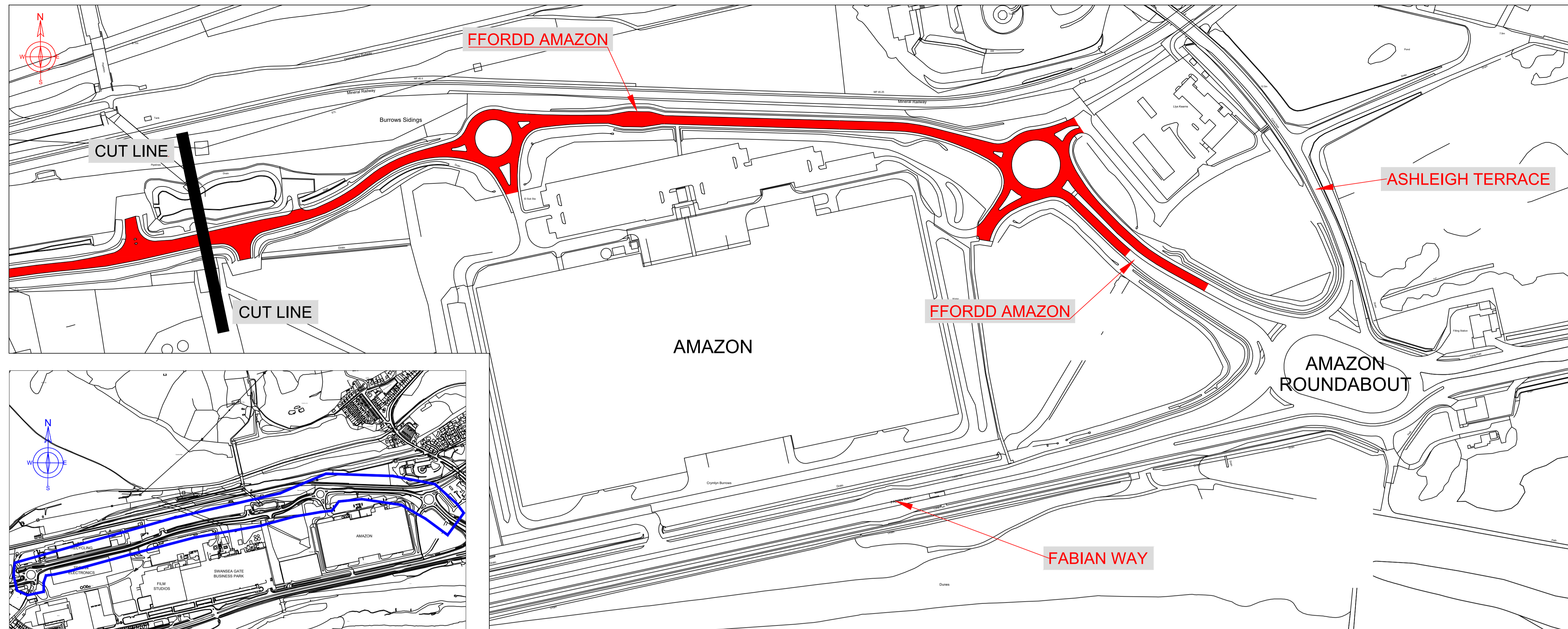
Mae'r dudalen hon yn fwriadol wag



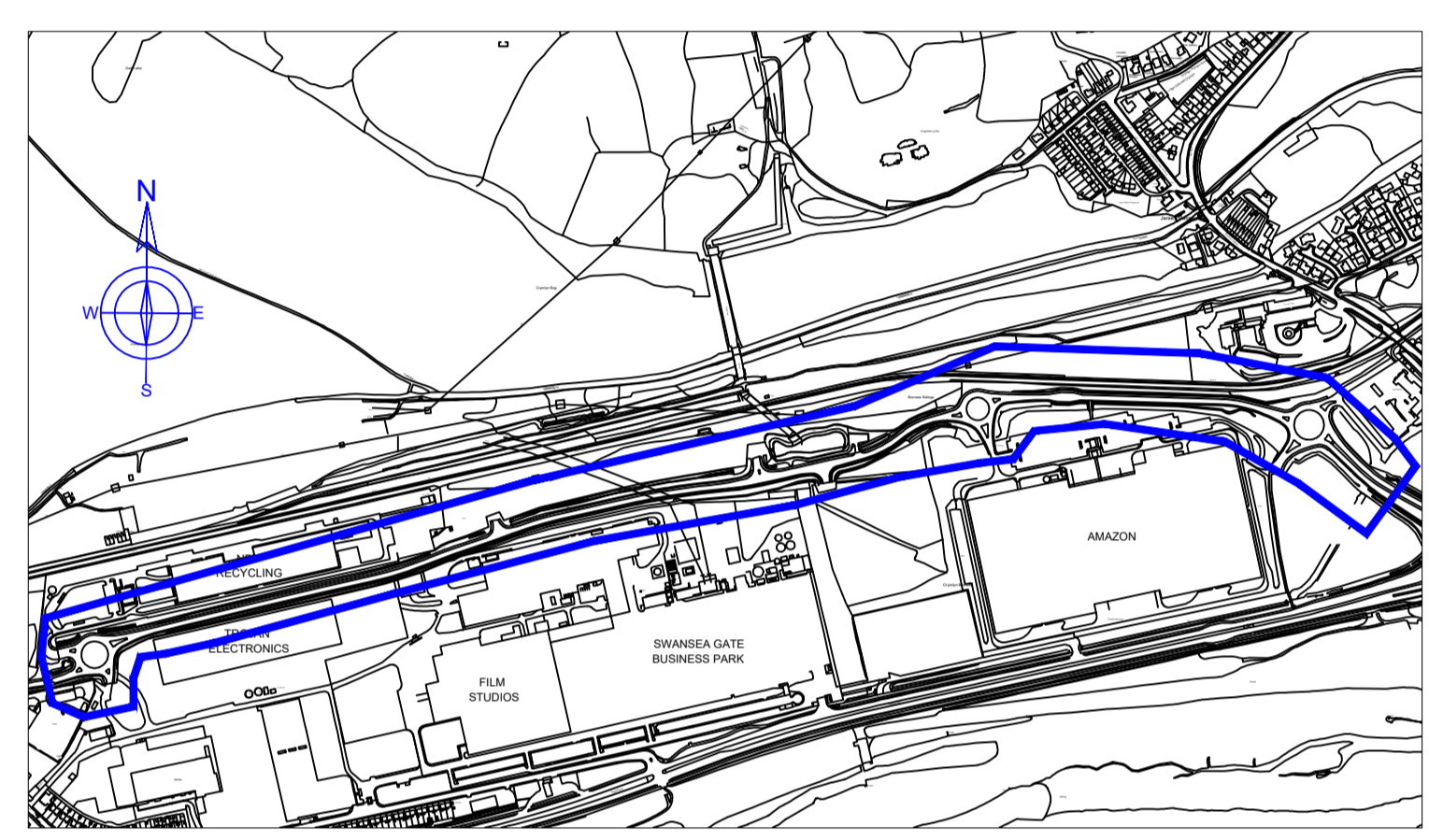
1. All dimensions are in millimetres unless otherwise stated.

KEY:-

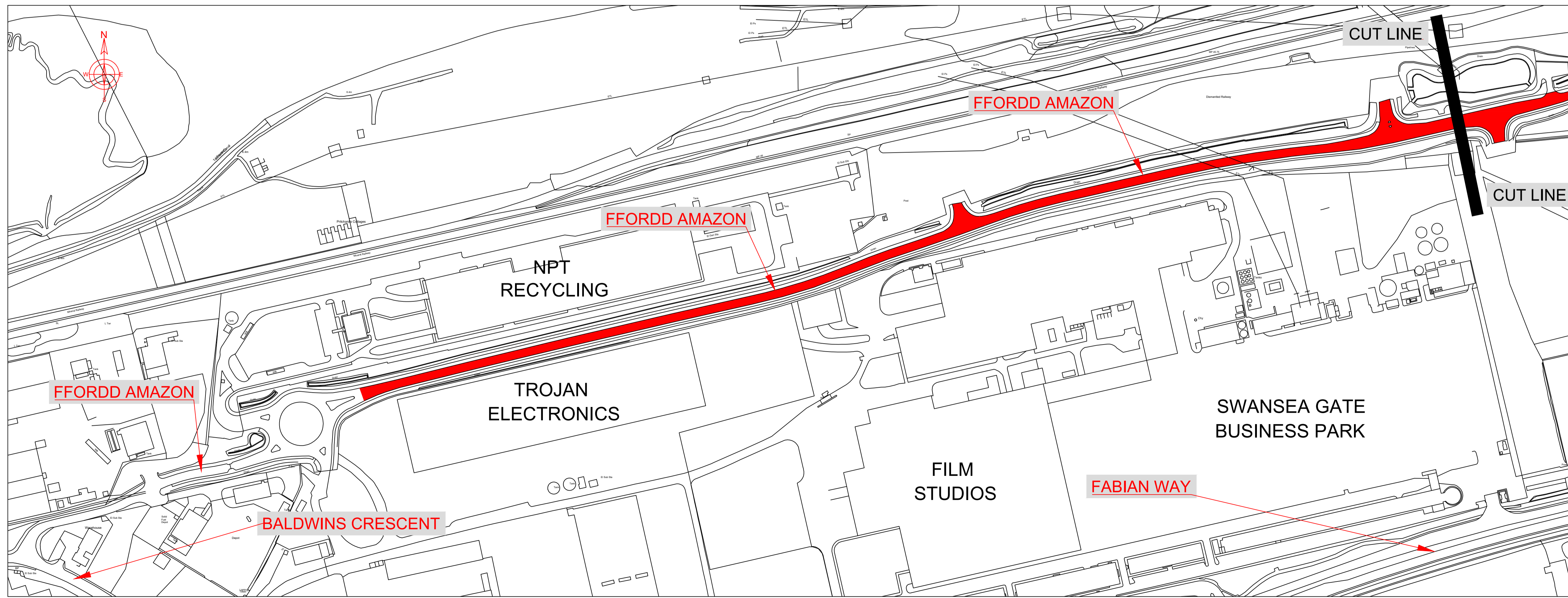
- PROPOSED 30MPH SPEED LIMIT EXTENT
- SITE LOCATION



LAYOUT 1 - EXTENT OF PROPOSED 30MPH SPEED LIMIT - SCALE 1:2000 @ A2



SITE LOCATION - SCALE 1:10000 @ A2

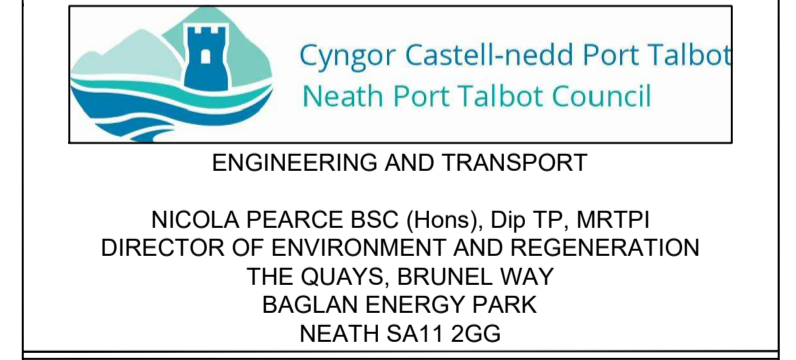


LAYOUT 2 - EXTENT OF PROPOSED 30MPH SPEED LIMIT - SCALE 1:2000 @ A2

APPENDIX 'A'

Rev	Details	Dr	Ch	Ap	Date

Client



NICOLA PEARCE BSC (Hons), Dip TP, MRTPI  
 DIRECTOR OF ENVIRONMENT AND REGENERATION  
 THE QUAYS, BRUNEL WAY  
 BAGLAN ENERGY PARK  
 NEATH SA11 2GG

Job Title					
FFORDD AMAZON					
PROPOSED 30MPH SPEED LIMIT EXTENT					
File No.	Financial Code No.				
Drawn	RLJ	Checked	MCB	Approved	HH
Date	JAN'23	Date	JAN'23	Date	JAN'23
Scales	As Detailed		Status	PRELIM	
Drawing No.	FASL_TRO1				

Dwg. No. Tudaleng7

Job Title

Mae'r dudalen hon yn fwrriadol wag

**APPENDIX B**

<u><b>30mph Speed Limit - Scheme Locations</b></u>	<u><b>Electoral Wards</b></u>
<b>Any additional 30 mph Speed Limit Exceptions required within the Neath Port Talbot County Borough Council administrative area associated with the Welsh Government 20 mph Default Speed Limit National Roll Out 2023.</b>	<b>Various</b>

Mae'r dudalen hon yn fwriadol wag

**1. Details of the initiative**

**Initiative description and summary: Proposed 30 mph Speed Limit Traffic Regulation Orders on Ffordd Amazon and any additional 30 mph Speed Limit Exceptions required within the Neath Port Talbot County Borough Council administrative area associated with Welsh Government 20 mph Default Speed Limit National Roll Out 2023.**

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

**2. Does the initiative affect:**

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

**3. Does the initiative impact on people because of their:**

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the schemes will maintain traffic flow on the principal highway network following the introduction of the 20 mph default speed limit across Wales by the Welsh Government.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	

Sexual orientation		N			L	
--------------------	--	---	--	--	---	--

**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

Tudalen 102

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the signage and road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have minimal impact.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment,		N			L	There is no negative impact as the signage and road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

such as air quality, flood alleviation, etc.						
--	--	--	--	--	--	--

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<p><b>Long term</b> - how the initiative supports the long term well-being of people</p>	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change</p>

Tudalen103

			<p>their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p> <p>The schemes will align in 2023 with the Welsh Government national 20 mph speed limit default strategy aimed at lowering the speed limits over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel, walking and cycling.</p>
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		<p>The schemes will maintain traffic flow on the principal highway network helping to improve the street scene improving the community health through reduced air pollution and people walking to the local facilities within the 20 mph default speed limit areas, thereby contributing to other organisations goals on improving health for the population of Wales.</p>
<b>Involvement</b> - how people have been involved in developing the initiative	Y		<p>A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.</p>
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		<p>The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.</p>
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p>



			Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.
--	--	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The traffic regulation orders contribute to delivering the Welsh Government 20 mph default speed limit national roll out in 2023 by maintaining traffic flow on the principal highway network.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen105

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager	HIH	16/02/2023
Signed off by	D.W.Griffiths	Head of Service/Director	DWG	16/02/2023

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Environment, Regeneration And Streetscene Cabinet Board**

**3<sup>rd</sup> March 2023**

**Report of the Head of Engineering & Transport  
D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Various**

**Individual disabled parking places at various locations across the Borough – Approval to advertise.**

#### **Purpose of the Report:**

To obtain Members approval to advertise the above traffic regulation orders at various locations as indicated in Appendix A.

#### **Executive Summary:**

The report outlines the proposed traffic regulation orders and the reason why the orders are required.

**Background:**

The individual disabled parking place (IDPP) is required due to the resident meeting all the criteria required for an individual disabled parking place to be located directly outside their property.

The proposed list of schemes are indicated in Appendix A.

**Financial Impacts:**

The IDPP is to be funded by additional Capital funding secured through CSPG to clear the backlog of IDPP schemes.

**Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed traffic regulation order will provide an IDPP that will create a safe place for a resident to park ensuring that they can access their properties with the minimal distance to travel from vehicle to front door.

**Valleys Communities Impacts:**

There are 'No implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The schemes is to be advertised for a 21 day period as part of the statutory process.

**Risk Management Impacts:**

There are no risk management impacts associated with this report.

**Consultation:**

A consultation exercise will be undertaken when each scheme is advertised.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the Individual Disabled Parking Place traffic regulation orders for the various locations as detailed in Appendix A to the circulated report and if no objections are received that the proposals are to be implemented on site as advertised.

**Reasons for Proposed Decision:**

The individual disabled parking place is required due to the resident meeting all the criteria required for an individual disabled parking place to be located at various locations across the Borough.

## **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

## **Appendices:**

Appendix A – List – Individual Disabled Parking Places various locations

Appendix B – Integrated Impact Assessment.

## **List of Background Papers:**

None.

## **Officer Contact:**

Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

Mr Jonathan Davies  
Engineering & Transport  
Tel. No. 01639 686494  
Email. [J.davies11@npt.gov.uk](mailto:J.davies11@npt.gov.uk)

## **APPENDIX A**

**Individual disabled parking places at various locations across the Borough – the current backlog of schemes awaiting implementation are listed below :-**

- 1) 21 Quarr Road, Pontardawe
- 2) 17 Cefn Allt, Aberdulais
- 3) 6 Gower buildings, Briton ferry
- 4) 17 Llys Dulais, Crynant
- 5) 1 Cwmdu Road, Ynysmeudwy
- 6) 7 Tan y Groes Street, Port-Talbot
- 7) 7 Westernmoor road, Neath
- 8) 23 Wallace road, Neath
- 9) 41 Hawthorne Avenue, Baglan
- 10) 89 Sandown Road, Port-Talbot
- 11) 32 New Henry Street, Neath
- 12) Waney Elms, The Uplands, Port-Talbot

Mae'r dudalen hon yn fwriadol wag



### 1. Details of the initiative

**Initiative description and summary: Individual disabled parking places at various locations across the Borough – Approval to advertise.**

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

### 2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age	Y				M	<p>There is a positive impact to the severely disabled applicant who will now be able to park directly outside their own home improving their quality of life and independence.</p> <p>The dedicated individual disabled parking bay will allow the resident the security of a parking space directly outside their property giving easy access to their front door, This will enhance their independence and quality of life without the fear that they will not be able to park on returning home.</p>
Disability	Y				H	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	
Sexual orientation		N			L	

#### 4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

#### 5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have minimal impact.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings and signage are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	Y		<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The dedicated bay will be maintained over the duration of the need for the resident. If circumstances change and the resident no longer needs the bay or does no longer qualify then the bay is removed.</p>
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		<p>The scheme through the creation of an Individual Disabled Parking Place will help to improve the resident having greater integration within the local community and further afield. This also has a great impact on the resident's mental health as they no longer need to worry about getting home and not being able to exit their specially adapted vehicle in some cases to disembark the vehicle.</p>
<b>Involvement</b> - how people have been involved in developing the initiative	Y		<p>A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.</p>
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		<p>The various sections within the Council such as Highway Engineering, Customer Services and the Legal section have worked together on this initiative as well as the customer services department.</p>
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. This will allow the resident to access health care and the</p>

			local facilities on a daily basis removing the fear of being unable to park when returning home.
--	--	--	--

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The traffic regulation orders contribute to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen 116

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	9 <sup>th</sup> February 2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	9 <sup>th</sup> February 2023



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **ENVIRONMENT, REGENERATION & STREETSCENE SERVICES CABINET BOARD**

**3<sup>rd</sup> March 2023**

**Report of the Head of Engineering & Transport – D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Taibach, Port Talbot**

**Traffic Regulation Orders at 15 sites within the aforementioned Wards to facilitate Waste Management Service Collections – Proposed ‘Prohibition of Waiting, Loading and Unloading At Any Time’ Traffic Regulation Orders.**

#### **Purpose of the Report:**

To obtain Member’s approval to advertise the above proposed ‘Prohibition of Waiting, Loading and Unloading at Any Time’ traffic regulation orders as indicated in Appendix A.

## **Executive Summary:**

The report outlines the proposed traffic regulation orders and the reason why the orders are required.

## **Background:**

Representations have been received by the Council's Waste Management Team regarding indiscriminate parking which is causing manoeuvrability and access issues for the waste/refuse collection vehicles at a number of junctions within the Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Taibach and Port Talbot Wards.

A request has been made by the Waste Management team to introduce traffic regulation orders at these junctions to improve manoeuvrability and access issues.

The proposed traffic regulation orders are 'Prohibition of Waiting, Loading and Unloading at Any Time' restrictions.

The roads that are affected are shown in Appendix A.

## **Financial Impacts:**

The scheme is to be funded by the Additional Capital Programme.

## **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the

Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed traffic regulation orders will provide a safe environment for all highway users.

### **Valleys Communities Impacts:**

There are 'No implications' associated with this report.

### **Workforce Impacts:**

There are 'No Implications' associated with this report.

### **Legal Impacts:**

The schemes are to be advertised for a 21-day period as part of the statutory process.

### **Risk Management Impacts:**

There are no risk management impacts associated with this report.

### **Consultation:**

A consultation exercise will be undertaken when the schemes are advertised.

### **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the 'Prohibition of Waiting, Loading and Unloading at Any Time' restrictions (as detailed in Appendix A to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised.

### **Reasons for Proposed Decision:**

The proposed traffic regulation orders will prevent indiscriminate parking at junctions in the interest of road safety ensuring sufficient manoeuvrability and access for waste/refuse collection vehicles.

### **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

### **Appendices:**

Appendix A – Traffic Regulation Orders for Waste Management Services

Appendix B – Integrated impact Assessment

### **List of Background Papers:**

None.



**Officer Contact:**

Mr Hasan Hasan  
Engineering & Transport  
Tel. No. 01639 636463  
Email [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

Mr Ryan L. Jones,  
Engineering & Transport  
Tel. No. 01639 686771  
Email [r.jones15@npt.gov.uk](mailto:r.jones15@npt.gov.uk)

Mae'r dudalen hon yn fwriadol wag

TRO Schemes to facilitate Waste Service Collections		Proposed Traffic Regulation Order
Site 1	Hawthorn Close, Cwmafan (Bryn and Cwmavon Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 2	Rear lane to Hawthorn Close, Cwmafan (Bryn and Cwmavon Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 3	Somerset Lane and lane to the rear of 1 to 31 Somerset Street, Taibach (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 4	Rear lane of Somerset Street 2 to 30 , Taibach (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 5	Rear lane of Ty Draw Street 50 to 94, Port Talbot (Port Talbot Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 6	Rear lane of Mansel Street 2 to 66, Port Talbot (Port Talbot Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 7	Crown Street rear lane, Port Talbot (Port Talbot Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 8	Beverley Street rear lane, Port Talbot (Port Talbot Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 9	Rear lane of Margam Road between Brombil Street and Rhanallt Street, (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 10	Rear lane of Donnen Street, (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 11	Rear lane of Maes Melyn Street, (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 12	Rear lane of Rhanallt Street, (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 13	Rear lane of Margam Road between Rhanallt Street and Phoenix Avenue (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time

Site 14	Rear lane of Phoenix Avenue (Margam and Taibach Ward)	Prohibition of Waiting, Loading and Unloading At Any Time
Site 15	Canal Terrace Link to Old Wern Road, and Deeley Road, Ystalyfera (Cwmllynfell and Ystalyfera Ward)	Prohibition of Waiting, Loading and Unloading At Any Time

**1. Details of the initiative**

**Initiative description and summary:** Traffic Regulation Orders at 15 sites within the aforementioned wards to facilitate Waste Management Service Collections – Proposed ‘Prohibition of Waiting, Loading and Unloading At Any Time’ Traffic Regulation Orders.

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

**2. Does the initiative affect:**

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

**3. Does the initiative impact on people because of their:**

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the schemes will prevent indiscriminate parking around highlighted junctions within the Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Tai-bach and Port Talbot wards improving manoeuvrability and access issues for waste/refuse vehicles thereby making the location safer for all users of the locality.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	
Sexual orientation		N			L	

#### 4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation orders are Bilingual (Welsh / English) with Welsh placed above English.

#### 5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, there is no existing flora, fauna or biodiversity in the immediate area.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings are to be located away from the kerb allowing the carriageway and footway drainage to function as at present. The road markings are to be located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
<p><b>Long term</b> - how the initiative supports the long term well-being of people</p>	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p>

<p><b>Integration</b> - how the initiative impacts upon our wellbeing objectives</p>	Y		<p>The scheme through the prevention of indiscriminate parking will help to improve the street scene improving the community health through reduced air pollution and people walking to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.</p>
<p><b>Involvement</b> - how people have been involved in developing the initiative</p>	Y		<p>A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.</p>
<p><b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions</p>	Y		<p>The various sections within the Council such as Highway Engineering, Waste Management section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.</p>
<p><b>Prevention</b> - how the initiative will prevent problems occurring or getting worse</p>	Y		<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.</p>



**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The traffic regulation orders contribute to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users, access for waste/refuge collection vehicles and improved visibility, manoeuvrability and access at the highlighted junctions within the Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Tai-bach and Port Talbot wards.</p>	

A full impact assessment (second stage) <b>is</b> required	
Reasons for this conclusion	

Tudalen 129

	<b>Name</b>	<b>Position</b>	<b>Signature</b>	<b>Date</b>
Completed by	Hasan Hasan	Engineering Manager	HIH	25/01/2023
Signed off by	D.W.Griffiths	Head of Service/Director	DWG	25/01/2023

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Environment, Regeneration and Streetscene Services Cabinet Board**

**3<sup>rd</sup> March 2023**

#### **Report of the Head of Engineering & Transport D.W.Griffiths**

#### **Matter for Decision**

**Wards Affected: Aberavon**

**Proposed Raised Toucan Crossing, various Traffic Regulation Orders and Traffic Calming Measures in association with the Village Road, Village Gardens and Pentre Afan Road Safety Scheme in Aberavon.**

#### **Purpose of the Report:**

To obtain Members approval to advertise the above proposed raised toucan crossing, traffic regulation orders and traffic calming measures as indicated in Appendix A and Appendix B.

#### **Executive Summary:**

The report outlines the proposed raised toucan crossing, traffic regulation orders and traffic calming measures and the reasons why these orders are required.

## **Background:**

Ongoing representations over several years have been received to South Wales Police, the local members and engineering officers from both parents and residents of Village Gardens regarding road safety concerns along Village Road, Village Gardens and Pentre Afan, Aberavon.

The road safety concerns include the inappropriate speed of traffic, difficulty for pedestrians crossing Village Road and the indiscriminate parking practices on Village Road, Village Gardens and Pentre Afan particularly from parents of pupils attending Ysgol Bae Baglan and Bro Dur.

There is an existing footbridge which crosses the A4241 Afan Way connecting to Village Road which provides a designated safe route to pupils of Ysgol Bae Baglan and Bro Dur. This has proved popular with parents and road safety issues have arisen for children from Village Gardens crossing Village Road due to indiscriminate parking by some parents.

Officers from Engineering and Transport have undertaken several monitoring traffic surveys along Village Road to assess the reported risks since the opening of Bae Baglan, the results of which have confirmed that traffic is travelling over the legal speed limited of 30mph with an average 85% percentile traffic speed of 37mph, thereby supporting the need for traffic calming measures at this location.

It has been observed that vehicles use Village Road rather than Afan Way as a rat run, thereby increasing the average volume of daily traffic on this residential road resulting in pedestrians experiencing difficulties crossing the road. This supports the suggestion that a controlled raised Toucan Crossing would provide a benefit to vulnerable users at this location.

Indiscriminate parking was observed at the uncontrolled crossing point on Village Road even though some parking restrictions have previously been implemented. Therefore, it is considered that additional and more robust parking restrictions should be supported.

Officers from the highways section attended a public consultation where they met with the elected members, representatives of the South Wales Police and Ysgol Bae Baglan and Bro Dur. Following the meeting it was agreed by all parties that the proposed raised toucan crossing facility, speed cushions and traffic regulation orders should be introduced to address the aforementioned highlighted concerns.

The proposed traffic calming measures include a raised speed plateau toucan crossing facility and speed cushions along Village Road near its junction with Village Gardens.

The proposed traffic regulation orders are 'Prohibition of Waiting, Loading and Unloading At Any Time' restrictions (Village Road) (Village Road junction with Village Gardens) (Village Road junction with Pentre Afan) and 'Prohibition of Motor Vehicles Except for Access' restrictions (Village Gardens) and (Pentre Afan).

The proposals are indicated in Appendix A and Appendix B.

### **Financial Impacts:**

The scheme is to be funded by the Council's Capital Programme.

### **Integrated Impact Assessment:**

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the

Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed raised toucan crossing, traffic regulation orders and traffic calming measures will provide a safe environment for all highway users.

**Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The scheme is to be advertised for a 21 day period as part of the statutory process.

**Risk Management Impacts:**

There are no risk management impacts associated with this report.

**Consultation:**

A consultation exercise will be undertaken when the scheme is advertised.

**Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the proposed

raised toucan crossing, traffic regulation orders and traffic calming measures (As detailed in Appendix A and Appendix B to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised.

**Reasons for Proposed Decision:**

The proposed raised toucan crossing will provide a safe crossing point for pedestrians and cyclists in the interest of road safety.

The proposed traffic calming measures will slow down vehicular traffic and are required in the interest of road safety.

The proposed traffic regulation orders will prevent indiscriminate parking and facilitate the passage of vehicular traffic in the interest of road safety.

**Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

**Appendices:**

Appendix A – Plan – Village Road, Aberavon – Proposed Traffic Calming Measures

Appendix B – Plan – Village Road, Village Gardens and Pentre Afan, Aberavon – Proposed Traffic Regulation Orders

Appendix C – Integrated Impact Assessment.

**List of Background Papers:**

None.

**Officer Contact:**

Mr Hasan Hasan  
Engineering & Transport  
Tel. No. 01639 636463  
Email [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

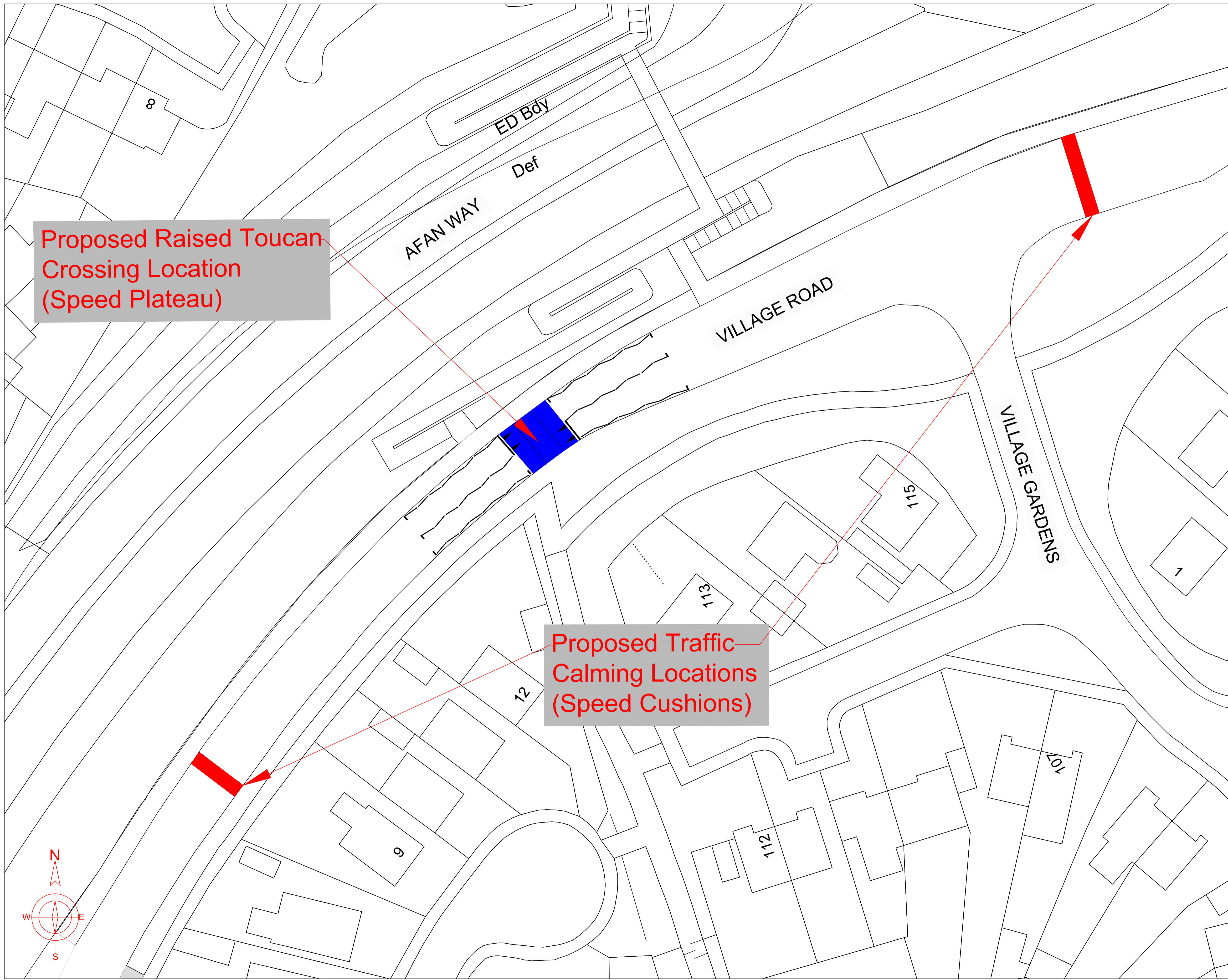
Mr Martin Brumby,  
Engineering & Transport  
Tel. No. 01639 686013  
Email [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)

Mr Ryan L. Jones,  
Engineering & Transport  
Tel. No. 01639 686771  
Email [r.jones15@npt.gov.uk](mailto:r.jones15@npt.gov.uk)



1. All dimensions are in millimetres unless otherwise stated.

- KEY:-**
- Proposed Raised Toucan Crossing Location (Speed Plateau)
  - Proposed Traffic Calming Location (Speed Cushions)



**Proposed Raised Toucan Crossing Location (Speed Plateau)**

**Proposed Traffic Calming Locations (Speed Cushions)**

**'APPENDIX A'**

Rev	Details	Dr	Ch	Ap	Date

Client

ENGINEERING AND TRANSPORT  
 NICOLA PEARCE BSc (Hons), Dip TP, MRTPI  
 DIRECTOR OF ENVIRONMENT AND REGENERATION  
 THE QUAYS, BRUNEL WAY  
 BAGLAN ENERGY PARK  
 NEATH SA11 2GG

Job Title  
**Village Road, Aberavon**  
**Proposed Traffic Calming Measures**

File No.	Financial Code No.				
Drawn	<b>RLJ</b>	Checked	<b>MCB</b>	Approved	<b>HHH</b>
Date	JAN'23	Date	JAN'23	Date	JAN'23
Scales	As Detailed	Status	<b>PRELIM</b>		

Drawing No. **VRA\_TRO-1**

Dwg. No.

Tudalen137

Job Title

**PROPOSED TRAFFIC CALMING LAYOUT PLAN - NOT TO SCALE**

Mae'r dudalen hon yn fwrddol wag



- NOTES**
- All dimensions are in millimetres unless otherwise stated.
- KEY:-**
- Existing Bus Stop
  - Proposed Prohibition of Motor Vehicles Except for Access
  - Proposed Prohibition of Waiting, Loading and Unloading At Any Time
  - Proposed Toucan Crossing Location

**Proposed Prohibition of Motor Vehicles Except For Access Order along Village Gardens**

**Proposed Prohibition of Waiting, Loading and Unloading At Any Time**

**Proposed Toucan Crossing Facility (Detailed on Drawing VRA\_TRO-1)**

**Proposed Prohibition of Waiting, Loading and Unloading At Any Time**

**Proposed Prohibition of Motor Vehicles Except For Access Order along Pentre Afan**

**'APPENDIX B'**

Rev	Details	Dr	Ch	Ap	Date

Client

ENGINEERING AND TRANSPORT  
 NICOLA PEARCE BSC (Hons), Dip TP, MRTPI  
 DIRECTOR OF ENVIRONMENT AND REGENERATION  
 THE QUAYS, BRUNEL WAY  
 BAGLAN ENERGY PARK  
 NEATH SA11 2GG

Job Title  
**Village Road, Village Gardens and Pentre Afan, Aberavon**  
**Proposed Traffic Regulation Orders**

File No.	Financial Code No.				
Drawn <b>RLJ</b>	Checked <b>MCB</b>	Approved <b>HHH</b>			
Date <b>JAN'23</b>	Date <b>JAN'23</b>	Date <b>JAN'23</b>			
Scales <b>As Detailed</b>	Status <b>PRELIM</b>				
Drawing No. <b>VRA_TRO-2</b>					

**PROPOSED TRAFFIC ORDER LAYOUT PLAN - NOT TO SCALE**

Mae'r dudalen hon yn fwrddol wag

**1. Details of the initiative**

**Initiative description and summary: Proposed Raised Speed Plateau Toucan Crossing, various Traffic Regulation Orders and Traffic Calming Measures in association with the Village Road, Village Gardens and Pentre Afan Road Safety Measures in Aberavon.**

**Service Area:** Engineering and Transport

**Directorate:** Environment and Regeneration

**2. Does the initiative affect:**

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only	Y	

**3. Does the initiative impact on people because of their:**

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N			L	There is no negative impact as the proposed raised speed plateau toucan crossing will help reduce vehicle speeds and provide a safe crossing point for pedestrians and cyclists thereby making the location safer for all users of the locality. This will encourage all users to walk and cycle to the development and in doing so will help to promote Active Travel.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	There is no negative impact as the proposed speed cushions will help reduce vehicle speeds along the route

Sexual orientation		N			L	<p>thereby making the location safer for all users of the locality.</p> <p>There is no negative impact as the proposed traffic regulation orders will prevent indiscriminate parking thereby making the location safer for all users of the locality around the new development.</p>
--------------------	--	---	--	--	---	--

**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the road safety measures and traffic regulation orders are Bilingual ( Welsh / English ) with Welsh placed above English.

Tudalen 142

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the signage and road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or

						Biodiversity. Any signage located in the verge will be on a pole which will have minimal impact.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the signage and road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

Tudalen143

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	Y		<p>Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable</p>

			<p>transport system that is good for people, communities, the environment the economy and Welsh language and culture.</p> <p>The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p> <p>The scheme will align in 2023 with the Welsh Government national 20 mph speed limit default strategy aimed at lowering the speed limits over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel, walking and cycling.</p>
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		The scheme will help to improve the street scene improving the community health through reduced air pollution and people walking to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic calming and traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which



			<p>can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.</p>
--	--	--	---

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
--	---

Reasons for this conclusion

After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic calming and traffic regulation orders will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.

The traffic calming and traffic regulation orders will contribute to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.

A full impact assessment (second stage) <b>is</b> required	
--	--

Reasons for this conclusion

	<b>Name</b>	<b>Position</b>	<b>Date</b>
Completed by	Hasan I. Hasan	Engineering Manager	25/01/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	25/01/2023



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Environment, Regeneration and Streetscene Services Cabinet Board**

**3<sup>rd</sup> March 2023**

#### **Report of the Head of Engineering & Transport (David W. Griffiths)**

#### **Matter for Decision**

**Wards Affected:** All

#### **List of Approved Contractors**

#### **Purpose of the Report:**

To seek Members' approval to amend the List of Approved Contractors.

#### **Executive Summary:**

To seek approval for Contractors to be included on the List of Approved Contractors.

#### **Background:**

Members will be aware that on previous occasions, reports concerning the List of Approved Contractors have been presented to Cabinet Board.

The process gives local companies an opportunity to provide goods and services to the Council.

The full list of categories is set out in Appendix A for your information.

**Financial Impacts:**

No implications.

**Integrated Impact Assessment:**

A first stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

The report is seeking approval to add new Contractors.

This does not affect any group of people and or impact the Welsh language, biodiversity or the five ways of working.

**Valleys Communities Impacts:**

No implications.

**Workforce Impacts:**

No implications.

**Legal Impacts:**

No implications.

**Risk Management Impacts:**

No implications.

**Consultation:**

There is no requirement for external consultation on this item.

## **Recommendations:**

Having had due regard to the Integrated Impact Assessment it is recommended that:-

The List of Approved Contractors is amended as follows:-

### Companies to be **added** to the List of Approved Contractors

The following companies have applied to be included on the list and have passed the required assessments:-

<u>Company</u>	<u>Category</u>
Parkside Professional Services (P055)	15, 19, 89 (up to £25K)
Thermascan Ltd (T039)	47
JCW Energy Services Ltd (J021)	37, 38, 39, 40, 41, 42, 43, 44, 47

## **Reasons for Proposed Decision:**

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process.

These recommendations to be adopted for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

## **Implementation of Decision:**

The decision is proposed for implementation after the three day call in period.

## **Appendices:**

Appendix A - Categories for List of Approved Contractors

Appendix B - First Stage IIA

## **List of Background Papers**

None.

## **Officer Contact**

Hasan Hasan, Engineering Manager

Tel. No: 01639 686463

Email: [h.hasan@npt.gov.uk](mailto:h.hasan@npt.gov.uk)

Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

Email: [environment@npt.gov.uk](mailto:environment@npt.gov.uk)

## **Appendix A**

### **Categories for List of Approved Contractors**

#### **General Services**

1. Signs
2. Plant Hire
3. Security
4. Clinical Waste
5. Pest Control
6. Re-Cycling
7. Waste Disposal (e.g. Car, Computers, Steel)
8. Crowd Control
9. Traffic Management
10. Portable Buildings
11. Scaffolding

#### **Building Construction / Maintenance**

12. Building Construction £50,000 - £200,000
13. Building Construction £200,000 - £1m
14. Building Construction over £1m
15. Minor Building Works below £50,000
16. Works of Adaptation below £5,000
17. Re-Roofing
  - a) Felt & Asphalt below £10,000 / above £10,000
  - b) Tiles & Slate below £10,000 / above £10,000
  - c) GRP
  - d) High Performance Coverings
  - e) Sheeting & Cladding
18. Supply & Installation of Floor Finishes
  - a) Flexible Sheet, Tiles, Carpets
  - b) Jointless
  - c) Rigid Tiles, Slabs, Mosaics
  - d) Wood
19. Plastering
20. Painting & Decorating
21. Supply & Installation of Windows/Doors (Windows to BS 7412, Doors to PAS 23/1, PAS 24/1 to BS 7950 Kitemark Scheme)
  - a) PVCU (using Aluplast System)
  - b) Timber
  - c) Aluminium

- d) Steel
- e) Roller Shutter
- f) Security Doors
- g) Automatic Doors
- 22. Suspended Ceilings
- 23. Welding / Fabrication below £5,000
- 24. Welding / Fabrication above £5,000
- 25. Stonework Repair / Restoration / Cleaning
- 26. Glazing & Safety Filming
- 27. Wall Tie Replacement
- 28. External Wall Insulation
- 29. Damp Proofing / Dry Rot / Woodworm Treatment
- 30. Cavity Wall and / or Loft Insulation
- 31. Asbestos Handling & Removal, Asbestos Surveys & Asbestos Consultancy Services
- 32. Window Blinds
- 33. Shop Fitters – Specialist Joinery
- 34. Refurbishment of Laboratories
- 35. Clearance of Void properties
- 36. Works to Listed Buildings

### **Mechanical & Electrical Engineering**

- 37. Domestic (including Housing) Plumbing & Central Heating below £50,000
- 38. Domestic (including Housing) Plumbing & Central Heating above £50,000
- 39. Commercial Heating & Ventilating below £100,000
- 40. Commercial Heating & Ventilating above £100,000
- 41. Domestic (including Housing) Electrical Installation below £50,000
- 42. Domestic (including Housing) Electrical Installation above £50,000
- 43. Commercial Electrical Installations below £100,000
- 44. Commercial Electrical Installations above £100,000
- 45. Gas Boiler Maintenance
- 46. Maintenance of Building Management Systems for Heating & Ventilation

### **Mechanical & Electrical Specialist Services**

- 47. CCTV
- 48. Intruder Alarms
- 49. Fire Alarms
- 50. Warden Call System
- 51. Lifts
- 52. Swimming Pool Plant Equipment
- 53. Water Systems Cleaning & Chlorination



54. Ductwork System Cleaning & Sterilisation
55. Domestic & Commercial Kitchen Equipment Maintenance
56. Supply & Installation of Specialist Kitchen Equipment / Fittings
57. Installation, Testing & Maintenance of Local Exhaust Ventilation (LEV)
58. Water Systems – Risk Assessment
59. Supply & Installation of Pipework & Ductwork Installation
60. Supply, Installation and / or Servicing of Automatic Door Systems
61. PA Systems / Sound Systems
62. Stage Lighting
63. Service / Repair of Kilns
64. Supply, Installation & Servicing of Leisure Services Equipment
65. Specialist Steelwork (stainless Steel & Fabricated Works)
66. Lightning Conductors
67. Fire Fighting Equipment including Hose Reels
68. Smoke / Fire Detectors
69. Stage Equipment including Curtains, Gantry, Special Effects etc.
70. Computer / Telephone Cabling

### **Civil Engineering**

71. Civil Engineering £0 – £25,000
72. Civil Engineering £25,000 – £250,000
73. Civil Engineering £250,000 – £1m
74. Civil Engineering over £1m
75. Land Reclamation
76. Sewers & Drainage
77. Hard & Soft Landscaping
78. Ground Investigation
79. Demolition
80. Surfacing, Carriageway & Footways
81. Surface Dressing
82. Road Markings & Reflective Road Studs
83. Carriageway Slurry Surfacing & Footways
84. Fencing
85. Gabion & Blockstone
86. Steel Fabrication below £25,000
87. Steel Fabrication above £25,000
88. Bridge Works, New & Maintenance

### **Civil Engineering Specialists**

89. Concrete Repairs
90. Diving Inspections & Works within Water

91. Bridge Deck Expansion Joints
92. Bridge Deck Water Proofing
93. Soil Nailing
94. Sewer Relining
95. Sewer Surveys
96. Safety Fencing
97. Bridge Parapets (Manufacture & Installation)
98. Access Plant for Inspection
99. Bridge Parapet Painting
100. Painting of Structural Steelwork
101. Arboriculturalist
102. Weed-spraying
103. Weather Forecasting
104. Playground Equipment
105. Specialist Cleaning
106. Synthetic Pitches and Sports Facilities
107. Bus/Cycle Shelters
108. Traffic Signals
109. Street Lighting
110. Street Furniture
111. Specialist Contractor not listed above – please specify type of work



## Appendix B

### Impact Assessment - First Stage

#### 1. Details of the initiative

**Initiative description and summary: List of Approved Contractors – Approval to add new Contractor(s), add additional Category/ies for approved Contractor(s) and/or remove approved Contractor(s)**

**Service Area:** Procurement

**Directorate:** All

#### 2. Does the initiative affect:

	Yes	No
Service users		x
Staff		x
Wider community		x
Internal administrative process only	✓	

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age			x			There is no impact. Applications to be included on the Approved List of Contractors are accepted from all construction companies who meet the criteria.
Disability			x			
Gender Reassignment			x			
Marriage/Civil Partnership			x			
Pregnancy/Maternity			x			
Race			x			
Religion/Belief			x			
Sex			x			
Sexual orientation			x			

### 4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language			x			
Treating the Welsh language no less favourably than English			x			

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity			x			N/A
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			x			N/A

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	✓		The addition of contractors onto the List of Approved Contractors will enable these companies to be procured in accordance with NPT's Procurement Rules. Contractors who fail to meet the requirements of this List will be given the opportunity to meet NPT's criteria. If this is not met, approval will be sought from Members to remove these contractors.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	✓		Approving additional contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment opportunities, allowing people to take advantage of wealth generated through securing decent work.

			The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.
<b>Involvement</b> - how people have been involved in developing the initiative	✓		The companies have been assessed to determine their suitability to be included on the List of Approved Contractors. External financial checks have been undertaken. Various departments have undertaken checks on the companies for Insurances, technical ability, Quality, Environmental and Health & Safety.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	✓		Several departments have been involved in checking that contractors are suitable to undertake works for the category/ies. Any contractors who fail to comply with the ongoing checks for the List of Approved Contractors will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought from Members to remove these contractors. The List of Approved Contractors is available for use by all departments in the Authority wishing to undertake works.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	✓		Contractors who fail to comply with the ongoing checks for the List of Approved Contractors will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought from Members to remove these contractors.

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) <b>is not</b> required	✓
Reasons for this conclusion	
<p>This First Stage Impact Assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.</p> <p>This First Stage Assessment has indicated that a more in-depth assessment is not required. A summary is below:-</p> <p>The report is seeking approval to add new Contractor(s), add additional Category/ies for approved Contractor(s) and remove approved Contractor(s).</p> <p>This does not affect any group of people and/or impact the Welsh Language, Biodiversity or the Five Ways of Working.</p>	

A full impact assessment (second stage) <b>is</b> required	x
Reasons for this conclusion	
N/A	

Tudalen 159

	Name	Position	Signature	Date
Completed by:-	Amanda J. Phillips	Programme & Commissioning Manager	AJP	9/2/2023
Signed off by:-	David W. Griffiths	Head of Engineering & Transport	DWG	13/2/2023

Mae'r dudalen hon yn fwiadol wag





Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Environment, Regeneration and Streetscene Services Cabinet Board

3<sup>rd</sup> March 2023

#### Matter for Monitoring

**Wards Affected:** All Wards

**Report Title:** Key Performance Indicators 2022/2023 – Quarter 3  
(1<sup>st</sup> April 2022 – 31<sup>st</sup> December 2023)

#### Purpose of the Report:

To report Quarter 3 Performance Management Data (Appendix 1) and Compliments and Complaints (Appendix 2) for the period 1<sup>st</sup> April 2022 – 31<sup>st</sup> December 2023 for Environment, Regeneration and Streetscene Services Cabinet Board. This will enable the Environment, Regeneration and Streetscene Services Cabinet Board and Scrutiny Members to discharge their functions in relation to Performance Management.

#### Executive Summary:

#### Appendix 1 – Key Performance Indicators (KPI's)

A list of quarter 1 Key Performance Indicators with progress comments on each indicator are attached as Appendix 1.

KPI's that have improved on or achieved target are GREEN status,  
KPI's that have not achieved target but performance is within 5% are

AMBER status and KPI's that are 5% or more below target are RED status.

Where available, KPI's report Quarter 3 target and 3 years of Quarter 3 data for comparison.

The KPI table includes amendments to some Streetcare Performance Indicators further to previous Scrutiny Committee feedback.

## **Appendix 2 – Compliments & Complaints**

A list of Compliments and Complaints data, collected in line with the [Council's Comments, Compliments & Complaints Policy](#) for Cabinet and relevant Cabinet Board purviews.

### **Background:**

The Key Performance Indicators (KPI's) in Appendix 1 are all selected from Service Recovery Plans (SRPs).

Where possible, each KPIs will show a link how it contributes to at least one of the council's well-being objectives. If a KPI does not directly link then it has been linked to the Governance and Resource theme.

### **Financial Impact:**

The performance described in the report is being delivered against a challenging financial backdrop.

### **Integrated Impact Assessment:**

There is no requirement to undertake an Integrated Impact Assessment as this report is for monitoring / information purposes.

### **Valleys Communities Impacts:**

No implications.

## **Workforce Impacts**

The progress described in this report was achieved whilst the workforce continued to respond to and continue to recover from the impacts of the pandemic.

## **Legal Impacts:**

This report is prepared under:

- 1) The Local Government (Wales) Measure 2009 and discharges the Council's duties to "make arrangements to secure continuous improvement in the exercise of its functions"
- 2) Well-being of Future Generations (Wales) Act 2015
- 3) The Neath Port Talbot County Borough Council Constitution requires each Cabinet committee to monitor quarterly budgets and performance in securing continuous improvement of all the functions within its purview.

## **Risk Management Impacts:**

Failure to provide a suitable monitoring report within the timescales could lead to non-compliance with our Constitution. Also, failure to have robust performance monitoring arrangements in place could result in poor performance going undetected.

## **Consultation:**

There is no requirement under the Constitution for external consultation on this item.

**Recommendations:**

For Members to monitor performance contained within this report.

**Reasons for Proposed Decision:**

Matter for monitoring, no decision is required.

**Implementation of Decision:**

Matter for monitoring, no decision required.

**Appendices:**

Appendix 1 – Key Performance Indicators 2022/2023 – Quarter 3  
Performance (1<sup>st</sup> April 2022 – 31<sup>st</sup> December 2023)

Appendix 2 – Compliments and Complaints information – Quarter 3  
2022/2023 (1<sup>st</sup> April 2022 – 31<sup>st</sup> December 2023)

**Officer Contact:**

Joy Smith, Road Safety and Business Performance Manager.  
Telephone: 01639 686581. e-mail: [j.smith@npt.gov.uk](mailto:j.smith@npt.gov.uk)



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

# Performance Indicators

Tudalen 165

Neath Port Talbot Council






## Appendix 1 – Environment, Regeneration and Streetscene Services Cabinet Board – Key Performance Indicators - Quarter 3 (1st April - 31st December) - 2022/23

Performance RAG (Red, Amber Green) key:

- **Green:** achieved quarter 2 target for 2022/23
- **Amber:** Within 5% of target
- **Red:** 5% or more below target
- N/a or blank column – no comparable data or no target set



## How will we know we are making a difference (01/04/2022 to 31/12/2022)?

PI Title	Qtr 3 Actual 20/21	Qtr 3 Actual 21/22	Qtr 3 Actual 22/23	Qtr 3 Target 22/23	Perf. RAG
<b>1.2.2 SRP - Wellbeing Objective 2 - All communities are thriving and sustainable</b>					
ENV 1 - Building Control - PI/370 - BCT/007 – The percentage of ‘full plan’ applications approved first time.	93.58	100.00	98.78	95.00	 Green
Near maximum performance in an indicator that measures how we successfully interact with customers to help them achieve compliance.					
The only reason for not achieving maximum performance was the unavoidable need to reject one application which was of poor quality and one where the applicant refused to provide the information required. Actual performance still exceeds target.					
ENV 2 - Building Control - PI/371 - BCT/004 – Percentage of Building Control ‘full plan’ applications checked within 15 working days during the year.	100.00	96.74	100.00	95.00	 Green
Maximum performance in an indicator that measures how quickly we check applications for compliance. This enables applicants to proceed with the work without delay and with confidence. It is pleasing to maintain this level of performance and demonstrates that the hybrid way of working is successful.					
ENV 3 - Development Management - PI/280 - Percentage of planning appeals dismissed	76.92	57.14	66.67	66.00	 Green
A total of 9 Appeals have been determined over the course of the first three quarters of the reporting year. Of these, 6 have been dismissed whereby the Inspector has agreed with the decision of the Authority, and validated the recommendations and assessment made by officers in these cases. While the loss of 3 Appeals is disappointing, overall performance is in line with the target set.					
ENV 4 - Development Management - PI/579 - Percentage of all planning applications determined in time	94.62	91.27	94.08	80.00	 Green
461 out of 490 (94.1%) applications were determined in time over the first three quarters of the reporting year. This exceeds the target of 80% and represents a significant and sustained improvement in performance over the year. Stability in staff resources over this period, following a prolonged period of staff turnover over the previous 12 months, may account for the level of improvement. Hopefully, the trend in level of performance will continue.					
ENV 5 - Development Management - PI/833 - The percentage of major planning applications determined during the year within 8 weeks or 16 weeks if Environmental Impact Assessment (EIA)			50.00	40.00	 Green
4 out of 8 'Major' applications were determined in time over the first three quarters of the reporting year. While there has been a drop in overall performance against the target over the last quarter, performance nevertheless remains above target. This is a notable achievement, given the complexity of those applications and the level of work involved.					






Performance against this indicator remains slightly below target - this is due to resources being redirected to addressing breaches that have been detected (reflected in PI518) and long term sickness within the team. More high risk businesses have been identified for 2023-24 as a result of PI519. The service is however confident that 100% of inspections will be reached by the end of the reporting year, as extra resources are being diverted to meet this target.

ENV 13 - Trading Standards- PI/520 - Redress obtained for consumers or victims of crime by service actions		181259.00	6176.00		
--	--	-----------	---------	--	--

Trading Standards has recovered £4,756 to consumers over the reporting year due to its involvement. Often this has meant that formal action as a result of a complaint has been dropped. The total figure also includes savings resulting from call blocker installations estimated at £1,420.

### How will we know we are making a difference (01/04/2022 to 31/12/2022)?

PI Title	Qtr 3 Actual 20/21	Qtr 3 Actual 21/22	Qtr 3 Actual 22/23	Qtr 3 Target 22/23	Perf. RAG
<b>1.2.3 SRP - Wellbeing Objective 3 – Our local environment, culture and heritage can be enjoyed by future generations</b>					
ENV 14 - Development Management - PI/579 - Percentage of all planning applications determined in time	94.62	91.27	94.08	80.00	 Green
491 out of 490 (94.1%) applications were determined in time over the first three quarters of the reporting year. This exceeds the target of 80% and represents a significant and sustained improvement in performance over the year. Stability in staff resources over this period, following a prolonged period of staff turnover over the previous 12 months, may account for the level of improvement. Hopefully, the trend in level of performance will continue.					
ENV 15 - EHTS - CP/078 - Number of PM10 breaches in the Air Quality Management Area (Port Talbot / Taibach)	7.00	27.00	21.00	27.00	 Green
Fine particulates (PM10) breaches are recorded at the official monitoring station located in Port Talbot Fire Station - this mainly relates to emissions from Tata Steel, which is regulated by Natural Resources Wales (NRW). The number of breaches at this point in time (21) is unverified therefore subject to possible change following the verification process.					
ENV 16 - Neighbourhood Services - PI/905a - No. of fly tipping reports			661.00		
Quarter 1 (April to June) - 245 incidents. Quarter 2 (July to September) - 204 incidents. In Quarter 3 itself (October - December) 212 incidents were reported.  This were previously reported annually.					
ENV 17 - Neighbourhood Services - PI/905b - Average number of days to clear fly-tipping			3.36	3.00	 Red




Quarter 3 actual cumulative nine month data is 3.36 days.

Broken down as follows:  
 Quarter 1 data (Apr-June) is 3.68 days.  
 Quarter 2 data (July to September) is 2.90 days.  
 Quarter 3 data (Oct - Dec) is 3.5 days.

This PI measures the time between a fly tipping report being received and the waste being removed. There are numerous variables which impact upon that time, most importantly the work of the waste enforcement team trying to identify the producer or depositor of the waste and the subsequent outcomes associated with a successful identification. Removing waste as fast as possible is not necessarily a good thing if it stops or reduces enforcement which will help stop the problem. The suitability of a 3 day target will be reviewed at year end with the review of the Neighbourhood Services Service Recovery Plan.

ENV 18 - Neighbourhood Services - PI/905c - Fly tipping prosecutions, fixed penalty notices and restorative action as a % of reports			15.00		
--	--	--	-------	--	--

Restorative Justice = 85  
 Fly Tipping Prosecutions = 8  
 Fixed Penalty Notices = 8  
 Total = 101  
 No. of Reports = 661

ENV 19 - Neighbourhood Services - PI/906 - Percentage of successful waste enforcement prosecutions.			100.00	100.00	 Green
---	--	--	--------	--------	--



Third Quarter (Cumulative):  
 1 FPN issued for s33(Fly Tipping) and Paid.  
 3 FPN's issued for s34(Duty of Care) and paid.  
 3 court prosecutions for s33 1a (Fly tipping) all court prosecutions were successful (Same person but 3 separate occasions)  
 1 court prosecution for s34 (Duty of Care) successful.


ENV 20 - Neighbourhood Services - PI/907a - Number of dog fouling reports			206.00		
---	--	--	--------	--	--

Breakdown by quarters 2022/23:  
 Quarter 1 = 70  
 Quarter 2 =79  
 Quarter 3 = 57  
 historic data will be reported when available





ENV 21 - Neighbourhood Services - PI/907b - Dog fouling FPNs (fixed penalty notices) and prosecutions as a % of reports			0.50		
---	--	--	------	--	--

Total Number Fixed Penalty Notices - 1  
 No. of Reports = 206

ENV 22 - Neighbourhood Services - PI/908 - Number of other FPNs (fixed penalty notices) and prosecutions other than fly tipping and dog fouling			7.00		
Littering Fixed Penalty Notices - 5 Dog Control Order FPN's (1st May - 30th September Dogs on beach) - 2					
ENV 23 - Planning Policy - PI/828 - Ensure progress of the key stages of the LDP are in accordance with the agreed Delivery Agreement.					
December 2022: the Replacement Local Development Plan (RLDP) Delivery Agreement (DA) was agreed with the Welsh Government in January 2022, marking the commencement of RLDP preparation. The DA sets out the timetable for the preparation of the Plan, together with the agreed Community Involvement Scheme.					
In accordance with the DA, a Call for Candidate Sites was undertaken between 1st March-31st May 2022. Following the close of the call, all sites submitted were published in the 'Candidate Sites Register', which was subject to a period of informal community consultation between 21st July – 22nd September 2022, where 1,300 comments were received. The team are currently assessing these sites against fundamental constraints (Stage 1) and requesting additional information from site promoters to prove the sites are deliverable and viable (Stage 2).					
In addition, a number of key evidence base documents are being produced to inform the Preferred Strategy which is to be prepared and consulted on in 2023.					
ENV 24 - SAB & Highways - PI/352 - Percentage of Drainage Planning Applications responded to within 21 days			77.01	80.40	 Amber
13/01/23 - We responded to 77.01% of Drainage Applications on time. This was a slight improvement from the previous quarter due to new staff now being in post aiding high workload.					
ENV 25 - SAB & Highways - PI/353 - Percentage of Watercourse Consents Applications responded to within 8 weeks statutory period			90.91	80.90	 Green
13/01/23 - We received 3 Ordinary Water Course Consents (OWC's) this quarter and responded to all within the 8 week statutory period. This was a betterment from the last quarter by 0.91% this is the second quarter we have reported (previously collected annual data).					
ENV 26 - Transfer Station - PI/851 - % of waste received sent to landfill			5.07		
Non-cumulative breakdown for quarters: Q1- 509.38T of a total of 6794.46T (7.49%) Q2 - 471.02T of a total of 6662.70T (7.06%) Q3 - 16.13T of a total 6160.46T (0.26%)  Historic data to be provided when available					
ENV 27 - Transfer Station - PI/853 - Environmental non-compliance			0.00		
There were no environmental non compliances for Quarters 1, 2 and 3.					


ENV 28 - Waste Collection Services - CP/068 - Kilograms of residual waste generated per person	155.46	151.88	143.12		
The figure reported for April to December is an improvement (143.12kgs/person) on the previous year (151.88kgs/person). Again this may be related to more people being restricted or working from home during 2021/22 due to Covid restrictions when compared to 2022.					
ENV 29 - Waste Collection Services - PI/859 - % of household missed collections (refuse)			0.15		
<p>The total number of refuse collections made during this period (April to December) is approximately 1,287,000 and the missed collections is 1910, which is 0.15% of the total collections.</p> <p>The figures quoted include all calls logged. It is noted some calls, when investigated, are found to be unrelated to council performance for reasons such as, blocked access due to on-street parking; excess side waste and refuse presented on the in-correct day or week. These calls are taken out if they can be separately identified.</p>					
ENV 30 - Waste Services - CP/067- Percentage of waste, reused, recycled or composted	67.37	67.33	65.12	64.00	 Green
<p>29,097.53ts of 44,682.30ts</p> <p>Our overall recycling performance for April to December 2022 is 65.12%, which indicates that performance may have decreased in comparison to the same period in the previous year. The headline recycling figure for 2021/22 does mean however that the Council remains above the current statutory target of 64%.</p> <p>We continued to send our black bag waste collected at the kerbside to higher recycling outlets for incinerator bottom ash (IBA) and other recycling. However, the amount of IBA and recycling that can be claimed is dependent on the outlets available at that time.</p> <p>Kerbside recycling and composting tonnages collected was again 11.0% lower than same period last year. The decrease may reflect more people being restricted or working from home during 2021 due to Covid 19 when compared to 2022. However, further information would be needed to establish if this trend will continue.</p> <p>The tonnage collected at our recycling centres and operational transfer station at Briton Ferry for recycling is lower than in the corresponding quarter in the previous year, again, trends may be linked to changes in working from home during Covid 19. Booking arrangements currently remain in place with sufficient booking slots available to meet current visitor demand. The Re-use Shop in the Briton Ferry HWRC is now also open as normal.</p> <p>The figures reinforce the planned review of the Council's waste strategy later in the year, to ensure the next statutory target of 70% in 2024/25 is achieved and exceeded.</p> <p>All figures are subject to validation by Natural Resources Wales (NRW).</p>					
ENV 31 -Waste Collection Services - PI/860 - % of household missed collections (recycling)			0.10		
<p>The total number of recycling collections made during the period (April to December) is 2,574,000 and the missed collections 2515 which is 0.10% of the total.</p> <p>The figures quoted include all calls logged. It is noted some calls when investigated, are found to be unrelated to council performance for reasons such as, blocked access due to on-street parking; not presented correctly (cardboard presented loose or in single use plastic bags); contaminated recycling and recycling presented on the incorrect day. These calls are taken out if they can be separately identified.</p>					

## How will we know we are making a difference (01/04/2022 to 31/12/2022)?

PI Title	Qtr 3 Actual 20/21	Qtr 3 Actual 21/22	Qtr 3 Actual 22/23	Qtr 3 Target 22/23	Perf. RAG
<b>1.2.4 SRP - Wellbeing Objective 4 – Jobs and Skills</b>					
ENV 32 - Regeneration & Economic Development - PI/457- Number of completed training weeks for apprenticeship, traineeships and work experience		1926.00	1534.00		
<p>Work is progressing well and projects continue to provide various employment, training and work experience opportunities to local people.</p> <p>There is no set target for this performance indicator but progress is satisfactory.</p> <p>Outputs achieved are determined by the number of construction projects that are being developed. There were significantly more projects being delivered in 2021/22. These have now been completed so outputs reported last financial year were higher.</p>					
ENV 33 - Regeneration & Economic Development - PI/462 - Number of business enquires assisted resulting in advice, information or financial support being given to existing companies through Business Services	1057.00	430.00	381.00	375.00	 Green
<p>Demand for services from local businesses requesting support, advice and services continues to be exceptionally high. Enquiries range from requests for grant funding to support expansion and investment projects, property enquiries, recruitment support, training and skills needs, etc. As local businesses continue to recover from the effects of the pandemic and are now dealing with the Energy Crisis, we anticipate demand for business support services to continue to be high throughout the final quarter of 2022/23.</p>					
ENV 34 - Regeneration & Strategic Development - PI/551 - Number of new business start-up enquiries assisted	169.00	207.00	171.00	210.00	 Red
<p>As part of its recently approved Shared Prosperity Funded project, the team are currently working on a new strategy to support business start-ups. Existing activity is being scaled down so that new activity can be introduced when the project is launched in April 2023. This will include business support events Clubs within our valley communities, the promotion of both Council and partner initiatives and the delivery of both face to face and on-line courses in collaboration with Business Wales.</p>					
ENV 35 - Regeneration & Strategic Development - PI/577 - Workways + - Number of people helped back to work , training or volunteering	45.00	83.00	45.00	38.00	 Green
<p>During this quarter Workways+ have exceeded the target of supporting individuals who are economically inactive and unemployed to progress into employment, training, work experience or volunteering. There has been an increase in training and Paid Work Opportunities during this quarter. This figure is the number of people that have achieved and not the actual number of outcomes achieved (some participants have achieved more than one outcome).</p>					
ENV 36 - Regeneration and Strategic Development - PI/557 - The number of jobs created/safeguarded as a result of financial support by the local authority	214.00	318.00	233.00	225.00	 Green

The Economic Development team continue to process a high number of quality funding applications from businesses looking to grow, or invest in their operations. Many of the applications have been delayed due to supply chain or recruitment issues and also longer than anticipated delivery times. The team, however, continue to work with these businesses to help them complete their projects. It is anticipated that projects in the pipeline will complete by the end of the year and in addition to being met at present, targets set will be met by the end of the financial year.

**How will we know we are making a difference (01/04/2022 to 31/12/2022)?**

PI Title	Qtr 3 Actual 20/21	Qtr 3 Actual 21/22	Qtr 3 Actual 22/23	Qtr 3 Target 22/23	Perf. RAG
<b>1.2.5 SRP - Governance and Resource (cross-cutting) - including Planning &amp; Performance, Workforce Management, Financial Resources, Democracy, Community Relations, Asset Management and Commissioning &amp; Procurement.</b>					
ENV 37 - Highways & Drainage - PI/434 - Number of reported properties flooded		36.00	44.00		
Due to high rainfall over the third quarter 27 properties were flooded in November 2022, bringing the total number of properties flooded from April up to the end of December to 44. This was again due to heavy periods of rain and system capacity issues. Meetings and Investigations with Welsh Water are planned.					
ENV 38 - Lighting & Building Services - PI/392 - The number of calendar days to repair all street lamp failures during the year			3.23	4.00	 Green
Total jobs completed 639 to end of 3rd quarter, total days to complete 2066. Ave completion time= 2066/639 = 3.23 Days. This compares to a Quarter 3 average for 21/22 = 2.13 days, and 20/21 =4.61 days					
ENV 39 - Property - PI/667 - Reduction in the overall size of the corporate estate (Net Internal Area Reduction).					
Data gathering complete for the running costs and occupancies, with reports being prepared for discussion with Directors. It is anticipated that this data will be available for Quarter 4 Report.					
ENV 40 - Property - PI/668 - Reduction in total useable area of office accommodation (Net Internal Area/ Employee).					
Data gathering complete for the running costs and occupancies, with reports being prepared for discussion with Directors. It is anticipated that this data will be available for Quarter 4 Report.					

Tudalen 173

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

Tudalen 175

# Performance Indicators

Neath Port Talbot Council

Appendix 2 – Environment Regeneration and Streetscene Services Cabinet Board - Compliments and Complaints - Quarter 3 (1st April - 31st December) - 2022/23



*Print Date: 25-Jan-2023*

	Qtr 3 Actual 20/21	Qtr 3 Actual 21/22	Qtr 3 Actual 22/23	Qtr 3 Target 22/23	Perf. RAG
<b>ENVIRONMENT AND REGENERATION</b>					
PI/268 - Environment, Regeneration and Streetscene Services - % of closed complaints at Stage 1 that were upheld/partially upheld in the financial year	4.17	8.00	0.00		
<p>18 Stage 1 complaints were received in this quarter.  18 amount of stage 1 complaints none were upheld.  During the same quarter last financial year there were 8 stage 1 complaints received and closed, none were upheld.</p> <p>Stage 1 complaints received in Quarter 3 2022/23 relate to :</p> <ul style="list-style-type: none"> <li>Engineers x 1</li> <li>Neighbourhood x 2</li> <li>Parking x 4</li> <li>Planning x 1</li> <li>Waste x 6</li> <li>Highways &amp; Drainage x 2</li> <li>Transfer station x 1</li> <li>Building control x 1</li> </ul>					
PI/269 - Environment, Regeneration and Streetscene Services - % of closed complaints at Stage 2 that were upheld/partially upheld in the financial year	12.50	0.00	0.00		
<p>1 Stage 2 complaint was received in this quarter.  This was not upheld.</p> <p>Complaint included :  Environmental health x 1</p>					
PI/270 - Environment, Regeneration and Streetscene Services - % of closed complaints dealt with by the Public Services Ombudsman that were upheld/partially upheld			0.00		
There were no complaints for this quarter dealt with by the Public Ombudsman.					
PI/271 - Environment, Regeneration and Streetscene Services - number of compliments received from the public	43.00	34.00	7.00		
Compliments received: Neighbourhood x 2, Road Safety x 1, Environmental health x 1, Highways and Drainage x 1, Waste services x 2.					





Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **Report of the Head of Legal and Democratic Services**

### **Environment, Regeneration and Streetscene Services Cabinet Board – Friday, 3 March 2023**

#### **ACCESS TO MEETINGS/EXCLUSION OF THE PUBLIC**

<b>Purpose:</b>	To consider whether the Public should be excluded from the following items of business.
<b>Item (s):</b>	Agenda Item 21 - Home to School Transport
<b>Recommendation(s):</b>	That the public be excluded from the meeting during consideration of the following item(s) of business on the grounds that it/they involve(s) the likely disclosure of exempt information as set out in the Paragraphs listed below of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007 subject to the Public Interest Test (where appropriate) being applied.
<b>Relevant Paragraph(s):</b>	14

#### **1. Purpose of Report**

To enable Members to consider whether the public should be excluded from the meeting in relation to the item(s) listed above.

Section 100A (4) of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales)

Order 2007, allows a Principal Council to pass a resolution excluding the public from a meeting during an item of business.

Such a resolution is dependant on whether it is likely, in view of the nature of the business to be transacted or the nature of the proceedings that if members of the public were present during that item there would be disclosure to them of exempt information, as defined in section 100I of the Local Government Act 1972.

## **2. Exclusion of the Public/Public Interest Test**

In order to comply with the above mentioned legislation, Members will be requested to exclude the public from the meeting during consideration of the item(s) of business identified in the recommendation(s) to the report on the grounds that it/they involve(s) the likely disclosure of exempt information as set out in the Exclusion Paragraphs of Schedule 12A of the Local Government Act 1972 as amended by the Local Government (Access to Information) (Variation) (Wales) Order 2007.

Information which falls within paragraphs 12 to 15, 17 and 18 of Schedule 12A of the Local Government Act 1972 as amended is exempt information if and so long as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

The specific Exclusion Paragraphs and the Public Interest Tests to be applied are listed in Appendix A.

Where paragraph 16 of the Schedule 12A applies there is no public interest test. Members are able to consider whether they wish to waive their legal privilege in the information, however, given that this may place the Council in a position of risk, it is not something that should be done as a matter of routine.

## **3. Financial Implications**

Not applicable

**4. Integrated Impact Assessment**

Not applicable

**5. Valleys Communities Impact**

Not applicable

**6. Workforce Impact**

Not applicable.

**7. Legal Implications**

The legislative provisions are set out in the report.

Members must consider with regard to each item of business the following matters.

- (a) Whether in relation to that item of business the information is capable of being exempt information, because it falls into one of the paragraphs set out in Schedule 12A of the Local Government Act 1972 as amended and reproduced in Appendix A to this report.

and either

- (b) If the information does fall within one or more of paragraphs 12 to 15, 17 and 18 of Schedule 12A of the Local Government Act 1972 as amended, the public interest test in maintaining the exemption outweighs the public interest in disclosing the information; or

- (c) if the information falls within the paragraph 16 of Schedule 12A of the Local Government Act 1972 in considering whether to exclude the public members are not required to apply the public interest test by must consider whether they wish to waive their privilege in relation to that item for any reason.

**8. Risk Management**

To allow Members to consider risk associated with exempt information.

**9. Recommendation(s)**

As detailed at the start of the report.

**10. Reason for Proposed Decision(s):**

To ensure that all items are considered in the appropriate manner.

**11. Implementation of Decision(s):**

The decision(s) will be implemented immediately.

**12. List of Background Papers:**

Schedule 12A of the Local Government Act 1972

**13. Appendices:**

Appendix A – List of Exemptions

## Appendix A

<b>NO</b>	<b>Relevant Paragraphs in Schedule 12A</b>
<b>12</b>	Information relating to a particular individual
<b>13</b>	Information which is likely to reveal the identity of an individual
<b>14</b>	Information relating to the financial or business affairs of any particular person (including the authority holding that information).
<b>15</b>	Information relating to any consultations or negotiations, or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority
<b>16</b>	Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
<b>17</b>	Information which reveals that the authority proposes: <ul style="list-style-type: none"><li>• To give under any enactment a notice under or by virtue of which requirements are imposed on a person, or</li><li>• To make an order or direction under any enactment.</li></ul>
<b>18</b>	Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Mae'r dudalen hon yn fwriadol wag

Document is Restricted

Mae'r dudalen hon yn fwriadol wag



Document is Restricted

Mae'r dudalen hon yn fwriadol wag

Document is Restricted

Mae'r dudalen hon yn fwriadol wag