

**Neath Port Talbot County Borough Council**  
**Cyngor Bwrdeistref Sirol Castell-nedd**

**Democratic Services**  
**Gwasanaethau Democrataidd**

## **Decision Notice**

**ENVIRONMENT, REGENERATION AND STREETSCENE SERVICES**  
**CABINET BOARD - URGENCY ACTION , FRIDAY, 16TH SEPTEMBER,**  
**2022**

Please see below approval of decision as follows:

1. **Greenwood Drive, Cimla, Neath Prohibition of Waiting, Loading and Unloading At Any Time - Traffic Regulation Order 2022**  
**(Pages 3 - 18)**

To consider the comments and objections received following the advertisement of the Greenwood Drive, Cimla, Neath - (Prohibition of Waiting, Loading and Unloading At Any Time) Traffic Regulation Order 2022, as indicated in Appendix A.

That approval be granted and the objections are upheld in part to the Greenwood Drive, Cimla, Neath (Prohibition of Waiting, Loading and Unloading At Any Time) Traffic Regulation Order 2022 (as detailed in Appendix A to the circulated report) and that the revised scheme (as detailed in Appendix B to the circulated report) be implemented on site.

**For Immediate Implementation**

Yours sincerely

S McCluskie

p.p Chief Executive

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Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

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

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

**16<sup>th</sup> September 2022**

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

#### **Matter for Decision**

**Wards Affected: Cimla and Pelenna**

**Greenwood Drive, Cimla, Neath  
Prohibition of Waiting, Loading and Unloading At Any Time -  
Traffic Regulation Order 2022.**

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

To consider the comments and objections received following the advertisement of the Greenwood Drive, Cimla, Neath - (Prohibition of Waiting, Loading and Unloading At Any Time) Traffic Regulation Order 2022, as indicated in Appendix A.

#### **Executive Summary:**

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

**Background:**

The local ward members highlighted concerns raised by residents that indiscriminate parking on Greenwood Drive was causing road safety concerns.

The proposed scheme is indicated in Appendix A.

**Financial Impacts:**

The work will be funded by the Capital Works 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 traffic regulation order will provide a safe environment for motorists, pedestrians, cyclists, school children and residents.

**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 a 21-day period between 16<sup>th</sup> May 2022 and 6<sup>th</sup> June 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 May/June 2022 with approximately 26 letters and plans delivered to the adjacent properties detailing the proposals.

Following a three-week consultation exercise 8 objections were received.

A summary of the objections received are given below:-

- a) Residents feel that the introduction of yellow lines will make an already existing parking situation worse.
- b) The proposed parking restrictions on Greenwood Drive would displace vehicles onto Cobham Drive.
- c) Residents believe that if implemented the proposals would restrict parking outside of their own properties.

The local members have been consulted and support that the objections are upheld in part with the scheme revised and implemented as indicated in Appendix B.

### **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are upheld in part to the Greenwood Drive, Cimla, Neath (Prohibition of Waiting, Loading and Unloading At Any Time) Traffic Regulation Order 2022 (as detailed in Appendix A to the circulated report) and that the revised scheme (as detailed in Appendix B to the circulated report) be implemented on site.

The objectors are to be informed of the decision accordingly.

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

To prevent indiscriminate parking in the interest of highway safety.

### **Implementation of Decision:**

The decision is an urgent one for immediate implementation, subject to the consent of the relevant Scrutiny Chair (and is therefore not subject to the call-in procedure.)

### **Appendices:**

Appendix A – Original Plan – Proposed Traffic Regulation Orders - Greenwood Drive, Cimla, Neath

Appendix B – Revised Plan – Proposed Traffic Regulation Orders - Greenwood Drive, Cimla, Neath

Appendix C – Integrated Impact Assessment.

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

None.

**Officer Contact:**

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NOTES

1. All dimensions are in millimetres unless otherwise stated.

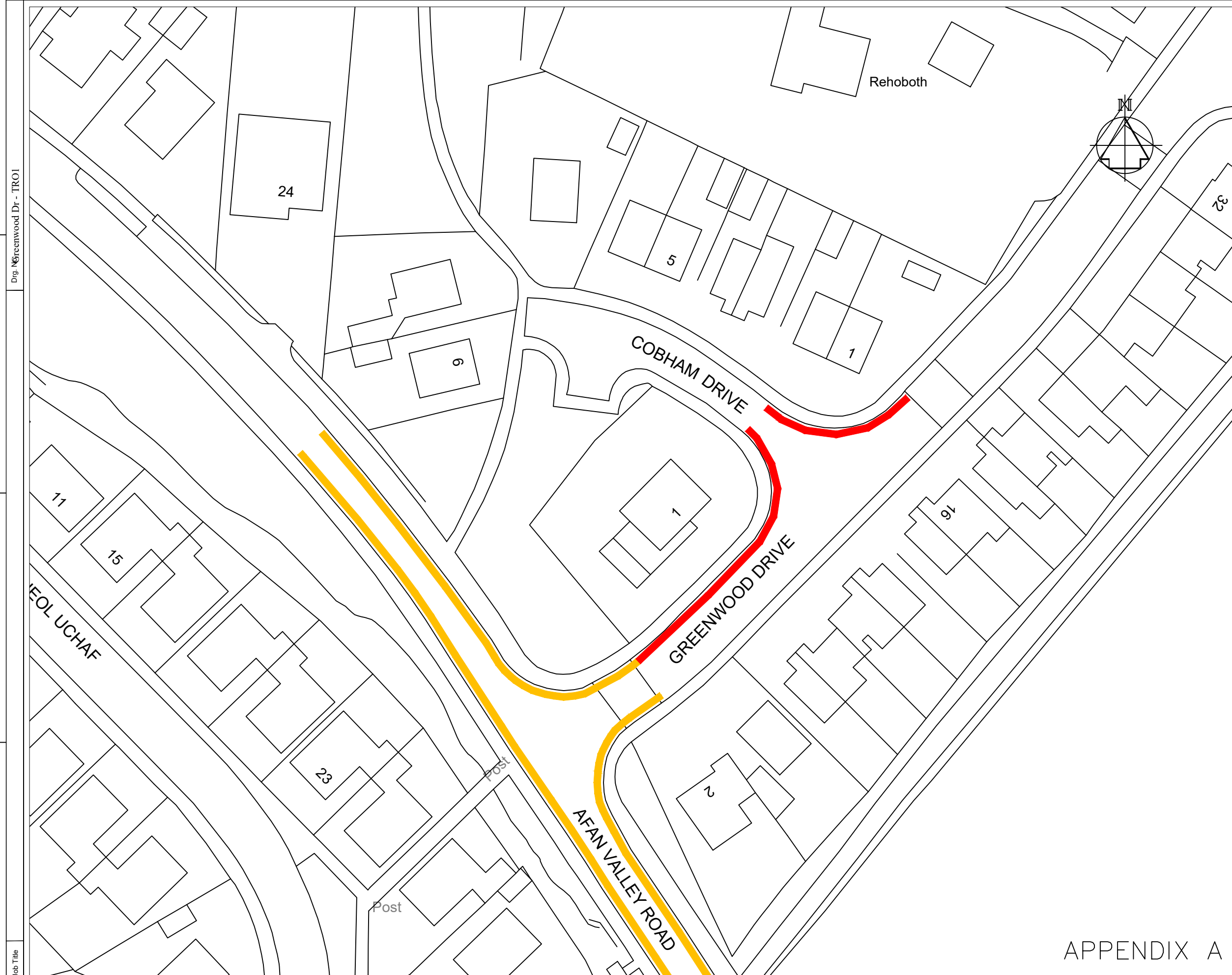
KEY

-  - Proposed prohibition of waiting, loading and unloading at any time (double yellow lines with kerb clips)
-  - Existing traffic regulation order

A3


Dwg. Greenwood Dr - TRO1

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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

**PROPOSED TRAFFIC REGULATION ORDERS**

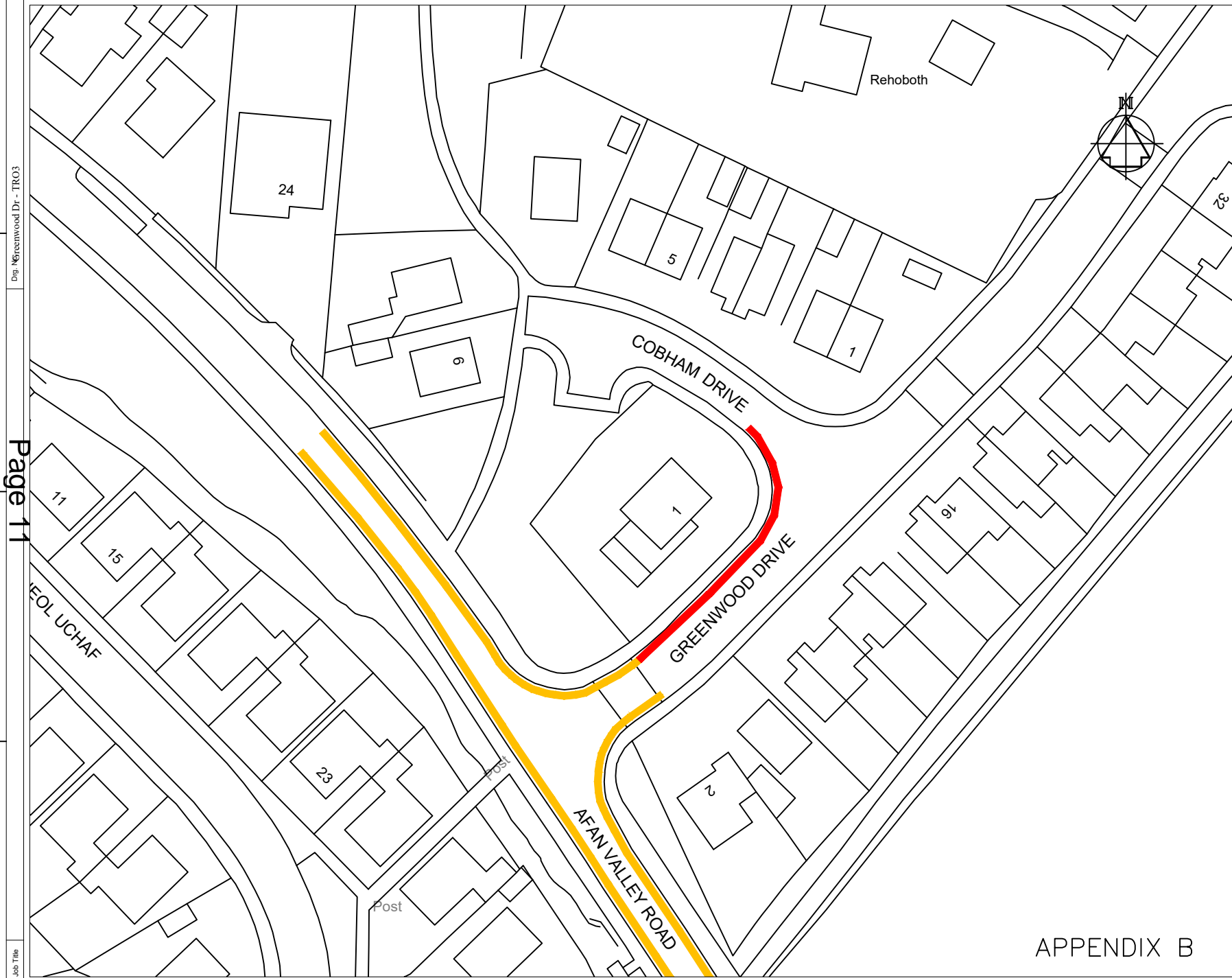
**GREENWOOD DRIVE, CIMLA, NEATH**

File No. <b>TR.25</b>	Financial Code No.
Drawn <b>JBK</b>	Checked <b>MCB</b>
Date <b>Apr'22</b>	Date <b>Apr'22</b>
Scales <b>1:500 @ A3</b>	Status

Drawing No. **Greenwood Dr - TRO1**

APPENDIX A

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NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY

- Proposed prohibition of waiting, loading and unloading at any time (double yellow lines with kerb clips)
- Existing traffic regulation order

Rev	Details	Dr	Ch	Apr	Date

Client



**PROPOSED TRAFFIC REGULATION ORDERS**  
**GREENWOOD DRIVE, CIMLA, NEATH**

File No.	TR_25	Financial Code No.	
Drawn	JBK	Checked	MCE
Date	Apr'22	Date	Apr'22
Scale	1:500 @ A3	Status	
Drawing No.	Greenwood Dr - TRO3		

APPENDIX B

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### 1. Details of the initiative

<b>Initiative description and summary: Greenwood Drive, Cimla, Neath Prohibition of Waiting, Loading and Unloading At Any Time - Traffic Regulation Order 2022</b>
<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	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 scheme will prevent indiscriminate parking 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, 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 encourage Active Travel through helping to enhance the street scene environment (footpath access) thereby benefiting the community. Furthermore in May 2023 the Welsh Government National 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel, walking and cycling.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		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.
<b>Involvement</b> - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation orders was undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders were 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> <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.</p>	

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

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	<b>Name</b>	<b>Position</b>	<b>Signature</b>	<b>Date</b>
Completed by	Hasan Hasan	Engineering Manager	HIH	31/08/2022
Signed off by	D.W.Griffiths	Head of Service/Director	DWG	31/08/2022

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