



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

**IMMEDIATELY FOLLOWING CABINET SCRUTINY COMMITTEE
FRIDAY, 2 June 2023**

**MULTI-LOCATION MEETING – COUNCIL CHAMBER PORT TALBOT
AND MICROSOFT TEAMS**

**ALL MOBILE TELEPHONES TO BE SWITCHED TO SILENT FOR THE
DURATION OF THE MEETING**

Webcasting/Hybrid Meetings:

This meeting may be filmed for live or subsequent broadcast via the Council's Internet Site. By participating you are consenting to be filmed and the possible use of those images and sound recordings for webcasting and/or training purposes.

Part 1

1. Appointment of Chairperson
2. Chairpersons Announcement/s
3. Declarations of Interest
4. Minutes of Previous Meeting (*Pages 5 - 16*)
5. Forward Work Programme (*Pages 17 - 18*)
6. Public Question Time
Questions must be submitted in writing to Democratic Services, democratic.services@npt.gov.uk no later than noon on the working day prior to the meeting. Questions must relate to items on the agenda. Questions will be dealt with in a 10 minute period.

For Decision:

7. List of Approved Contractors (*Pages 19 - 32*)
8. B4242 Pontneathvaughan Road and High Street (Revocation) (Prohibition of Waiting, Loading and Unloading at any time) and (Prohibition of Waiting on Footway at any time) Order 2023 (*Pages 33 - 46*)

For Information:

9. To Consider the Recommendations of the Task and Finish Group on Parking Option Review Report 2023 (*Pages 47 - 72*)
10. Urgent Items
Any urgent items (whether public or exempt) at the discretion of the Chairperson pursuant to Regulation 5(4)(b) of Statutory Instrument 2001 No. 2290 (as amended).
11. Access to Meetings - Exclusion of the Public (*Pages 73 - 78*)
To resolve to exclude the public for the following items pursuant to Regulation 4 (3) and (5) of Statutory Instrument 2001 No. 2290 and the relevant exempt paragraphs of Part 4 of Schedule 12A to the Local Government Act 1972.

Part 2

For Decision:

12. Food Waste Treatment Contract (*Pages 79 - 88*)
13. Acquisition of Soars Chapel, Maes Yr Haf, Neath (Exempt under Paragraph 14) (*Pages 89 - 102*)
14. Collection Fleet Relocation – Appointment of Consultants (Exempt under Paragraph 14) (*Pages 103 - 116*)

K.Jones
Chief Executive

Civic Centre
Port Talbot

Friday, 26th May 2023

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

Councillors. W.F.Griffiths, C.Phillips and S.Jones

This page is intentionally left blank

EXECUTIVE DECISION RECORD

3 MARCH 2023

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

Cabinet Members:

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

Officers in Attendance:

C.Morris, S.Brennan, D.Griffiths, M.Roberts, K.Lewis, S.Owen, J.Stevens,
C.John and T.Davies

Scrutiny Chair and Vice Chair: Councillors S.Purseley and T.Bowen

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.

3. **DECLARATIONS OF INTEREST**

No declarations of interests were received.

4. **MINUTES OF PREVIOUS MEETING**

That the minutes of the meeting held on 20 January 2023, 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. **HIGHWAYS AND ENGINEERING - WORKS PROGRAMME 2023/2024**

Decision:

That the 2023/2024 programme of works, as set out at Appendix C to the circulated report, be approved.

Reason for Decision:

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

Implementation of Decision:

The decision will be implemented after the three day call in period.

Consultation:

Members Surgeries took place with Local Ward Members as part of preparing the programme.

8. **VEHICLE AND HEAVY PLANT FLEET PROCUREMENT PROGRAMME 2023/24**

Suggested amendments to Officers recommendations were received from the previous Scrutiny Committee, as detailed below in **bold**:

1. That Members approve the purchase of **the zero emission vehicles** in the proposed Vehicle/Plant Procurement Programme for 2023/24 set out at appendix a.
2. 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 **zero emission** vehicles in order to maximise the availability of Grant funding that may become available to assist with the purchase cost of the vehicles.

3. **That the purchase of fossil fuel powered vehicles included in appendix a, and any additional vehicles be subject to further reports to cabinet board for approval, with justification as to why a zero emission alternative is not able to be purchased.**

Upon taking advice from Officers, Cabinet Members noted that certain specialist vehicles (such as JCBs) were not currently available as zero emission variants. Officers explained that taking on the Scrutiny Committees recommendations would be detrimental to service delivery, and would add a considerable delay to the procurement programme. For these reasons, and although Cabinet Members understood the concerns of the Scrutiny Committee, the Cabinet Board chose not to support the amendments made by the Scrutiny Committee.

Decisions:

That having had due regard to the Integrated Impact Assessment -

1. The Vehicle/Plant Procurement Programme for 2023/24, as set out at appendix A to the circulated report, be approved.
2. Delegated Authority be granted to the Head of Engineering and Transport 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.

Reasons for Decisions:

1. 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 MPGs and reducing the carbon footprint of the Council by lower emissions.
2. 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 Decisions:

The decisions will be implemented after the three day call in period.

9. **TRAFFIC ORDER - PONTNEATHVAUGHAN ROAD, GLYNNEATH - PROHIBITION OF WAITING**

Decision:

That having had due regard to the integrated impact assessment, the objections be 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 at Appendix A to the circulated report), and that a revised scheme be additionally consulted upon (as detailed in Appendix B to the circulated report), and should no objections be received, that the proposals be implemented on site as advertised.

Reason for Decision:

To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

The decision will be implemented after the three day call in period.

Consultation:

This item has been subject to external consultation.

10. **TRAFFIC ORDER - PONTNEATHVAUGHAN ROAD, GLYNNEATH - 30MPH SPEED RESTRICTION**

Decision:

That having had due regard to the integrated impact assessment, the objection to the B4242 Pontneathvaughan Road, Glynneath (Revocation) and (30mph Speed Limit) - Order 2022 (as detailed in Appendix A to the

circulated report) be overruled, the scheme be implemented as advertised, and the objector will be informed of the decision accordingly.

Reason for 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 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.

Consultation:

This item has been subject to external consultation.

11. **TRAFFIC ORDER - CYMMER TO GLYNCORRWG**

Decision:

That having had due regard to the integrated impact assessment, the C250 from Cymmer to Glyncorrwg (Revocation) and (30mph Speed Limit) - Order 2022 (as detailed in Appendix A to the circulated report) be implemented as advertised, the objection be overruled, and the objector informed accordingly.

Reason for Decision:

The Order is necessary to maintain the existing speed limit of 30mph on the C250 from Cymmer to Glyncorrwg 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.

Consultation:

This item has been subject to external consultation.

12. **TRAFFIC ORDER - FFORDD AMAZON AND VARIOUS OTHERS**

Decisions:

1. That having had due regard to the integrated impact assessment, approval be 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.
2. 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, and 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 decision.

Reason for Decisions:

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 Decisions:

The decisions will be implemented after the three day call in period.

Consultation:

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

13. **TRAFFIC ORDER - VARIOUS INDIVIDUAL DISABLED PARKING PLACES**

Decision:

That having had due regard to the integrated impact assessment, approval be granted to advertise the Individual Disabled Parking Place traffic regulation orders, for the various locations, as detailed at Appendix A to the circulated report, and should no objections be received the proposals be implemented on site as advertised.

Reason for Decision:

The individual disabled parking places are required due to the residents meeting all the criteria required for individual disabled parking places, to be located at various locations across the Borough.

Implementation of Decision:

The decision will be implemented after the three day call in period.

Consultation:

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

14. **TRAFFIC ORDER - FOR WASTE MANAGEMENT SERVICES**

Decision:

That having had due regard to the integrated impact assessment, approval be granted to advertise the 'Prohibition of Waiting, Loading and Unloading at Any Time' restrictions (as detailed at Appendix A to the circulated report) and should no objections be received, the proposals be implemented on site as advertised.

Reason for Decision:

To 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 will be implemented after the three day call in period.

Consultation:

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

15. **TRAFFIC ORDER - VILLAGE ROAD, VILLAGE GARDENS AND PENTRE AFAN ROAD, ABERAVON**

Decision:

That having had due regard to the integrated impact assessment, approval be granted to advertise the proposed raised toucan crossing, traffic regulation orders and traffic calming measures (as detailed at Appendix A and Appendix B to the circulated report) and should no objections be received, that the proposals be implemented on site as advertised.

Reasons for Decision:

1. The proposed raised toucan crossing will provide a safe crossing point for pedestrians and cyclists in the interest of road safety.
2. The proposed traffic calming measures will slow down vehicular traffic and are required in the interest of road safety.
3. 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 decisions will be implemented after the three day call in period.

Consultation:

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

16. **LIST OF APPROVED CONTRACTORS**

Decisions:

That having had due regard to the Integrated Impact Assessment it is recommended that the List of Approved Contractors be 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

Reason for Decisions:

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process, and for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

Implementation of Decisions:

The decisions will be implemented after the three day call in period.

17. **KEY PERFORMANCE INDICATORS 2022 2023 – QUARTER 3**

Decision:

That the monitoring report be noted.

18. **WASTE STRATEGY REVIEW TASK AND FINISH GROUP**

Members received a copy of the report prepared by the Waste Strategy Task and Finish group approved by the Environment, Regeneration and Street scene Scrutiny Committee.

Decision:

That a report be prepared to the Environment, Regeneration and Streetscene Scrutiny Committee containing Cabinet Board's response to the issues raised.

Reason for Decision:

To help the Council achieve the next statutory recycling target of 70% in 2024/25.

Implementation of Decision:

The decision will be implemented after the three day call in period.

19. **URGENT ITEMS**

No urgent items were received.

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

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.

21. **HOME TO SCHOOL TRANSPORT**

Decision:

That having had due regard to the integrated impact assessment, the Contract Procedure Rules be excluded in accordance with rule 5, and that the Head of Engineering and Transport be granted delegated

authority to extend the existing Home to School contracts due to end in July 2023, for a period of two additional years to July 2025.

Reason for Decision:

To ensure that the Council's budget is not disproportionately affected by artificially inflated costs being submitted as a result of the lack of competition in the current transport market place, and economic climate. It will also provide reassurance and security to operators who work for NPTCBC.

Implementation of Decision:

The decision will be implemented after the three day call in period.

CHAIRPERSON

This page is intentionally left blank

Environment, Regeneration and Streetscene Services Cabinet Board
(Immediately following the Scrutiny Committee starting at 10am)

Meeting Date 2023	Agenda Item and Type	Contact Officer
14 th July	Select List (Various)	Dave Griffiths
	Traffic Regulation Orders (Various)	Dave Griffiths
	Parking Options Report	Dave Griffiths
	Quarter 4 Performance Indicators 2022/2023	Shaun Davies/Joy Smith
	Highways Asset Management Plan	Mike Roberts
	Allocation of Streetscene Monies	Mike Roberts

This page is intentionally left blank



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

2nd June 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>
The Arb Team (T040)	101
NewSpace Containers Ltd (N018)	10
Crushed 2 Rubble (C075)	77,102,111

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

Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

Email: 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 Contractors.
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
Long term - 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.
Integration - 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.
Involvement - 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.
Collaboration - 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.
Prevention - 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) is not 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) is required	x
Reasons for this conclusion	
N/A	

	Name	Position	Date
Completed by:-	Amanda J. Phillips	Programme & Commissioning Manager	04/05/2023
Signed off by:-	David W. Griffiths	Head of Engineering & Transport	04/05/2023

This page is intentionally left blank



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

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

2nd June 2023

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

Matter for Decision

Wards Affected: Glynneath Central and East

B4242 PONTNEATHVAUGHAN ROAD AND HIGH STREET
(REVOICATION) (PROHIBITION OF WAITING, LOADING AND
UNLOADING AT ANY TIME) AND (PROHIBITION OF WAITING ON
FOOTWAY AT ANY TIME) ORDER 2023

Purpose of the Report:

To consider the support and objection received following the advertisement of the B4242 Pontneathvaughan Road and High Street (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) and (Prohibition of Waiting on Footway At Any Time) Order 2023, as indicated in Appendix A.

Executive Summary:

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

Background:

The scheme was prioritised by the local ward member following representations being received regarding localised inconsiderate parking practices by visitors to the Pontneddfechan Waterfalls.

The traffic regulation orders are required to prevent indiscriminate parking in the interest of road safety.

The proposed scheme is indicated in Appendix A.

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 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 proposal was advertised for a 21 day period in March / April 2023.

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 in March / April 2023.

There were 8 letters and plans hand delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, 1 statement of support and 1 objection were received.

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

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

- a) The South Wales Police fully support this proposal.

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

- a) The resident has highlighted an area east of No. 63 Pontneathvaughan Road and is surprised that the council has not advertised any restrictions at this location.

It should be noted that there is already a 'Prohibition of Waiting on Footway At Any Time' traffic regulation order at this location and therefore no additional traffic regulation orders are required.

- b) The resident regularly experiences parking on the narrow footway between 59 and 60 Pontneathvaughan Road preventing footway users from using the footway and restricting visibility. The resident has also requested an extension to the existing 'h' bar marking at the above location.

The suggestions of additional traffic regulation orders and a 'h' bar road marking are in addition to what has been advertised as part of this proposal. The Council will continue to monitor the situation going forward and may consider additional mitigation measures if deemed appropriate.

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 and High Street (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) and (Prohibition of Waiting on Footway At Any Time) Order 2023 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised and monitored going forward.

The objector will be informed of the decision accordingly.

Reasons for Proposed Decision:

The Orders are necessary 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. Revised.

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None

Officer Contact:

Mr Hasan Hasan, Engineering & Transport
Tel. No. 01639 686463
Email h.hasan@npt.gov.uk

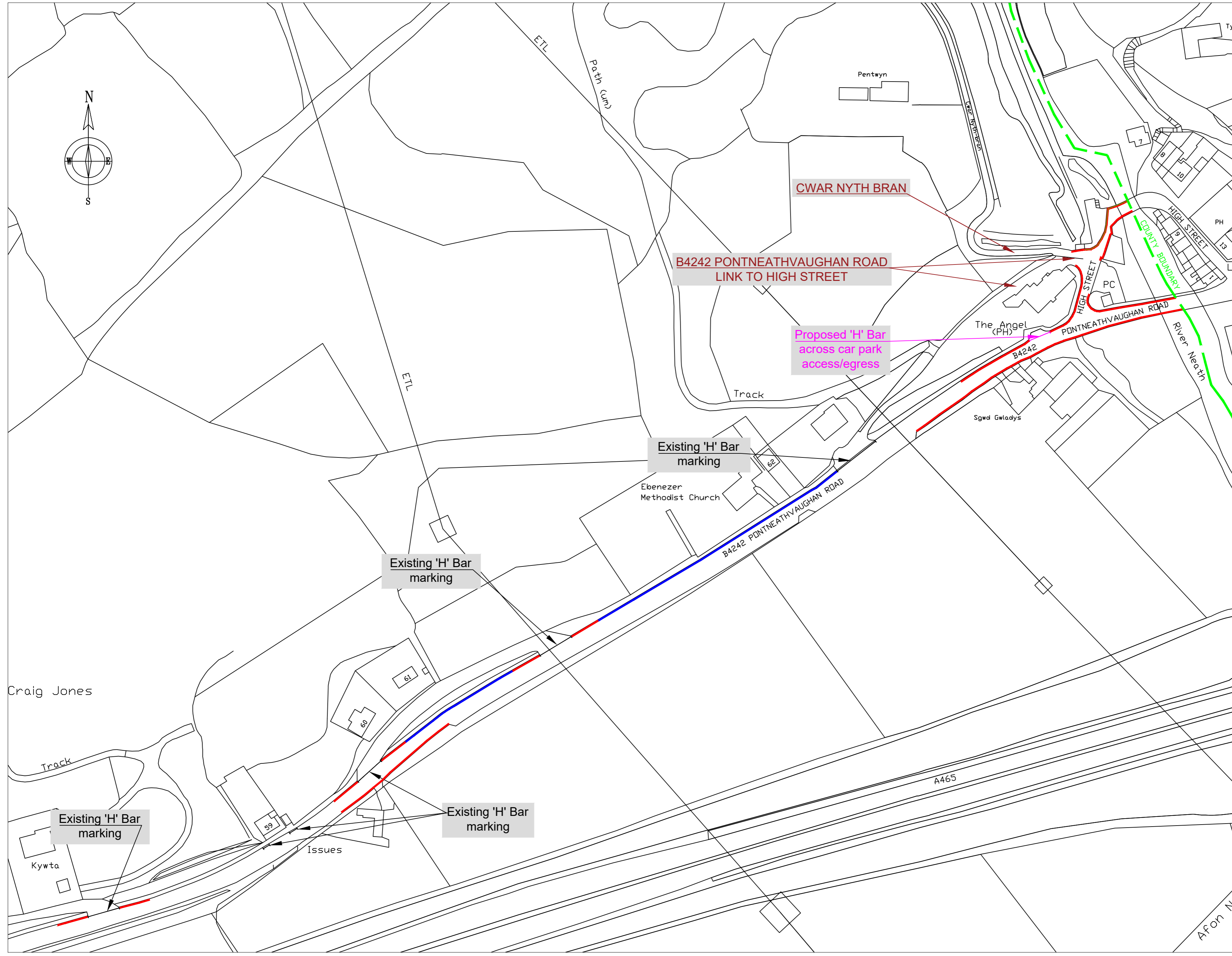
Mr Martin Brumby, Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk

Mr Ryan L. Jones, Engineering & Transport
Tel. No. 01639 686771
Email r.jones15@npt.gov.uk

This page is intentionally left blank

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 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
 REVISED**

File No.	Financial Code No.			
Drawn RLJ	Checked MCB	Approved HHH		
Date FEB'23	Date FEB'23	Date FEB'23	Date FEB'23	
Scales Not To Scale	Status PRELIM			
Drawing No. C9839I_PNF_TRO 24				

PROPOSED TRAFFIC REGULATION ORDERS LAYOUT - NOT TO SCALE

This page is intentionally left blank

1. Details of the initiative

Initiative description and summary: B4242 Pontneathvaughan Road and High Street (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) and (Prohibition of Waiting on Footway At Any Time) Order 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 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>Long term - 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.
Integration - how the initiative impacts upon our wellbeing objectives	Y		The scheme through preventing indiscriminate parking 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.
Involvement - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation orders was undertaken with 8 letters and plans hand 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. Only one objection was received to the scheme and this has been recommended to be overruled.
Collaboration - 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.
Prevention - 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) is not 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) is required	
Reasons for this conclusion	

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	21/04/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	21/04/2023

This page is intentionally left blank

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

2nd June 2023

Report of the Chair of Environment, Regeneration, Streetscene Services Scrutiny Committee

Matter for Consideration

Wards Affected:

All Wards

To consider the recommendations of the Task and Finish Group on Parking Options Review 2023

Purpose of the Report

To provide Cabinet with the Task and Finish Group Report inclusive of the recommendations in response to the Parking Options report 2023.

Executive Summary

The report highlights the findings of the Task and Finish Group carried out by the Members of the Environment, Regeneration and Streetscene Services Scrutiny Committee to consider the review on Parking Options 2023.

The report includes the findings of the Task and Finish group inclusive of discussion points considered at the meeting of the group.

Background

The Environment, Regeneration and Streetscene Services Scrutiny Committee are the appropriate scrutiny committee for the consideration of the Council's Parking Options.

The Committee were keen to arrange a Task and Finish Group to consider Christmas parking options.

Officers had completed the Parking Options Report that included Christmas parking arrangements and members felt it was a good idea to review the report in its entirety. Members looked at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider.

This enabled the Scrutiny Committee to discharge their pre-scrutiny role and to provide constructive feedback to the Cabinet Board as they continue to determine matters under Parking Options.

The overarching purpose of the Task and Finish Group was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider.

Integrated Impact Assessment

Impact assessment is being developed and will be reported along with the final Parking Options Review Report 2023 to Cabinet in due course.

Workforce Impacts

There are no direct workforce impacts associated with this report however, if the recommendations are agreed and taken forward there potentially could be workforce impacts and it will be for Cabinet Board to consider this as part of their considerations.

Legal Impacts

There are no legal impacts associated with this report.

Risk Management

There are no direct risk management impacts associated with the report however, there may be a financial risk to the Council if it fails to offset the £100,000 deficit in income 2022/23 and to generate an additional £200K income target set by the Council for 2023/24.

Consultation

The recommendations included in the report are in relation to the measures detailed within the Parking options Review Report 2023. There is no requirement under the Constitution for external consultation on this item.

Recommendations

It is recommended:

1. That Cabinet Members note the report prepared by the Parking Options Review 2023 Task and Finish group approved by the Environment, Regeneration and Streetscene Scrutiny Committee.
2. That Cabinet Board Members agree that a report be prepared to the Environment, Regeneration and Streetscene Scrutiny committee containing Cabinet Board's response to the issues raised.

Reasons for Proposed Decision

The proposals suggested aim to aid service recovery, increase income generated and enhance Town Centre footfall, and support the council's commitment to sustainable transport.

Any increases in revenue should be used to offset the £100,000 deficit in income 2022/23 and to generate an additional £200K income target set by the Council for 2023/24.

Implementation of Decision

Not applicable

Appendices

Appendix A – Task and Finish Group Parking Options Review 2023
Report

Appendix 1 – Parking Options Review Report 2023

Officer Contact

Tom Rees, Democratic Services Officer.

Email: t.rees1@npt.gov.uk Tel: 01639 763922

Report of the:

Environment, Regeneration and Street scene Services Scrutiny Committee

A Task and Finish Group to Review of the Parking Review Options Report 2023

May 2023



Neath Port Talbot County Borough Council

CONTENTS

Chairs Forward	2
Executive Summary	3
Purpose and Background	4
Terms of Reference	4
Recommendations	7
Summary of Discussion	8
Appendix 1 – Parking Review Options Report	

CHAIRS FORWARD

The report below is the result of three ‘task and finish’ meetings of the scrutiny committee members and officers, as well as other discussions and member officer meetings. I would like to thank all members and officers for their time in looking at these proposals in detail.

By way of context, the need for this piece of work has arisen mainly due to two factors:

The first being that the parking service income has not recovered since the pandemic and has a £100,000 shortfall in its budget.

Secondly in the 2023/24 budget an additional £200,000 income target was placed upon the parking service by the administration.

A report with options was presented to scrutiny committee to make recommendations on - with the primary aim of raising additional income for the service in line with the budget. The scrutiny committee has no influence at this stage over the previously agreed budget position by the administration.

The scrutiny committee has also previously indicated it wished to explore options for some free bus services, in line with neighbouring councils.

In order to make the income target agreed in the budget many of the options presented to us for increased parking fees are now unavoidable at this stage. Therefore the committee has focussed on how to best mitigate the impact of these proposed increases on our residents and businesses.

We have not made recommendations on every option in the proposals, only those where we feel an amendment will both be beneficial and deliverable given the budget position.

The decision of the final charges and options will be taken by the cabinet board, who will take on board our recommendations contained within this report.

Councillor Sean Pursey

EXECUTIVE SUMMARY

Members of the Environment, Regeneration and Streetscene Services Scrutiny Committee undertook a Task and Finish Group to consider and review the Neath Port Talbot County Borough Council's ("the Council") Parking Options 2023. The overall purpose of this was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider ..

The Task and Finish Group met for three workshop sessions to focus specifically within Parking Review Options Report 2023.

The Task and Finish Group held two workshop sessions with officers on the 28th of April and the 10th of May to gather all information required to develop recommendations. Members then had a summary workshop on the 18th of May to pull together their recommendations. A summary of the discussions is included within the report.

PURPOSE AND BACKGROUND

The Environment, Regeneration and Street scene Services Scrutiny Committee are the appropriate scrutiny committee for the consideration of the Parking Review Options Report 2023.

The Committee were keen to arrange a Task and Finish Group to consider the Christmas Parking options for 2023. Officers had completed a report on Parking Options Review 2023 that included Christmas parking as part of it.

The overall purpose of this Task and Finish group was to look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of recommendations for Cabinet Board to consider. .

TERMS OF REFERENCE

Task and Finish Objective	To look at options for parking and transport solutions to support the vitality of town centres and support sustainable transport with a view to agreeing a set of proposals for Cabinet Board to decision.
Membership	<u>Elected Members</u> Cllr. S. Pursey (Chair) Cllr. T. Bowen (Vice chair) Cllr. L. Williams Cllr. W. Carpenter Cllr. C. James Cllr. N. Goldup-John Cllr. S. Grimshaw <u>Advisors/Support Officers</u> Charlotte Davies Tom Rees Alison Thomas David W. Griffiths Steve Cook Ian Rees Brendan Griffiths

	<p>Andrew Collins Laura Webley Chris Saunders</p> <p>Dependent on discussion of the committee, further officers/ external providers be invited at the discretion of the Chair.</p>
The main aims of the Project	To enable the Task and Finish Group to explore and suggest recommendations to the Cabinet Members on the Parking Review Options Report 2023 including Christmas parking options, prior to decision by Cabinet Board.
Scope of the study	<ul style="list-style-type: none"> • To enable the Task and Finish group to feed in to the suggested recommendations of the Parking Review Options report • To consider periodic free or subsidised sustainable transport schemes • To provide an effective service for all members of the public. • To ensure that there is an effective and efficient service for the public.
How it will contribute to achieving Corporate/Community Objectives / Priorities.	<p>The proposals suggested aim to aid service recovery, increase income generated and enhance Town Centre footfall, and support the council’s commitment to sustainable transport.</p> <p>Any increases in revenue should be used to offset the £100,000 deficit in income 2022/23 and to generate an additional £200K income target set by the Council for 2023/24.</p>
Initial list of key officers, stakeholders, partners or other agencies to involve	Officers – as stated above

<p>Key issues to be addressed</p>	<p>That the Task and Finish group:</p> <ul style="list-style-type: none"> • Check that the proposals suggested in the report will aid service recovery, increase income generated and enhance Town Centre footfall and comply with our commitments to promote sustainable transport. • Look at Christmas parking arrangements. • Look at measures that will help offset the combined £300,000 income deficit during 2023/2024 to be achieved by the Council. • Look at measures to introduce free or subsidised sustainable transport schemes. • Has undertaken it's pre-scrutiny duty in relation to Cabinet Board proposals
<p>Timescale for completion of the task</p>	<p>Three day Task and finish group – Any findings to be taken to the Environment, Regeneration and Street Scene Services Scrutiny Committee due to be held on the 2nd June 2023 to commend the Task and Finish Groups views to the Cabinet Board prior to decision in June</p>
<p>Meeting Dates</p>	<ul style="list-style-type: none"> • 28th April 2023 • 10th May 2023 • 18th May 2023

RECOMMENDATIONS

That the following recommendations be considered and agreed by Cabinet Board:

1. Care worker on street parking permit cost to stay the same and not increase.
2. Resident Permits – It is proposed that permits are increased from £20.00 to £25.00 to stay at a cost neutral position and increase annually thereafter to cover costs.
3. The middle (10%) option is chosen for Town Centre tariffs, the funding gap over the 15% option funded by Recommendation 4.
4. Remove free Christmas parking offer for town centres, budget used to fund lower increase on Recommendation 3.
5. Introduce free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas.
6. Promote the use of season permits for the regular users of the car parks for residents to access discounted parking.
7. Seafront - Change the seasonal charging start date to 1st of April to capture an extra months income, in line with Bridgend county.
8. Seafront - Change the hours of charging to fall between 9am - 6pm for off and on street car parking.
9. Seafront – Off-season free parking for 2 hours in lay-by/ on street parking to remain.
10. Seafront - Introduce charges to the lay-by/on street parking bays along the seafront (during peak season only)
11. Seafront - Officers should explore overnight campervan parking options.
12. Seafront - Undertake a review of mitigation measures and on street parking restrictions nearby, to mitigate the impacts of the charging increases.

Additional Measures/Recommendations:

The Task and Finish Group also propose the following additional recommendations :

1. Provide an extra hour free on top of current tariffs to blue badge holders.
2. Explore a Visitors Parking Permit that would cover all car parks / attractions in the county (to include country parks).

3. Review all changes in a year, with an update report in six months time, to include – data on car park income and usage, town centre/seafront footfall and any other relevant feedback.

SUMMARY OF DISCUSSION

The following Members of the Environment, regeneration and Street scene Services Scrutiny Committee took part in the Task and Finish Group:

Cllr. S. Pursey (Chair)
Cllr. T. Bowen (Vice chair)
Cllr. L. Williams
Cllr. W. Carpenter
Cllr. C. James
Cllr. N. Goldup-John
Cllr. S. Grimshaw

Members were provided with support from the following officers:

Tom Rees
Alison Thomas
David W. Griffiths
Steve Cook
Ian Rees
Brendan Griffiths
Andrew Collins
Laura Webley
Chris Saunders

Members were provided with the Parking Review Options Report 2023 to consider and to ensure that the Scrutiny Committee undertook and discharged their scrutiny role.

On-street Parking Permits

- On-street Parking Permits – Members felt that Care worker permit costs should stay the same and does not increase.
- Resident Permits – Members proposed that as a minimum, permits are increased from £20.00 to £25.00 to stay at a cost neutral position and increase annually.

The Task and Finish Group felt that the Residents Permits Costs be reviewed in a year's time to ensure that the costs are correct and factor in current inflation and costs and to avoid sudden large cost increases.

Off Street Parking

Members decided that there should be an Increase all parking charges due to budget pressure to one of the new 10% Tariff Town Centre Pay and Display Tariffs.

Members felt that there should be a removal of free Christmas parking and instead spread the free parking across the year to maintain the 10% increase.

Task and Finish group members wished to keep free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas. For Christmas 2023, those dates would be November 18th, 19th, 25th, 26th and December 02nd, 03rd, 09th, 10th, 16th, 17th, 24th and 25th.

The Task and Finish Group suggested a review of the free bus travel of Option 5 at a scrutiny meeting in six months time, once the bus service situation regarding routes and funding is settled with Welsh government and Transport for Wales.

Season Permits

Members felt that the authority should promote the use of season permits for the regular users of the car parks.

The Task and Finish Group suggested that Parking should work with the Communications team to promote Season Permits.

Seafront

Members recommended the following;

- Change the seasonal charging start date to 1st of April to capture an extra months income.
- Change the hours of charging to fall between 9am - 6pm.
- Offseason free parking for 2 hours.

The Task and finish group felt that the change from the current seasonal arrangements of May – September to start in April, would fall in line with

Bridgend and Porthcawl. The additional month would increase income for the authority.

It was felt that changing the hours to 9am -6pm would take pressure off residents and put emphasis on visitors paying as they are more likely to park during daytime hours.

Task and Finish Group members believe that having free parking for 2 hours in offseason would support businesses.

Seafront

Members also wanted to put forward the following recommendations.

- Introduce charges to the free parking bays along the seafront (during peak season.)
- Officers should explore Campervan Parking options.
- Undertake a review of mitigation measures and on street parking restrictions nearby, to mitigate the impacts of the charging increases.

Additional Measures/Recommendations:

The Task and Finish Group also wished to propose the following considerations:

- Blue badge concessions – provide an extra hour free on top of current tariffs to blue badge holders.
- Visitors Parking Permit that would cover all car parks / attractions in the county –to explore further (to include country parks).
- Review all changes in a year – data car park usage/income etc. and see if they have worked.

Members felt that providing the extra hour for Blue Badge holders would be in line with other neighbouring authorities. It was felt that a visitor parking permit could be lucrative for the authority and should be explored by officers.

Members also felt it was important to review all changes in a year to check if changes have had a positive impact.

This page is intentionally left blank

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Parking and Transport Options Paper for the Environment Task and Finish Group

Head of Engineering & Transport – David W. Griffiths

Purpose of Options Paper

This paper tables options to facilitate discussion by the task and finish group for parking and transport solutions to support the vitality of town centres with a view to agreeing a set of proposals for consideration by a future Scrutiny and Cabinet Board for implementation next financial year 2023/24. It is suggested to members that any proposal considered for implementation, should, where possible take into account any associated financial risks within the existing parking budget and in the context of the Councils wider financial challenges. The proposals aim to aid service recovery, increase income generated and enhance Town Centre footfall.

Members will be aware that there is a significant amount of anecdotal evidence, opinion and speculation over the relationship between car parking provision and town centre prosperity. Somewhat paradoxically this ranges from arguments suggesting that 'greater accessibility for cars on the high street will increase the viability of town centres by improving trading for business' to 'restricting accessibility for cars will increase the viability of town centres by cutting congestion and pollution whilst making the high street more pedestrian friendly and increasing dwell time'.

The Council currently supports a number of parking initiatives which include first hour free and a reduced tariff structure in Pontardawe, and a reduced tariff at the seafront car parks over the winter and summer period.

It is well recognised that people are prepared to pay for good customer service and quality parking facilities. They do not like to pay for poor service and facilities and funds are needed to facilitate this. The British Parking Association of whom the Council are members believe that the people who use the facilities should pay to help to maintain the assets and increasing energy and maintenance costs.

On-street Parking Permits

Permits currently cost £20.00 per annum, and have not been subject to a review since implementation. The current charge no longer covers the admin cost of producing and supplying a permit due to increased software, postage, materials and staff cost.

- It is proposed that as a minimum, permits are increased from £20.00 to £25.00 to stay at a cost neutral position.
Or alternatively,
- That permits are increased from £20.00 to £30.00 to future proof admin costs and contribute to the council's budget pressures.

Permit costs across neighbouring authorities.

Authority	12 Months	Replacement
Neath Port Talbot	£20	£5
Swansea	Free	£25
Bridgend	Free	Free

Shown below are all the current permits on issue together with the current income taken, plus the potential income if permits increase to £25.00 or £30.

Permit Type	Cost	Number	Income	Cost	Income	Cost	Income
Care Worker	£20	39	£780	£25	£975	£30	£1,170
Dispensation	£20	14	£280	£25	£350	£30	£420
Family Parking	£20	95	£1,900	£25	£2,375	£30	£2,850
Health Board Carer	£20	177	£3,540	£25	£4,425	£30	£5,310
Health Visitor	£20	5	£100	£25	£125	£30	£150
Holiday Visitor	£20	2	£40	£25	£50	£30	£60
Loading	£20	63	£1,260	£25	£1,575	£30	£1,890
Neath Traders Dispensation	£20	42	£840	£25	£1,050	£30	£1,260
Resident	£20	1865	£37,300	£25	£46,625	£30	£55,950
Temporary Resident	£20	21	£420	£25	£525	£30	£630
		2323	£46,460	+25%	£58,075	+50%	£69,060

After Vat the increases to income are £12,000 to £23,000

Off-Street Parking

The Council car park income funds the maintenance upkeep of car parks to appropriate standards of safety, lighting and equality issues and security standards. The parking income account has spent £4 million over five years running and maintaining the council car parks and car parking machines. £201k of this cost was for the purchase and maintenance of pay and display machines.

In 2022/23, £127,400 has been spent so far on building maintenance in Port Talbot and Neath MSCP's alone, while the income from parking across both car parks is just under £227k.

There are outstanding maintenance issues that will require funding of circa £750k based on the last condition survey to carry out concrete repairs, electrics repair and painting in Port Talbot MSCP and a further £60k to resurface St. Mary's Car Park in Port Talbot.

The income received over the last five financial years is set out below, along with operational costs including utility bills, maintenance, staff costs, insurance, rates, rent and pay and display equipment. **This illustrates the income received before VAT.** Off-Street income from the Authority's pay and display car parks is subject to VAT @ 20% and the VAT is payable to HMRC.

Further to note, during the financial years 2020/21 and 2021/22 the council received monies from WG to offset losses from Covid 19, this ceased in April 2022, the amounts below include the monies received from Welsh Government.

<u>Year</u>	<u>Income</u>	<u>Operational Costs</u>	<u>Balance</u>
2021/22	£1,135,242	£892,191	£243,121
2020/21	£1,038,995	£769,990	£269,005
2019/20	£1,169,619	£1,002,107	£167,482
2018/19	£1,117,517	£1,079,367	£38,150
2017/18	£874,650	£720,730	£153,920

- **Option 1a: - Increase all parking charges due to budget pressure to one of the new tariffs set out below.**

Set out below is the current off-street tariff structure together with options for tariff increases. The potential increased revenue is based on the income from 2021/22.

Current Tariff Option	Current Tariff Price	5% Increase	10% Increase	15% Increase
1 Hour	£1.50	£1.55	£1.65	£1.75
2 Hours	£2.00	£2.10	£2.20	£2.30
3 Hours	£2.50	£2.65	£2.75	£2.85
4 Hours	£3.00	£3.15	£3.30	£3.45
All Day	£3.80	£4.00	£4.20	£4.40
Potential Increased Revenue		£50,000	£100,000	£150,000
After VAT		£41,667	£83,333	£125,000

- **Option 1b: - Increase some parking charges due to budget pressure to the new tariffs set out below.**

Any increase to all day parking charges will mostly affect people who work in town centres, a lot of whom will be on the minimum wage. The following option proposes tariff increases on shorter term parking only.

Current Tariff Option	Current Tariff Price	Proposed Tariff Price
1 Hour	£1.50	£1.75
2 Hours	£2.00	£2.30
3 Hours	£2.50	£2.85
4 Hours	£3.00	£3.30
All Day	£3.80	£3.80
Potential Increased Revenue		£100,000

There is a risk that an increase in tariffs will result in an income loss, if people choose not to use the car parks due to increased cost.

- **Option 2: - Reduce parking tariffs to align ourselves with neighbouring authorities and try to attract further footfall into town centres.**

Set out below are the comparable tariff structures for neighbouring authorities.

Authority	1 hour	2 hours	3 hours	4 hours	4+ Hours
Neath Port Talbot	£1.50	£2.00	£2.50	£3.30	£3.80
Swansea	£1.00	£2.00	N/A	N/A	£7.00
Bridgend	70p	£1.50	£2.50	£4.00	£6.00

It is noted that the current subsidies for car parking in Swansea will cease from April 2023 and Swansea have announced that they plan to raise an additional £700k per year from parking charges.

If the option to reduce parking charges to try to attract further footfall into town centres is progressed it is not possible to model the financial implications as we do not have any comparable data to base it on. However, to maintain current revenue we would need to attract 750,000 users into our car parks per year, which is not feasible in town centres of our size.

- **Option 3: - Pontardawe car parking charges be brought into alignment with Neath and Port Talbot town centres.**

Currently there is a different tariff structure in Pontardawe; the structure gives the first hour free and reduced charges after that, including free parking on a Sunday.

During 2021/22, 12,834 free tickets were issued in Pontardawe. We are aware that not all of these free tickets are associated with real parking events. Members of the public especially children have been witnessed generating tickets by typing in random registrations. However if 75% of the free tickets were genuine parking events charged at £1.50 the income generated would be £11,667 excluding VAT

- **Option 4a: Season permits increase from the current tariffs to the new tariff set out below.**

Currently the Authority operates a season permit system whereby the member of the public purchases a season permit and displays the permit in the front window of the vehicle.

Set out below are the season permit charges for neighbouring Authorities in their off-street car parks as well as this Authority's charge. Bridgend only offer a 3 months and above permit.

Authority	1 Month	3 Months	6 Months	9 Months	12 Months
Neath Port Talbot	£50	£130	£235	£325	£410
Swansea	£75	£220	£440	N/A	£735
Bridgend	N/A	£151.20	£302.40	£453.60	£604.80

It is clear from the above that the charges in NPT are significantly lower than in neighbouring authorities. Below are the current season permits offered to members of the public together with the income, proposed revised charges and projected income.

Permit Duration	<u>Current Season Permits</u>		Income	Daily Rate
	£	Number		
Season Permit 12 months	£410	67	£27,470	£1.13
Season Permit 9 months	£325	1	£325	£1.20
Season Permit 6 months	£235	35	£8,225	£1.30
Season Permit 3 months	£130	46	£5,980	£1.44
Season Permit 1 month	£50	6	£300	£1.66
Total number of permits on issue		155	£42,300	

Permit Duration	<u>Proposed Season Permits</u>		Income	Daily Rate
	£	Number		
Season Permit 12 months	£500	67	£33,500	£1.39
Season Permit 9 months	£400	1	£400	£1.48
Season Permit 6 months	£300	35	£10,500	£1.62
Season Permit 3 months	£200	46	£9,200	£2.22
Season Permit 1 month	£70	6	£420	£2.33
Total number of permits on issue		155	£54,020	

The potential increased revenue with this option is £11,720 and the charges would still be lower than those charged by neighbouring authorities. This increase is £10,000 after VAT

- **Option 4b - Season permits increase from the current tariffs to match the tariffs in Bridgend.**

Permit Duration	Proposed Season Permits		Income	Daily Rate
	£			
Season Permit 12 months	£605	67	£40,535	£1.65
Season Permit 9 months	£453	1	£453	£1.65
Season Permit 6 months	£302	35	£10,570	£1.65
Season Permit 3 months	£151	46	£6,946	£1.65
Season Permit 1 month	£70	6	£420	£2.33
Total number of permits on issue		155	£58,924	

The potential increased revenue associated with this option is £16,624 and match those in Bridgend which remain lower than those charged in Swansea. This increase is £13,853 after VAT.

- **Option 5: - To decide if the current practice of providing free parking should continue as is, (free parking in town centres for three weeks at a cost of £50,000 in lost revenue) or be amended following feedback and engagement with traders.**

For a number of years the council has provided free car parking in the run up to and over the Christmas period. When the press release was published advertising free car parking over Christmas 2022/23 approximately 54,000 social media accounts were reached, comments noted on social media were mainly supportive.

There were however, some comments from traders that they “*would prefer that the free car parking was over the first few weeks of January in Pontardawe to tempt members of the public to go shopping as the period after Christmas is very quiet.*”, and “*that a lot of people have done their Christmas shopping when the offer starts.*”

Neither Bridgend nor Swansea offer any free parking over the Christmas period. Carmarthen do not offer any free parking in Carmarthen town. They do however, offer free parking in Llanelli on the weekends from mid-November to Christmas to encourage people into the town. (Members will recall that this was mentioned at the Board meeting on the 2nd of December 2022).

The benefit of this is that the people receiving the free parking are shoppers rather than people who work in or close to the town centre between Mondays to Fridays.

Our current offer on free parking at Christmas offers 23 days free parking.

If we replicated what happens in Llanelli which is more comparable to our towns than Swansea, we would be offering 15 days free parking for Christmas trade. Members if so minded, could offer a further 5 days free parking, the dates of which could be agreed following consultation with the traders.

In order to ensure that all residents of Neath Port Talbot benefit from this scheme. Passenger Transport Colleagues have investigated the cost of free travel on the local bus network within the County Borough for the six Saturdays and Sundays leading up to Christmas. For Christmas 2023, those dates would be November 18th, 19th, 25th, 26th and December 02nd, 03rd, 09th, 10th, 16th, 17th, 24th and 25th. The estimated cost of providing free travel on the local bus network for those days will be £80,000.

Utilising free travel on the Local Bus Network does offer the opportunity for residents to travel out of County. For example, passengers may wish to travel from Glynneath via Neath and onto Swansea, or Blaengwynfi, Glyncoed and Cymer to Maesteg. These might not benefit the County Borough town centres but does offer a greater option to residents and promote local bus travel in general. It will be important therefore to advise passengers that completely free travel is available only within the County Borough. If residents choose to take advantage of bus services commencing within the County Borough and travelling further afield, for example Swansea or Maesteg then they may well have to pay for their return journey, unless of course the neighbouring local Authority is also operating a similar free travel scheme.

- **Option 6: - Increase the seafront car parking tariffs from the current rate of £2.00 from 1st May to 30th September to either £3.00 or £4.00 and increase the current rate of £1.00 from 1st October to 30th April to either £1.50 or £2.00.**

All day car parking at Porthcawl seafront car parks is either £3.00 or £4.00 depending on which car park you use. The increased tariffs could bring in between £47,917 to £95,833 in additional income per year depending on the chosen tariff.

- **Option 7: - Introduce charges to the free parking bays along the seafront**

Currently the on street car parking bays, despite being located closer to the facilities of the seafront offers free parking, while the car parks that

are further away incur a cost for motorists. (It should be noted that there are also currently 2-hour limited waiting within the parking bays on Princess Margaret Way). Swansea council have introduced charges at all of their parking bays facing onto Swansea Bay seafront at a charge of £1.50 for 1 hour and £5.00 all day.

Charging could be introduced via Pay by Phone (cashless) parking within the 2-Hour Limited Waiting parking bays, at a tariff of £1 for the two hours. It is not possible to quantify the potential income this could generate, as we have no data to base calculations on.

The rationale for not having pay and display machines along the seafront to take cash is due to high levels of vandalism to machines along the seafront. There would also be a cost of £75,000 to purchase the required amount of machines plus the costs of civil works.

The downfall to this is that it would restrict access to parking to people who do not have smart phones, therefore possibly discriminating against older and poorer people. We will consult with the neighbouring authorities to establish how they have mitigated this risk.

Summary

The options above for on street and off-street parking have the potential to generate between £43k and £189k depending on which combination of options are chosen as illustrated in the table below (**these figures exclude VAT**). Car park income is currently under achieving its income target by £100k, any increases in revenue should be used to offset this deficit.

Options	Lower Option	Higher Option
Increase Permit Costs	£12,000	£23,000
Town Centre Car Park Tariffs	£41,667	£125,000
Pontardawe Car Park Tariffs	£11,667	£11,667
Season Ticket Tariffs	£10,000	£13,853
Seafront Car Park Tariffs	£47,917	£95,833
Bus Subsidy	£-80,000	£-80,000
Totals	£43,250	£189,353

Officer Contact

Ian Rees, Parking Services Team Leader

Tel. No: 01639 763970

Email: i.rees@npt.gov.uk



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** **2 June 2023**

ACCESS TO MEETINGS/EXCLUSION OF THE PUBLIC

Purpose:	To consider whether the Public should be excluded from the following items of business.
Item (s):	Agenda Item 13 - Food Waste Treatment Contract Agenda Item 14 – Acquisition of Soars Chapel, Maes Yr Haf, Neath Agenda Item 15 – Collection Fleet Relocation – Appointment of Consultants
Recommendation(s):	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.
Relevant Paragraph(s):	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

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

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 14 of Part 4 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank