



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

***IMMEDIATELY FOLLOWING ENVIRONMENT, REGENERATION AND
STREETSCENE SERVICES SCRUTINY COMMITTEE***

FRIDAY 12 JANUARY 2024

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

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DURATION OF THE MEETING**

Webcasting/Hybrid Meetings:

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Part 1

1. Appointment of Chairperson
2. Chairpersons Announcement/s
3. Declarations of Interest
4. Minutes of Previous Meeting (*Pages 5 - 12*)
5. Forward Work Programme (*Pages 13 - 16*)
6. Public Question Time
Questions must be submitted in writing to Democratic Services,
democratic.services@npt.gov.uk no later than two working days

prior to the meeting. Questions must relate to items on the agenda. Questions will be dealt with in a 10 minute period.

For Information:

7. Dangerous Dogs Act 1991: Stray and Abandoned XL Bully Dogs - Change of Operational Practice (*Pages 17 - 22*)
8. Regional Transport Plan - Update from South West Wales Corporate Joint Committee (*Pages 23 - 42*)

For Decision:

9. List of Approved Contractors (*Pages 43 - 56*)
10. Traffic Regulation Order: Park Avenue and Siding Terrace (Revocation) and (30MPH Speed Limit) Order 2023 (*Pages 57 - 72*)
11. Traffic Regulation Order: Lane rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) Order 2023 (*Pages 73 - 86*)
12. Traffic Regulation Order: Princess Margaret Way, Sandfields, Port Talbot (*Pages 87 - 102*)
13. Commercial Property Grant: Former Royal British Legion Club, Eastland Road, Neath (*Pages 103 - 118*)
14. 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).
15. Access to Meetings - Exclusion of the Public (*Pages 119 - 124*)
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

16. Fleet and Depot Review and Development of a 5 year Fleet Transformation Plan - Appointment of Consultants (Excluded under

Paragraph 14) (*Pages 125 - 154*)

K.Jones
Chief Executive

Civic Centre
Port Talbot

Friday, 5 January 2024

Environment, Regeneration and Streetscene Services Cabinet Board
Members:

Councillors. J.Hurley, W.F.Griffiths and S.Jones

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EXECUTIVE DECISION RECORD

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

14 NOVEMBER 2023

Cabinet Members:

Councillors: J.Hurley, S.Jones and C.Phillips

Officers in Attendance:

S.Brennan, D.Griffiths, M.Roberts, C.Morris, K.Lewis, S.Owen, D.Rees,
T.Rees and C.Plowman

Scrutiny Invitees:

Councillors: S.Pursey 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**

There were no declarations of interests received.

4. **MINUTES OF PREVIOUS MEETING**

That the minutes of the meetings held on 14 September 2023 and 6 October 2023 be approved as an accurate record.

5. **FORWARD WORK PROGRAMME**

The Forward Work Programme was noted.

6. **PUBLIC QUESTION TIME**

No questions were received.

7. **KEY PERFORMANCE INDICATORS 2023/2024 - QUARTER 2 (1ST APRIL 2023 - 30TH SEPTEMBER 2023)**

Decision:

That the report be noted.

8. **LIST OF APPROVED CONTRACTORS**

Decision:

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

Companies to be added to the List of Approved Contractors:

<u>Company</u>	<u>Category</u>
DTPH Arb & Groundworks (D044)	77,84,101,102
Clean to the Core (C077)	105,111
Integrated Fencing Ltd (I019)	84,96
Betterclean Services (B044)	105

Companies to be removed from the List of Approved Contractors:

Removal of the following companies was required due to failure to meet NPTCBC's Health & Safety criteria (H027) and company had gone into Liquidation (A022).

<u>Company</u>	<u>Category</u>
Highcross Security & Electrical Ltd (H027)	21F,21G,41,43,47,48,49,50,60
Avalon Insulation Services Ltd (A022)	31,111

Reason for Proposed Decision:

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

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

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

9. **PROPOSED TRAFFIC REGULATION ORDERS FOR AWEL AFAN HOUSING DEVELOPMENT OFF CHANNEL VIEW AND PRINCESS MARGARET WAY, PORT TALBOT**

Decision:

Having had due regard to the integrated impact assessment, that approval be granted to advertise the traffic regulation orders associated with the new Afan Awel Housing Development off Channel View and The Princess Margaret Way (As detailed in Appendix A to the circulated report), and if no objections were received that the proposals be implemented on site as advertised.

Reason for Proposed Decision:

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

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

10. **QUARR ROAD, PONTARDAWE (DISABLED RESIDENT PARKING PLACES) ORDER 2023**

Decision:

Having had due regard to the integrated impact assessment:

- That the objection be overruled in full to the (Quarr Road, Pontardawe) (Disabled Residents Parking Places) Order 2023 (as detailed in Appendix A to the circulated report), and that the

scheme be implemented as advertised at the earliest convenience.

- That the objector be notified of the decision accordingly.

Reason for Decision:

Having due regard to the objection that was received, and also the letter of support, there were many factors that were considered before making the proposed decision.

Due to the Topography of Quarr road there was a strong case for the scheme to be implemented as the road was at a steep gradient. The applicant met all the criteria to apply for an Individual Disabled Parking Place.

In regards to point 3 of the objection summary; the resident was concerned that any blue badge holder would be able to park in the bay, this was deemed not to be true. Only the occupier of number 21 will be able to apply for the disabled parking permit in relation to this bay, and the council parking enforcement team were able to check this with the vehicle registration linked to the proposed permit.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

11. **HIGHWAY ASSET MANAGEMENT PLAN**

Decision:

Having had due regard to the Integrated Impact Assessment:

- That the draft Highway Asset Management Plan 2023-26, as provided in Appendix A of the circulated report, be endorsed.
- That a further update be brought back to Environment, Regeneration & Streetscene Services Cabinet Board, after completion of the Regional Transport Plan and Cycleway management work.

Reason for Proposed Decision:

To keep up to date and continue developing, in line with good practice, the Council's Highway Asset Management Planning.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

12. **STREET LIGHTING ENERGY**

Cabinet Members considered the proposed additional recommendation to the original, which was contained within the circulated report. Cabinet Members were not supportive of the additional recommendation, made by the Scrutiny Committee, held previous to this meeting.

Decision:

That approval be granted for public consultation to be undertaken with respect to the potential street lighting energy saving strategies, as set out in the circulated report.

Reason for Proposed Decision:

To help inform any future decision regarding street lighting savings and associated Integrated Impact Assessment.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

13. **ZERO EMISSION VEHICLE INFRASTRUCTURE STRATEGY (ZEVIS)**

Decision:

That the report be noted.

14. **ELECTRIC VEHICLE ON-STREET HOME CHARGING**

Decision:

- That the Council continue to decline requests for on-street home or business electric vehicle charging for the time being
- That Officers continue discussions with Welsh Government, through Transport for Wales and the Welsh Local Government Association, to seek model guidance and licence requirements for

on-street home charging with respect to on-street charging requests from residents.

Reason for Proposed Decision:

Given the legal implications for the Authority, the potential safety issues arising from trailing a cable across the highway, and the early stage trailing elsewhere of potentially innovative solutions, it was recommended to continue with the existing moratorium and monitor the success or otherwise of the trials.

With the uptake of EV's which was likely to increase rapidly in the coming years, and the home charging issues arising from the historic housing and highway layouts throughout the country, national Welsh Government guidance was required to ensure a consistent approach between Councils and to steer future plans and policies.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

15. **ELECTRICAL VEHICLE AND CHARGING INFRASTRUCTURE TRANSITION TO ULTRA LOW EMISSIONS UPDATE**

Decision:

That the report be noted.

16. **URGENT ITEMS**

There were no urgent items received.

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

Decision:

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

18. **PROPOSED NEW CINEMA EXTENSION AND INTERNAL IMPROVEMENT WORKS AT PONTARDAWE ARTS CENTRE - PARTY WALL NOTICES (EXEMPT UNDER PARAGRAPH 14)**

Decision:

Having had due regard to the Integrated Impact Assessment:

- That delegated authority be granted to the Head of Property and Regeneration authority to serve any requisite notices under Party Wall Act 1996, to ensure that the Council complies with its duty under this legislation in respect of the proposed new cinema extension and internal improvement works at Pontardawe Arts Centre.
- That the Head of Property and Regeneration be authorised to amend the scheme of delegations to include the service of notices under the Party Wall Act 1996; and that the Head of Legal and Democratic Services be authorised to update the Constitution of Neath Port Talbot County Council to record this.

Reason for Proposed Decision:

To enable the Council to proceed with the scheme of works, subject to the tenders being within budget at Pontardawe Arts Centre, and to ensure appropriate authority was in place for any future notices that may be required.

Implementation of Decision:

This decision was for immediate implementation, and therefore not subject to the three day call in period.

19. **PLACE PLANS - THE COMMISSION OF ADDITIONAL CONSULTANCY WORK TO THE URBANISTS FOR THE FURTHER DEVELOPMENT AND EXPANSION OF EXISTING PROPOSALS (EXEMPT UNDER PARAGRAPH 14)**

Decision:

Having given regard to the Integrated Impact Assessment:

- That the requirements of the Council's Contract Procedure Rules be excluded, and approval be granted for the Council to make direct awards to The Urbanists for interim Consultancy services, for the additional services required for the delivery of existing place plans only.

- Authority be granted for the Head of Property and Regeneration to procure further consultancy services for additional towns, secondary and tertiary settlements (not already commissioned to The Urbanists) in early 2024.

Reason for Proposed Decision:

To assist Regeneration in completing Place Plans for its towns, which forms part of the Welsh Governments requirements in delivering strategic projects and providing grants to third parties, and to enable the development of schemes to be delivered with secondary and tertiary settlements.

To ensure continuity of service and time saving in understanding the tasks required with respect to the additional work required.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Saturday 18 November 2023.

20. **UPDATE ON THE COUNCIL'S LOCAL AUTHORITY WASTE DISPOSAL COMPANY (EXEMPT UNDER PARAGRAPH 14)**

Decision:

That the report be noted.

CHAIRPERSON

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

Meeting Date 2024	Agenda Item and Type	Contact Officer
Page 13	Select List (Various)	Dave Griffiths
	Traffic Regulation Orders (Various)	Dave Griffiths
	Commercial Property Grants (Various)	Simon Brennan
	Street Lighting Energy – Consultation Response	Mike Roberts
	Fleet Procurement Programme 24/25	Dave Griffiths
	City Deal Update on NPT Projects	Lisa Willis
	Property Asset Management Plan	Simon Brennan
	Public Space Protection Order: Aberavon Beach and Promenade - Consultation Response	James Davies

Meeting Date 2024	Agenda Item and Type	Contact Officer
22nd March	Select List (Various)	Dave Griffiths
	Traffic Regulation Orders (Various)	Dave Griffiths
	Commercial Property Grants (Various)	Simon Brennan
	Quarter 3 Performance Indicators 2023/2024	Shaun Davies/ Joy Smith
	Healthy Travel Charter	Joy Smith
	Management of Japanese Knotweed	James Davies
	Flood Risk Management Plan	Mike Roberts/Steve Owen
	Highways and Engineering Works Programme 2024/25	Mike Roberts/Aled Jones

Meeting Date 2024	Agenda Item and Type	Contact Officer
19th April	Select List (Various)	Dave Griffiths
	Traffic Regulation Orders (Various)	Dave Griffiths
	Commercial Property Grants (Various)	Simon Brennan
	Regeneration Strategy	Andrew Collins
	NPT Local Area Energy Plan	Chris Jones

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

**Environment, Regeneration and Streetscene Services
Cabinet Board
12th January 2024**

**Report of the Head of Planning and Public Protection
Ceri Morris**

Matter for Information

Wards Affected: All Wards

Dangerous Dogs Act 1991: Stray and Abandoned XL Bully Dogs – Change of Operational Practice

Purpose of the Report

To provide Members with an update regarding new legislation relating to the keeping of XL Bully dogs and the impact on the Authority's Dog Warden Service who deal with stray and abandoned dogs.

Executive Summary

Following a rise in attacks and fatalities caused by XL Bully dogs, the UK Government has added this breed to the list of dogs banned under the Dangerous Dogs Act 1991.

The ban on XL Bully dogs and rehoming restrictions, will change the Authority's operational practices and make the euthanasia of unclaimed stray XL Bully stray dogs normal practice from 31st December 2023.

Background

Following a rise in attacks and fatalities caused by XL Bully dogs, the UK Government has added this type of breed to the list of dogs banned under the Dangerous Dogs Act 1991.

To help current owners adapt to the new laws, these changes will come into force in two stages.

Stage 1 – from 31st December 2023 it will be against the law to:

- Sell an XL Bully dog;
- Abandon an XL Bully dog or let it stray;
- Give away an XL Bully dog;
- Breed from an XL Bully dog; and
- Have an XL Bully in public without a lead and muzzle.

Stage 2 – from 1st February 2024 it will be a criminal offence to own an XL Bully dog in England and Wales unless the dog has a Certificate of Exemption. In addition, to keep an XL Bully dog, it must be:

- Microchipped;
- Kept on a lead and muzzled at all times when in public;
- Kept in a secure place so it cannot escape; and
- Neutered.

An owner of an XL Bully dog, must also:

- Be over 16 years old;
- Take out third party public liability insurance against the dog injuring other people; and
- Be able to show the Certificate of Exemption when asked by a police officer or a council dog warden, either at the time or within 5 days.

Change of Operational Practice (as a result of the rehoming restriction)

Section 149(1) of the Environmental Protection Act 1990 requires every local authority to appoint an officer for the seizure, detention and rehoming of stray dogs in the County Borough.

All stray dogs collected by the Council Dog Wardens are scanned for a microchip in order to try to identify the rightful owner. If no microchip is detected whilst on site, the dog will be scanned again once at the kennels.

Detained stray dogs will only be released from the contracted kennels when all costs incurred are paid in full. These costs include a statutory amount in addition to an administrative fee for the seizure and detention of the dog, plus kennelling fees charged at a daily rate.

All kennelled dogs unclaimed after seven days will be rehomed where possible. Once rehomed, the former owner of the dog has no legal claim for the return of the dog. Every effort is made to find new homes for stray dogs unclaimed after the statutory seven-day period. This work is done on the Council's behalf by the contracted kennels or via an approved partner or other animal rescue organisation.

It is current practice for the Dog Warden Service to only euthanise dogs as a last resort, normally this would be in cases where euthanasia is recommended by a vet on welfare grounds.

As a consequence of the new restrictions coming into effect from 31st December (i.e. the rehoming, selling or transfer ownership of XL Bully dogs becoming illegal), it will be necessary for the Authority's Dog Warden Service to change its operational practice and put procedures in place to euthanise any XL Bully dogs that are not collected from the contracted Kennels by the owner. This new operational procedure will be implemented with immediate effect so as to limit any ongoing welfare issues to currently kennelled XL Bully dogs kept beyond the statutory maximum period of 7 days.

Members should note that in advance of the ban coming into effect, dog rehoming centres are already not accepting XL Bully dogs, and the Authority currently has two unclaimed XL Bully dogs in kennels.

Financial Impacts

Although there is compensation available to dog owners who choose not to keep their XL Bully dog, and for it to be euthanised at a registered vet practice by 31st January 2024, this compensation provision is not available for the Local Authority to claim. Therefore, any additional expenditure to the service associated with vet charges for the euthanasia of stray and unclaimed XL Bully dogs may have a financial impact – this will be monitored going forward.

Members should note that in addition to the welfare reasons, there are further financial implications of *NOT* implementing a euthanasia policy to deal with unclaimed stray XL Bully dogs, namely the indefinite kennel costs due to being unable to rehome the dog.

Integrated Impact Assessment

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

Valleys Communities Impacts

No implications.

Workforce Impacts

No implications.

Legal Impacts

The legislation changes make it illegal from 31st December 2023, to rehome, sell or transfer ownership of XL Bully dogs. Dog Wardens are unable to rehome XL Bully dogs at rehoming centres.

Consultation

There is no requirement for external consultation on this item.

Recommendations

For Members to note the information contained within this report.

Reason for Proposed Decision

Matter for information, no decision required.

List of Background Papers

Guidance: Prepare for the ban on XL Bully dogs
<https://www.gov.uk/guidance/prepare-for-the-ban-on-xl-bully-dogs>

Officer Contact

Mr Calvin Davies – General Environmental Health Manager
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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

12th January 2024

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

Matter for Information

Wards Affected: All

REGIONAL TRANSPORT PLAN (RTP) - IMPLEMENTATION PLAN – UPDATE FROM THE CORPORATE JOINT COMMITTEE

Purpose of the Report:

To provide Members with an update on the progress of work relating to the Regional Transport Plan (RTP), with a focus on the Implementation Plan that has recently been submitted to Welsh Government by the Corporate Joint Committee (CJC).

Executive Summary:

This report is for information only in order to provide Members with an overview of the duties of the Corporate Joint Committee in developing a Regional Transport Plan for South West Wales.

The initial stage of producing the RTP required the CJC to submit a RTP – Implementation Plan to the Welsh Government, by 31st October 2023. A copy of the Implementation Plan is shown in Appendix 1.

Background:

The Corporate Joint Committee (CJC) for South West Wales has been mandated to produce a Regional Transport Plan (RTP) for the region by Welsh Government, in conformity with the Transport (Wales) Act (2006) and to complement Llwybr Newydd: Wales Transport Strategy (2022).

The region was tasked with producing an Implementation Plan setting out how the Regional Transport Plan (RTP) will be developed and adopted. This implementation plan was submitted to Welsh Government by their deadline of the 31st October 2023. The Implementation Plan is shown in Appendix 1.

Prior to submitting the Implementation Plan to Welsh Government, the Plan was considered and endorsed by the CJC Regional Transport Sub Committee at its meeting on the 9th October 2023. The overarching aims of the Regional Transport Sub Committee is to drive an accessible, sustainable and efficient transport system across the region; and they have the function to make recommendations to the Corporate Joint Committee on the development and delivery of the Regional Transport Plan.

In addition to endorsing the Implementation Plan, the Sub Committee agreed that a covering letter be sent to the Minister to deal with the risks highlighted in the plan. The letter is shown in Appendix 2.

Following the meeting of the CJC Regional Transport Sub Committee, the Implementation Plan and covering letter was presented and approved by the CJC on 24th October 2023, and have subsequently been submitted to the Welsh Government by the deadline of 31st October 2023.

The RTP Guidance issued by Welsh Government set out the key requirements in order to develop the South West Wales RTP, these are listed below. Each requirement has a number of actions and work packages that need to be undertaken, further details on these can be found in the Implementation Plan attached as Appendix 1 of the circulated report.

- Development of the RTP Implementation Plan
- Development of the Case for Change
- Development of the Initial Draft of the Regional Transport Plan, Integrated Well-Being Assessment (IWBA) and Regional Transport Delivery Plan (RTDP) Development of the Final Draft of the Regional Transport Plan, Integrated Well-Being Assessment (IWBA) and Regional Transport Delivery Plan (RTDP)
- Development of the Final Regional Transport Plan, Integrated Well-Being Assessment (IWBA) and Regional Transport Delivery Plan (RTDP)
- Public and Stakeholder Consultation Monitoring and Evaluation Plan
- Equalities Impact Assessment
- Environmental Impact Assessment and Habitats Regulation Assessment.

The RTP Guidance issued by Welsh Government also set out the key dates in producing the RTP, these are shown in the table below. These dates are extremely ambitious given the volume of work required to produce the RTP, and there is a lack of funding and resources available; this was recognised by the CJC Regional Transport Sub Committee and the Corporate Joint Committee.

Key dates in producing the RTP	
13th July 2023	Guidance issued to CJC's
31st October 2023	CJC to submit implementation plan to WG
29th February 2024	CJC to submit RTP case for Change (including SMART objectives) to WG
29th May 2024	CJC to submit initial draft of RTP, IWBA and RTDP to WG (before public consultation)
31st October 2024	CJC to submit final draft of RTP, IWBA and RTDP to WG
29th March 2025	CJC to submit final RTP, IWBA and RTDP to WG
30th June 2025	WG decision on approval of RTP.

As identified in the table above, the next piece of work to be undertaken is the RTP Case for Change; with the current deadline for submission to Welsh Government set for 29th February 2024.

Further update reports on the progress of the development of the RTP will be provided to future meetings of the Environment, Regeneration and Streetscene Services Cabinet Board.

Financial Impacts:

The Implementation Plan is a statement of intent as to how a Regional Transport Plan will be developed for the South West Wales region. Hence the plan itself does not have a direct financial impact.

The CJC has allocated funding to assist with the development of the RTP and Welsh Government have indicated that they will make available £125k of funding in the current financial year towards the development of the RTP.

The full cost of the RTP is yet to be determined but it is clear that further funding will be required. The funding will need to be provided to enable

the plan to be progressed and this will need to be identified and allocated through discussion with Welsh Government.

The letter sent to Welsh Government with the Implementation Plan included in Appendix 2 seeks commitment from Welsh Government to cover all costs associated with the development of the RTP.

Integrated Impact Assessment:

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

Valleys Communities Impacts:

No implications.

Workforce Impacts:

The CJC has approved resources to support the development of the RTP and hence recruitment processes are being followed (through City and County of Swansea) to secure support. In addition, the region will procure specialist support as necessary to develop the RTP.

Legal Impacts:

The Implementation Plan is the first stage of producing a Regional Transport Plan which is a duty placed on the CJC by Welsh Government pursuant to the Local Government and Elections (Wales) Act 2021. The South West Wales Corporate Joint Committee Regulations came into force on 1st April 2021 in accordance with the timeframes for the discharging of specific functions.

Risk Management Impacts:

None.

Consultation:

There is no requirement for external consultation on this item.

Recommendation:

There is no recommendation associated with this report as it is for information purposes only

Reason for Proposed Decision:

There is no recommendation associated with this report as it is for information purposes only

Implementation of Decision:

There is no recommendation associated with this report as it is for information purposes only

Appendices:

Appendix 1 - Implementation Plan for Developing a Regional Transport Plan for South West Wales

Appendix 2 - Letter to Welsh Government requesting that the statutory duty to prepare a regional transport plan is fully funded by the Welsh Government.

List of Background Papers:

- [Welsh Government Regional Transport Plans: Guidance for Corporate Joint Committees](#)
- Agenda and Minutes from the Regional Transport Sub Committee meetings on 10 July 2023 and 9 October 2023 Agenda and

Minutes from the Corporate Joint Committee meeting on 24
October 2023

Officer Contact:

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Implementation Plan for Developing a Regional Transport Plan for South West Wales



1. INTRODUCTION

The Corporate Joint Committee (CJC) for South West Wales has been mandated to produce a Regional Transport Plan (RTP) for the region by Welsh Government in conformity with the Transport (Wales) Act (2006)¹ and to complement Llwybr Newydd: Wales Transport Strategy (2022)². The RTP should be developed in line with the guidance issued by Welsh Government.

The RTP will be reflective of the aims, priorities and strategies for transport in the area covered by the following local authorities:

- Carmarthenshire County Council
- City & County of Swansea
- Neath Port Talbot County Borough Council
- Pembrokeshire County Council

This area is shown in Figure 1:



Figure 1 – Area Considered in the South West Wales Regional Transport Plan.

¹ [Transport \(Wales\) Act 2006 \(legislation.gov.uk\)](https://legislation.gov.uk/ukpga/2006/26/section/1)

² [Llwybr Newydd: a new Wales transport strategy | GOV.WALES](https://gov.wales/llwybr-newydd-a-new-wales-transport-strategy)

Local authorities have been asked to develop an Implementation Plan setting out how the RTP will be developed and adopted. It is expected that this implementation plan be submitted to Welsh Government by 31st October 2023.

2. PROJECT GOAL

This Implementation Plan sets out how it is intended that the RTP for South West Wales will be developed. The aim of this piece of work is to:

Develop a Regional Transport Plan for South West Wales which sets out a plan for transport in the region that supports economic growth, encourages modal shift away from private car use, and reduces the negative environmental impact of our transport network.

It is expected that a proposed final version of the RTP be submitted to Welsh Government by 29th March 2025.

The RTP when completed and approved by Welsh Ministers will replace the existing SWW Joint Transport Plan 2015-2020.

It is imperative that the RTP is reflective of the Wales Transport strategy and aligned to other National, Regional, Local strategies and priorities, as shown in Figure 2.

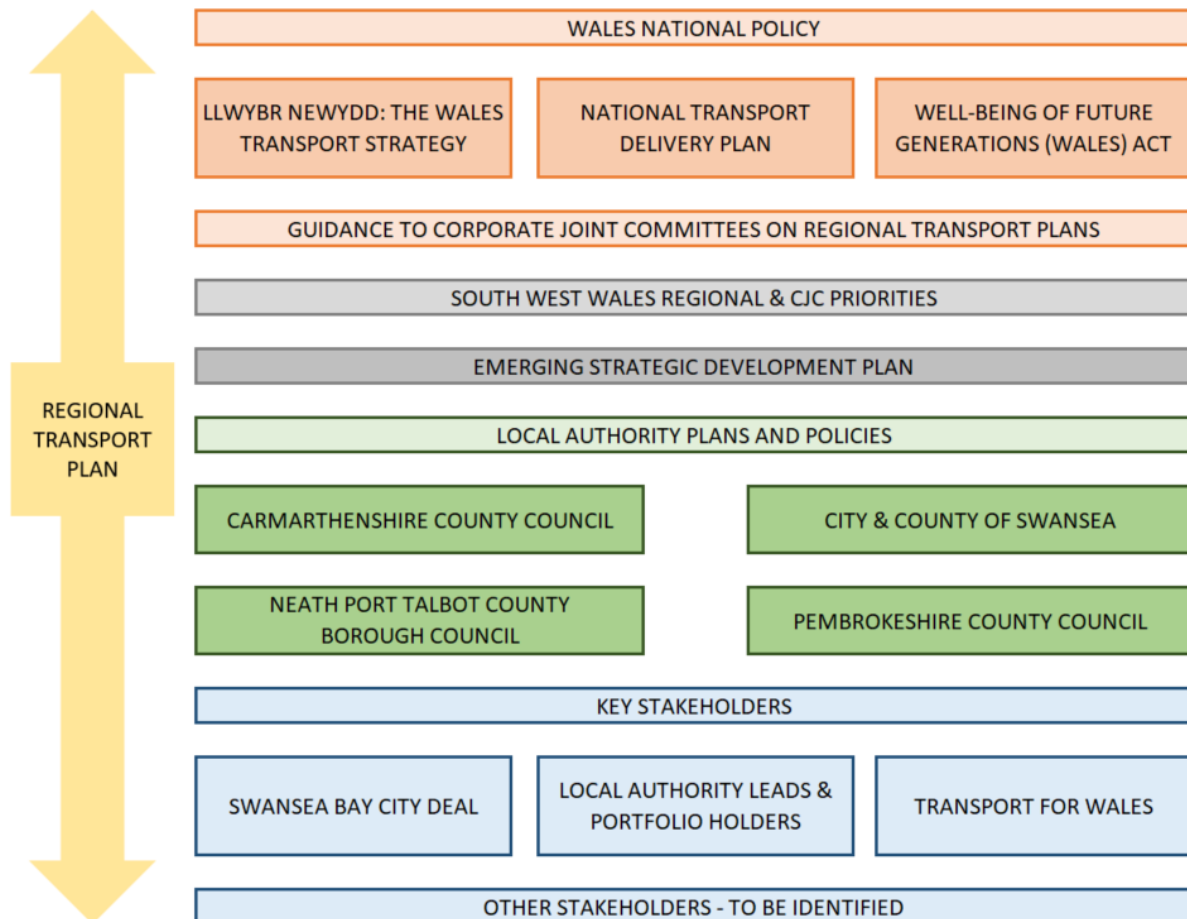


Figure 2: Policy Context for Regional Transport Plan

3. SCOPING THE KEY WORK PACKAGES

Table 1 below shows what are considered to be the key work packages that require completing to develop the South West Wales RTP.

Developing the Case for Change		
Work Package	Description	Key Dates
Member and key stakeholder engagement	Seek the views of the CJC representatives, portfolio holders and/or other Members, and key stakeholders about the issues to be captured in the case for change and the policies / schemes needed to address them. Agree approach to engaging members and key stakeholders. A consistent approach should be utilised to engage members across all four authorities.	CJC is essential to the process Approval at CJC Meeting 23rd January 2024
Define the Area of Study	Description of the South West Wales area including a map showing the 4 authorities etc.	Submit To Welsh Government 29th February 2024
Set out the Strategic Case	Set out the local impact on National, Regional and Local plans and strategies including but not limited to: <ul style="list-style-type: none"> • Llywbr Newydd: Wales Transport Strategy • National Transport Delivery Plan • Local Authority Local Development Plans • Well-being of Future Generations (Wales) Act • Local Authority Transport Plans and Council Plans Previous Joint Local Transport Plan	
Review of Evidence and Identify Issues and Opportunities	Identify transport aspirations for the Region. GIS mapping. SW Transport Model findings. Consideration will include: <ul style="list-style-type: none"> • Rurality and access to services • Car dependency • Household Access to Car by area • Bus – improvements including Fflecsi, TrawsCymru, opportunities from franchising and future plans etc. • Rail - opportunity for SWML proposals and connections; West Wales Frequency; • Swansea Bay and South West Wales Metro • Road network: M4; A40 • Port Access • Walking and cycling • Housing and economic growth • Supporting tourism • Supporting industry • Origin and destination of trips, and importance of cross-border movement • Decarbonisation of transport 	

<p>Identify RTP Vision</p>	<p>Development of a vision for the RTP.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> • Access to employment, services and attractions • High quality active travel and public transport networks • Decarbonisation <p>Current JTP vision: <i>To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport.</i></p>	
<p>Identify RTP Smart Objectives</p>	<p>Development of SMART objectives for the RTP aligned to the priorities in the Wales Transport Strategy.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> • Reduce carbon emissions and enhancing the environment • Reducing inequality/transport poverty • Wellbeing • Support businesses • Improving public transport connectivity • Making public transport more affordable • Enhancing rail services and improving cross-border connectivity • Sustainable access to main centres of tourist demand • Supporting the tourist economy • Supporting growth in Enterprise Zones and Free Ports • Increasing active travel • Supporting / encouraging the take up of Zero emission vehicles • Safety • Enhancing freight connectivity to key destinations; including ports <p>Current JTP higher level outcomes focus on:</p> <ul style="list-style-type: none"> • Transport network resilience • Capacity and safety enhancements • Integration with strategic PT services • Improved links to employment • Access to services • Encouraging sustainable travel 	
<p>Governance</p>	<p>Identify Governance arrangements for development, sign off and adoption of the RTP both within the CJC and LA's.</p> <p>Determination of the stages of development that the RTP needs to be approved i.e. prior to public engagement, prior to submission of draft to WG etc.</p>	

<p>Develop a Stakeholder management and public engagement Plan</p>	<p>Develop a stakeholder management and public engagement plan to enable the message to reach as many residents as possible.</p> <p>Consideration to be given to:</p> <ul style="list-style-type: none"> • Identification of key partners and stakeholders. • Agreeing approach for engaging key partners and stakeholders. • Method of engagement – working groups, forums, email, formal consultations, online engagement etc. • Production of engagement materials – all engagement materials to be bilingual and be clear and concise. • Agree and develop a feedback platform such as a focused questionnaire. • Agree the required number and location of face-to-face public engagement events. • Agree arrangements and approach for engaging with the CJC and elected members from each LA. • Consider innovative ways of engaging with hard to reach groups and those with protected characteristics. • Method for recording engagement activities and consultation responses (in accordance with GDPR regulations). 	
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Developing the Regional Transport Plan		
Initial Draft of RTP		
Work Package	Description	Key Dates
Identifying the High Level interventions and policies	<p>Assess the objectives of the RTP against the Wales Transport strategy and other National, Regional, Local strategies and priorities.</p> <p>Identify the policies that will address the issues/opportunities and support delivery of the objectives.</p> <p>Review and align with work undertaken on the emerging Strategic Development Plan.</p> <p>Balancing the priorities of policies to deliver the needs in both urban and rural areas.</p> <p>Review expected outcomes from existing JTP.</p>	<p>First draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29th May 2024.</p>
Review of schemes from existing JTP	<p>Undertake a review of the schemes included the existing JTP, considering:</p> <ul style="list-style-type: none"> • What has been delivered (remove) • What is no longer considered a priority (remove) • What cannot be delivered in light of policy and budget changes (remove) • What new challenges/opportunities have been identified that require further consideration 	
Identify a methodology for prioritising schemes	Identify and agree a robust methodology for assessing schemes against impact on Wales Transport Strategy priorities and sub priorities.	
Prioritise schemes	Prioritise schemes using the methodology identified above.	
Final Draft of RTP		
Work Package	Description	Key Dates
WG feedback	Review and action WG feedback	<p>Final draft to be submitted to WG by 31st October 2024.</p>
Consultation feedback	Consultation in accordance with stakeholder management plan. Review consultation responses and action consultation feedback.	
Governance	In line with identified requirements.	
Final RTP		
Work Package	Description	Key Dates
WG feedback	Review and action WG feedback	<p>Final report to be submitted to WG 29th March 2025.</p>
Governance	In line with identified requirements.	

Develop the Integrated Well-being Assessment		
Step 1	Review the Case for Change, undertake scoping to establish what specialist work packages may be needed to develop the IWBA including any supporting statutory impact assessments, and develop a brief/s to commission that work and ensure it is fed into the process of developing the RTP.	First draft BEFORE PUBLIC CONSULTATION to be submitted to WG by 29 th May 2024.
Step 2	With reference to WelTAG guidance an integrated well-being framework should be developed and agreed with key partners. Options for projects should be reviewed against that framework.	Final draft to be submitted to WG by 31 st October 2024.
Step 3	When the draft RTP is published for consultation: it should be accompanied by a draft IWBA report showing how well-being has been taken into account and how the five ways of working have been followed.	Final report to be submitted to WG 29 th March 2025.
Step 4	When the final RTP is submitted to WG it should be accompanied by a final IWBA report taking on board any consultation responses.	
Public and Stakeholder consultation		
Work Package	Description	Key Dates
Plan proposed consultation period and stakeholder engagement	This will be as per the stakeholder management and public engagement plan	Consultation after submission of first draft of RTP and IWBA to WG (late May 2024).
Monitoring and Evaluation Plan		
Work Package	Description	Key Dates
Contribution to National Priorities	Develop a Monitoring and Evaluation Plan that monitors regional progress in achieving the National and Regional objectives.	To be submitted following the approval by WG of the RTP.
Agree measures to monitor	Identify an appropriate set of quantitative and qualitative measures that can be used to monitor progress of the RTP and to inform CJC annual reports and three year assessment of the RTP.	
Equalities Impact Assessment		
Work Package	Description	Key Dates
Undertake EqIA	An EqIA will be undertaken in line with best practice and will include a Welsh language impact assessment.	In line with WG RTP guidance requirements
Environmental Impact Assessment and Habitats Regulation Assessment		
Undertake EIA and HRA	EIA and HRA will be undertaken in line with statutory requirements.	In line with WG RTP guidance requirements

Note activities relating to the easy read version and the Welsh translation version will be completed once the RTP has been signed off by the WG.

4. RISK IDENTIFICATION

At this early stage, the high level risks associated with delivering a Regional Transport Plan for South West Wales are considered to be:

- ❖ Political agreement on policies and high level outcomes
 - To be mitigated through engagement and discussion throughout the process.
- ❖ Regional agreement on prioritised RTDP schemes list
 - To be mitigated through the development of a robust and impartial scoring methodology
- ❖ Challenging timescales for submission and adoption of the RTP
- ❖ Available resource within Local Authorities to deliver the RTP
 - Dedicated Programme Manager for the RTP to be appointed.
- ❖ Number of specialist studies to be undertaken in the development of the RTP and lack of funding to deliver.
 - Funding from WG to deliver.

5. TIMELINE AND KEY DATES

13th July 2023	Guidance issued to CJC's
31st October 2023	CJC to submit implementation plan to WG
29th February 2024	CJC to submit RTP case for Change (including SMART objectives) to WG
29th May 2024	CJC to submit initial draft of RTP, IWBA and RTDP to WG (before public consultation)
31st October 2024	CJC to submit final draft of RTP, IWBA and RTDP to WG
29th March 2025	CJC to submit final RTP, IWBA and RTDP to WG
30th June 2025	WG decision on approval of RTP.

Dear Deputy Minister,

Further to the meeting of the South West Wales CJC on the 24th October 2023, I confirm that the Implementation Plan for the Regional Transport Plan (RTP) has been approved by the Committee for submission and I attach a copy for your reference.

The Implementation Plan has been developed in line with the guidelines and indicative timescales provided by Welsh Government. However, in the CJC meetings a number of concerns were raised as follows;

- An initial funding allocation of £125k from Welsh Government is expected for the current financial year and I welcome confirmation that this will be provided as a matter of urgency.
- An accurate estimate of the total cost of developing the RTP is yet to be provided but it is clear that this will be significantly greater than the £125k initial funding allocation. Hence I would welcome a clear commitment from Welsh Government to fund all costs associated with the development of the RTP.
- The development of a meaningful and focussed RTP relies on a level of clarity as to the likely scale of funding which will be earmarked for the development and delivery of the transport priorities. The CJC have subsequently requested early dialogue to provide clarity on the likely level of capital funding which will be made available. This will ensure that the RTP is able to strike the right balance between ambition and reality in terms of the delivery of projects and programmes.
- The 2025 timescale for completing the RTP was set some considerable time ago and since then the timescales for providing guidance in addition to the challenges of establishing the CJC's have considerably compressed the development time for robust and aspirational RTP. The timescale for completion has remained fixed however which has compressed the remaining time available to complete the various stages / actions required to make the document suitably robust. This would include approvals/sign offs via our individual governance structures ahead of the CJC itself agreeing the final RTP. There are therefore significant

concerns about the time constraints for producing the RTP and the CJC is clear that it must be a document which sets out a clear vision and has been through an effective consultation period

I have been asked on behalf of the CJC to bring these matters to your attention, including the concern regarding the deadline for completion and respectfully request your commitment for early engagement on the concerns raised above so that the CJC can work towards developing an RTP which is ambitious and gives a strong vision for the region.

Yours sincerely

South West Wales Corporate Joint Committee



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

12th January 2024

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, to add categories and removed from 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, a Contractor to add categories and removal of a Contractor from the List of Approved 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>
Comcen Computer Supplies Ltd (C076)	61,111
IDNS Ltd (I020)	61,111

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

<u>Company</u>	<u>Category</u>
BFL Engineering Services Ltd (B023)	37,38,39,40

Company to be **removed** from List of Approved Contractors

Removal of the following company is required due their company status:- In Administration.

<u>Company</u>	<u>Category</u>
Jehu Project Services Ltd (J014)	14

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

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Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

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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/to add Categories and remove a Contractor who is In Administration.

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.

<p>Integration - how the initiative impacts upon our wellbeing objectives</p>	✓		<p>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.</p> <p>The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.</p>
<p>Involvement - how people have been involved in developing the initiative</p>	✓		<p>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.</p>
<p>Collaboration - how we have worked with other services/organisations to find shared sustainable solutions</p>	✓		<p>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.</p>
<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	✓		<p>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.</p>

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	Signature	Date
Completed by:-	Amanda J. Phillips	Programme & Commissioning Manager	HH for AJP	28/11/2023
Signed off by:-	David W. Griffiths	Head of Engineering & Transport	DWG	28/11/2023

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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

12th January 2024

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

Matter for Decision

Wards Affected: Coedffranc North

PARK AVENUE AND SIDING TERRACE (REVOCATION) AND (30MPH SPEED LIMIT) - ORDER 2023

Purpose of the Report:

To consider the objections received following the advertisement of the Park Avenue and Siding Terrace (Revocation) and (30mph Speed Limit) - Order 2023, as indicated in Appendix A.

Executive Summary:

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

Background:

The Welsh Government have implemented a national roll out of a revision to the default speed limit of 30mph.

The new default speed limit in lit areas across Wales will be 20mph not 30mph as previously. This happened in September 2023 with the new default limits becoming operational.

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

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

The traffic regulation order is necessary to maintain the existing speed limit of 30mph on sections of Park Avenue and Siding Terrace within the borough, after the Welsh Government had passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

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

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

Financial Impacts:

The scheme is to be funded by the Welsh Government.

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposal was advertised for a 21-day period between Friday 27th October 2023 and Friday 17th November 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 between Friday 27th October 2023 and Friday 17th November 2023.

There were 160 letters and plans hand delivered to the properties on Park Avenue, Siding Terrace, Lonlas Avenue and Dynevor Place detailing the proposals. Following a three-week consultation exercise, 2 statements of support and 3 statements of objection have been received on the proposal.

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

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

- a) A resident is fully supportive of the proposed 30mph speed limit as the current 20mph speed limit is causing more congestion.
- b) A resident is fully supportive of the proposed 30mph speed limit as the current 20mph speed limit is excessive.
- c) A resident is fully supportive of the proposed 30mph as the road is extremely wide and cars are overtaking anyone doing 20mph currently which is going to cause more accidents.
- d) A resident is fully supportive of the proposed 30mph speed limit as there are only residential properties on one side of the street and 20mph feels too slow.

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

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

- a) A resident totally disagrees that Sidings Terrace should be to 30mph as vehicles speed along there and onto Brookeville Drive.

Whilst the Council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the

jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said speed limits. The South Wales Police have committed to the routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.

- b) A resident has stated that the reduction of the speed limit was to ensure compliance with Welsh Government's road improvement and environmental order. Increasing this to 30mph in what is a built-up residential area will not be compliant.

The road at this location is generally wide with properties set back from the carriageway including adequate parking within the curtilage. The road at this location does not give the appearance of a road that should have a speed limit of 20mph. It has been suggested by the resident that traffic is not travelling at 30mph however this not a valid reason to lower the speed limit to 20mph. The police have the statutory responsibility to enforce all legal speed limits.

- c) A resident has stated that when the speed limit was 40mph and then reduced to 30mph this was never policed with the traffic calming measures non-existent, thus vehicles have continued to speed along this stretch of road. Even now with the limit at 20mph it is still very dangerous to cross the road or pull out of our driveways.
- d) Residents would be happier with the 30mph but only if regulated with traffic cameras and other traffic calming measures, such as signs and rumble lines suitably positioned. As well as traffic light controlled pedestrian crossings positioned in Park Avenue at the entrance to the foot path to Crymlyn Road and at New Road at the entrance to Tennant Park.

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

- e) A resident is totally against the proposal and would like it kept at 20mph as the section between Park Drive and Lonlas Avenue is like a S Bend and when cars and vans hit this they speed up to 40-50mph.

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

The local member has been consulted and fully supports over ruling the objections and implementing the scheme as advertised.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the Park Avenue and Siding Terrace (Revocation) and (30mph Speed Limit) - Order 2023, (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objectors will be informed of the decision accordingly.

Reasons for Proposed Decision:

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

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Park Avenue and Siding Terrace, Skewen –
Proposed 30mph Speed Limit Extent

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

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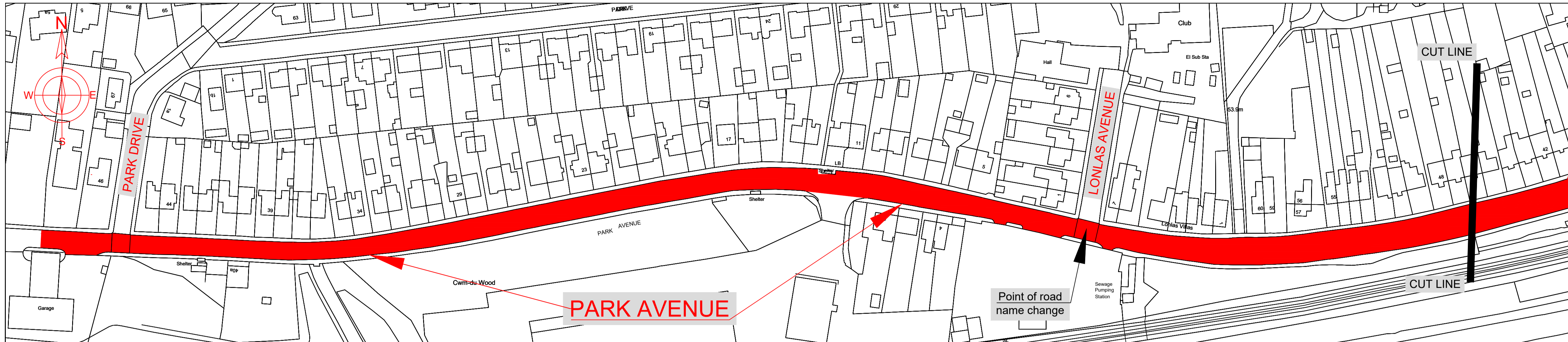
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NOTES

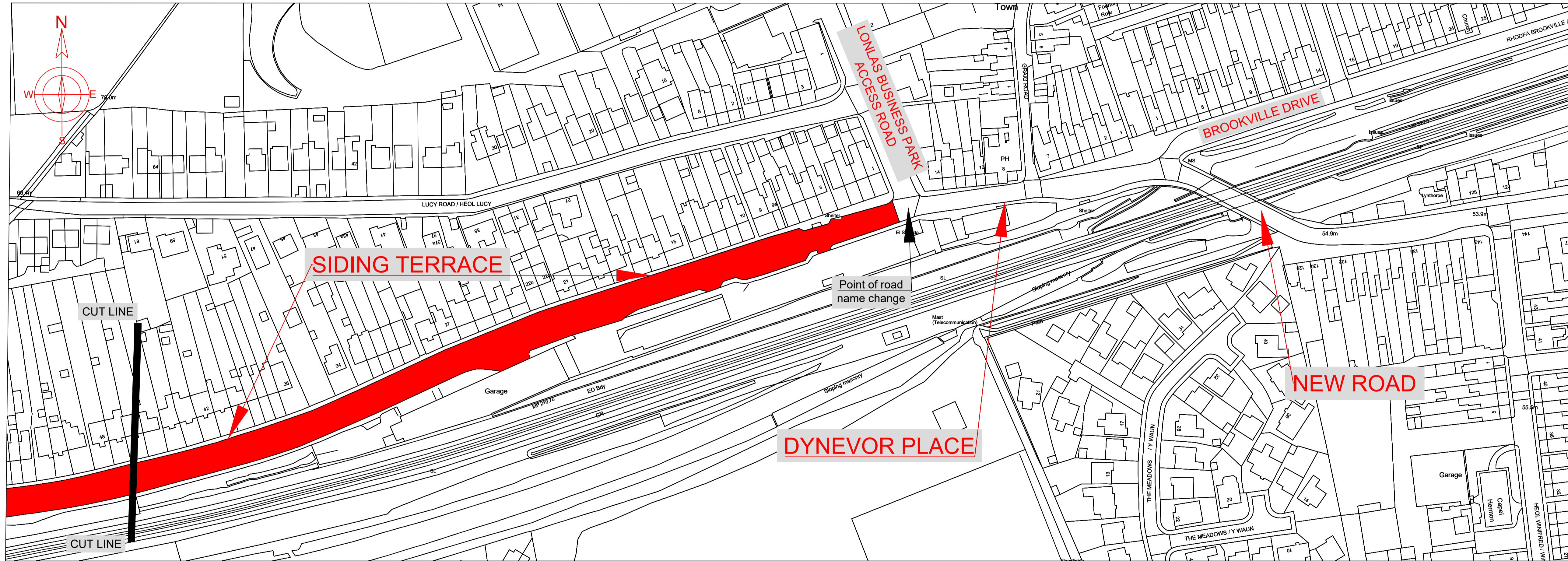
1. All dimensions are in millimetres unless otherwise stated.

KEY:-

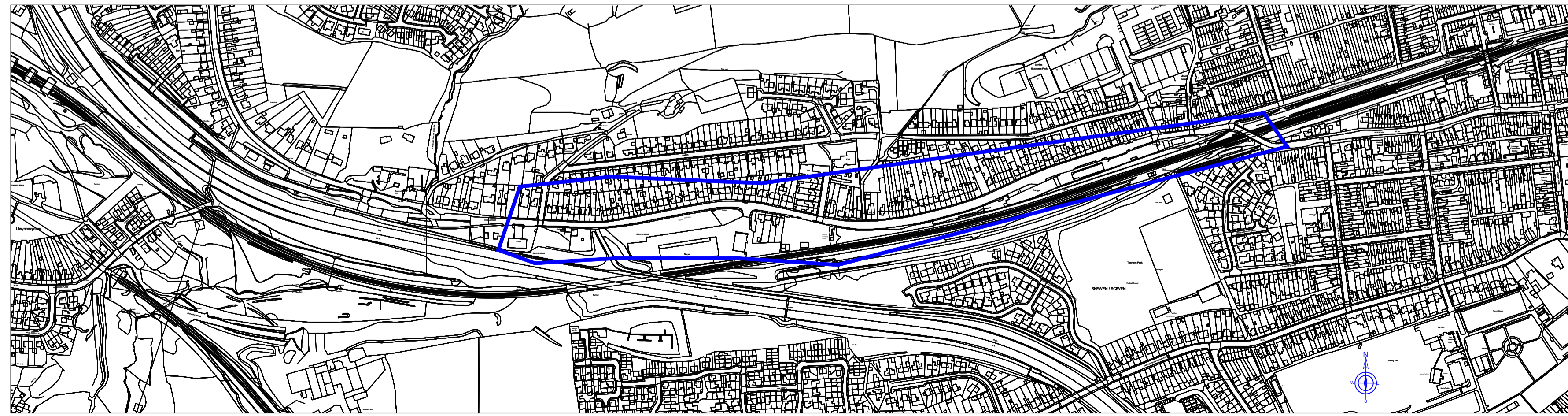
- PROPOSED 30MPH SPEED LIMIT EXTENT
- SITE LOCATION



LAYOUT 1 - EXTENT OF PROPOSED 30MPH SPEED LIMIT - SCALE 1:1000 @ A2



LAYOUT 2 - EXTENT OF PROPOSED 30MPH SPEED LIMIT - SCALE 1:1000 @ A2



SITE LOCATION - SCALE 1:5000 @ A2

APPENDIX 'A'

A	Extent of Speed Limit Proposal Amended Following Consultation with Councillors	RLJ	MCB	HH	OCT'23
	Rev	Details	Dr	Ch	Ap

Client


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

Job Title

PARK AVENUE AND SIDING TERRACE SKEWEN

PROPOSED 30MPH SPEED LIMIT EXTENT

File No.	Financial Code No.				
Drawn	RLJ	Checked	MCB	Approved	HH
Date	SEPT'23	Date	SEPT'23	Date	SEPT'23
Scales	As Detailed		Status	PRELIM	
Drawing No.	C2131B_SKWN_TR01				A

Dwg. No.

Page 65

Job Title

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1. Details of the initiative

Initiative description and summary: Park Avenue and Siding Terrace (Revocation) and (30mph Speed Limit) - 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 speed limit will remain the same along the route thereby maintaining the location as a suitable route for all users of the locality.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	
Sexual orientation		N			L	

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language	Y				L	There will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
Treating the Welsh language no less favourably than English	Y				L	There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation order 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 was implemented lowering the speed limit over a greater urban area of secondary estate roads within the locality reducing overall emissions and the promotion of Active Travel, walking and cycling. The main route by remaining at the existing 30 mph speed limit will help to maintain traffic flow on a major route.
Integration - how the initiative impacts upon our wellbeing objectives	Y		The scheme through maintaining the existing speed limit will maintain the existing street scene improving the community health through reduced air pollution and people walking to the local facilities, thereby contributing to other organisations goals on improving health for the population of Wales.
Involvement - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation order was undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order was advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
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 30mph speed limit traffic regulation order will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The 30mph speed limit traffic regulation order contributes to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Hasan I. Hasan	Engineering Manager	HIH	23/11/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	DWG	23/11/2023

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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

12th January 2024

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

Matter for Decision

Wards Affected: Port Talbot

LANE REAR OF 1 TO 17 CROWN STREET, PORT TALBOT (REVOCAION OF NO ENTRY) ORDER 2023

Purpose of the Report:

To consider the correspondence received following the advertisement of the Lane rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) Order 2023, as indicated in Appendix A.

Executive Summary:

The report outlines the proposed revocation of the existing traffic regulation order which was formally advertised resulting in an objection being received.

Background:

Representations have been received by the Council's Waste Management Team regarding indiscriminate parking which is causing

manoeuvrability and access issues for the waste/refuse collection vehicles at a number of junctions within the Bryn and Cwmavon, Cwmllynfell and Ystalyfera, Margam and Tai-bach and Port Talbot wards.

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

The revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

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

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposal was advertised for a 21-day period in March 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 between Friday 10th March 2023 and Friday 31st March 2023.

There were 40 letters and plans delivered to the properties on Oakwood street and Crown street detailing the proposals. Following a three-week consultation exercise, 2 statements of support and 1 statement of objection were received.

A summary of the supports/objection received are given below: -

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

- a) A resident supports the removal of the No Entry Traffic Regulation Order, and states that "there should be double yellow lines along Crown Street side and all along the walled area the Oakwood Street side."

- b) A resident has no objection to the removal of the No Entry Traffic Regulation Order, as long as the situation is monitored.

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

- a) A resident objects to the proposal due to the fact that “waste vehicles turn left into a current No Entry which currently contravenes section 109 of the Highway Code (you MUST obey signs giving orders). SECTION 36(1) of the road traffic act (1998).” The resident also states that “due to Oakwood Street being a narrow road with vehicles parked in bays on the right side of the road and due to vehicle size, it has in the past hit parked vehicles.”

The objection has been considered and the Council note that ‘waste vehicles’ will no longer be in contravention of Section 109 of the Highway Code as the existing traffic regulation order is being revoked. The revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles.

The Local Members have been consulted on the feedback received and support that the objection is overruled with the scheme being implemented as advertised in Appendix A.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the Lane rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) 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 revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Rear Lane of 1 – 17 Crown Street, Port Talbot – Removal of No Entry Traffic Regulation Order

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

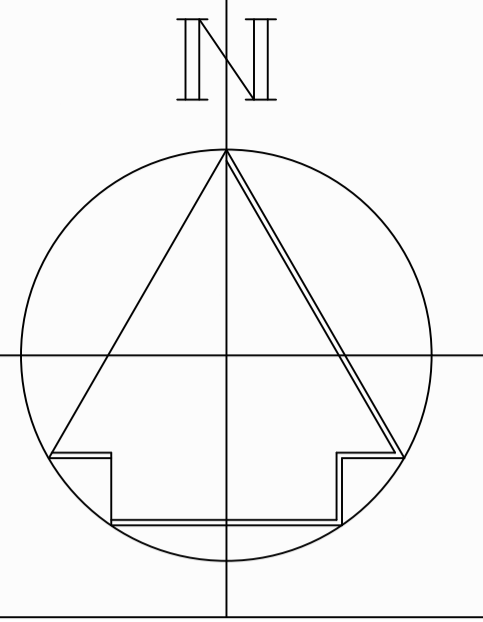
Officer Contact:

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NOTES

- 1. All dimensions are in metres unless otherwise stated.

KEY


Existing No Entry Traffic Regulation Order to be removed.

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
**Rear Lane of 1-17 Crown Street, Port Talbot.
Removal of No Entry Traffic Regulation Order**

File No.	Financial Code No.			
Drawn CJL	Checked MCB	Approved HJH		
Date AUG '22	Date AUG '22	Date AUG '22		
Scale	1:150			
Drawing No.	CRNST-002			

Dwg. No.

Page 79



Job Title

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1. Details of the initiative

Initiative description and summary: Lane Rear of 1 to 17 Crown Street, Port Talbot (Revocation of No Entry) 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 revocation of the existing traffic regulation order is required to ensure sufficient manoeuvrability and access for waste/refuse collection vehicles 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 was 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 revocation of the existing traffic regulation order 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 revocation of traffic regulation order was undertaken with 40 letters and plans hand delivered to the adjacent properties detailing the proposals. The revocation of traffic regulation order was advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site. Two supports and 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.

			<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) 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 revocation of traffic regulation order will have a positive impact on service users, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The revocation of the traffic regulation order will contribute to delivering the Council's Corporate Improvement Plan by improving the wellbeing of people within the community by providing safe passage for all highway users.</p>	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Hasan I. Hasan	Engineering Manager	HIH	23/11/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	DWG	23/11/2023



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

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

12th January 2024

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

Matter for Decision

Wards Affected: Sandfields West

Proposed Limited Waiting for 2 Hours No Return within 2 Hours, 8.00am to 8.00pm, 1st April to 30th September with payment via the MiPermit Application or Pay by Phone for a Maximum Stay of 2 Hours and Disabled Badge Holders Exempt Traffic Regulation Orders on The Princess Margaret Way, Sandfields, Port Talbot.

Purpose of the Report:

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

Executive Summary:

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

Background:

It is proposed to introduce Limited Waiting for 2 Hours No Return within 2 Hours, 8.00am to 8.00pm, 1st April to 30th September with payment via the MiPermit Application or Pay by Phone for a Maximum Stay of 2 Hours and Disabled Badge Holders Exempt Traffic Regulation Orders on The Princess Margaret Way, Sandfields, Port Talbot.

The proposals will ensure adequate turnover of vehicles which will improve and allow the local environment and amenities to be enjoyed by future generations on Aberavon Seafront.

The MiPermit Application or Pay by Phone proposals were previously discussed and agreed in the September 2023 Environment, Regeneration and Streetscene Services Cabinet Board and are to be implemented in April 2024.

The proposed scheme is indicated in Appendix A and Appendix B.

Financial Impacts:

The scheme is to be funded by Parking Services.

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

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

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

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

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the Limited Waiting for 2 Hours No Return within 2 Hours, 8.00am to 8.00pm, 1st April to 30th September with payment via the MiPermit Application or Pay by Phone for a Maximum Stay of 2 Hours and Disabled Badge Holders Exempt Traffic Regulation Orders on The Princess Margaret Way, Sandfields, Port Talbot (As detailed in Appendix A and

Appendix B to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised.

Reasons for Proposed Decision:

The proposed traffic regulation orders will ensure adequate turnover of vehicles which will improve and allow the local environment and amenities to be enjoyed by future generations.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Princess Margaret Way – Aberavon – Parking Layby’s – Proposed Traffic Order

Appendix B – Plan - Princess Margaret Way – Aberavon – Parking Layby’s – Proposed Traffic Order

Appendix C – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

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Mr Ian Rees,
Parking Services
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Email i.rees@npt.gov.uk

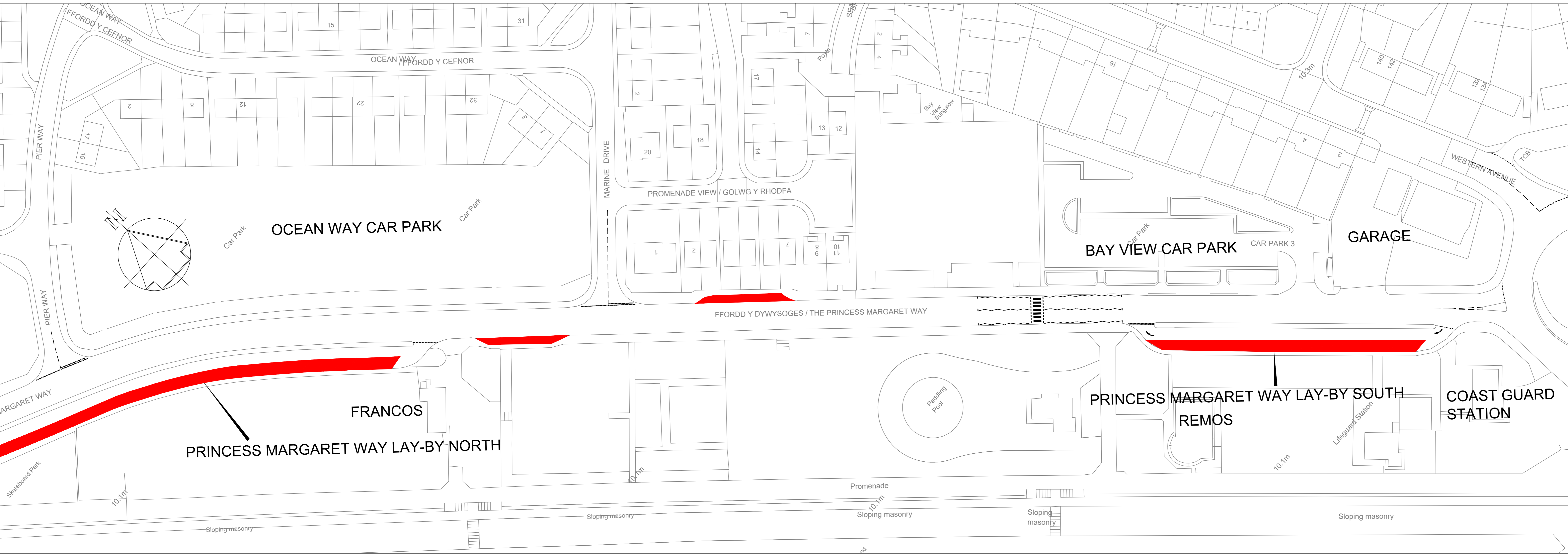
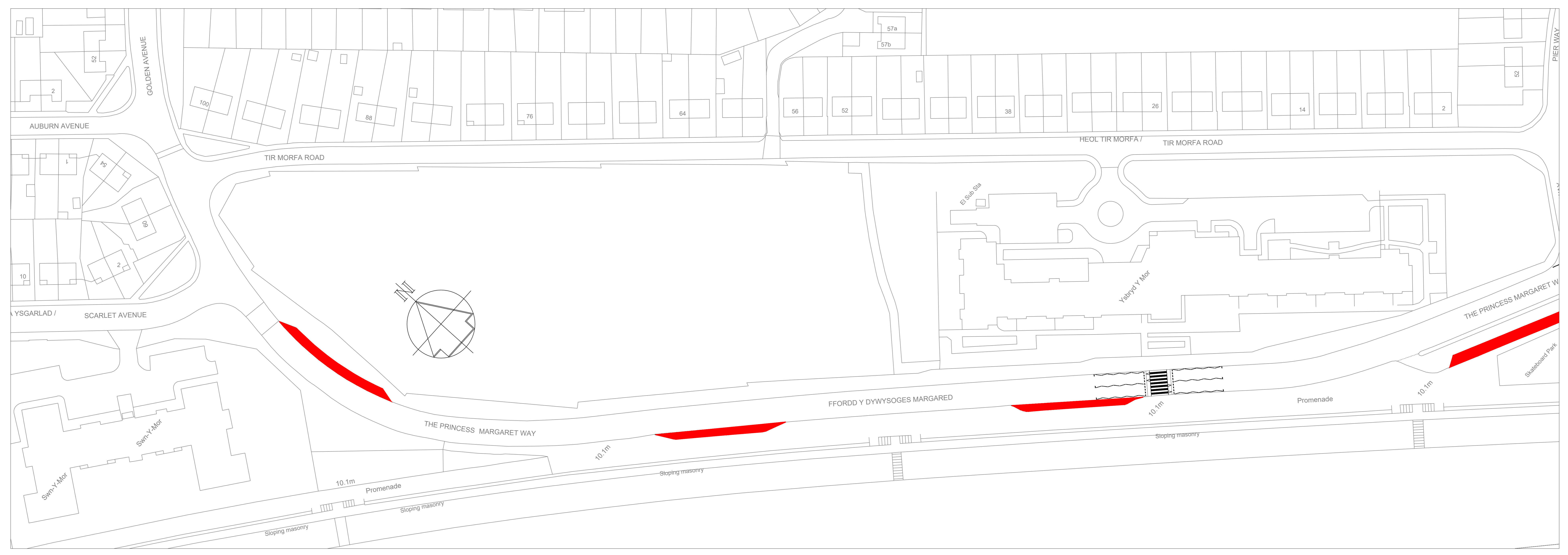
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- All dimensions are in millimetres unless otherwise stated.

Key:-



Proposed Limited Waiting
 2 hours no return within 2 hours
 8am - 8pm, 1st April to 30th Sept
 Payment via MiPermit or Phone
 Maximum stay 2 hours
 Disabled Badge Holders Exempt



APPENDIX A

Rev	Details	Dr	Ch	Ap	Date

Client

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

Job Title
 Princess Margaret Way
 Aberavon
 Parking Layby's Fronting
 Remo's and Francos's
 Proposed Traffic Order


File No. TR25	Financial Code No.				
Drawn JCD	Checked MCB	Approved FHH			
Date Dec 23	Date Dec 23	Date Dec 23			
Scales NTS	Status				

Drawing No. princess_03

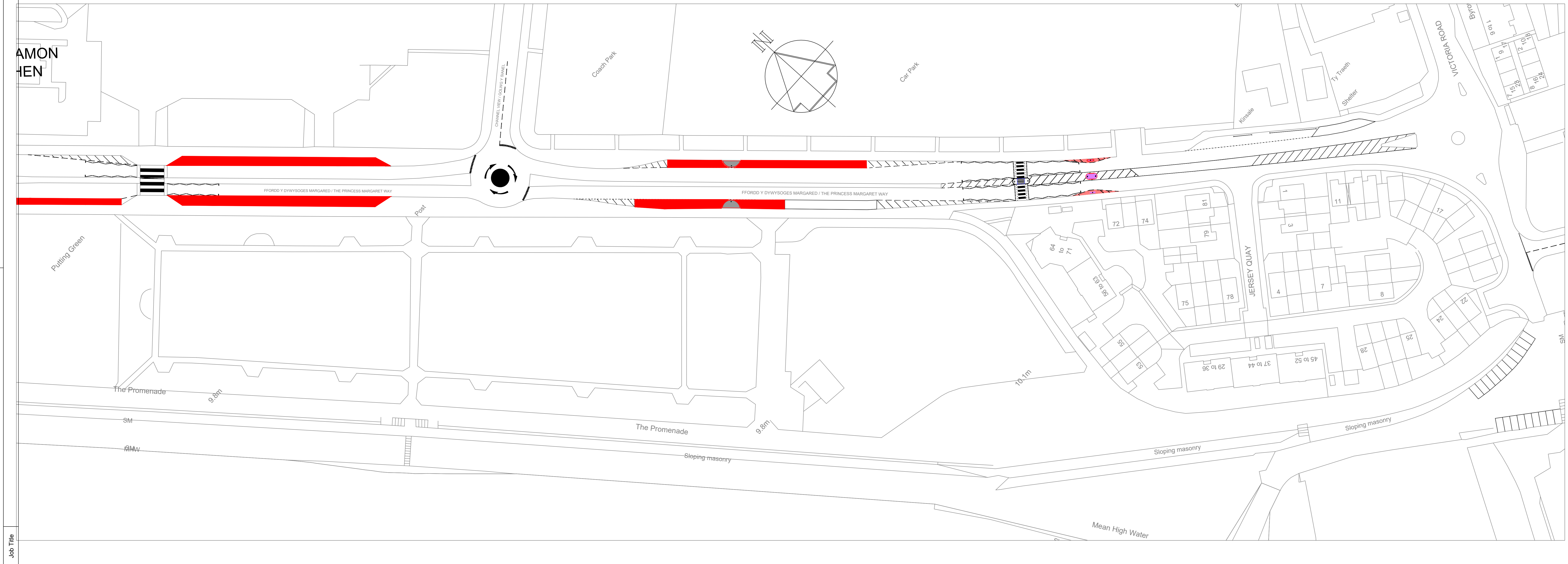
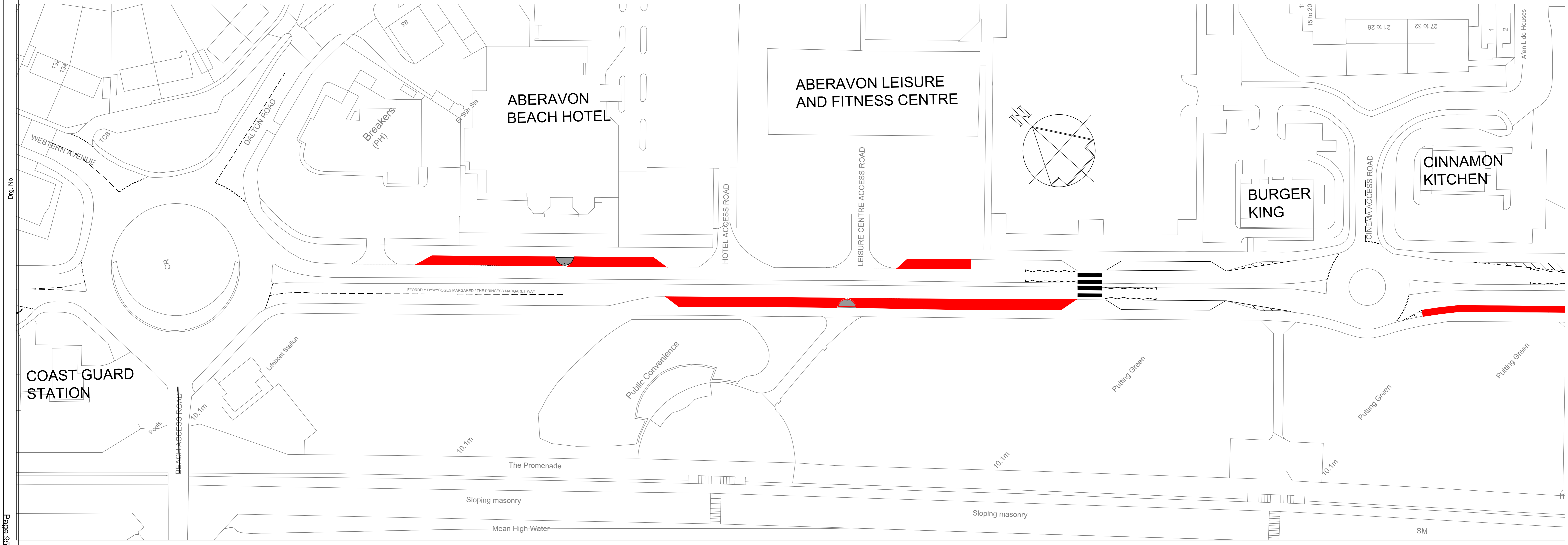
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1. All dimensions are in millimetres unless otherwise stated.

Key:-




Proposed Limited Waiting
2 hours no return within 2 hours
8am - 8pm, 1st April to 30th Sept
Payment via MiPermit or Phone
Maximum stay 2 hours
Disabled Badge Holders Exempt



APPENDIX B

Rev	Details	Dr	Ch	Ap	Date

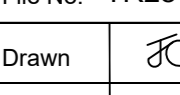
Client



**Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council**

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

Job Title
**Princess Margaret Way
Aberavon
Parking Layby's
Proposed Traffic Order**

File No. TR25	Financial Code No.
Drawn 	Checked MCB Approved HHH
Date Dec 23	Date Dec 23
Scales NTS	Status
Drawing No. princess_04	

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1. Details of the initiative

Initiative description and summary: Proposed Limited Waiting for 2 Hours No Return within 2 Hours, 8.00am to 8.00pm, 1st April to 30th September with payment via the MiPermit Application or Pay by Phone for a Maximum Stay of 2 Hours and Disabled Badge Holders Exempt Traffic Regulation Orders on The Princess Margaret Way, Sandfields, Port Talbot.
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 on the listed groups as the scheme will improve the local environment and amenities in the area thereby making the location safer for all users of the locality around the new development. This will encourage all users to walk and cycle to the development and in doing so will help to promote Active Travel.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	

Sexual orientation		N			L	
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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 no negative impact because all permanent highway approved signage and road markings used in the traffic regulation order are Bilingual (Welsh / English) with Welsh placed above English.

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N			L	There is no negative impact as the road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have minimal impact.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		N			L	There is no negative impact as the road markings 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> <p>The proposed traffic regulation orders will ensure adequate turnover of vehicles which will improve and allow the local environment and amenities to be enjoyed by future generations.</p>

Integration - how the initiative impacts upon our wellbeing objectives	Y		The proposed traffic regulation orders will ensure adequate turnover of vehicles which will improve and allow the local environment and amenities to be enjoyed by future generations.
Involvement - how people have been involved in developing the initiative	Y		A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.
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	

After completing the assessment, it has been determined that this proposal does not require a full Impact Assessment (second stage).

The proposed traffic regulation orders will ensure adequate turnover of vehicles which will improve and allow the local environment and amenities to be enjoyed by future generations thereby making the location safer for all users of the locality and, have no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.

A full impact assessment (second stage) **is** required

Reasons for this conclusion

	Name	Position	Signature	Date
Completed by	Hasan I. Hasan	Engineering Manager	HIH	22/11/2023
Signed off by	D.W.Griffiths	Head of Engineering & Transport	DWG	22/11/2023

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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

12th January 2024

**Report of the Head of Property and Regeneration
– S. Brennan**

Matter for Decision,

Wards Affected: Neath East

COMMERCIAL PROPERTY GRANT: FORMER ROYAL BRITISH LEGION CLUB, EASTLAND RD, NEATH

Purpose of the Report:

To obtain authority under the Commercial Property Grant scheme, to grant aid external improvement works at the address named above

Executive Summary:

The proposal is to part fund external improvements to this detached two storey former Royal British Legion Club House, that is a landmark building at a prominent gateway to Neath town centre.

The building is mostly derelict and a significant eyesore that is detrimental to the character of Neath, offering a poor impression of the town centre to visitors entering from the south end of Eastland Road.

The overall scheme involves the refurbishment of the entire building to provide bars with pool tables, part of the space potentially being let to small local businesses. It will provide an additional establishment

for assembly and leisure and will so attract footfall, enhancing the vibrancy and vitality of this southern gateway to Neath town centre

The work will improve the quality of the built environment to attract further economic investment to the area. It will bring a large mostly empty building back in to full use, increasing the local supply of commercial floorspace and creating opportunity for new business/employment.

Background:

Historically the Commercial Property Grant initiative has been part funded by the Authority under the provisions of the Local Government Act 2000, with provision made within the Neath Port Talbot Regeneration Capital Programme for borough-wide projects that target specific commercial centres, Communities First areas and Neighbourhood Renewal Areas.

Provision of £315,875 is available for Commercial Property Grant schemes within the 2023/24 Regeneration Capital Programme.

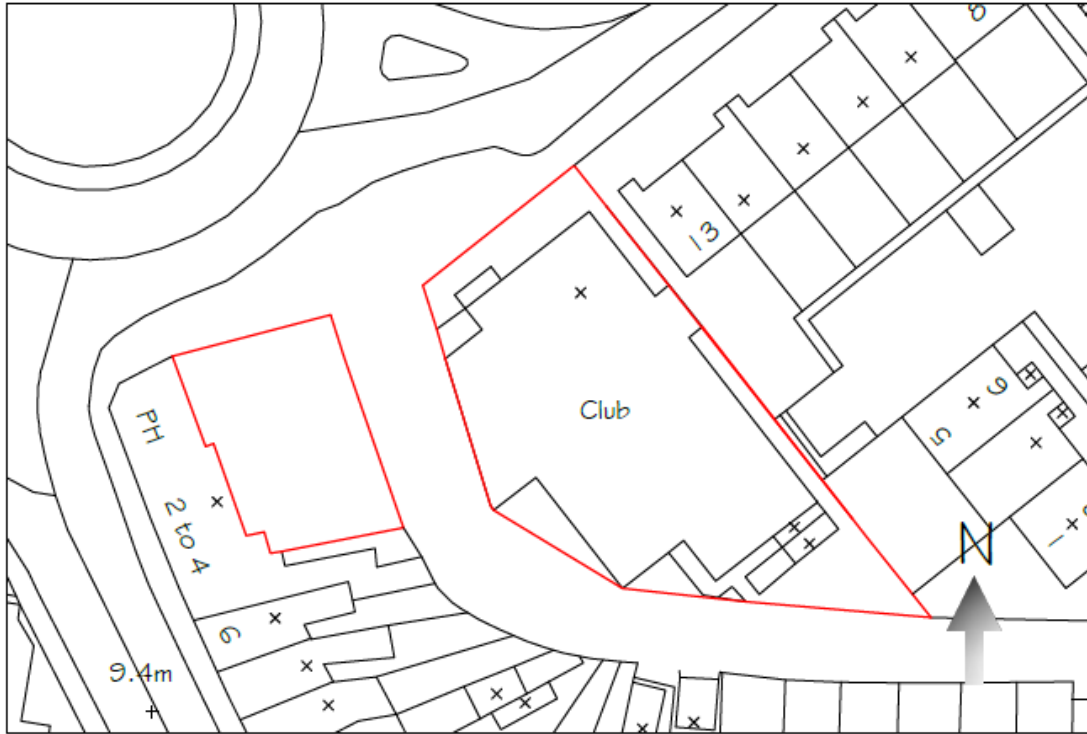
Conditions applicable to the following project will be issued in accordance with the agreed terms for the scheme.

Proposal

Property Address:

Royal British Legion Club (former)
Eastland Rd
Neath
SA11 1LA

Location Plan:



Brief Description of works

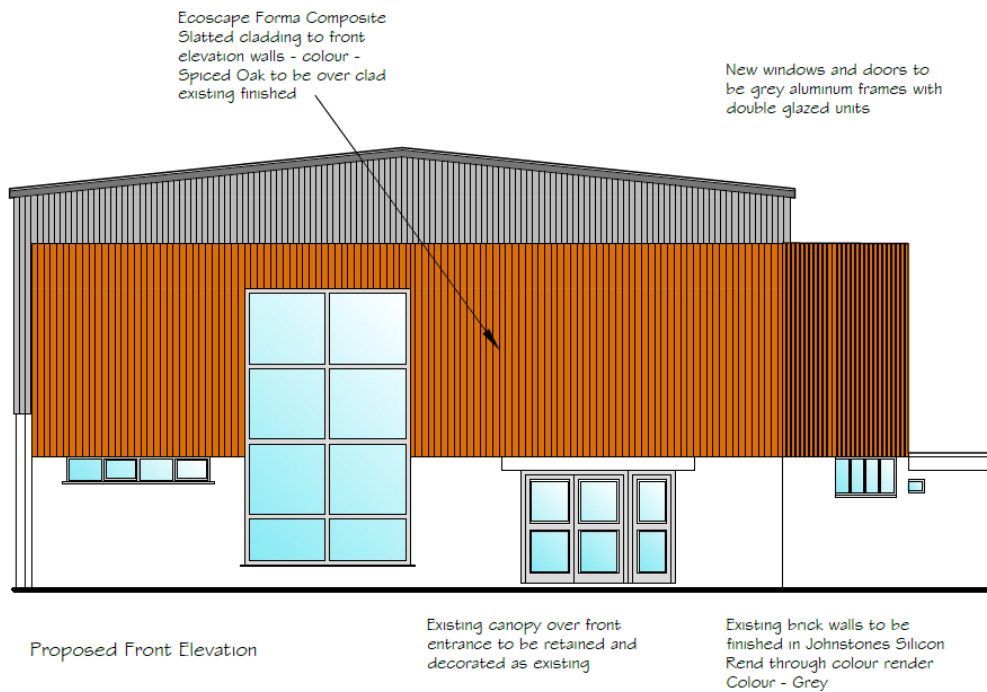
Current condition of the building:

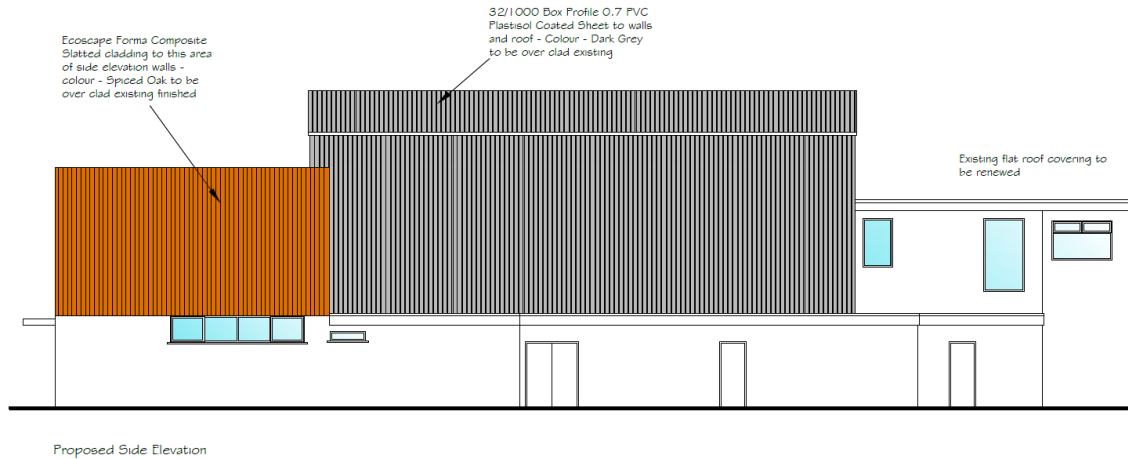






Proposed elevations:





- Planning consent has been obtained for the work Ref: P2021/0910
- The Commercial Property Grant eligible elements of the scheme mostly involve work to the front (B4434 facing) and side (south-west) elevations including:
 - Replacement grey powder-coated double glazed aluminium windows and doors
 - Real wood effect composite cladding over the existing external wall cladding at first floor level
 - Render to walls at ground floor level
 - Replacement fascias & rainwater goods
 - Repair and enhancement of external hard landscaping including the ramped access, low wall and the creation of planting areas
 - Installation of steel palisade gate
- Project cost
(inc eligible works & VAT): £172,000 (inc VAT)

Proposed Grant Offer

(47.965% intervention rate): **£ 82,500**

Financial Impacts:

Grant approval, subject to this report = £82,500

There is sufficient allocation within the Regeneration Capital Programme from which to fund this project.

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 has indicated that a more in-depth assessment is not required. A summary is included below.

In line with the Neath Port Talbot EIA screening form guidance we have determined that a full EIA is not relevant.

The proposed scheme involves visual enhancements to a single building. Though the end users of the building will be the general public they will only use the building should they choose to visit the occupying enterprises. The proposed scheme will have low impact on the general public of the County Borough, however accessibility will be an integral part of the development.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

The overall scheme will provide a new working environment for those working from the building.

Legal Impacts:

The Commercial Property Grant initiative has been part funded by the Authority under the provisions of the Local Government Act 2000

Risk Management Impacts:

Risks associated with implementing the proposed recommendations:

The Council will not be responsible for any aspect of control of the Works (including for example, design, related investigations, implementation and supervision). The Applicant alone is responsible for everything relating to the Works, including all health and safety matters and for any financial losses. The Council has no legal responsibility for such matters, even if they require approval under the conditions in this manual or Grant Offer Letter.

If the project fails to complete, or does not complete in accordance with the grant terms and conditions, the grant money cannot be claimed. If the project slips over to the next financial year then it is possible that there will not be sufficient funds and the claim process will be complicated.

Risks associated with failing to implement the proposed recommendations:

If the grant is not approved the proposed refurbishment will not be carried out and the locality will not benefit from the resulting regeneration impacts. In it's current state the appearance of the building will continue to be a detriment to Neath.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

Having given due regard to the Integrated Impact Assessment and a description of the recommendation, it is recommended that the grant be approved.

Reasons for Proposed Decision:

To implement the provisions of the Commercial Property Grant scheme in accordance with the criteria and terms of administration of the grant, in order to contribute to the vicinity of Neath.

Implementation of Decision:

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

Appendices:

- CPG – Former Royal British Legion Club, Neath – EIA First Stage Assessment Form

List of Background Papers:

None.

Officer Contact:

Name: Nicola Jane Bulcraig
Designation: Strategic Development Officer
Email: n.bulcraig@npt.gov.uk
Direct dial: 01639 686683

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Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary:

Commercial Property Grant to part fund external improvement works to the former Royal British Legion Club House, Neath a mostly empty and ugly, detached, two-storey, landmark building in a prominent gateway position. Works include the replacement of windows and doors, as well as fascias and rainwater goods, the rendering and cladding of walls and hard landscaping. The proposed works will improve the appearance of the building and therefore Neath Town Centre, as well as bringing a mostly vacant building back in to full use while improving the commercial floor space of the town centre.

Service Area: Property & Regeneration

Directorate: Environment

2. Does the initiative affect:

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

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				Proposal is to improve the external appearance of a single building and improve the quality of the supply of commercial floor space within the town centre. This benefits all users of Neath town centre, as well as the people that use the building, without discrimination.
Disability		X				As above

Gender Reassignment		X				As above
Marriage/Civil Partnership		X				As above
Pregnancy/Maternity		X				As above
Race		X				As above
Religion/Belief		X				As above
Sex		X				As above
Sexual orientation		X				As above

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				Proposal is to improve the external appearance of a single building and improve the quality of the supply of commercial floor space within the town centre. This benefits all users of Neath town centre, as well as the people that use the building and has no impact on the use of language
Treating the Welsh language no less favourably than English		X				As above

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				Proposal is to improve the external appearance of a single building and improve the quality of the supply of commercial floor space within the town centre. This benefits all users of

						Neath town centre, as well as the people that use the building and has no impact on local biodiversity.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		X				Proposal is to improve the external appearance of a single building and improve the quality of the supply of commercial floor space within the town centre. This benefits all users of Neath town centre, as well as the people that use the building and has no impact on the resilience of ecosystems.

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	X		The proposed improvement to the external appearance of the former Royal British Legion Club in Neath will improve the appearance of this gateway to Neath Town Centre in the long-term and so improve the quality of life for those that use it.
Integration - how the initiative impacts upon our wellbeing objectives	X		The proposed work supports business to grow the local economy and attract new investment to the area. (NPTCBC Corporate Plan 2019-2022 3.1.3)
Involvement - how people have been involved in developing the initiative		X	The design changes to the building were selected by it's owner in consideration of the enjoyment of the building by it's potential users
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions		X	The project is not of sufficient scope or scale to require the involvement of other services or organisations.

<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	X		<p>The proposal will reduce the rate at which the building will deteriorate in condition and appearance. It will also contribute towards reducing the rate at which the overall appearance of Neath Town Centre deteriorates in condition and appearance. Potentially the people that use an area will treat it better, in terms of reduced rates of vandalism, graffiti and litter, if they consider the quality of their environment to be good or improving. By providing refurbished commercial/employment space the scheme will support the vibrancy and vitality of the town centre, encouraging it's use</p>
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7. Declaration - based on above assessment (tick as appropriate):

<p>A full impact assessment (second stage) is not required</p>	√
<p>Reasons for this conclusion</p>	
<p>The proposal is to grant fund part of the cost of external improvement to a single building. The initiative embraces sustainable development by improving the condition, appearance and energy efficiency of the built environment, supporting business to grow the local economy and attract new investment to the area. The initiative does not have a significant impact on any specific group of people so a full impact assessment is not required.</p>	

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

	Name	Position	Date
Completed by	Nicola Jane Bulcraig	Strategic Development Officer	30.11.2023
Signed off by	Simon Brennan	Head of Property & Regeneration	01.12.2023

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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 12 January 2024

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 16 - Fleet and Depot Review and Development of a 5 year Fleet Transformation Plan – 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.

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