



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

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

FRIDAY 22 MARCH 2024

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

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

Webcasting/Hybrid Meetings:

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

Part 1

1. Appointment of Chairperson
2. Chairpersons Announcement/s
3. Declarations of Interest
4. Minutes of Previous Meeting (*Pages 5 - 10*)
5. Forward Work Programme (*Pages 11 - 12*)
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 Monitoring:

7. Healthy Travel Charter (*Pages 13 - 26*)
8. Performance Measures 2023/2024 – Quarter 3 (*Pages 27 - 48*)

For Decision:

9. List of Approved Contractors (*Pages 49 - 62*)
10. Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order on Meadow Road for the new Housing Development, Clos Castan, Neath (*Pages 63 - 74*)
11. Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order Coedcae, Pontardawe (*Pages 75 - 86*)
12. Clos Olympaidd, The Princess Margaret Way, Channel View, Porth Y Gwyddel and Golwy Y Madjoe, Sandfields, Port Talbot (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) (Prohibition of Waiting At Any Time) and (Prohibition of Right Turn) Order 2024 (*Pages 87 - 100*)
13. Highways Works Programme 2024/25 (*Pages 101 - 116*)
14. Street Lighting Energy - Consultation Response (*Pages 117 - 148*)
15. 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).
16. Access to Meetings - Exclusion of the Public (*Pages 149 - 156*)
To resolve to exclude the public for the following items pursuant to Regulation 4 (3) and (5) of Statutory Instrument 2001 No. 2290 and the relevant exempt paragraphs of Part 4 of Schedule 12A to the Local Government Act 1972.

Part 2

For Decision:

17. Automatic Number Plate Recognition (ANPR) Camera Request (Exempt under Paragraph 18) *(Pages 157 - 176)*
18. Proposed lifting of Restrictive Covenants and sale of a small area of land at The Former Four Winds Hotel, Princess Margaret Way, Port Talbot (Exempt under Paragraph 14) *(Pages 177 - 190)*
19. Proposed Release of a Restrictive Covenant on Land Adjacent to 5 Park Row, Cwmavon, Port Talbot (Exempt under Paragraph 14) *(Pages 191 - 204)*
20. Unity Mine – Request to authorise the release of a bond (Exempt under Paragraph 14) *(Pages 205 - 216)*

K.Jones
Chief Executive

Civic Centre
Port Talbot

Friday, 15 March 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

9 FEBRUARY 2024

Cabinet Members:

Councillors: W.F.Griffiths and S.Jones (Chairperson)

Officers in Attendance:

S.Brennan, D.Griffiths, M.Roberts, J.Stevens, J.Davies, O.Gavigan, K.Lewis, C.Saunders, B.Suddell, L.Willis, 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.

It was explained that agenda item 15 of the circulated agenda pack had been deferred due to the need for further information to be gathered.

3. **DECLARATIONS OF INTEREST**

There were no declarations of interests received.

4. **MINUTES OF PREVIOUS MEETING**

That the minutes of the meeting held on 12 January 2024 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. **SWANSEA BAY CITY DEAL - NEATH PORT TALBOT LED PROJECTS UPDATE (SUPPORTING INNOVATION AND LOW CARBON GROWTH & HOMES AS POWER STATIONS)**

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>
A&J Arborists Ltd (A077)	101
B&W Contracting Services Ltd (B045)	41,42,43,44
Brandon Hire Station (H030)	2

Companies to be included on the List for additional categories:

<u>Company</u>	<u>Category</u>
Neath Construction Ltd (N011)	12,13

Companies requested removal of categories which are no longer applicable to the scope of the work:

<u>Company</u>	<u>Category</u>
Swansea Drains Ltd T/A Metro Rod (S085)	5,7

Companies to be removed from the List of Approved Contractors:

<u>Company</u>	<u>Category</u>
Groom Property Maintenance Ltd (G022)	15,16,17,19,20,22
Machinery Movement Wales Ltd (M049)	88,96,97
Flair Electrical Engineering Ltd (F003)	41,42,43,44,68
CCTV Access Control Ltd (C066)	3,47,48
EEL Holdings Ltd prev. Adams Environmental Ltd (A032)	111
R C Cutting & Co. (C073)	66
Gerald Davies Ltd (D015)	71,72,75,77,84,106

Reason for Decision:

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

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 13 February 2024.

9. **TRAFFIC REGULATION ORDER: EAGLE STREET AND BROAD STREET, PORT TALBOT (REVOCATION) (LIMITED WAITING) AND (RESIDENT PERMIT HOLDERS) ORDER 2023**

Decision:

That having had due regard to the integrated impact assessment:

- That the objections be overruled to the Eagle Street and Broad Street, Port Talbot (Revocation) (Limited Waiting) and (Resident Permit Holders) Order 2023 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

- That the objectors be informed of the decision accordingly.

Reason for Decision:

The proposed traffic regulation orders were necessary to balance the parking issues between the general public and residents, and to prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 13 February 2024.

10. **TRAFFIC REGULATION ORDER: GOLWG Y MOR, ABERAVON, PORT TALBOT (PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME) ORDER 2023**

Decision:

That having had due regard to the integrated impact assessment:

- That the objections be overruled to the Golwg Y Mor, Aberavon, Port Talbot (Prohibition of Waiting, Loading and Unloading At Any Time) Order 2023 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.
- That the objectors be informed of the decision accordingly.

Reason for Decision:

The traffic regulation order was required to address the indiscriminate parking in the interest of road safety.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 13 February 2024.

11. **VEHICLE AND HEAVY PLANT FLEET PROCUREMENT PROGRAMME 2024/25**

Decision:

That having had due regard to the Integrated Impact Assessment:

- That the proposed Vehicle/Plant Procurement Programme for 2024/25, set out at appendix A of the circulated report, be approved
- That Delegated Authority be granted to the Head of Service, in consultation with the Cabinet Member for Strategic Planning, Transport and Connectivity, to purchase any vehicles in order to maximise the availability of grant funding that may become available to assist with the purchase cost of the vehicles.

Reason for Decision:

The replacement vehicles and plant will either be zero emission, hybrid electric or have a higher euro standard which will enable the fleet to be more fuel efficient by producing significantly less MPGs and reducing the carbon footprint of the Council by lower emissions.

The Fleet Service in conjunction with the Welsh Government Energy Service have undertaken a review of the Councils Fleet of vehicles to establish usage within sections and where there were opportunities for introducing full electric and other zero emission vehicles and plant to further reduce the Councils carbon emissions in line with the Councils Fleet Transition Plan.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 13 February 2024.

12. **PUBLIC SPACE PROTECTION ORDER: ABERAVON BEACH AND PROMENADE**

Decision:

That having had due regard to the first stage Integrated Impact Assessment, the Public Space Protection Orders, set out in Appendices H and I of the circulated report, be implemented before the 1st May 2024.

Reason for Decision:

To ensure that appropriate dog control measures continue as appropriate at Aberavon Beach and Promenade.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ended at 9am, Tuesday 13 February 2024.

13. **URGENT ITEMS**

There were no urgent items received.

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

As previously highlighted in Minute No. 2, the private report detailed at agenda item 15, was deferred. Therefore, there was no requirement to move into private session.

15. **PROPOSED DISPOSAL OF RESIDENTIAL DEVELOPMENT LAND AT BLAENBAGLAN (EXEMPT UNDER PARAGRAPH 14)**

Decision:

That the report be deferred due to the need for further information to be gathered.

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 11	Select List (Various)	Dave Griffiths
	Traffic Regulation Orders (Various)	Dave Griffiths
	Commercial Property Grants (Various)	Simon Brennan
	NPT Local Area Energy Plan	Chris Jones
	Property Asset Management Plan	Simon Brennan
	Let's Talk Business Events Update	Julie Davies
	SPF Business Anchor Project Update	Julie Davies
	Proposed Disposal of Residential Development land at Blaenbaglan	Dave Phillips
	South West Wales Corporate Joint Committee Update (Regional Transport Plan – Case for Change)	Dave Griffiths
	Town Centre Branding Proposals	Andrew Collins

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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

Date of Meeting: 22nd March 2024

**Report of the Head of Engineering and Transport
David W Griffiths**

Healthy Travel Charter

Matter for Information

Wards Affected: All Wards

Purpose of the Report:

A report highlighting the progress made on the Swansea Bay Healthy Travel Charter (to be known simply as the “Charter”) and the progress of the Action Plan over the last twelve months towards full implementation.

The report seeks to make the Board aware of our current progress on the two-year action plan towards full adoption of the Charter.

Executive Summary:

At the last meeting of the Board, permission was given for NPT to become a signatory of the Charter. The Charter was subsequently signed on the 1st February 2023 by the Leader and Chief Executive of

the Council. The Board requested that an Action Plan be created showing how the Council could progress towards full adoption of the Charter and that plan be shared with the Board at a subsequent meeting.

Background:

The Swansea Bay Healthy Travel Charter, outlines policies, strategies, and interventions to increase the physical activity of staff to counter increasing levels of obesity, diabetes, social isolation and worsening health inequalities through walking and cycling. It also encourages the use of ultra-low emission vehicles and public transport to tackle local air pollution and the Climate Emergency.

As signatories of the Swansea Bay Healthy Travel Charter, we are committing resources to implement the elements of the charter, covering communications and leadership, walking, cycling and public transport, agile working and ultra-low emission vehicles.

Appendix 1 of this report shows the “baseline” assessment we undertook before we signed the Charter.

Appendix 2 of the report shows our score after being assessed by a representative of the Charter from Swansea University in 2023.

Appendix 3 of the report shows our updated score after being assessed by a representative of the Charter from Swansea University in March 2024.

It should be noted that encouragingly we have seen our initial baseline scoring rise from 13/51 (2022) to 30/51(2023) and our current reassessment showing a newly attained score of 35/51 (2024) with us being identified as leading on several elements of the Charter eg: our Cycle to Work scheme, whereby we offer a two year purchase period as opposed to our partners who offer one year only schemes with a lower purchase value. This widens affordability for all our staff.

Appendix 4 of the report shows the Action Plan towards full adoption of the Charter.

Financial Impacts:

As outlined in the previous report, there is no budget for the implementation of the Charter, any expenditure will either be from existing budgets or where applicable, using external grants e.g. Active Travel to achieve the outcomes.

Integrated Impact Assessment:

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

Valleys Communities Impacts:

No implications

Workforce Impacts:

The Charter seeks to deal with declining levels of physical activity, increasing levels of obesity and diabetes, widespread air pollution, social isolation, and worsening health inequalities of staff.

We would look at incentivising staff to use alternative modes of travel by including them into the Travel Expense Policy.

Legal Impacts:

No implications.

Risk Management Impacts:

This Charter seeks to deal with the long-term well-being of staff and the wider community by reducing pollution having a positive effect on air quality which is a specific issue in parts of the County Borough.

Consultation:

There is no requirement for external consultation on this item

Recommendations:

That the board note the Action Plan for implementing the Charter in the Authority.

That the board receive Annual progress reports on the Charter implementation.

Appendices:

Appendix 1 of this report shows the “baseline” assessment we undertook before we signed the Charter.

Appendix 2 of the report shows our score after being assessed by a representative of the Charter from Swansea University in 2023.

Appendix 3 of the report shows our score after being assessed by a representative of the Charter from Swansea University in 2024.

Appendix 4 of the report shows the Action Plan towards full adoption of the Charter.

List of Background Papers:

None

Officer Contact:

Name: Joy Smith MBE

Designation: Road Safety Manager
Email: j.smith@npt.gov.uk
Direct dial: 01639 686581

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Charter commitment	Self-rated progress	Could you evidence this rating?	Score	Any comments
Communications and leadership				
Establish a network of sustainable travel champions, including senior staff and managers and, where relevant, students and elected members, who routinely promote and model active and sustainable travel behaviour, in line with the sustainable travel hierarchy	0 - Early days	Yes	0	
Regularly involve staff in discussing what measures would help them shift to sustainable modes of travel, through travel surveys (at least an initial baseline and annual survey) and other initiatives, e.g. staff competitions and awards to encourage healthy travel	0 - Early days	Yes	0	
Agree and use consistent communications messages with the public, visitors and staff on healthy travel and reducing unnecessary travel	0 - Early days	Yes	0	
Promote and consider healthy travel options and benefits across wider functions, such as: procurement, conferences, planning of workplace and office accommodation, and when advertising roles in our organisations	0 - Early days	Yes	0	
Review our travel expenses policies, to encourage uptake of sustainable travel	0 - Early days	Yes	0	A review is currently being undertaken.
Collaborate with partners and provide strategic leadership and planning on healthy and sustainable travel, for example scoping the feasibility of partnership Park and Ride services	0 - Early days	Yes	0	
Public transport				
Explore discounts for staff on Transport for Wales rail services and with local transport providers	0 - Early days	Yes	0	
Walking, cycling and public transport				
Contribute to an interactive map showing, where relevant, all walking and cycling infrastructure and public transport links within our main sites in Swansea Bay	2 - Fully in place	Yes	2	As a promoter and developer of Active Travel within Neath Port Talbot, we publish and create new routes every year.
Assess and provide, as appropriate, secure cycle storage, lockers, showers and clothes drying areas at all main sites. Make accessories available to staff and/or visitors to encourage walking and cycling. Examples include umbrellas, local walking/cycling maps, locks, puncture repair kits and maintenance tools	1 - Getting going	Yes	1	We've lockers, changing facilities and showers in place in main civic buildings and a number of outlying buildings.
Promote an 'active wear for active travel' approach to work clothing and footwear, for example, allowing staff to wear trainers if their commute involves walking or cycling	2 - Fully in place	Yes	2	This has been in place since the COVID epidemic, 23 March 2020. Each Civic building has changing facilities and showers.
Offer the cycle to work scheme to all staff (including e-bikes)	2 - Fully in place	Yes	2	This has been in place for many years. We extended the payback to 2 years to allow for more staff on lower grades to afford ebikes.
Improve access to bicycles at work where appropriate, e.g. pool bikes and public hire bikes	0 - Early days	Yes	0	We used to have pool bikes, but they were never replaced once they became unusable.
Explore and promote opportunities for offering cycle training and maintenance sessions	1 - Getting going	Yes	1	We're looking at expanding the training that we provide to schools and colleges.
Agile working				
Provide flexible working options wherever possible, including home and/or local hub working, and develop a culture of agile working	2 - Fully in place	Yes	2	This has been in place since the COVID epidemic, 23 March 2020. Recently the Council has been consulting with staff on further development of our Agile working policies.
Explore opportunities to enable staff to hot-desk between partner organisations and facilities across Swansea Bay, where appropriate	1 - Getting going	Yes	1	We have already opened up our networks to partners from Swansea Council and the local health board, but these were put into place to allow for joint working arrangements to deliver services across NPT, Swansea and Bridgend.
Ultra low emission vehicles				
Review the current and future need for electric vehicle (EV) charging infrastructure on our sites, and explore the potential for making charging infrastructure available to other partners in the area	1 - Getting going	Yes	1	Plans and funding are in place for charging infrastructure in The Quays to accommodate around 14 fleet vehicles and also 12 staff places. This work will be complete by May 2023. Refuse and recycling vehicles are having charging facilities at the recycling plant with electricity generated from the burning of waste.
Review our fleet and procurement arrangements (where applicable) for introduction of ultra low emission vehicles, including e-bikes and e-cargo bikes, where relevant	1 - Getting going	Yes	1	Plans are well underway to move our fleet to EV, however, the lack of charging facilities has slowed the adoption. We are currently looking at the feasibility of procuring ebikes for staff use.

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Charter commitment	Self-rated progress	Could you evidence this rating?	Score	Any comments
Communications and leadership				
Establish a network of sustainable travel champions, including senior staff and managers and, where relevant, students and elected members, who routinely promote and model active and sustainable travel behaviour, in line with the sustainable travel hierarchy	1 - Getting going	Yes	1	Charter has senior management buy-in with a sustainable travel hierarchy integrated within travel policies across the Authority.
Regularly involve staff in discussing what measures would help them shift to sustainable modes of travel, through travel surveys (at least an initial baseline and annual survey) and other initiatives, e.g. staff competitions and awards to encourage healthy travel	1 - Getting going	Yes	1	Agile working already in place. Cycle to work scheme used to promote sustainable journeys. Surveys have been undertaken with staff on pool car usage. Further programme to be embedded within the current accommodation strategy. Creation of staff intranet page to promote and garner views on sustainable across the Borough.
Agree and use consistent communications messages with the public, visitors and staff on healthy travel and reducing unnecessary travel	1 - Getting going	Yes	1	All external visitors are provided with sustainable travel information prior to travelling to all Authority buildings. Staff travel arrangements are already embedded within our driving at work policies and subsequent travel and subsistence policy guidance.
Promote and consider healthy travel options and benefits across wider functions, such as: procurement, conferences, planning of workplace and office accommodation, and when advertising roles in our organisations	2 - Fully in place	Yes	2	Fully hybrid organisation, embedded within our policy and vacancy strategies.
Review our travel expenses policies, to encourage uptake of sustainable travel	1 - Getting going	Yes	1	A review is currently being undertaken to encompass all Active Travel modes.
Collaborate with partners and provide strategic leadership and planning on healthy and sustainable travel, for example scoping the feasibility of partnership Park and Ride services	1 - Getting going	Yes	1	Working alongside South Wales Police, Mid and West Wales Fire Service, we already have collaborative practices in place. With an established community training room in place with MWWFARS. Currently looking to establish planned activities with Swansea University Bay Campys this year.
Public transport				
Explore discounts for staff on Transport for Wales rail services and with local transport providers	0 - Early days	Yes	0	Feasibility study with Swansea Bay Travel Charter organisations to explore discount on a wider basis.
Walking, cycling and public transport				
Contribute to an interactive map showing, where relevant, all walking and cycling infrastructure and public transport links within our main sites in Swansea Bay	3 - Leading the way	Yes	3	As a promoter and developer of Active Travel within Neath Port Talbot, we publish and create new routes every year.
Assess and provide, as appropriate, secure cycle storage, lockers, showers and clothes drying areas at all main sites. Make accessories available to staff and/or visitors to encourage walking and cycling. Examples include umbrellas, local walking/cycling maps, locks, puncture repair kits and maintenance tools	3 - Leading the way	Yes	3	We've lockers, changing facilities and showers in place in main civic buildings and a number of outlying buildings.
Promote an 'active wear for active travel' approach to work clothing and footwear, for example, allowing staff to wear trainers if their commute involves walking or cycling	3 - Leading the way	Yes	3	This has been in place since the COVID pandemic, 23 March 2020. Each Civic building has changing facilities and showers.
Offer the cycle to work scheme to all staff (including e-bikes)	3 - Leading the way	Yes	3	This has been in place for many years. We extended the payback to 2 years to allow for more staff on lower grades to afford ebikes. Recently increased limit increased from £1,000 to £5,000 on an affordability scale.
Improve access to bicycles at work where appropriate, e.g. pool bikes and public hire bikes	0 - Early days	Yes	0	We used to have pool bikes, but they were never replaced once they became unusable.
Explore and promote opportunities for offering cycle training and maintenance sessions	2 - Fully in place	Yes	2	Full cycle training provision in place, covering National Standards levels 1-3 for all staff, members of the community, etc... Currently looking to provide maintenance workshops post April 2023.
Agile working				
Provide flexible working options wherever possible, including home and/or local hub working, and develop a culture of agile working	3 - Leading the way	Yes	3	This has been in place since the COVID pandemic, 23 March 2020. Recently the Council has been consulting with staff on further development of our Agile working policies.
Explore opportunities to enable staff to hot-desk between partner organisations and facilities across Swansea Bay, where appropriate	2 - Fully in place	Yes	2	We have already opened up our networks to partners from Swansea Council and the local health board, these were put into place to allow for joint working arrangements to deliver services across NPT, Swansea and Bridgend.
Ultra low emission vehicles				
Review the current and future need for electric vehicle (EV) charging infrastructure on our sites, and explore the potential for making charging infrastructure available to other partners in the area	2 - Fully in place	Yes	2	Plans and funding are in place for charging infrastructure in The Quays to accommodate around 14 fleet vehicles and also 12 staff places. This work will be complete by May 2023. Refuse and recycling vehicles are having charging facilities at the recycling plant with electricity generated from the burning of waste.
Review our fleet and procurement arrangements (where applicable) for introduction of ultra low emission vehicles, including e-bikes and e-cargo bikes, where relevant	2 - Fully in place	Yes	2	Plans are well underway to move our fleet to EV, however, the lack of charging facilities has slowed the adoption. We are currently looking at the feasibility of procuring ebikes for staff use.

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Charter commitment	Self-rated progress	Could you evidence this rating?	Score	Any comments
Communications and leadership				
Establish a network of sustainable travel champions, including senior staff and managers and, where relevant, students and elected members, who routinely promote and model active and sustainable travel behaviour, in line with the sustainable travel hierarchy	1 - Getting going	Yes	1	Charter has senior management buy-in with a sustainable travel hierarchy integrated within travel policies across the Authority.
Regularly involve staff in discussing what measures would help them shift to sustainable modes of travel, through travel surveys (at least an initial baseline and annual survey) and other initiatives, e.g. staff competitions and awards to encourage healthy travel	1 - Getting going	Yes	1	Agile working already in place. Cycle to work scheme used to promote sustainable journeys. Surveys have been undertaken with staff on pool car usage. Further programme to be embedded within the current accommodation strategy. Creation of staff intranet page to promote and garner views on sustainable across the Borough.
Agree and use consistent communications messages with the public, visitors and staff on healthy travel and reducing unnecessary travel	1 - Getting going	Yes	1	All external visitors are provided with sustainable travel information prior to travelling to all Authority buildings. Staff travel arrangements are already embedded within our driving at work policies and subsequent travel and subsistence policy guidance.
Promote and consider healthy travel options and benefits across wider functions, such as: procurement, conferences, planning of workplace and office accommodation, and when advertising roles in our organisations	2 - Fully in place	Yes	2	Fully hybrid organisation, embedded within our policy and vacancy strategies.
Review our travel expenses policies, to encourage uptake of sustainable travel	3 - Leading the way	Yes	3	Using a cycle for work purposes now is included in the new Travel & Subsistence policy released in June 2023.
Collaborate with partners and provide strategic leadership and planning on healthy and sustainable travel, for example scoping the feasibility of partnership Park and Ride services	1 - Getting going	Yes	1	Working alongside South Wales Police, Mid and West Wales Fire Service, we already have collaborative practices in place. With an established community training room in place with MWVFARS. Currently looking to establish planned activities with Swansea University Bay Campus this year.
Public transport				
Explore discounts for staff on Transport for Wales rail services and with local transport providers	0 - Early days	Yes	0	Feasibility study with Swansea Bay Travel Charter organisations to explore discount on a wider basis.
Walking, cycling and public transport				
Contribute to an interactive map showing, where relevant, all walking and cycling infrastructure and public transport links within our main sites in Swansea Bay	3 - Leading the way	Yes	3	As a promoter and developer of Active Travel within Neath Port Talbot, we publish and create new routes every year.
Assess and provide, as appropriate, secure cycle storage, lockers, showers and clothes drying areas at all main sites. Make accessories available to staff and/or visitors to encourage walking and cycling. Examples include umbrellas, local walking/cycling maps, locks, puncture repair kits and maintenance tools	3 - Leading the way	Yes	3	We've lockers, changing facilities and showers in place in main civic buildings and a number of outlying buildings.
Promote an 'active wear for active travel' approach to work clothing and footwear, for example, allowing staff to wear trainers if their commute involves walking or cycling	3 - Leading the way	Yes	3	This has been in place since the COVID pandemic, 23 March 2020. Each Civic building has changing facilities and showers.
Offer the cycle to work scheme to all staff (including e-bikes)	3 - Leading the way	Yes	3	This has been in place for many years. We extended the payback to 2 years to allow for more staff on lower grades to afford ebikes. Recently increased limit increased from £1,000 to £5,000 on an affordability scale.
Improve access to bicycles at work where appropriate, e.g. pool bikes and public hire bikes	1 - Getting going	Yes	1	We are currently looking at the feasibility of procuring ebikes for staff use.
Explore and promote opportunities for offering cycle training and maintenance sessions	3 - Leading the way	Yes	3	Full cycle training provision in place, covering National Standards levels 1-3 for all staff, members of the community, etc... Linked with local community and cycle groups to provide cycle maintenance to the wider community.
Agile working				
Provide flexible working options wherever possible, including home and/or local hub working, and develop a culture of agile working	3 - Leading the way	Yes	3	This has been in place since the COVID pandemic, 23 March 2020.
Explore opportunities to enable staff to hot-desk between partner organisations and facilities across Swansea Bay, where appropriate	2 - Fully in place	Yes	2	We have already opened up our networks to partners from Swansea Council and the local health board, these were put into place to allow for joint working arrangements to deliver services across NPT, Swansea and Bridgend.
Ultra low emission vehicles				
Review the current and future need for electric vehicle (EV) charging infrastructure on our sites, and explore the potential for making charging infrastructure available to other partners in the area	3 - Leading the way	Yes	3	There are currently 63 charging points live at Council run buildings plus charging points in Margam and Afan Country Parks with a further 6 in Neath MSCP. There are 7kwh and 22kwh fast chargers available, payment is via a designated card or Apple/Google Pay.
Review our fleet and procurement arrangements (where applicable) for introduction of ultra low emission vehicles, including e-bikes and e-cargo bikes, where relevant	2 - Fully in place	Yes	2	We currently have 49 EV's in the Fleet, with a further 28 identified to transition and are looking at the feasibility of procuring ebikes/ecargo for staff use. We have recently launched a new EV staff car scheme, to date 14 employees have taken delivery of new vehicles with a further 14 on order.

Page 23

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Environment Directorate	Implemented	We will have 77 EV's in the fleet by the end of the year. We are currently looking at the feasibility of procuring ebikes/ecargo for staff use.			Score
	Who	When	How	Notes	Score
Communications and leadership					
Establish a network of sustainable travel champions, including senior staff and managers and, where relevant, Staff and elected members, who routinely promote and model active and sustainable travel behaviour, in line with the sustainable travel hierarchy	Learner Travel Officer and Road Safety Manager	We will establish a network of sustainable travel champions by September 2024	Liaise with Directorate DMT's to establish appropriate officer contact to take the project forward.	Charter has senior magement bye-in with a sustainable travel hierarchy integrated within travel policies across the Authority.	1 - Getting going
Regularly involve staff in discussing what measures would help them shift to sustainable modes of travel, through travel surveys (at least an initial baseline and annual survey) and other initiatives, e.g. staff competitions and awards to encourage healthy travel	Learner Travel Officer and Road Safety Manager in conjunction with the internal communications team.	A travel survey to set initial baseline figure for improvement to be carried out by June 2024.	Initial promotion of the Charters aims and objectives to be promoted via internal communication channels with a travel survey to set initial baseline figure for improvement to be carried out by June 2024.	Agile working already in place. Cycle to work scheme used to promote sustainable journeys. Surveys have been undertaken with staff on pool car usage. Further programme to be embedded within the current accomodation strategy. Creation of staff intranet page to promote and garner views on sustainable across the Borough.	1 - Getting going
Agree and use consistent communications messages with the public, visitors and staff on healthy travel and reducing unnecessary travel	Learner Travel Officer and Road Safety Manager in conjunction with the internal communications team.	A raft of comms messaging to be agreed and in place by June 2024	Set up a task and finish group to agree parameters and messaging outlets by June 2024.	All external visitors are provided with sustainable travel information prior to travelling to all Authority buildings. Staff travel arrangements are already embedded within our driving at work policies and subsequent travel and subsistence policy guidance.	1 - Getting going
Promote and consider healthy travel options and benefits across wider functions, such as: procurement, conferences, planning of workplace and office accommodation, and when advertising roles in our organisations	Learner Travel Officer and Road Safety Manager	Implemented	This will be included in the remit of the Task and Finish group to ensure ongoing compliance.	Fully hybrid organisation, embedded within our policy and vacancy strategies.	2 - Fully in place
Review our travel expenses policies, to encourage uptake of sustainable travel	The Road Safety Manager was part of the task and finish group undertaking this work.	Implemented		Using a cycle for work included in the new Travel and Subsistence Policy - June 2023	
Collaborate with partners and provide strategic leadership and planning on healthy and sustainable travel, for example scoping the feasibility of partnership Park and Ride services	Learner Travel Officer and Road Safety Manager in collaboration with the Passenger Transport Manager	Scoping exercise to be carried out by June 2024	Working with current partners, we will seek to align the charter objectives with those of our external partners, ensuring economies of scale.	Working alongside South Wales Police, Mid and West Wales Fire Service, we already have collaborative practices in place. With an established community training room in place with MWWFARS. Currently looking to establish planned activities with Swansea University Bay Campus this year.	1 - Getting going
Public transport					
Explore discounts for staff on Transport for Wales rail services and with local transport providers	Learner Travel Officer and Road Safety Manager in collaboration with the Passenger Transport Manager	Awaiting outcome of current Welsh Government discussions	TBC	Feasibility study with Swansea Bay Travel Charter organisations to explore discount on a wider basis.	0 - Early days
Walking, cycling and public transport					
Contribute to an interactive map showing, where relevant, all walking and cycling infrastructure and public transport links within our main sites in Swansea Bay	Active Travel Team	Implemented		As a promoter and developer of Active Travel within Neath Port Talbot, we publish and create new routes every year.	3 - Leading the way
Assess and provide, as appropriate, secure cycle storage, lockers, showers and clothes drying areas at all main sites. Make accessories available to staff and/or visitors to encourage walking and cycling. Examples include umbrellas, local walking/cycling maps, locks, puncture repair kits and maintenance tools	Facilities Management Team	Implemented		We've lockers, changing facilities and showers in place in main civic buildings and a number of outlying buildings.	3 - Leading the way
Promote an 'active wear for active travel' approach to work clothing and footwear, for example, allowing staff to wear trainers if their commute involves walking/cycling	Accomodation Strategy Team	Implemented		This has been in place since the COVID pandemic, 23 March 2020. Each Civic building has changing facilities and showers.	3 - Leading the way
Offer the cycle to work scheme to all staff (including e-bikes)	Road Safety and Finance	Implemented		This has been in place for many years. We extended the payback to 2 years to allow for more staff on lower grades to afford ebikes. Recently increased limit increased from £1,000 to £5,000 on an affordability scale.	3 - Leading the way
Improve access to bicycles at work where appropriate, e.g. pool bikes and public hire bikes	Learner Travel Officer and Road Safety Manager	Jun-24	Interrogate staff survey outcomes to establish viability	We have had pool bikes in the past, but they were never replaced once they became unusable. Explore new avenues via procurement and sponsorship.	
Explore and promote opportunities for offering cycle training and maintenance sessions	Road Safety Team	Implemented		Full cycle training provision in place, covering National Standards levels 1-3 for all staff, members of the community, etc...	2 - Fully in place
Agile working					
Provide flexible working options wherever possible, including home and/or local hub working, and develop a culture of agile working	Corporate Initiative	Implemented		This has been in place since the COVID pandemic, 23 March 2020. Recently the Council has been consulting with staff on further development of our Agile working policies.	3 - Leading the way
Explore opportunities to enable staff to hot-desk between partner organisations and facilities across Swansea Bay, where appropriate	Corporate Initiative	Implemented		We have already opened up our networks to partners from Swansea Council and the local health board, these were put into place to allow for joint working arrangements to deliver services across NPT, Swansea and Bridgend.	2 - Fully in place
Ultra low emission vehicles					
Review the current and future need for electric vehicle (EV) charging infrastructure on our sites, and explore the potential for making charging infrastructure available to other partners in the area	Environment Directorate	Implemented		There are currently 63 charging points live at Council run buildings plus charging points in Margam and Afan Country Parks with a further 6 in Neath MSCP. There are 7kwh and 22kwh fast chargers available, payment is via a designated card or Apple/Google Pay.	2 - Fully in place
Review our fleet and procurement arrangements (where applicable) for introduction of ultra low emission vehicles, including e-bikes and e-cargo bikes, where relevant	Environment Directorate	Implemented		We currently have 49 EV's in the Fleet with a further 28 identified to transition and are looking at the feasibility of procuring ebikes/ecargo for staff use. We have recently launched a new EV staff car scheme, to date 14 employees have taken delivery of new vehicles with a further 14 on order.	2 - Fully in place

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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

Report of the Director of Environment and Regeneration N. Pearce

22nd March 2023

Matter for Monitoring

Wards Affected: All Wards

Report Title: Performance Measures 2023/2024 – Quarter 3
(1st April 2023 – 31st December 2023)

Purpose of the Report:

To report Quarter 3 Performance Management Data (Appendix 1) – 1st April 2023 – 31st December 2023, Environment, Regeneration and Streetscene Services Cabinet Board. This will enable the Environment, Regeneration and Streetscene Services Cabinet Board and Scrutiny

Members to discharge their functions in relation to Performance Management.

Executive Summary:

Appendix 1 – Performance Measures

New quarterly performance reports were reported to members from the 1st quarter 2023/24. This new format moves away from the table format that we have previously reported for a number of years, to a graph format. The reports will also include more cumulative quarterly trend data. The new reports are visually better and include a performance summary doughnut within the cover page.

These new formats also take into account feedback from Cabinet Scrutiny Committee members on the previous performance reports format.

Performance Measures that have improved on or achieved target are GREEN status, Performance Measures that have not achieved target but performance is within 5% are AMBER status, Performance Measures that are 5% or more below target are RED status. Performance Measures that appear as BLUE status are 'Not suitable for comparison' and are for information only.

Where available, Performance Measures report Quarter 3 target, and 3 years of Quarter 3 data for comparison.

There are 22 measures reported in the period. Previous Quarters 23/24 have included Workways + data but this has now been removed. A corporate decision was taken to consolidate the Councils Employment Support provision under the Education Directorate. Therefore from 1st January 2024 Workways+ information will no longer be included in Cabinet Reports for Environment.

14 measures are improving or on target, 7 measures are not suitable for comparison, and 1 measure is 5% or more below target.

The measures improving or on target include:

- Two building control measures, both achieving 99%;
- 100% of waste enforcement prosecutions/penalties was achieved;
- Percentage of house hold missed collections (refuse) slightly decreased on the previous quarter;
- Percentage of missed collections (recycling) also decreased slightly on the previous quarter;
- Average days to clear fly tipping incidents is well within target;
- Number of fly tipping reports shows a further reduction on last quarter, and continues an encouraging trend.
- Business enquiries assisted has substantially increased.
- On average, it took just over a day to repair street lamp failures, well within target.

There are 7 measures not suitable for comparison and are mostly measures reported for information only. 2 are pending data capture from a new system (explanation is provided with the data.)

The 1 Measure shown as red and 5% or more below target or previous year's performance relates to percentage of major planning applications determined, explanation is within the data.

Appendix 2 – Compliments & Complaints

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

Background:

The Performance Measures in Appendix 1 are all selected from Service Recovery Plans (SRPs).

Where possible, each Performance Measure will show a link how it contributes to at least one of the council's well-being objectives. If a

Performance Measure does not directly link then it has been linked to the Governance and Resource theme.

Financial Impact:

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

Integrated Impact Assessment:

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

Valleys Communities Impacts:

No implications.

Workforce Impacts

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

Legal Impacts:

This report is prepared under:

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

performance in securing continuous improvement of all the functions within its purview.

Risk Management Impacts:

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

Consultation:

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

Recommendations:

For Members to monitor performance contained within this report.

Reasons for Proposed Decision:

Matter for monitoring, no decision is required.

Implementation of Decision:

Matter for monitoring, no decision required.

Appendices:

Appendix 1 – Performance Measures – Quarter 3 Performance (1st April 2023 – 31st December 2023)

Appendix 2 – Compliments and Complaints information – Quarter 3 2023/2024 (1st April 2023 – 31st December 2023)

Officer Contact:

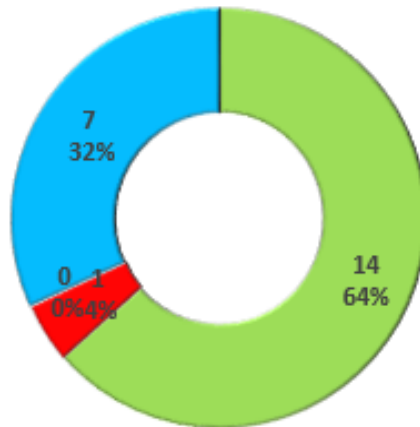
Tom McConvey, Business Support Manager - E-Mail:
t.mcconvey@npt.gov.uk



Performance Measures

Appendix 1 - Environment Directorate Measures -
Quarter 3 (1st April - 31st December) - 2023/24

Performance Measures Summary

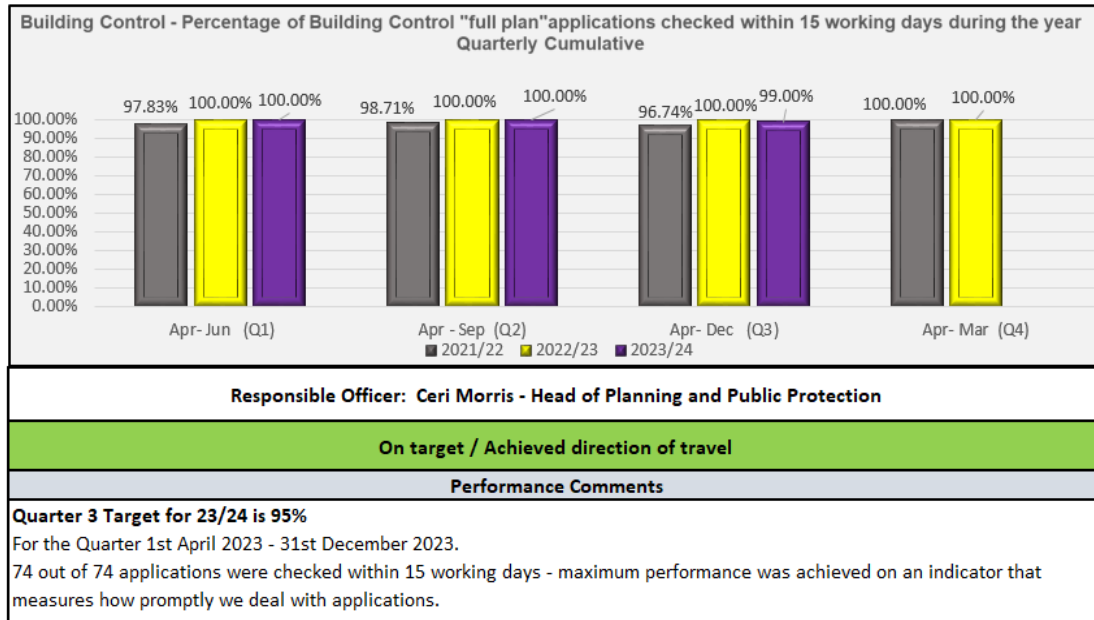


Performance Key BRAG (Blue, Red, Amber, Green)

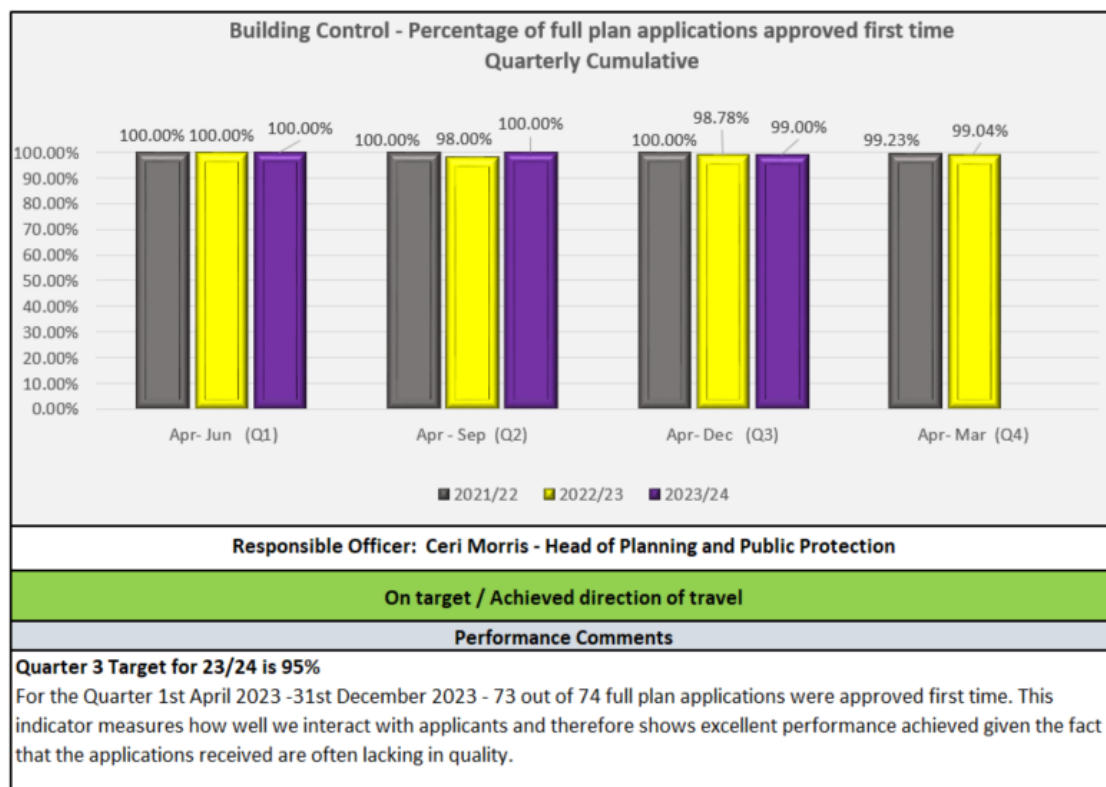


Well Being Objective 2 - All communities are thriving and sustainable

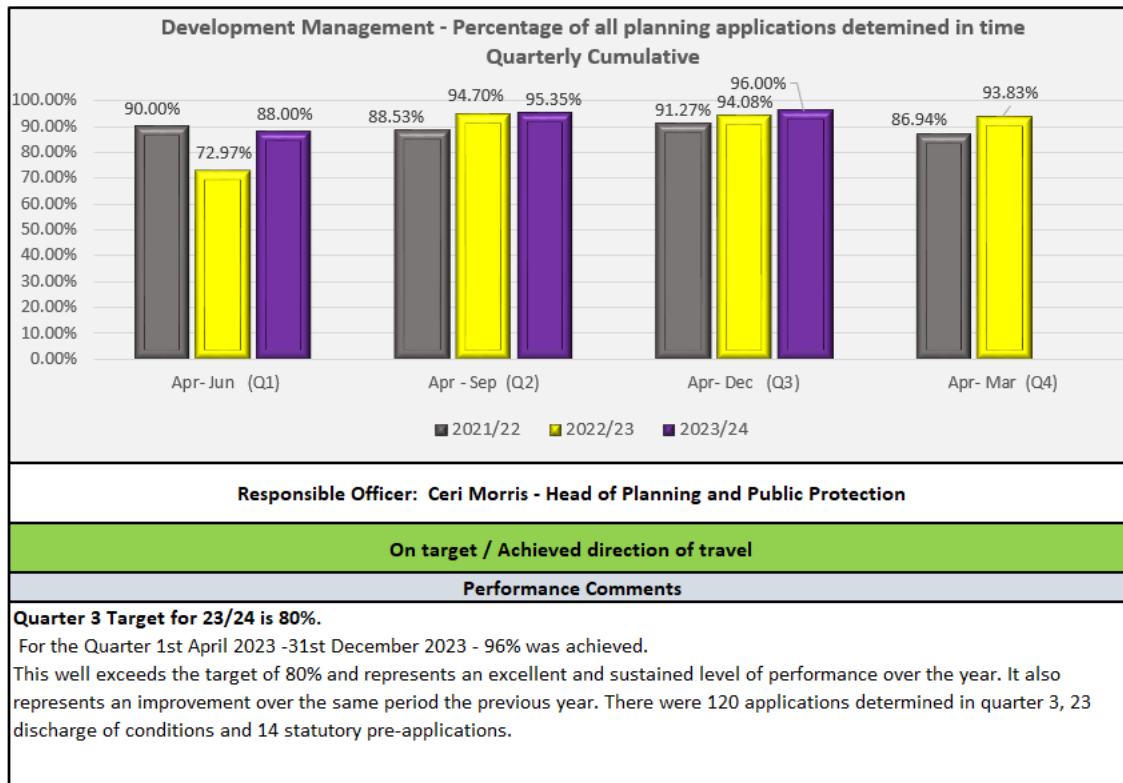
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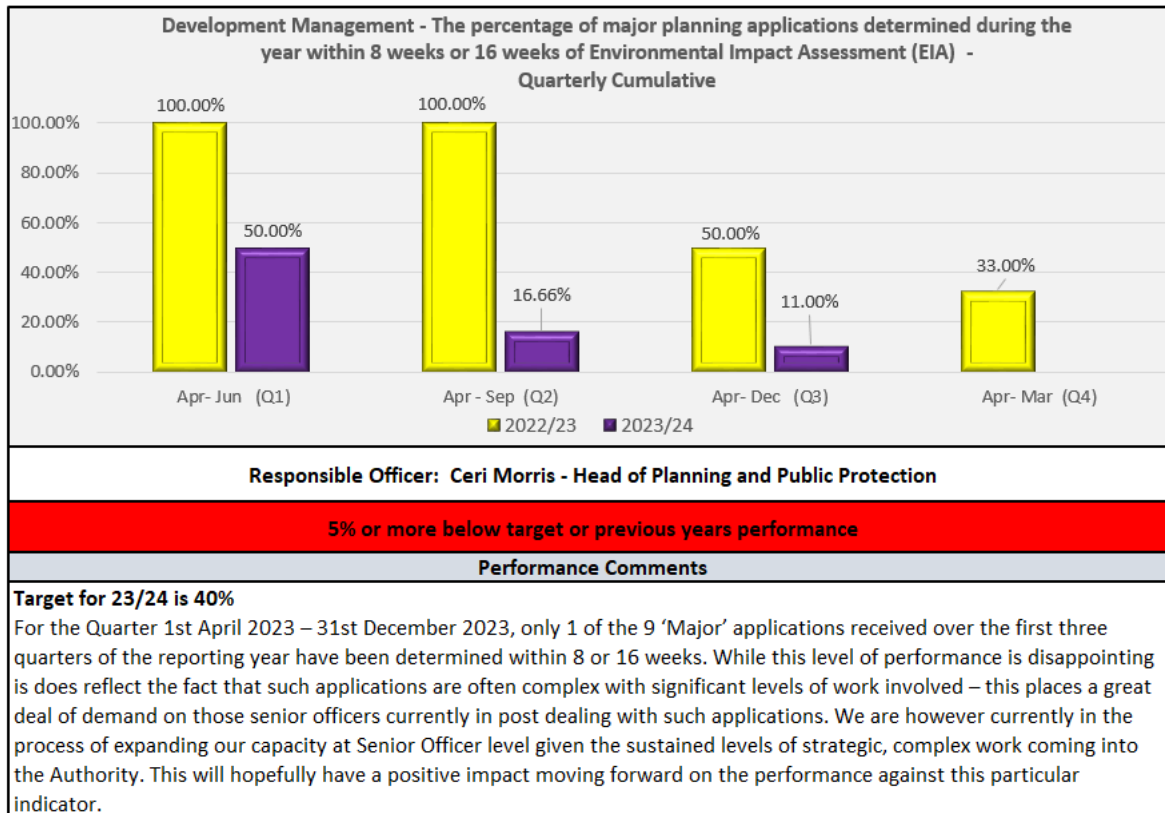
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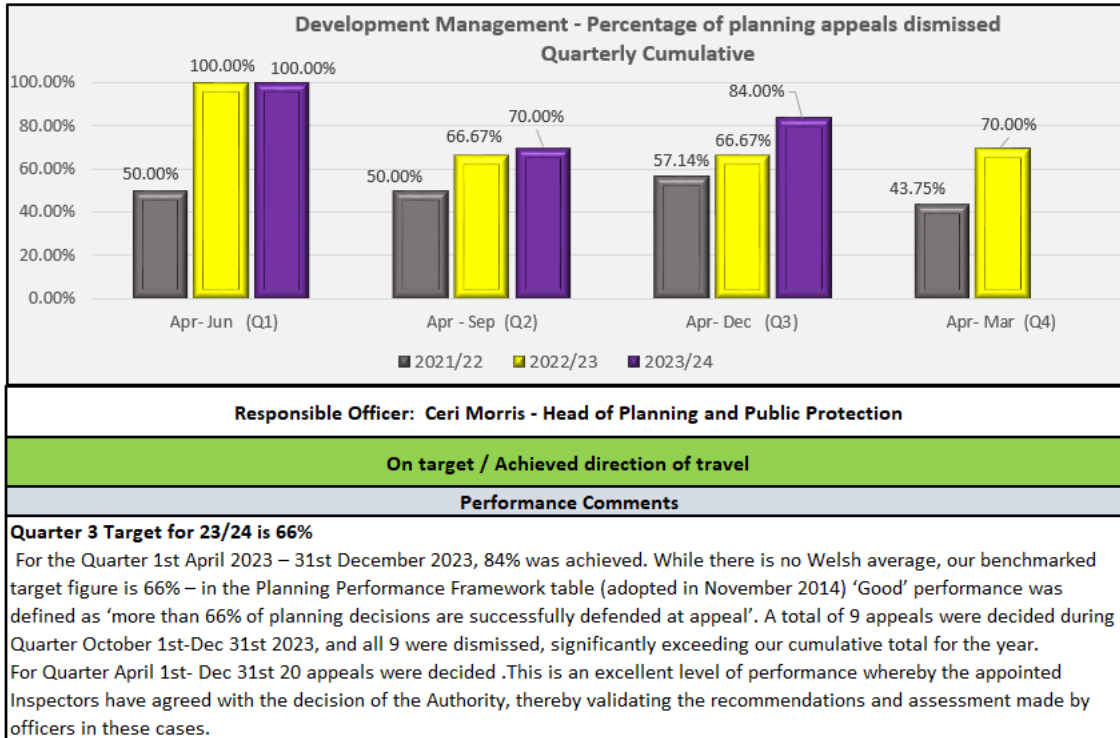
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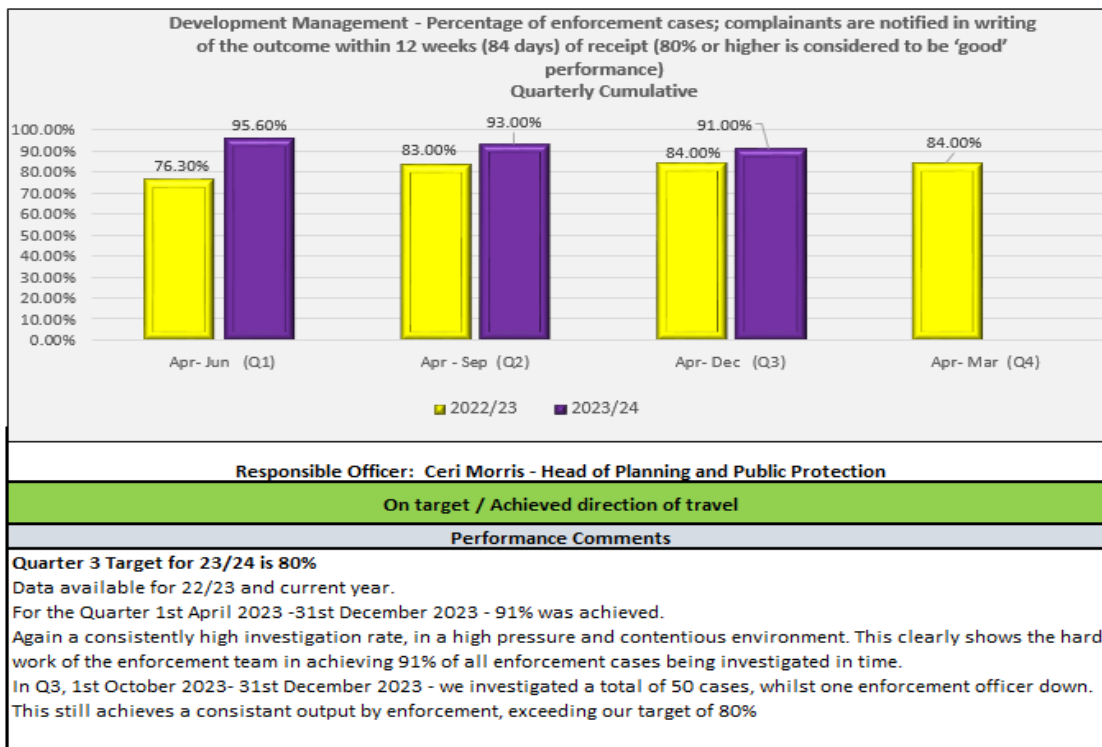
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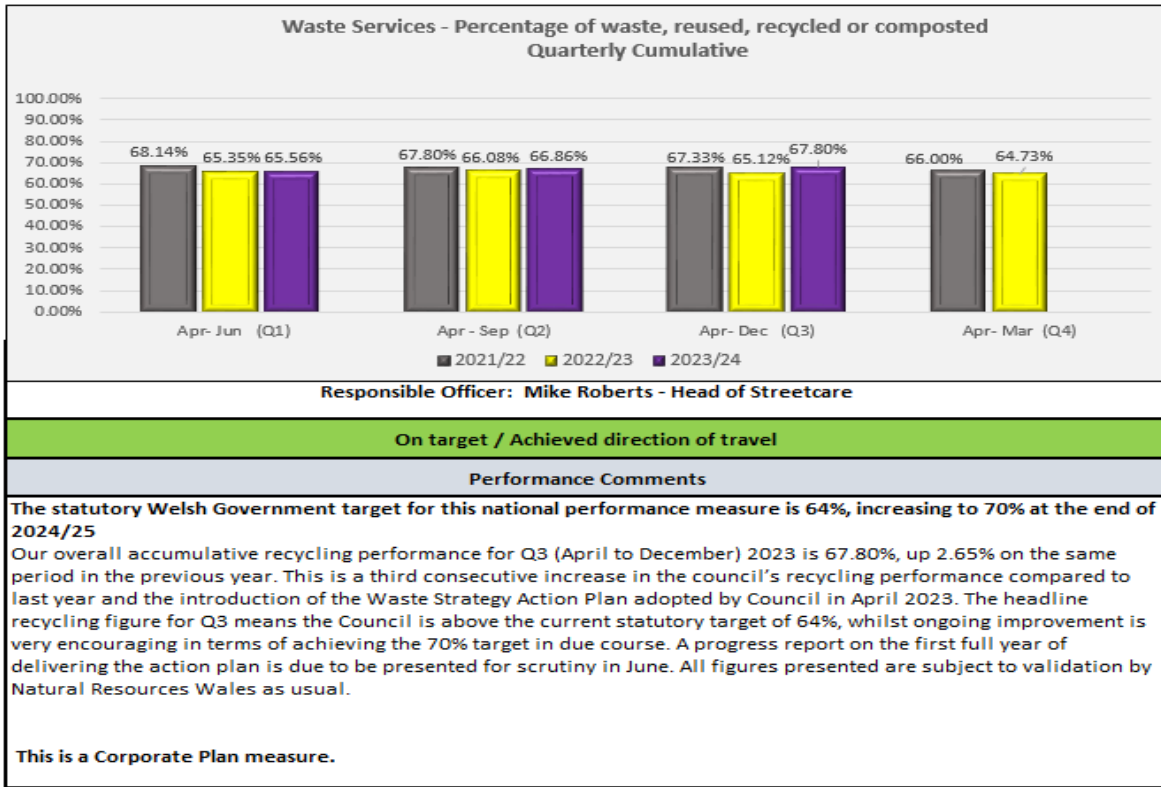


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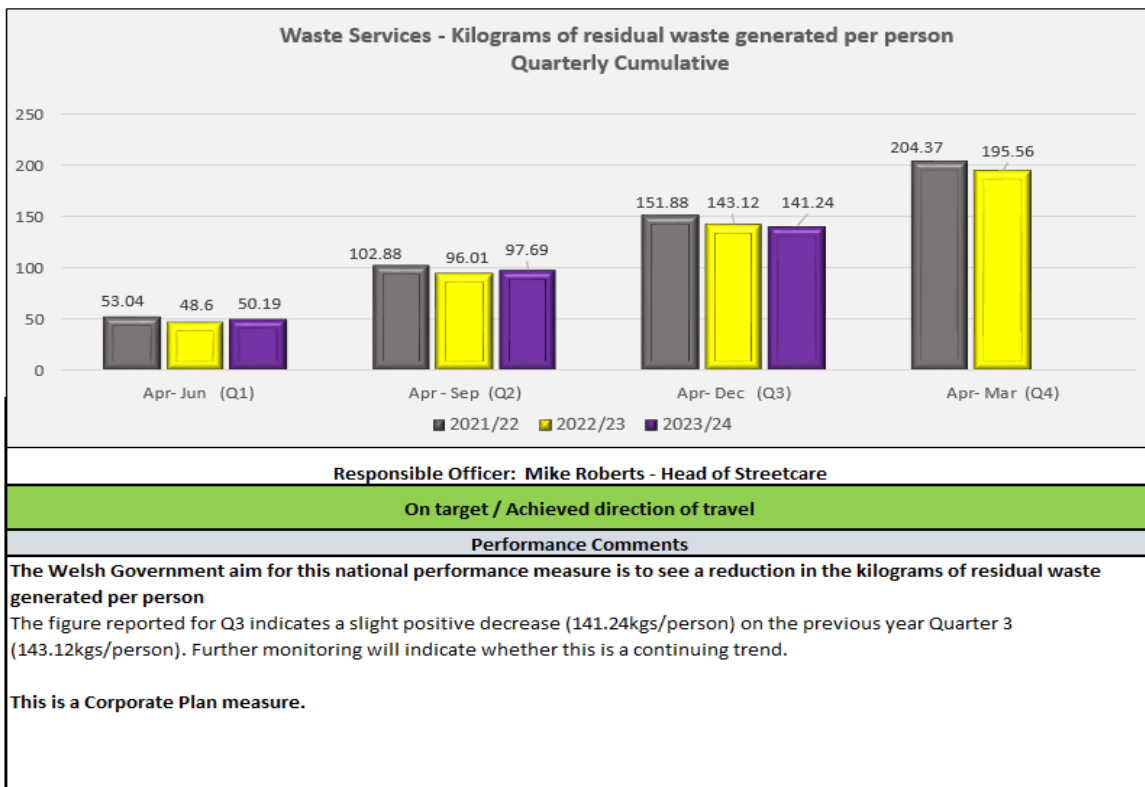


Well Being Objective 3 - Our Local Environment, Culture and Heritage can be enjoyed by future generations

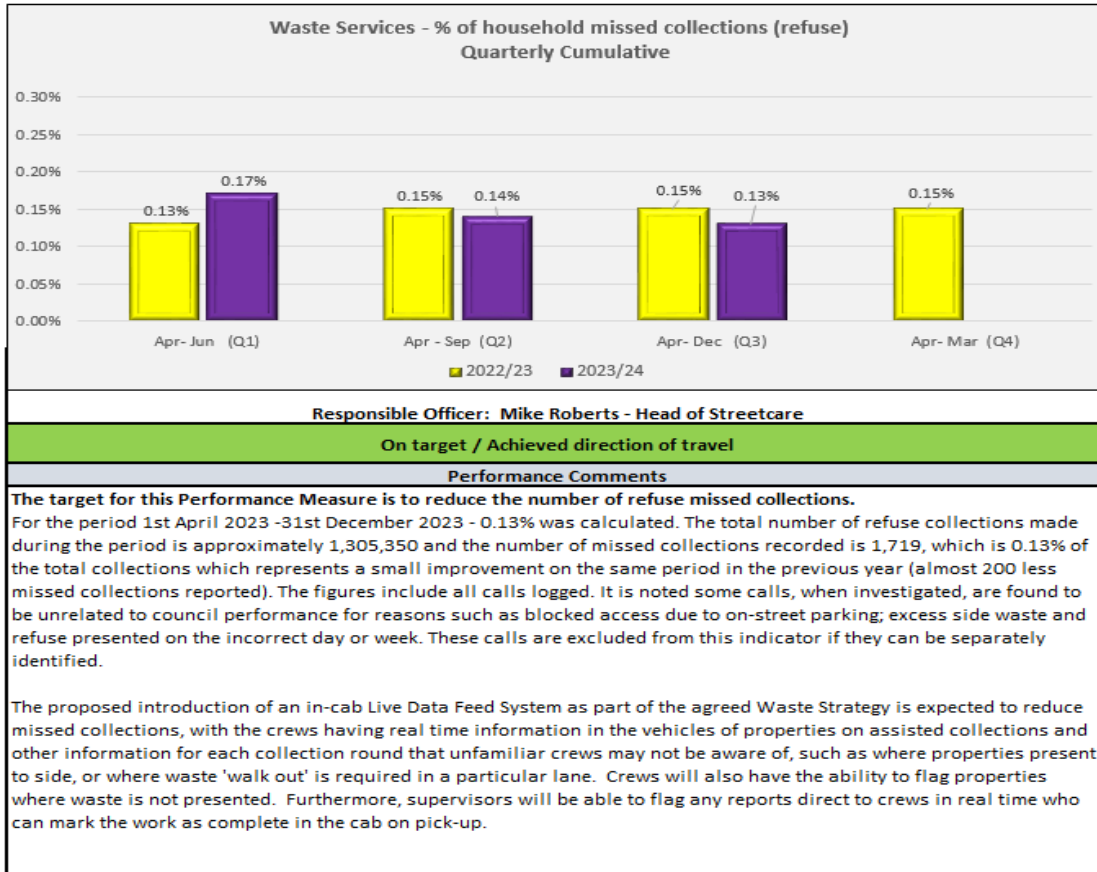
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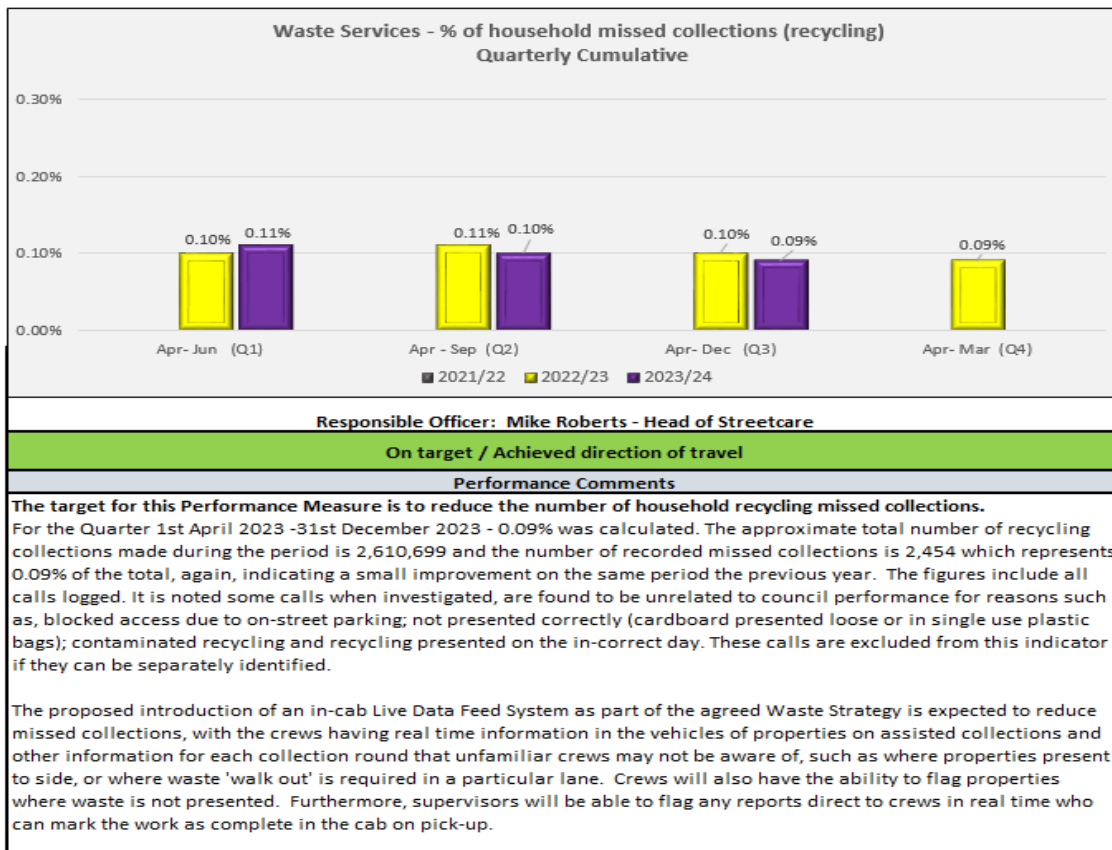
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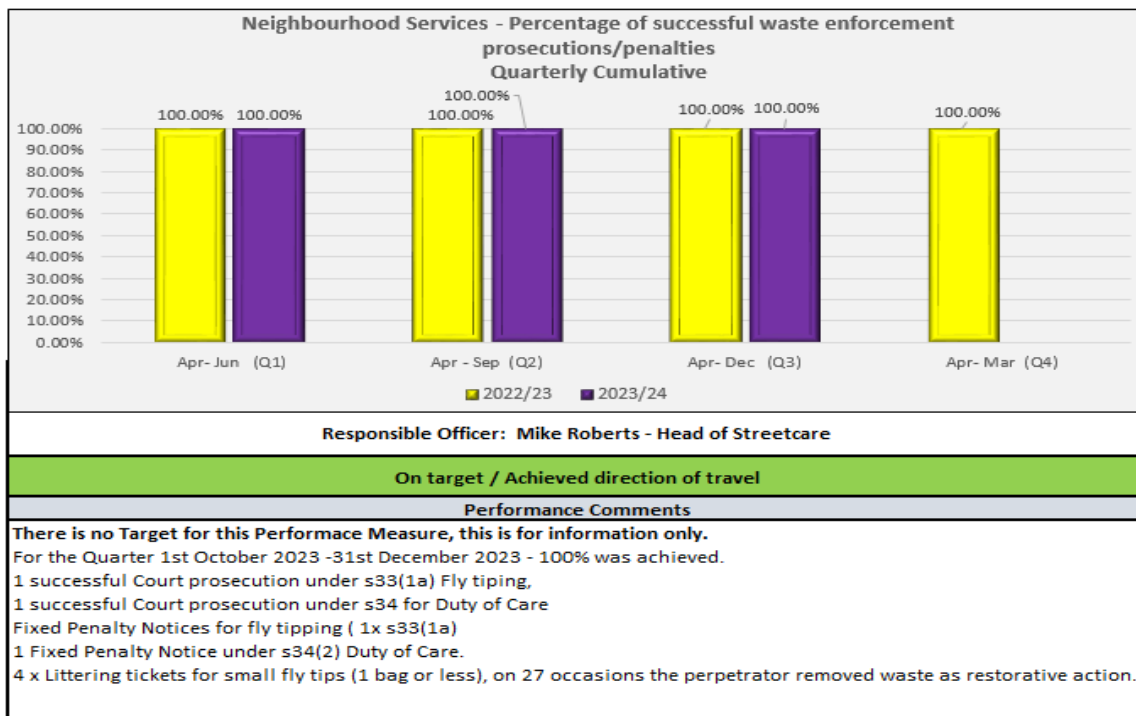
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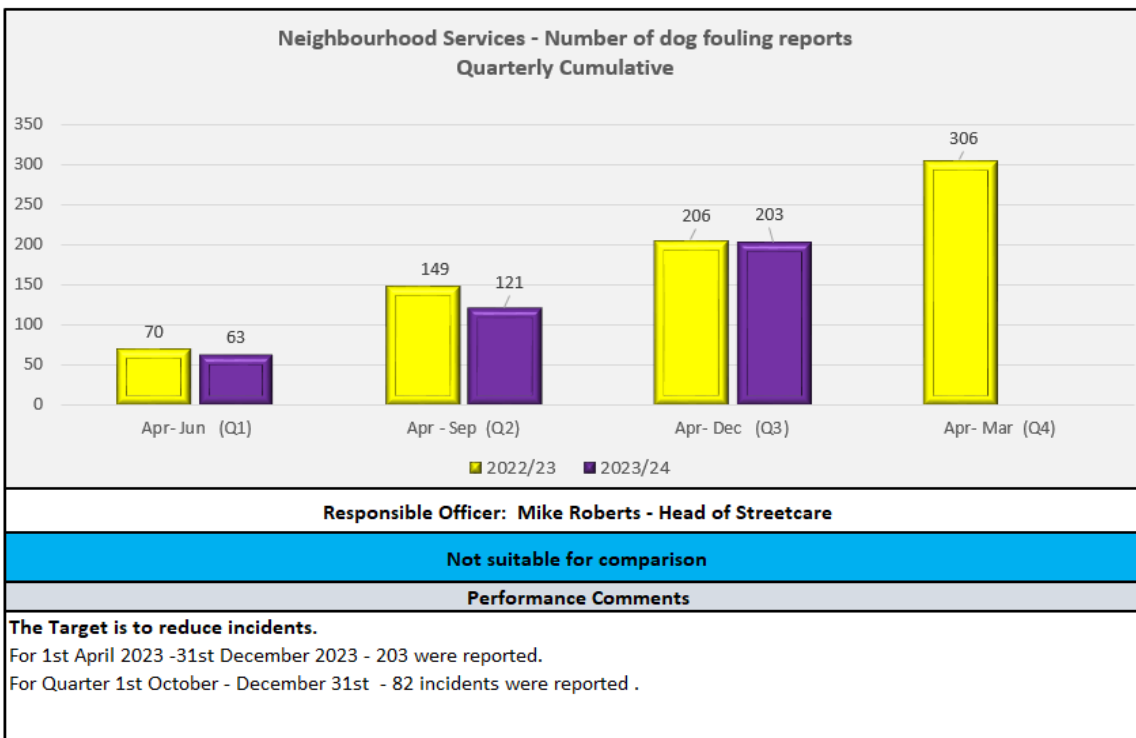
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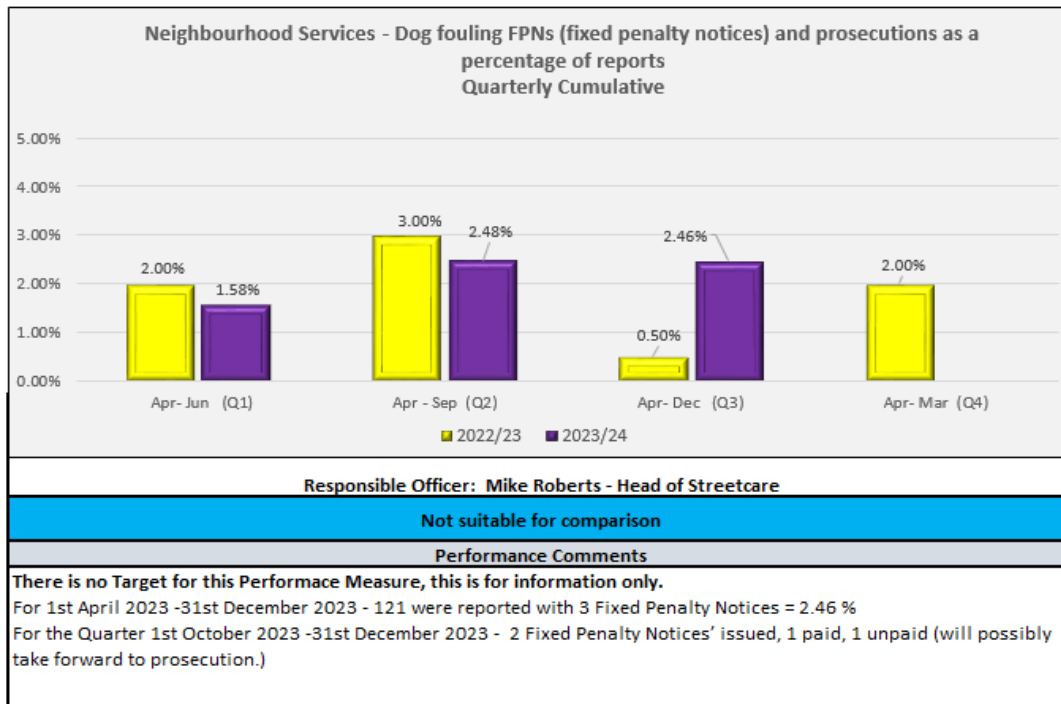
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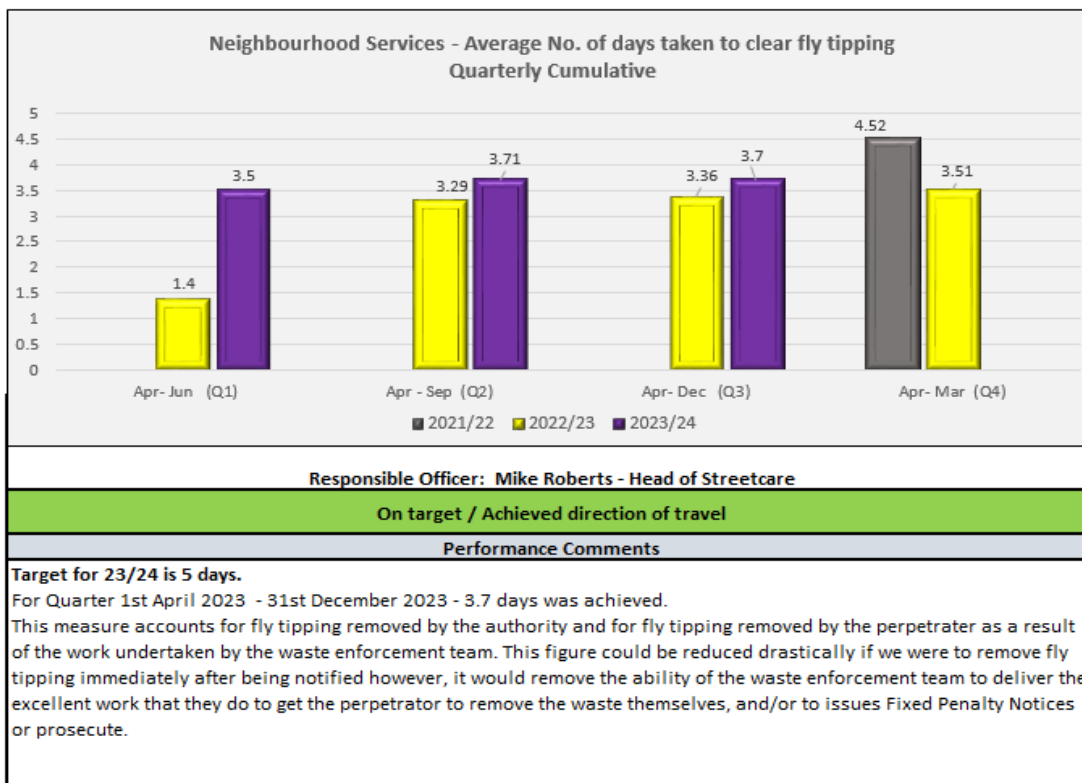
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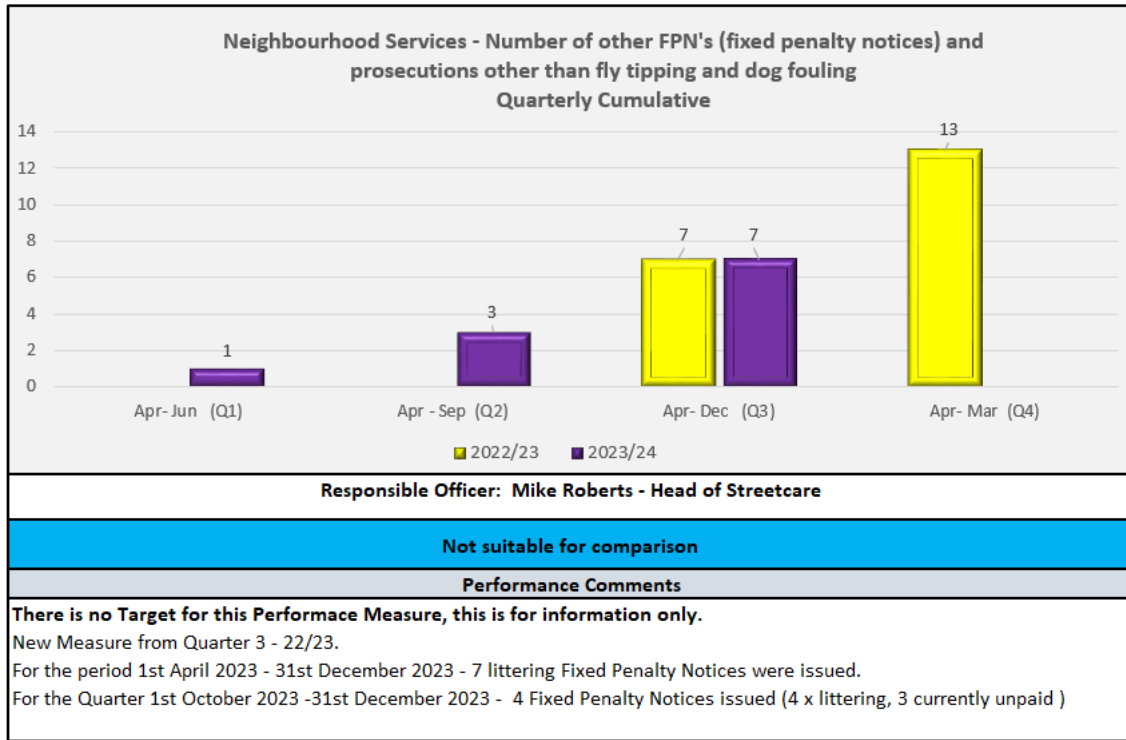
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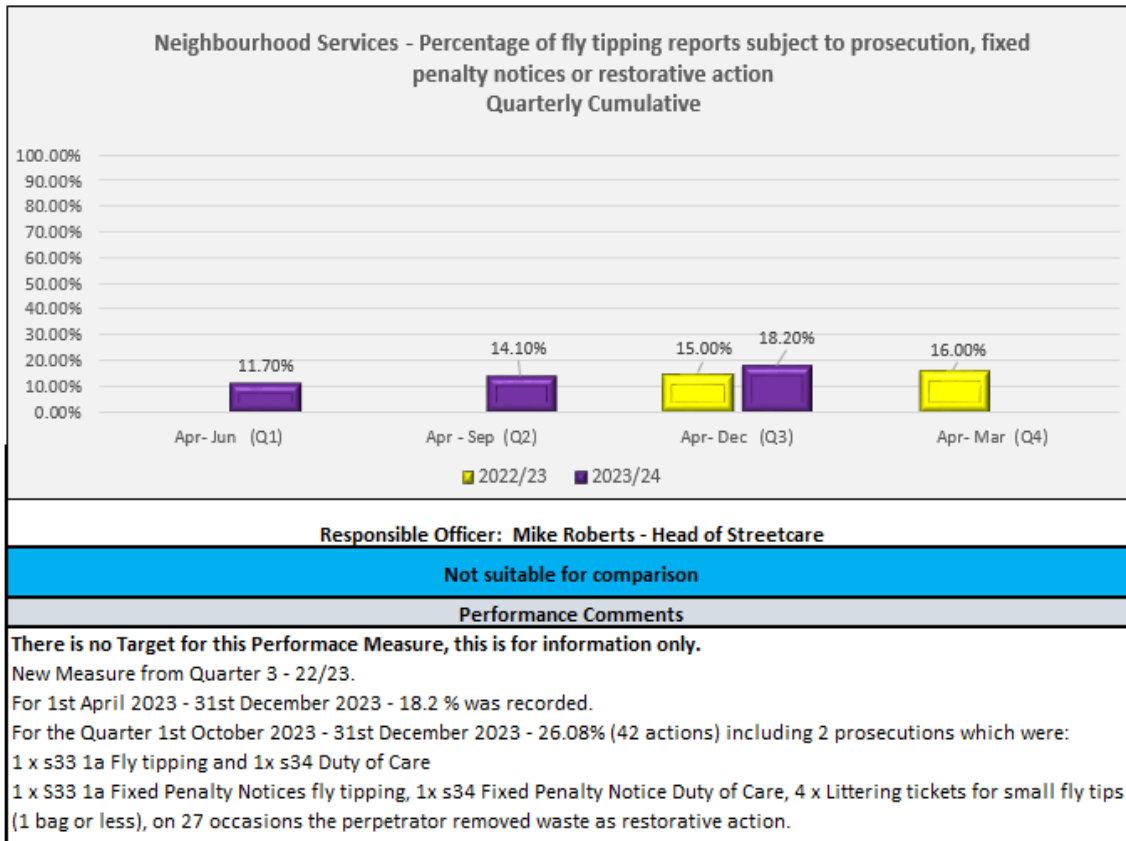
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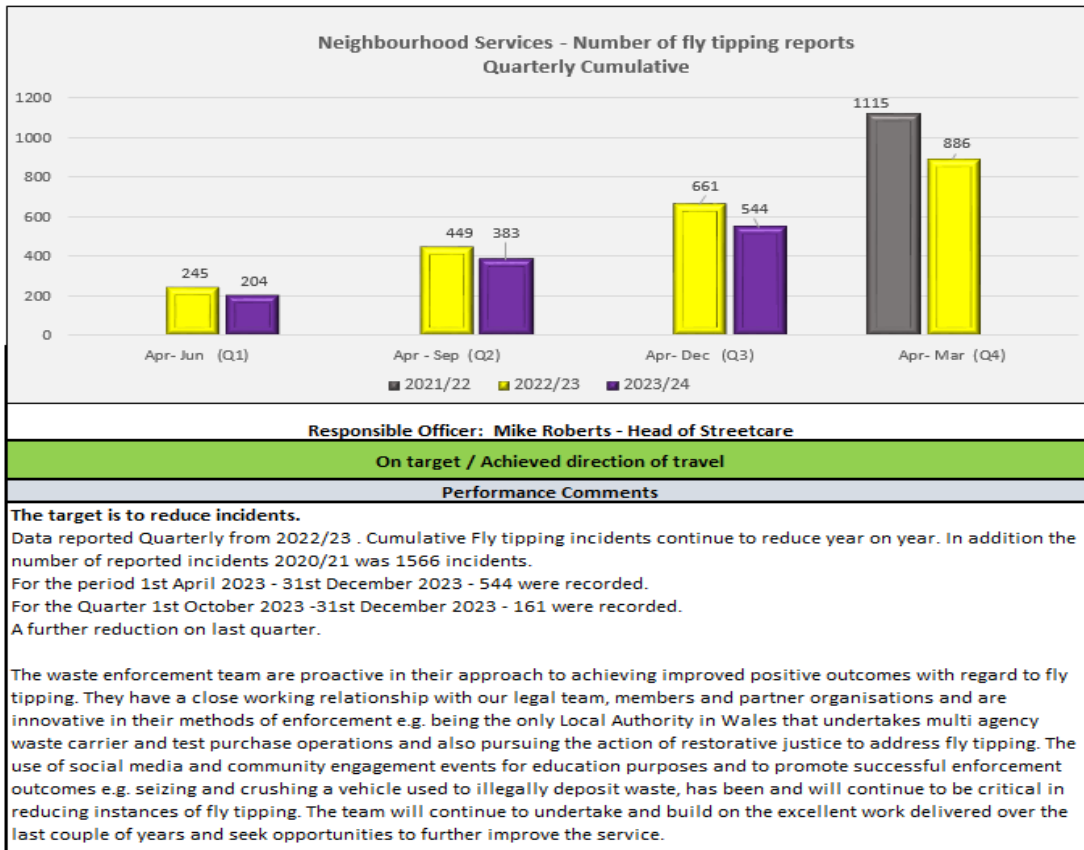
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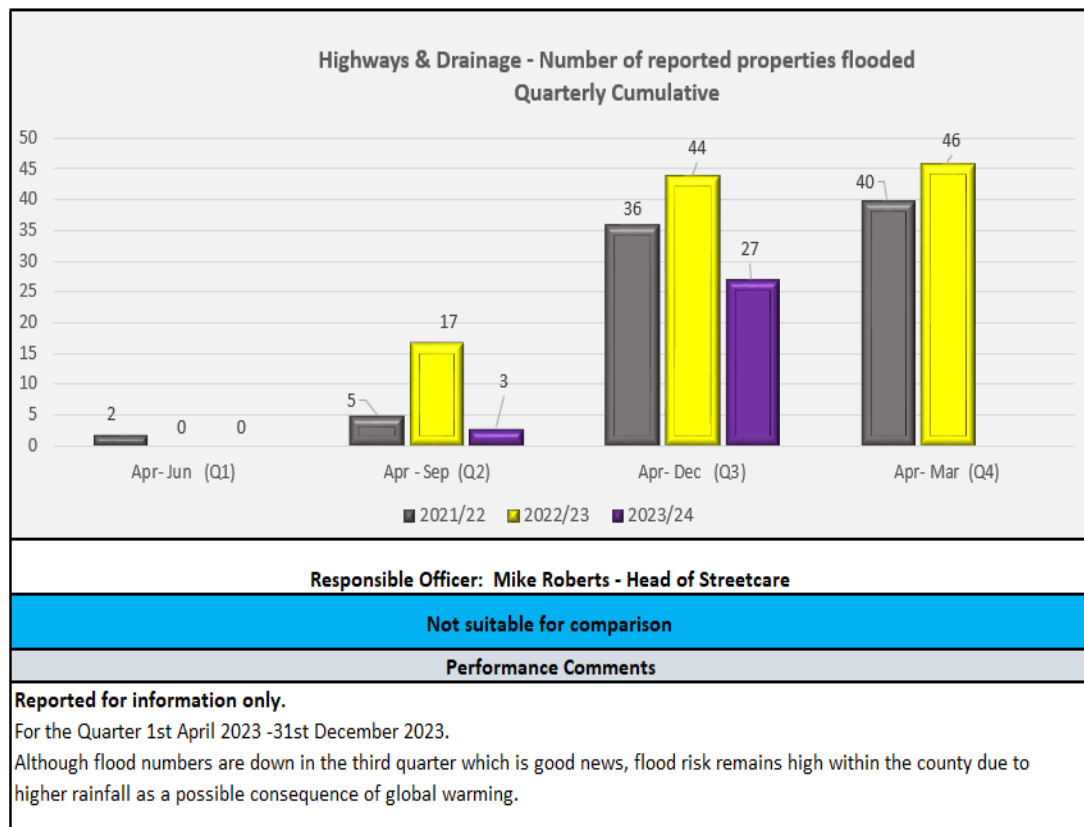
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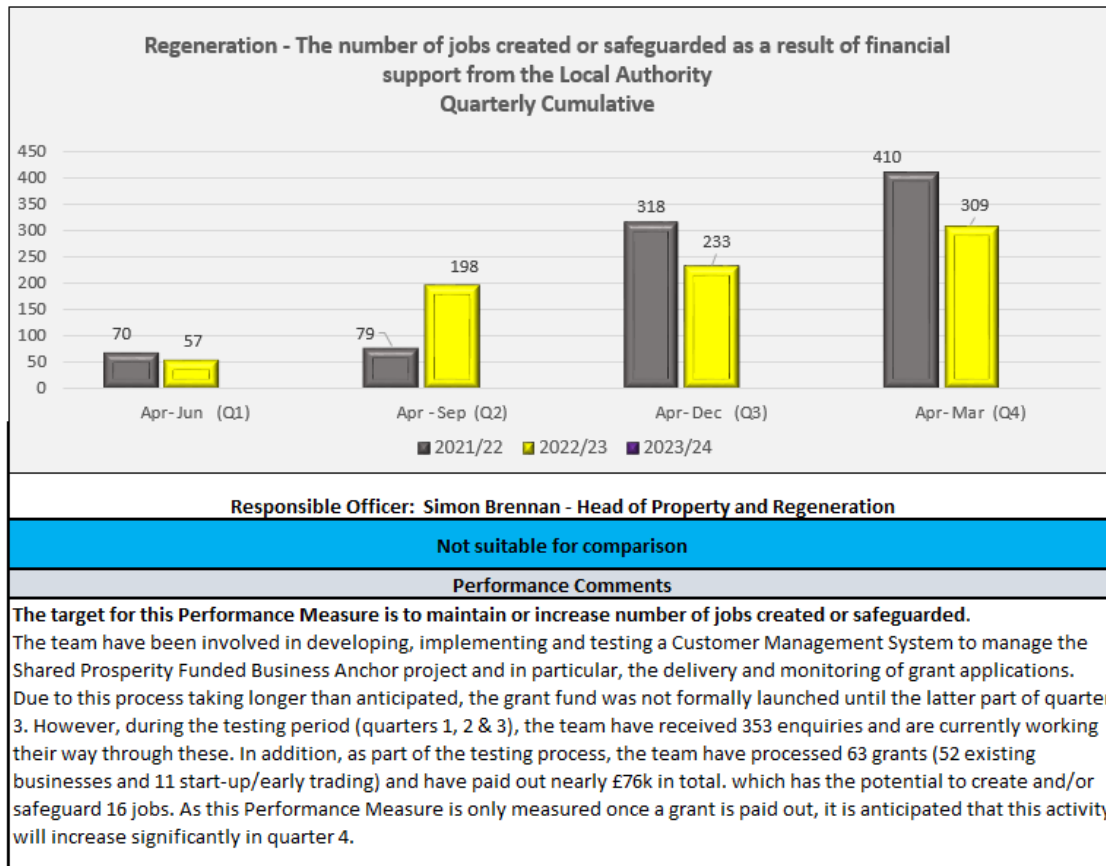


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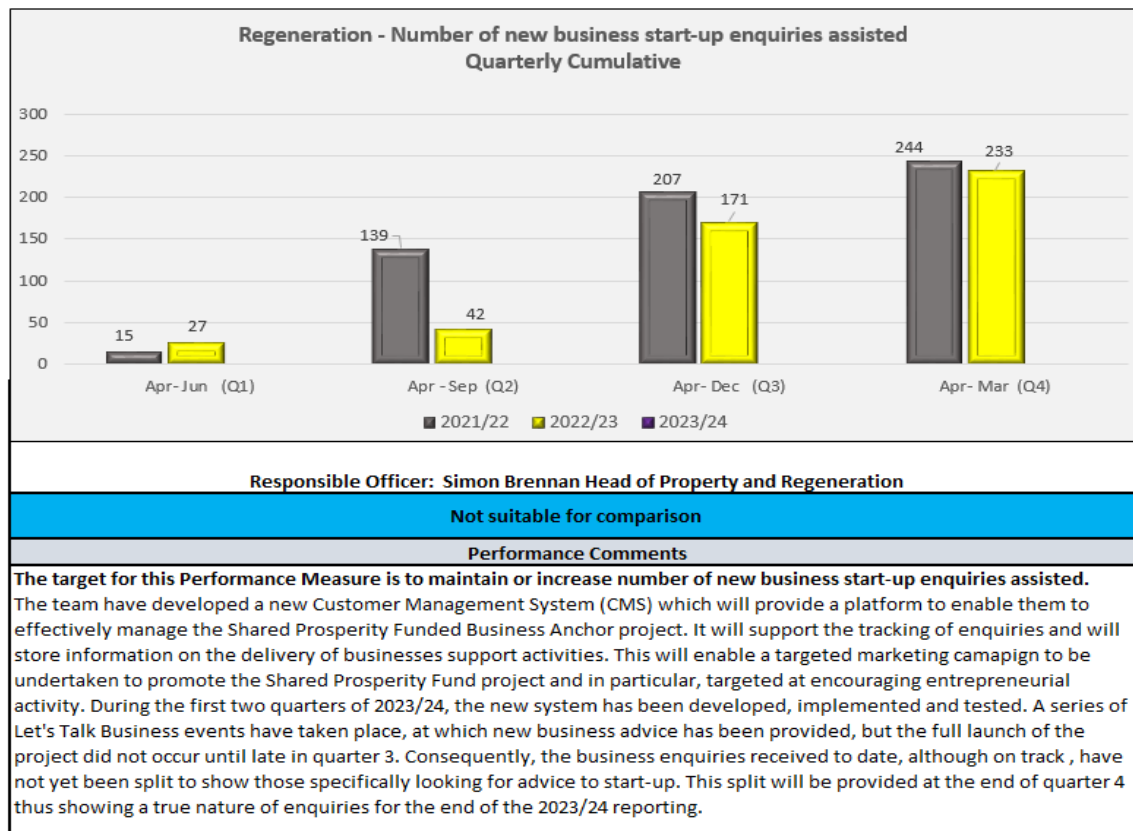


Well Being Objective 4 - Jobs and Skills

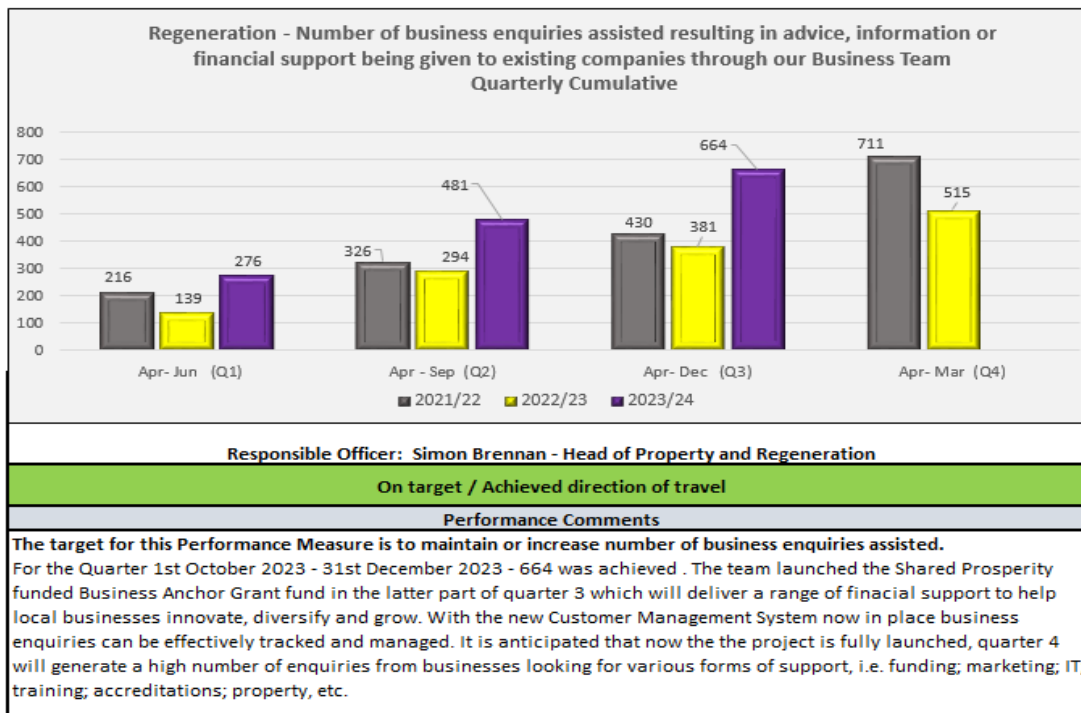
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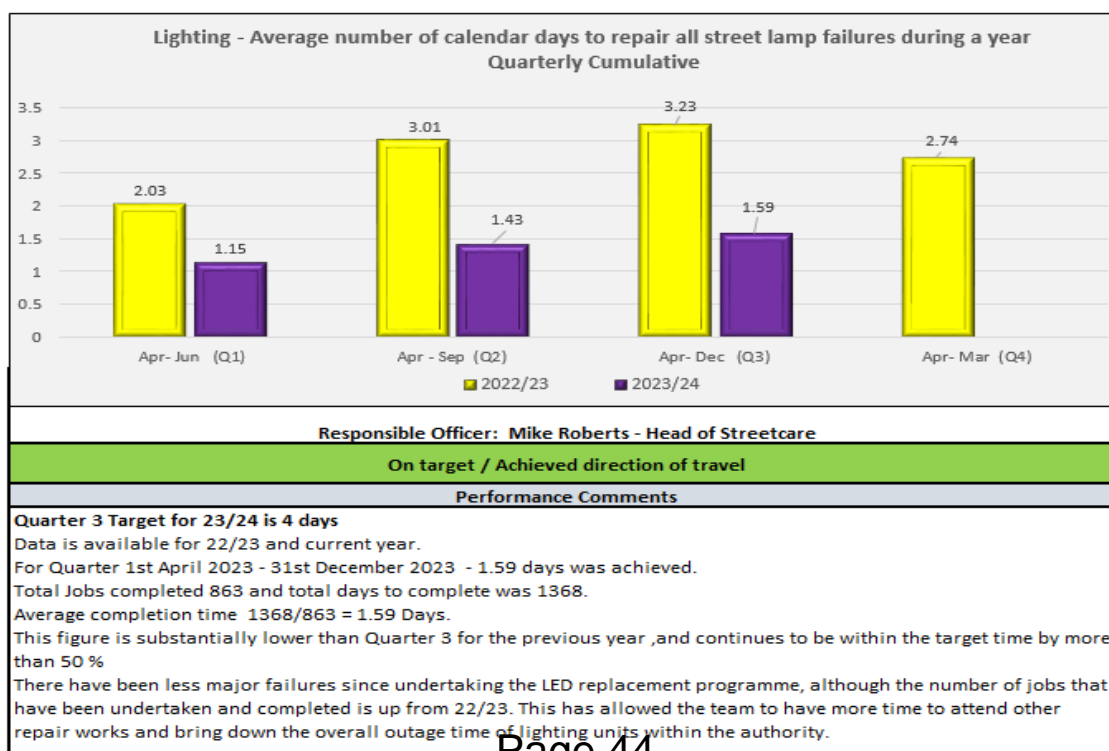
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Governance and Resource (cross-cutting)

Including Planning & Performance, Workforce Management, Financial Resources, Democracy, Community Relations, Asset Management and Commissioning & Procurement.

22.





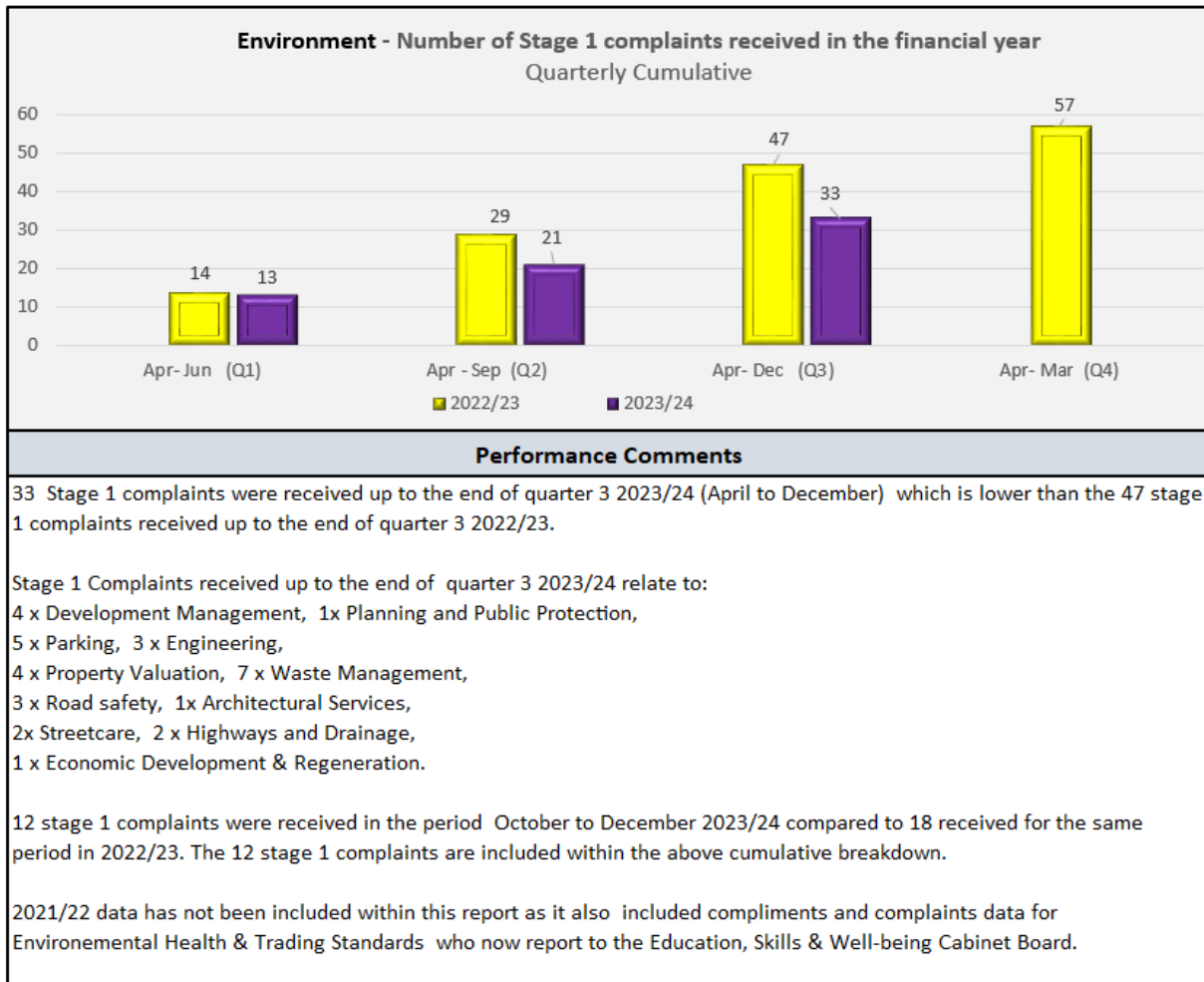
Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Performance Measures

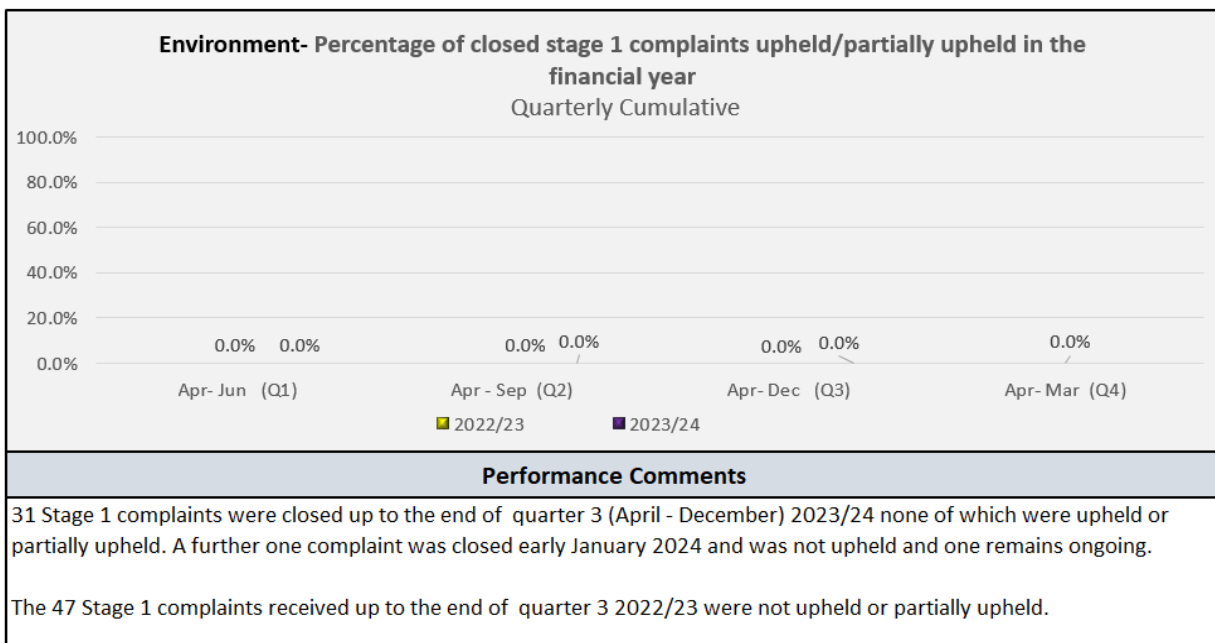
Appendix 2 – Environment Directorate Compliments and Complaints Quarter 3 (1st April - 31st December 2023) - 2023/24

This report does not include compliments and complaints information relating to Environmental Health and Trading Standards, who report their performance information to the Education, Skills and Well-being Cabinet Board.

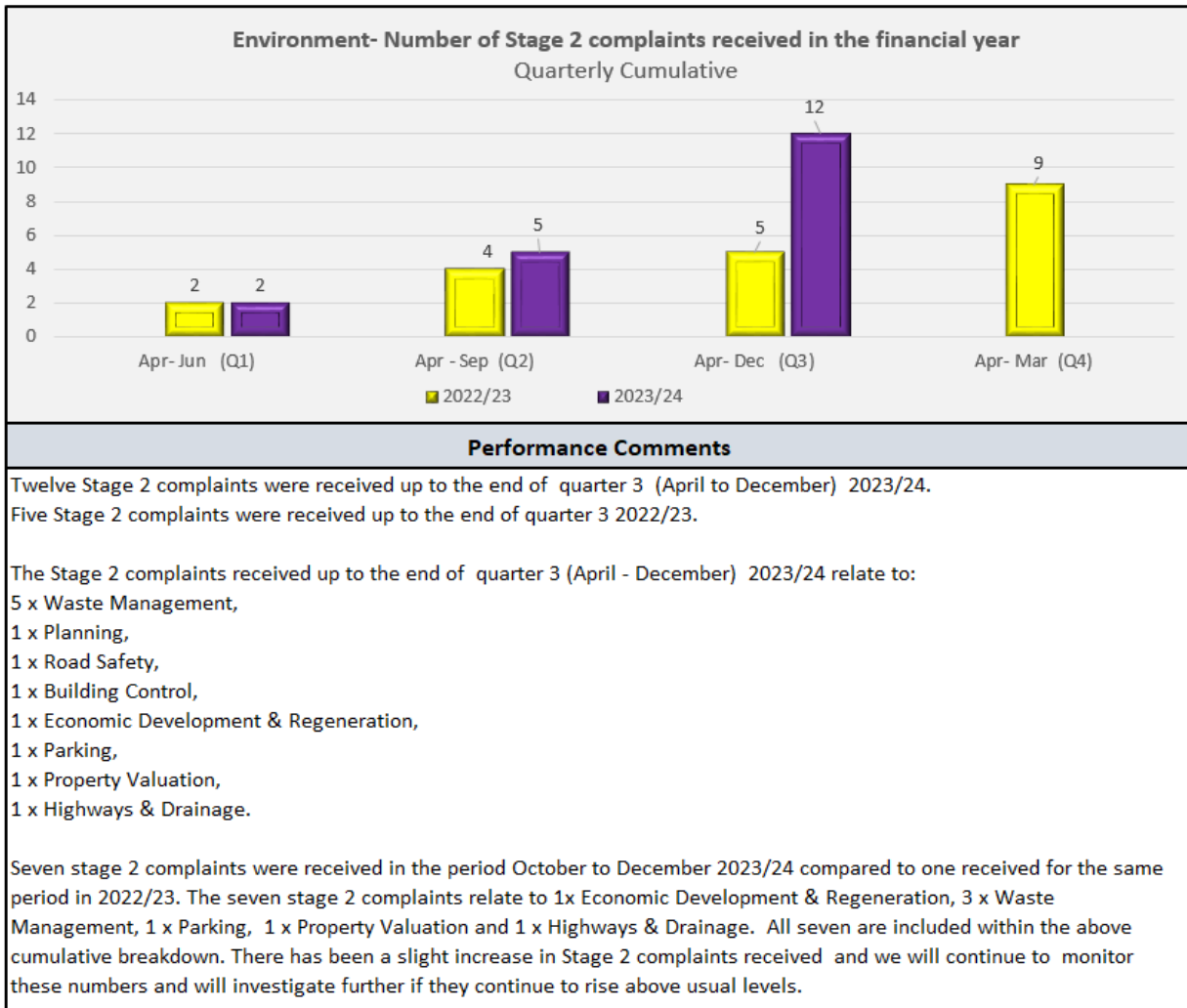
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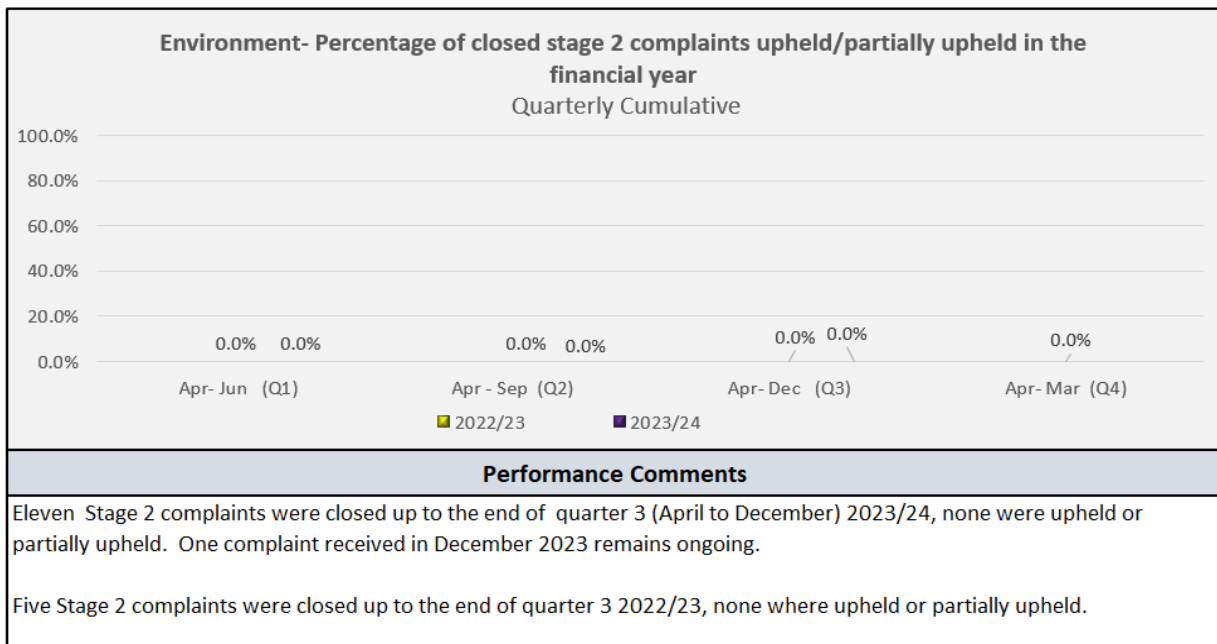
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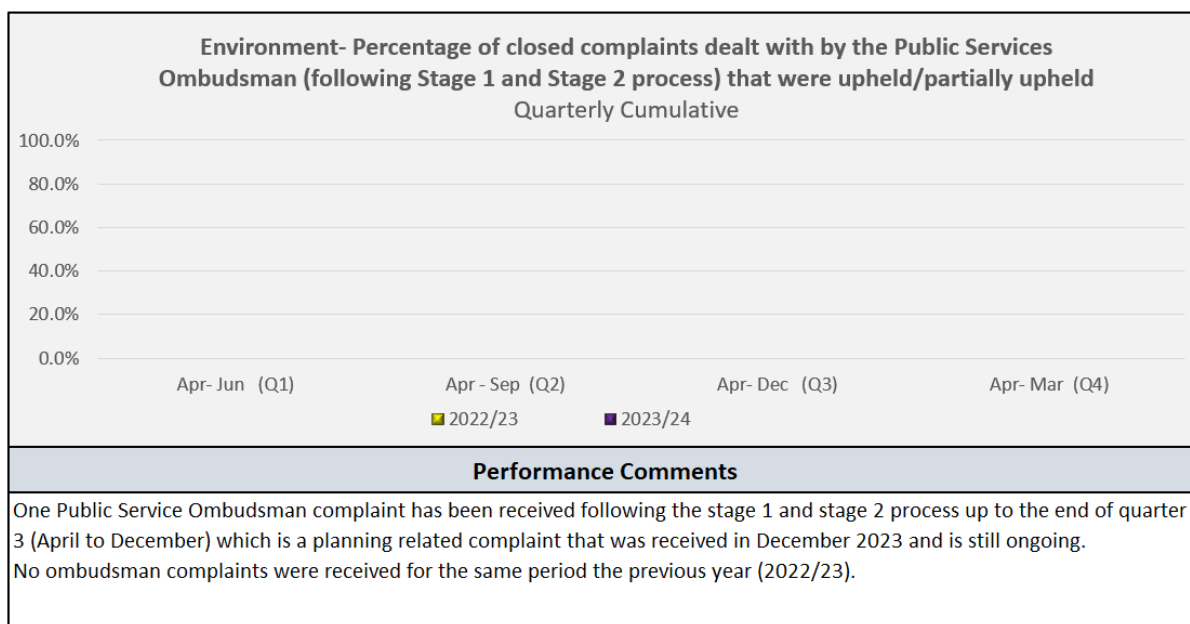
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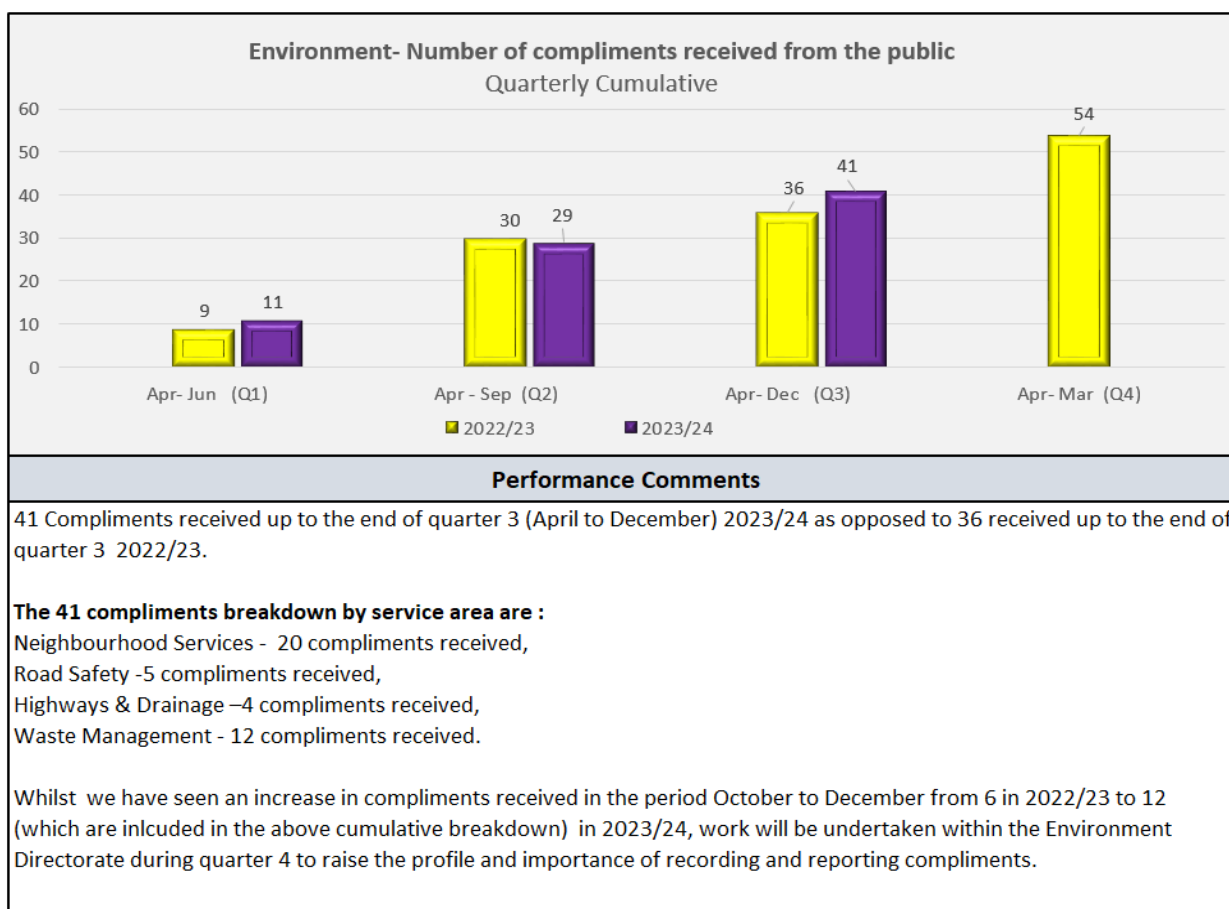
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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

22nd March 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 to add a new Contractor, to add Categories to an existing Contractor and remove a Contractor.

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 a new Contractor, to add Categories to an existing Contractor and remove a Contractor.

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:-

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

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

<u>Company</u>	<u>Category</u>
Bramwood Timber Products Ltd (B046)	10

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>
F&T Refrigeration Ltd (F006)	39, 59

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

Removal of the following company is required due to:-
Company's scope of work not being applicable to the Select List.

<u>Company</u>	<u>Category</u>
Arjo Med Ab Ltd (A026)	51

Reasons for Proposed Decision:

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

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

Implementation of Decision:

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

Appendices:

Appendix A - Categories for List of Approved Contractors

Appendix B - First Stage IIA

List of Background Papers

None.

Officer Contact

Hasan Hasan, Engineering Manager

Tel. No: 01639 686463

Email: h.hasan@npt.gov.uk

Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

Email: environment@npt.gov.uk

Appendix A

Categories for List of Approved Contractors

General Services

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

Building Construction / Maintenance

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

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

Mechanical & Electrical Engineering

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

Mechanical & Electrical Specialist Services

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

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

Civil Engineering

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

Civil Engineering Specialists

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

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



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: List of Approved Contractors – Approval to add a new Contractor, to add Categories to an existing Contractor and remove a Contractor.

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	AJP	23/2/2024
Signed off by:-	David W. Griffiths	Head of Engineering & Transport	DWG	23/2/2024

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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

22nd March 2024

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

Matter for Decision

Wards Affected: Neath East

Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order on Meadow Road for the new Housing Development, Clos Castan, Neath.

Purpose of the Report:

To obtain Member's approval to advertise the above traffic regulation order as indicated in Appendix A.

Executive Summary:

The report outlines the proposed traffic regulation order and the reason why the order is required.

Background:

A new Housing Development Clos Castan, Neath has planning approval conditions that require a traffic regulation order to be

implemented on Meadow Road in the interest of road safety. The traffic regulation order will prevent indiscriminate parking around the access/egress road to the development and will also improve manoeuvrability issues for the refuse vehicles in the area. The order is to be implemented as an additional order to complement the already existing traffic regulation orders on Meadow Road and Clos Castan.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Developer.

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 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 Traffic Regulation Order on Meadow Road, Neath for the new Housing Development (as detailed in Appendix A to the circulated report) and if no objections are received that the proposal is to be implemented on site as advertised.

Reasons for Proposed Decision:

The proposed traffic regulation order will prevent indiscriminate parking and improve manoeuvrability issues 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 – Housing Development Clos Castan, Neath –
Proposed Traffic Regulation Order – Meadow Road

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

Mr Hasan Hasan,
Engineering & Transport
Tel. No. 01639 636463
Email h.hasan@npt.gov.uk

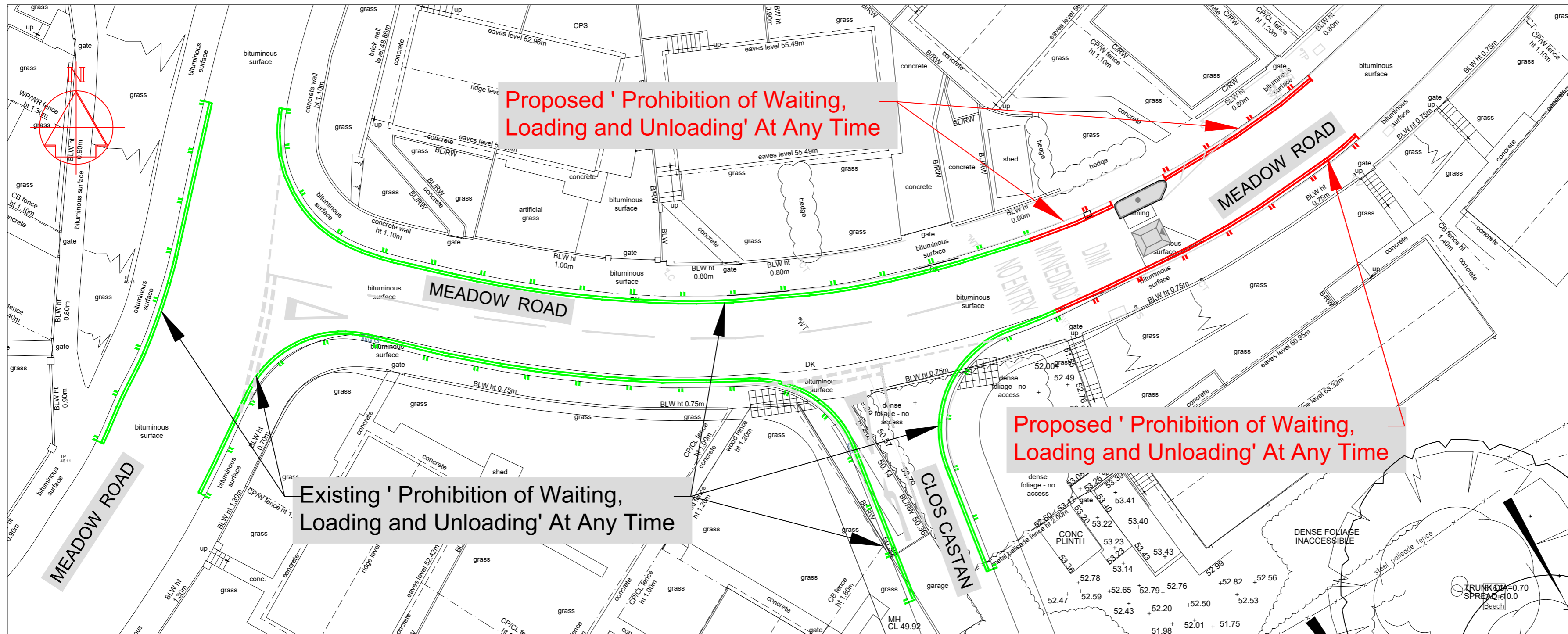
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1. All dimensions are in millimetres unless otherwise stated.

KEY:-

- ▬ Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time'
- ▬ Existing 'Prohibition of Waiting, Loading and Unloading At Any Time'



TRAFFIC REGULATION ORDER LAYOUT PLAN - SCALE 1:250



SITE LAYOUT PLAN - SCALE 1:1250

'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
HOUSING DEVELOPMENT ON CLOS CASTAN NEATH
PROPOSED TRAFFIC REGULATION ORDER - MEADOW ROAD

File No.	Financial Code No.			
Drawn RLJ	Checked MCB	Approved HIH		
Date JAN '24	Date JAN '24	Date JAN '24		
Scales As Detailed	Status PRELIM			
Drawing No. NPT-MRS278-TRO-3				

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1. Details of the initiative

Initiative description and summary: Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order on Meadow Road for the new Housing Development, Clos Castan, Neath.

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 scheme will prevent indiscriminate parking and improve manoeuvrability for vehicles thereby benefitting all the highway users of the locality around the new development.
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 and signage are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

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

	Yes	No	Details
<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 the proposed 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 traffic regulation order will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order 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, Highway Development Control section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.
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 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 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 Hasan	Engineering Manager	HIH	12/02/2024
Signed off by	D.W.Griffiths	Head of Transport & Engineering	DWG	12/02/2024



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

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

22nd March 2024

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

Matter for Decision

Wards Affected: Pontardawe

Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order Coedcae, Pontardawe

Purpose of the Report:

To obtain Member's approval to advertise the above traffic regulation order as indicated in Appendix A.

Executive Summary:

The report outlines the proposed traffic regulation order and the reason why the order is required.

Background:

A new Development at Coedcae, Pontardawe has planning approval conditions that require a traffic regulation order to be implemented on Coedcae, Pontardawe in the interest of road safety. The traffic

regulation order will prevent indiscriminate parking around the access/egress road to the development and will also improve manoeuvrability issues for the refuse vehicles in the area.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Developer.

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 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 Traffic Regulation Order at Coedcae, Pontardawe (as detailed in Appendix A to the circulated report) and if no objections are received that the proposal is to be implemented on site as advertised.

Reasons for Proposed Decision:

The proposed traffic regulation order will prevent indiscriminate parking and improve manoeuvrability issues 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 – COEDCAE-TRO1

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

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Mr Martin Brumby,
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Mr Jonathan Davies
Engineering & Transport
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Email j.davies11@npt.gov.uk



Dwg. No.

Page 79

Job Title

NOTES


1. All dimensions are in millimetres unless otherwise stated.

PROPOSED 'PROHIBITION OF WAITING, LOADING AND UNLOADING' TRAFFIC REGULATION ORDER.

Rev	Details	Dr	Ch	Ap	Date

Client

APPENDIX A



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

Coedcae Development
Coedcae,
Pontardawe

Proposed Traffic regulation order

File No.	Financial Code No.
Drawn JJD	Checked MCB
Date FEB'24	Date FEB'24
Scales NTS	Status PRELIM

Drawing No. **COEDCAE-TRO1**

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1. etails of the initiative

Initiative description and summary: Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Traffic Regulation Order – Coedcae, Pontardawe
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 scheme will prevent indiscriminate parking and improve manoeuvrability for vehicles thereby benefitting all the highway users of the locality around the new development.
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 and signage are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

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

	Yes	No	Details
<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 scheme will help to encourage and maintain Active Travel through maintaining the existing street scene environment, thereby benefiting the</p>

			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 the proposed 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 traffic regulation order will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation order 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, Highway Development Control section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.
Prevention - how the initiative will prevent problems occurring or getting worse	Y		In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems. Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.

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

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
<p>After completing the assessment, it has been determined that this proposal does not require a full Impact Assessment (second stage). The traffic regulation 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 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 Hasan	Engineering Manager	HIH	21/02/2024
Signed off by	D.W.Griffiths	Head of Engineering & Transport	DWG	21/02/2024

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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

22nd March 2024

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

Matter for Decision

Wards Affected: Sandfields East

**(CLOS OLYMPAIDD, THE PRINCESS MARGARET WAY,
CHANNEL VIEW, PORTH Y GWYDDEL AND GOLWG Y MADJOE,
SANDFIELDS, PORT TALBOT) (REVOCATION) (PROHIBITION OF
WAITING, LOADING AND UNLOADING AT ANY TIME)
(PROHIBITION OF WAITING AT ANY TIME) AND (PROHIBITION
OF RIGHT TURN) ORDER 2024**

Purpose of the Report:

To consider the correspondence received following the advertisement of the (Clos Olympaidd, The Princess Margaret Way, Channel View, Porth Y Gwyddel and Golwy Y Madjoe, Sandfields, Port Talbot) (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) (Prohibition of Waiting At Any Time) and (Prohibition of Right Turn) Order 2024, as indicated in Appendix A.

Executive Summary:

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

Background:

The new Awel Afan Housing Development off Channel View and The Princess Margaret Way, Port Talbot has planning approval conditions that require various traffic regulation orders.

As part of the proposals, traffic regulation orders are required at Clos Olympaidd, The Princess Margaret Way, Channel View, Porth Y Gwyddel and Golwy Y Madjoe to ensure that the access/egress to the development is kept clear from indiscriminate parking in the interest of road safety.

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

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Developer.

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposal was advertised for a 28-day period in December 2023 / January 2024.

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 Monday 18th December 2023 and Wednesday 17th January 2024.

There were 30 letters and plans delivered to the properties on Clos Olympaidd and Channel View detailing the proposals. Following a four-week and two-day consultation exercise, 2 statements of support and 2 statement of objections were received.

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

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

- a) The South Wales Police fully support the 'Prohibition of Waiting, Loading and Unloading at Any Time' and 'Prohibition of Waiting At Any Time' traffic regulation orders.
- b) A resident supports the proposed traffic regulation orders on Channel View.

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

- a) The South Wales Police object to the 'Prohibition of Right Turn' traffic regulation order which will in time lead to an expectation that the Police will be making regular visits to enforce the order.

The 'Prohibition of Right Turn order relates to exiting Clos Olympiadd' with the situation being monitored going forward, any mitigations measures deemed necessary will be considered at a later date.

- b) A resident is concerned as illegal waiting/parking is a real danger to other road users, also pedestrians and mobility scooters whose way is often blocked necessitating walking on the road. The resident feels that the restrictions will make very little difference to the areas proposed unless they are enforced.

The Local Members have been consulted on the feedback received and support that the objections are 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 objections are overruled to the (Clos Olympaidd, The Princess Margaret Way, Channel View, Porth Y Gwyddel and Golwy Y Madjoe, Sandfields, Port Talbot) (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) (Prohibition of Waiting At Any Time) and (Prohibition of Right Turn) Order 2024 (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 proposed traffic regulation orders will prevent indiscriminate parking around the access roads to the Awel Afan Development 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 – Awel Afan Housing Development off Channel View and The Princess Margaret Way, Port Talbot – Proposed Traffic Regulation Orders

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

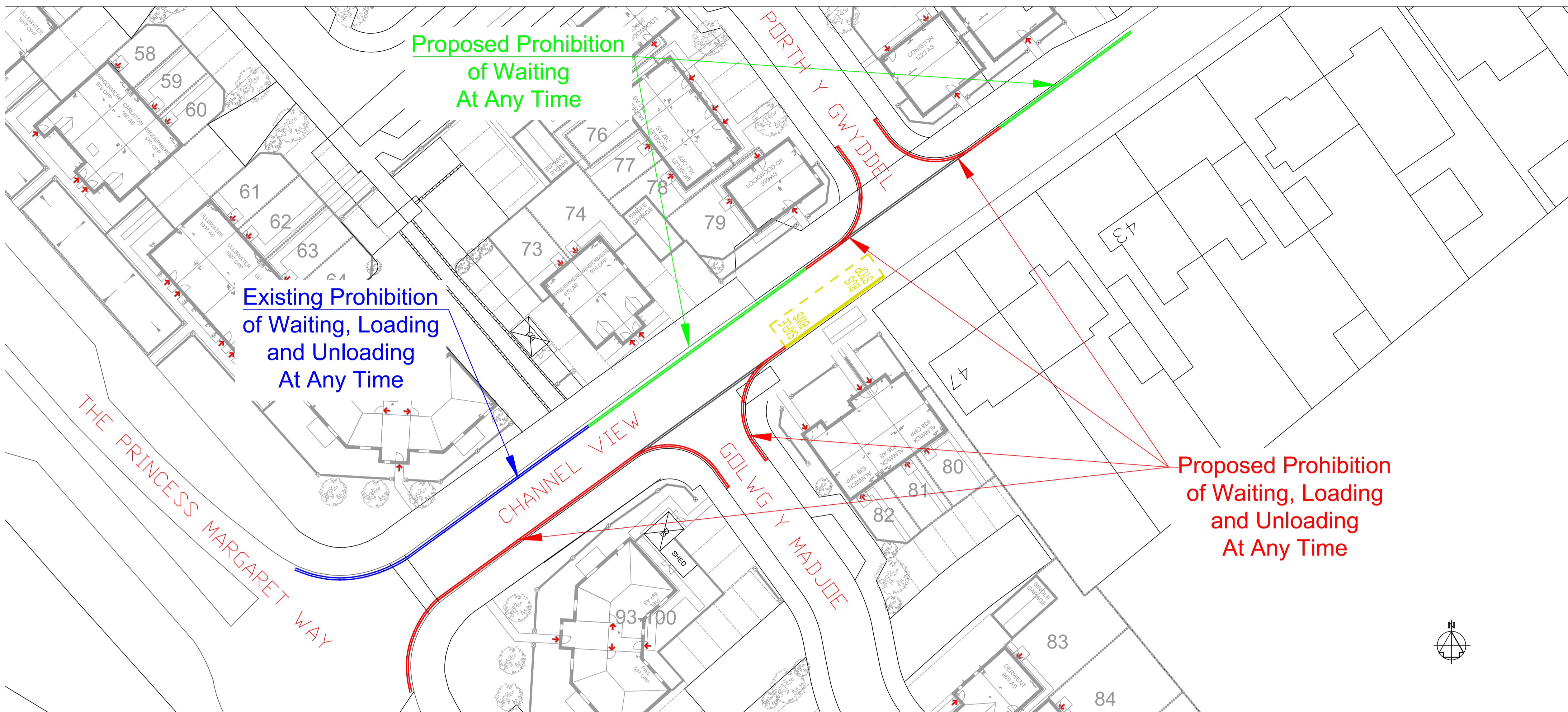
Mr Hasan Hasan,
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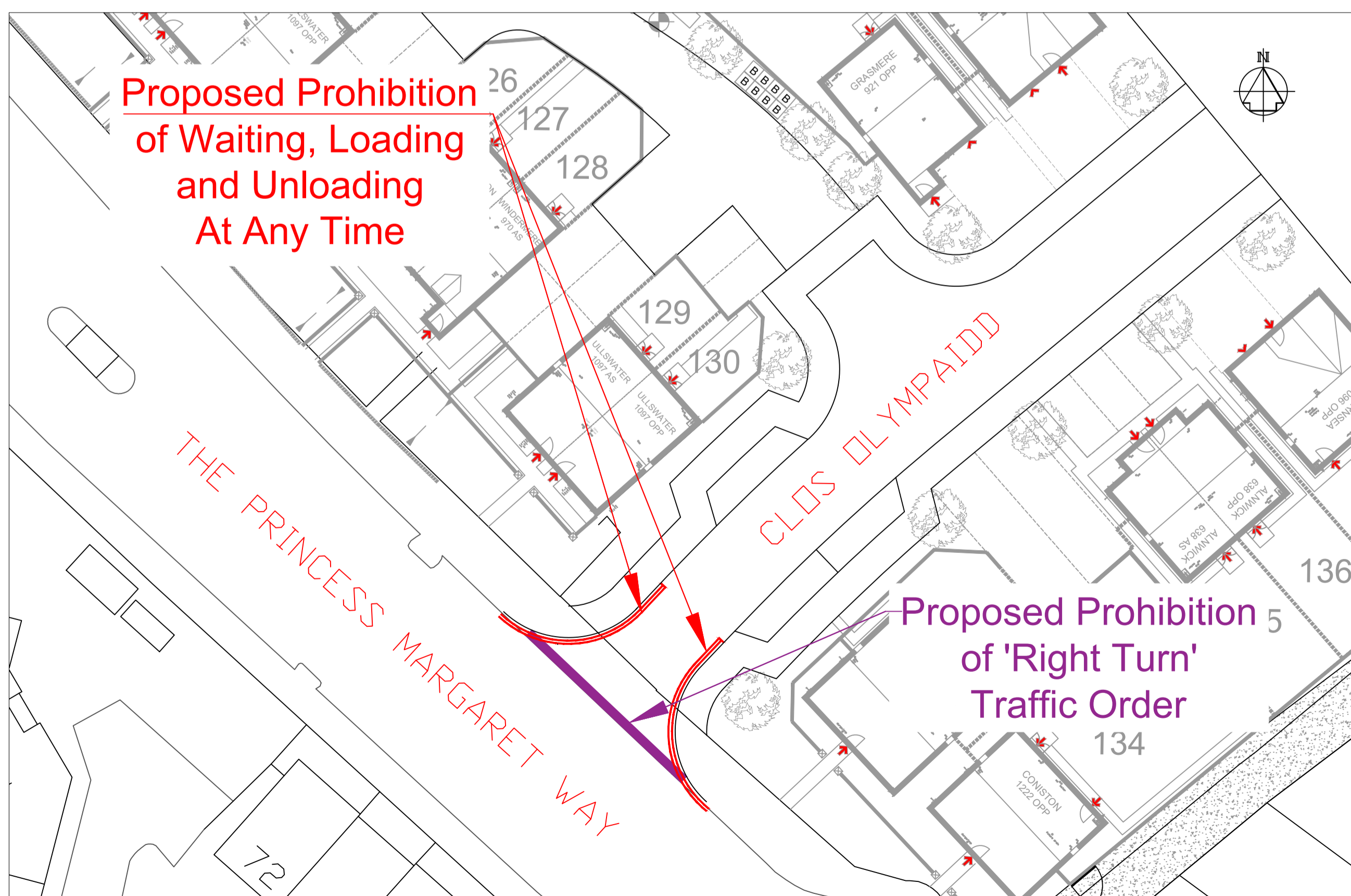
1. All dimensions are in millimetres unless otherwise stated.

- KEY:-**
- ▬ Proposed Prohibition of Waiting, Loading and Unloading At Any Time
 - ▬ Proposed Prohibition of Waiting At Any Time
 - ▬ Prohibition of Right Turn
 - ▬ Existing Prohibition of Waiting, Loading and Unloading At Any Time



INSET A - PROPOSED TRAFFIC REGULATION ORDERS - SCALE 1:250 @ A1

APPENDIX 'A'



INSET B - PROPOSED TRAFFIC REGULATION ORDERS - SCALE 1:250 @ A1



SITE LOCATIONS - SCALE 1:2500 @ A1

Rev	Details	Dr	Ch	Ap	Date
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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
**AWEL AFAN HOUSING DEVELOPMENT
OFF CHANNEL VIEW AND
THE PRINCESS MARGARET WAY
PORT TALBOT**

PROPOSED TRAFFIC REGULATION ORDERS

File No.	Financial Code No.				
Drawn	RLJ	Checked	MCB	Approved	HHH
Date	OCT'23	Date	OCT'23	Date	OCT'23
Scales	As Detailed		Status		
Drawing No.	R10600_CVAL_TRO-1				

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1. Details of the initiative

Initiative description and summary: (Clos Olympaidd, The Princess Margaret Way, Channel View, Porth Y Gwyddel and Golwy Y Madjoe, Sandfields, Port Talbot) (Revocation) (Prohibition of Waiting, Loading and Unloading At Any Time) (Prohibition of Waiting At Any Time) and (Prohibition of Right Turn) Order 2024

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 traffic regulation orders are required to address indiscriminate parking in the interest of road safety, thereby benefiting all highway users.
Disability		N			L	
Gender Reassignment		N			L	
Marriage/Civil Partnership		N			L	
Pregnancy/Maternity		N			L	
Race		N			L	
Religion/Belief		N			L	
Sex		N			L	

Sexual orientation		N			L	
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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 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> <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</p>

			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 maintaining the existing street scene and preventing indiscriminate parking will improve 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		<p>A statutory consultation exercise for the proposed traffic regulation order was undertaken with 30 letters and plans hand delivered to the adjacent properties detailing the proposals. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site.</p> <p>Two statements of support and two objections were received to the scheme and it has been recommended that these objections are overruled and the scheme implemented as advertised.</p>
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, Highway Development Control Section and the Legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	Y		<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by Active Travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing Active Travel routes will help people to be healthy, to achieve their potential.</p>

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

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

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

Page 99

	Name	Position	Signature	Date
Completed by	Hasan I. Hasan	Engineering Manager	HIH	14/02/2023
Signed off by	D.W.Griffiths	Head of Transport & Engineering	DWG	14/02/2023

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration & Street Scene Cabinet Board 22rd March 2024

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

Matter for Decision

Wards Affected: All

Highway Works Programme 2024/2025

Purpose of Report

- 1 To seek approval for highway and engineering works to be undertaken in the financial year 2024/25.

Background

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

Financial Impact

- 5 An overview of the proposed programme of works for 2024/25 valued at £4.057M, along with the associated funding, is given in

Appendix A. Any ongoing revenue costs will be a call on the Highways Revenue Maintenance budget as usual.

Integrated Impact Assessment:

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

Valleys Communities Impacts:

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

Workforce Impact

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

Legal Impact

- 10 There will be no legal impacts.

Risk Management

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

Consultation

- 12 Internal consultations between sections and Members Surgeries have taken place with local Ward Members as part of preparing the programme.

Recommendation(s)

- 13 Having had due regard to the First Stage Integrated Impact Assessment it is recommended that Members approve the programme of works as set out in Appendices A & C for 2024/2025.

Reason for Proposed Decision(s)

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

Implementation of Decision

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

Appendices

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

List of Background Papers

- 17 None

Officer Contact

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

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Highways and Engineering Capital Works Programme 2024-25

Appendix A - Programme overview and associated funding

Breakdown (All works)	Budget Allocation £
Bridge Strengthening	300,000
Drainage	300,000
Carriageway Resurfacing	1,656,000
Carriageway Micro-asphalt Surfacing	196,000
Carriageway Surface Dressing	260,000
Footway Resurfacing	143,000
Minor works. Traffic, Signs, Barriers & TRO's (Inc Feasibility Studies)	445,000
Delivery of Highway Tree Management Strategy	170,000
Other Highways Maintenance & associated measures	587,000
Total	4,057,000

Funded by:	Funding (£)
2024/25 Highway & Engineering Capital Allocation	1,625,000
2024/25 Planned Maintenance Revenue Funding	171,000
2024/25 Additional Pressures Revenue Funding	180,000
2024/25 Neighbourhood Improvements Capital Allocation	150,000
2024/25 Environment Street Scene Improvements	500,000
2024/25 'Catch-up clean-up green-up' allocation applied to additional surfacing and highway improvements in Valleys	750,000
2024/25 PDR funding from WG	600,000
2024/25 Corporate Feasibility Pot (Revenue)	81,000
Total fund:	4,057,000

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1. Details of the initiative

Initiative description and summary: Highway and Engineering Works Programme 2024-25
Service Area: Streetcare
Directorate: Environment Regeneration

2. Does the initiative affect:

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

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

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

4. Does the initiative impact on:

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

5. Does the initiative impact on biodiversity:

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

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	Y		The planned activity included in the Works Programme will improve well-being, increase efficiency and improve the highway in line with the council's ongoing asset management strategy. The road network provides opportunities for people to access their place of work, as well as their leisure & social activities, and is a vital component to the health of a community. Essentially, it is vital in facilitating the safe and effective movement of goods and people.
Integration - how the initiative impacts upon our wellbeing objectives	Y		The Well-Being of Future Generations (Wales) Act 2015 and the Equality Act 2010 encourages a more joined up approach to road maintenance and travel. The provision of a well maintained travel network plays an important role in supporting the local economy and the overall health and wellbeing of communities.
Involvement - how people have been involved in developing the initiative	Y		The production of the Works Programme has brought together practitioners responsible for the different asset groups within the Council and follows the principles established nationally in Wales through the County Surveyors Society. In addition, Members' Surgeries have been conducted with local ward members
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	Y		The Works Programme is the result of collaboration between internal sections of the Council. Without such collaborative working, it would not be possible to deliver a programme which maximises overall community benefits across the County Borough.

<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	<p>Y</p>		<p>The planned works included in the Works Programme follows the Council's objectives, policies and strategy for managing its highway infrastructure assets. It recognises the importance of its highway infrastructure in supporting corporate, national, regional and local objectives and recognises legislation, such as the Well-Being of Future Generations (Wales) Act 2015 and the Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011. The programme of works includes both corrective and preventative measures with respect to asset maintenance.</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>✓</p>
<p>Reasons for this conclusion</p>	
<p>After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage). The Works Programme will have a positive impact on service users, has no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language.</p> <p>The Works Programme embraces the sustainable development principle and contributes to delivering the Council's Corporate Improvement Plan. It does so by improving the wellbeing of people within the community by efficiently maintaining the highway network and providing safe passage for highway users.</p>	

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

	Name	Position	Signature	Date
Completed by	Aled Jones	Network and Programme Manager	AJ	09/02/24
Signed off by	Michael Roberts	Head of Streetcare	MR	09/02/24

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Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional Surfacing and Improvement in Valley areas	£
Aberavon	Afan Way jct Victoria Road - PDR (Carriageway Resurfacing)	75,000	NPT Hospital jct. Aberavon Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
	Afan Way - Dalton Road to Victoria Road - PDR (Carriageway Surface Dressing)	90,000	Fenbrook Close - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
	Afan Way - Southdown Road to Dalton Road - PDR (Carriageway Surface Dressing)	90,000						
	Hopkin Street (Carriageway Resurfacing)	30,000						
		285,000		7,000				
Aberdulais			Dulais River Bridge - Structure No 700 (Bridge Strengthening - Parapet & Concrete Repairs)	60,000				
			Llangatwg School - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Cilfrew Primary - Signage & TRO review (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Craig Gwladys, jct. to Car Park - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
				70,500				
Alltwen	Glois Road (Carriageway Resurfacing)	40,000	Chapel Hill - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Alltwen Triangle jct. Gwyn Place - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
		40,000		7,000				
Baglan	Willow Grove (Carriageway Resurfacing)	70,000	Lodge Drive jct. School Entrance - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500	Dinas Baglan Road (Footway Resurfacing)	10,000		
			Blaen Baglan School - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500	Elder Road (Footway Resurfacing)	10,000		
					Pentyla Baglan Road (Footway Resurfacing)	20,000		
		70,000		7,000		40,000		
Blaengwrach & Glynneath West			Cefn Gelli, at bend - Parking Restrictions / TRO review (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Heol Wennallt - No Through Road (Misc., Minors, Signs, Barriers & TRO's)	1,000				
				4,500				
Briton Ferry (E)			Mansel Street / Hoo Street - Residents Parking (Misc., Minors, Signs, Barriers & TRO's)	7,000	Caroline Street (Footway Resurfacing)	6,000		
				7,000		6,000		
Briton Ferry (W)	Brunel Way (Carriageway Surface Dressing)	50,000						
		50,000						
Bryn & Cwmavon	Depot Road (Carriageway Resurfacing) Dan Y Coed (Carriageway Resurfacing)	280,000 11,000	Cwmavon Road Subway - Structure No 346D (Bridge Strengthening - Parapet Replacement)	75,000	Heol Crws (Carriageway Microasphalt Surfacing)	23,000	B4282 Cwmavon to Bryn (Carriageway Resurfacing)	48,000
			Bryn Culvert Upper - Structure No 250-1 (Bridge Strengthening - New Parapet)	20,000	Heol Camlas (Carriageway Microasphalt Surfacing)	85,000	Ynysygwas Hill (Carriageway Resurfacing)	45,000
			London Row - Remove Speed Cushion (Misc., Minors, Signs, Barriers & TRO's)	12,000				
			Cefn Coed Road - parking / one way system (Feasibility Study)					
		291,000	Church Street / Jersey Terrace - One way, weight rest. & parking (Feasibility Study)	107,000		108,000		93,000
Bryncoch (N)					Ty Llwyd / Werndu (Highway Drainage / Carriageway Surfacing)	40,000		
						40,000		
Bryncoch (S)					Penywern Road (Footway Resurfacing)	15,000		
						15,000		
Cadoxton			Cadoxton School - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
				3,500				

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional Surfacing and Improvement in Valley areas	£
Cimla & Pelenna	Tonmawr Road (Drainage - Culvert upgrade / Natural Flood Management) Glannant Way (Carriageway Resurfacing)	75,000	Dan y Coed / Tonmawr Road - Junction Protection (Misc., Minors, Signs, Barriers & TRO's)	8,000				
		30,000	Efail fach - Removal of 7.5 ton weight restriction (Misc., Minors, Signs, Barriers & TRO's)	3,000				
		105,000		11,000				
Coedffranc (C)	Winifred Road (Carriageway Resurfacing)	35,000	Station Road / High Street / Tabernacle Street - TRO Rationalisation (Misc., Minors, Signs, Barriers & TRO's)	15,000	Evelyn Road (Footway Resurfacing)	10,000		
			Christopher Road - Bus cage (Misc., Minors, Signs, Barriers & TRO's)	1,500				
			Old Road / Wern Road - Residents parking (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Raised pedestrian crossing on Old Road (Feasibility Study)					
		35,000		20,000		10,000		
Coedffranc (N)			Woodland Road / Brookfield Drive - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500	Lucy Road (Footway Resurfacing)	5,000		
					Drummau Road (Footway Resurfacing)	5,000		
				3,500		10,000		
Coedffranc (W)	Fabian Way (Drainage - Design progression)	5,000	Crymlyn Road - New Footway to Bus Stop (Misc., Minors, Signs, Barriers & TRO's)	16,000				
			Crymlyn Burrows - No Entry except for Access (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			M4 slip roads at Earlswood - 50mph speed limit (Misc., Minors, Signs, Barriers & TRO's)	12,000				
			Llandarcy Institute - parking in village (Feasibility Study)					
			Coed Darcy - guard railing Stats19 review. (Feasibility Study)					
			New Road, Jersey marine - pedestrian crossing (Feasibility Study)					
		5,000		31,500				
Crynant, Onllwyn & Seven Sisters	School Lane, Crynant (Drainage - Culvert inlet improvement work) Neath Road (Carriageway Resurfacing)	40,000	Pantyyffordd - Dropped crossings (Misc., Minors, Signs, Barriers & TRO's)	5,000			Onllwyn Road (Carriageway Microasphalt Surfacing)	20,000
		80,000						
		120,000		5,000				20,000
Cwmlyntfell & Ystalyfera			Tan Yr Allt / Pen Y Grug - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	7,000			Rhiwfawr Road (Carriageway Resurfacing)	68,000
			Brynygrug / Alltygrug Farm Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	7,000			Milborough Road (Carriageway Resurfacing)	14,000
			Tirbach Road - No Through Road (Misc., Minors, Signs, Barriers & TRO's)	1,000				
			Woodmans Terrace, Ystalyfera - No Through Road (Misc., Minors, Signs, Barriers & TRO's)	1,000				
			Railway Terrace - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
				19,500				82,000
Cymmer & Glyncoed			Cynonville Culvert - Structure No 96 (Bridge Strengthening - Parapet)	70,000			Afan Road (Carriageway Resurfacing)	150,000
			Afan Road - Residents parking (Misc., Minors, Signs, Barriers & TRO's)	7,000			Bridge Street to Dunraven Street Lane (Carriageway Resurfacing)	11,000
			School Road, Cymmer - Residents parking (Misc., Minors, Signs, Barriers & TRO's)	7,000			Maesteg Road (Slope Stabilisation / Post & Rail Fencing)	230,000
			C250 Heol y Glyn - Traffic Calming (Feasibility Study)					
				84,000				391,000
Dyffryn			Terminus Hill - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Tregelles Road / Heol Esgyn - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	3,500				
			Longford road - Review existing speed humps (Feasibility Study)					
			Penyard / Dan Y Graig - Residents Parking Survey (Feasibility Study)					
				7,000				
Glynneath Central & East			Lane rear of The Angel Inn, Pontneathvaughan - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	5,000	Pontneathvaughan Road (Footway Resurfacing)	32,000		
			A4109 Heol Y Glyn - Speed Survey / speed reduction measures (Feasibility Study)					
				5,000		32,000		

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional Surfacing and Improvement in Valley areas	£
Godre'rgraig			Graig Newydd traffic signals - Speed Camera Loops (Misc., Minors, Signs, Barriers & TRO's)	10,000			A4067 Graig Newydd (Carriageway Resurfacing)	18,000
		-		10,000		-		18,000
Gwaun Cae Gurwen & Lower Brynamman			Park Lane - One Way (Feasibility Study) Neuadd Road - No Right Turn / Bus Stop Relocation (Feasibility Study) New Road - Traffic Calming (Feasibility Study)				New Road, Tairgwaith (Carriageway Resurfacing)	43,000
		-		-		-		43,000
Gwynfi & Croeserw							Jersey Road (Carriageway Resurfacing)	43,000
		-		-		-		43,000
Margam & Tai-bach	Water Street - Location 3 (Drainage - Highway improvement works) Harbour Way - PDR (Carriageway Resurfacing) Harbourside Road - PDR (Carriageway Resurfacing)	40,000 240,000 175,000						
		455,000		-		-		-
Neath (E)	London Row (Feasibility - Pavement & Road Construction Testing)	14,000						
		14,000		-		-		-
Neath (N)			Lower Cimla Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Alfred Street - Rationalisation of Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Dyfed Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Gnoll Park Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Wenham Place - Residents Parking Survey (Feasibility Study)	5,000 3,500 3,500 3,500				
		-		15,500		-		-
Neath (S)			Cimla Road / Fire Station - Road Safety Measures (Misc., Minors, Signs, Barriers & TRO's) Bwlch Road / Cwm Nant - Bollards / Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Cimla Crescent / Sycamore / Alder Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Hillside - Residents parking (Misc., Minors, Signs, Barriers & TRO's) Myrtle Road / Chestnut Road - Junction Improvements (Feasibility Study)	5,000 5,000 3,500 3,500	Bryn Awel (Footway Resurfacing)	30,000		
		-		17,000		30,000		-
Pontardawe	Gwrhyd Road, Rhyd-y-fro (Drainage - Culvert Inlet / Watercourse improvement work) Gellifowy Road (Drainage - Channel upgrading works)	100,000 40,000	Heath Road / Brecon Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) James Street - Pedestrian Crossing Improvements (Feasibility Study) Gelli Gron Road - Pedestrian Crossing Improvements (Feasibility Study)	4,000				
		140,000		4,000		-		-
Port Talbot	Broad Street inc. Rear Lane to Eagle St (Carriageway Resurfacing) The Uplands (Carriageway Resurfacing)	28,000 9,000	Prior Street River Bridge - Structure No 347 (Bridge Strengthening - Parapet Replacement) George Street - Residents parking (Misc., Minors, Signs, Barriers & TRO's) Velindre - Residents parking (Misc., Minors, Signs, Barriers & TRO's) West End - Prohibition of motor vehicles except for access (Misc., Minors, Signs, Barriers & TRO's) Tudor Street / Edward Street - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	75,000 5,000 5,000 5,000 3,500	Goytre Close (Carriageway Microasphalt Surfacing)	9,000		
		37,000		93,500		9,000		-

Ward	Highways Capital Works Programme	£	Engineering Capital Works Programme (Misc. Minors and Traffic & Bridge Strengthening)	£	Highways Improvement Programme	£	Additional Surfacing and Improvement in Valley areas	£
Resolven & Tonna	School Road (Carriageway Resurfacing)	13,000	Melyn Court - Parking Restrictions / Dropped Kerbs (Misc., Minors, Signs, Barriers & TRO's) Pentreclwydda - Speed reduction / review carriageway width (Misc., Minors, Signs, Barriers & TRO's) Commercial Road - Traffic Calming off A465 (Feasibility Study)	6,000 20,000			New Road, Clyne (Carriageway Surface Dressing)	30,000
		13,000		26,000				30,000
Rhos					Plas Road (Carriageway Microasphalt Surfacing)	45,000		
						45,000		
Sandfields (E)			Dalton Road - Zebra crossing at Community Centre (Misc., Minors, Signs, Barriers & TRO's)	25,000	Morrison Crescent (Carriageway Microasphalt Surfacing)	15,000		
				25,000		15,000		
Sandfields (W)	Afan Way / Southdown Road Roundabout - PDR (Carriageway Resurfacing)	100,000	Mozart Drive - Dropped Kerbs (Misc., Minors, Signs, Barriers & TRO's) Fairway (shops) - Bollards / Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Purcell Avenue - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's)	5,000 15,000 3,500				
		100,000		23,500				
Trebanos			Swansea Road - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Heol Y Llwynau - Parking Restrictions (Misc., Minors, Signs, Barriers & TRO's) Swansea Road - Speed Survey (Feasibility Study) Graig Road (school entrance) - Parking Restrictions (Feasibility Study)	3,500 6,000				
				9,500				
Sub-Total 1		1,760,000		624,000		360,000		720,000
Other Work	Signalised Crossings / Lighting Base Station upgrade Crash Barrier - Remedial works Pavement / Road Construction Testing - Future Schemes Monitoring fees	30,000 70,000 25,000 27,000	Landslips Individual Disabled Parking Places / Residents Parking Corporate Feasibility Studies (as listed above)	20,000 20,000 81,000	Delivery of Highway Tree Management Strategy Renewal of Coloured Surfacing & High Friction Surfacing Neath Town Centre - York Stone Signs Maintenance & Remedial works	170,000 70,000 40,000 10,000	Improvements of Rural Lanes	30,000
Sub-Total 2		152,000		121,000		290,000		30,000
Grand Totals		1,912,000		745,000		650,000		750,000
	Funded by: Rolling Programme (Highways allocation from £1.625m) Additional Pressures Revenue Funding Planned Maintenance Revenue Funding PDR Improvements - Network Management	961,000 180,000 171,000 600,000	Funded by: Rolling Programme (Engineering allocation from £1.625m) Corporate Feasibility Pot (Revenue - consultancy code)	664,000 81,000	Funded by: Neighbourhood Improvements (Capital) Env. Street scene Improvements	150,000 500,000	Funded by: Catch-up, Clean-up & Green-up allocation	750,000
		1,912,000		745,000		650,000		750,000



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Street Scene Cabinet Board

22nd March 2024

Report of the Head of Streetcare M. Roberts

Matter for Decision

Wards Affected: All Wards

Report Title: Street Lighting Energy – Outcome of the Public Consultation Exercise

Purpose of the Report:

To advise Members on the outcome of the public consultation exercise which was undertaken in relation to two potential street lighting energy saving proposals.

Executive Summary:

The cost of energy to the Council has increased significantly and, despite an above inflationary increase in the funding allocation this year, the current street lighting energy budget of £1.4M is predicted to outturn £295K over budget. Furthermore, in the ongoing financial situation any ongoing deficit would be very difficult to sustain. As such there is a need to consider potential savings strategies to reduce lighting energy costs.

This report provides feedback to Members on the outcome of a six week public consultation to assist Members in determining which, if any, of the savings proposals should be implemented to assist with the budget position whilst ensuring the council is able to deliver its statutory duties associated with street lighting.

Background:

The cost of street lighting energy has increased significantly and, despite an above inflationary increase in the funding allocation this year, the current street lighting energy budget of £1.4M is predicted to outturn £295K over budget. Furthermore, in the ongoing financial situation any ongoing deficit would be very difficult to sustain. As such there is a need to consider potential savings strategies to reduce lighting energy costs to help with balancing the budget.

Previous energy saving measures

Between 2012 and 2018, the Council undertook a large scale street lighting renewal project, which as well as replacing life expired columns, cables and lanterns introduced some energy efficiency measures including new fluorescent lanterns in residential areas with electronic switch gear and dimming. Subsequently, in 2020, the Public Lighting Section commenced a further SALIX funded project to replace high wattage sodium oxide and high pressure sodium lanterns with more energy efficient LED lanterns. During this project over 6000 lanterns were replaced with lower energy units. If the SALIX project had not been undertaken then at today's energy rate of 41p per kWh the Council's lighting energy bill would be a further £712,000 above the current energy costs.

In addition to the above, in the recent context that energy costs were going to remain high and that trials indicated a small reduction in

power levels across all lanterns would make no discernible difference, then 3 watts has been 'trimmed' off all lanterns to provide some immediate savings and relief from soaring costs. This measure was implemented immediately by Officers to maximise in-year savings. Full year estimated savings from this action are expected to be in the region of £95k per annum at today's energy rate of 41p / KWH.

Proposed Energy Saving measures

Aside from switching some lighting off altogether, there are two further potential savings strategies that could be considered and were the subject of the recent consultation exercise:

Increased dimming

There are currently 10,600 LED lanterns installed within the county borough which it is believed may be suitable for dimming up to 25% (i.e. significantly above the 3 watt 'trimming of power levels already implemented). This could be done all evening or within the small hours. The implementation of this proposal would secure an annual saving of £115k per annum.

[The fluorescent lanterns in the borough, some 8500 55W PLL units largely in residential areas, are already under a dimming regime following previous investment and cannot be dimmed further.]

Part Night Lighting

As opposed to, or in addition to, increased dimming the lights in many areas could potentially be switched off in the small hours when vehicular and pedestrian activity is significantly reduced. Further to consultancy work commissioned by officers, a proposal in this regard could include switching off up to around 14,000 lanterns during the hours of 01:00 – 05:00hrs.

The savings associated with part night time lighting between the hours specified would amount to £218k, whilst the cumulative impact of dimming and part night time lighting would deliver an annual saving of £285k.

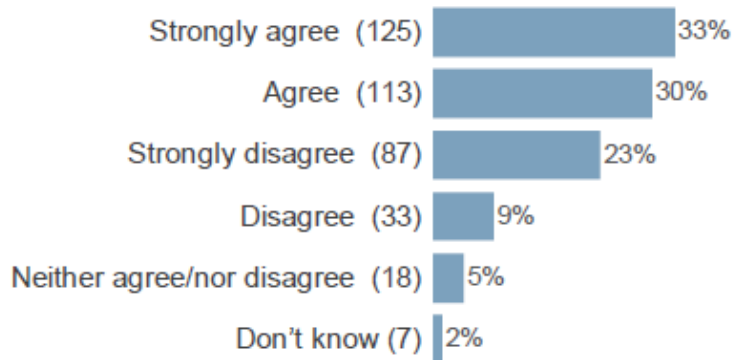
Consultation Exercise

The aforementioned potential energy saving measures were highlighted in 2023 whilst acknowledging they would need to be the subject of public consultation, in addition to consultation with other stakeholders across the council.

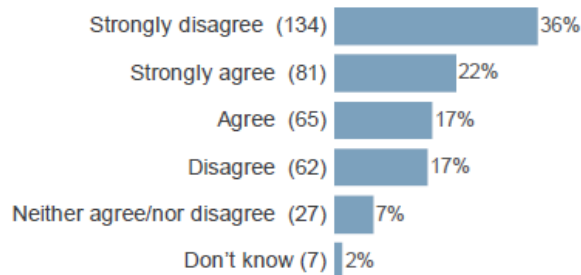
The public consultation was undertaken by means of 'Online Polling' and ran for a period of 6 weeks. In addition to the online polling, direct consultation was undertaken with the Emergency Services as well as the Council's Community Safety and Road Safety Teams. In tandem with the consultation, seven trial sites were established around the authority for Members and their constituents to view the impact of 25% dimming. These were live on 25th / 26th / 29th & 30th January 2024, and information on the sites was circulated to all Members by the corporate team.

There were 384 respondents to the public consultation of whom 98% lived in Neath Port Talbot. The 5 main questions asked, together with the responses, were as follows:

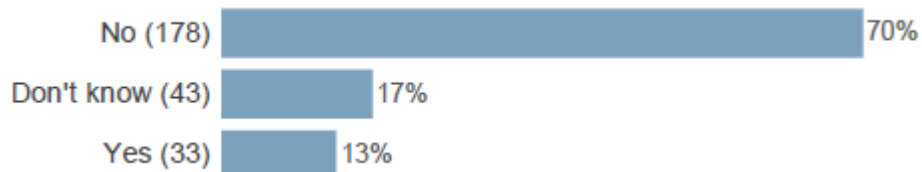
1) How do you feel about the option of dimming 10,600 LED lanterns in the county borough?



2) How do you feel about the option for lights in residential streets to be switched off in the small hours (i.e. up to around 14,000 lanterns during the hours of 1am – 5am)?

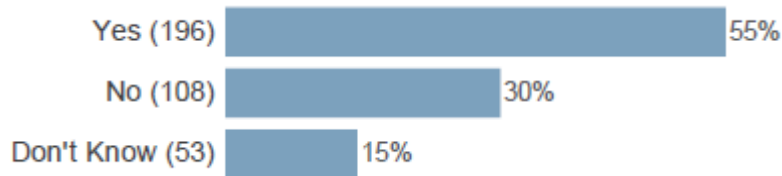


3) If you disagree or strongly disagree with question 2, are there any alternative times for lights in residential streets to be switched off that would be acceptable to you?



Followed by: If yes, what times would be acceptable to you?

- 4) If these proposals were to go ahead, would you have concerns about any specific locations?



Followed by: If yes, please list these locations and why you would be concerned about them in the box below

- 5) Is there anything else you want to say about the proposed options for cutting the cost of street lighting?

[More detailed analysis is provided in the appendices.]

In terms of the responses from specific departmental consultees, the Community Safety Team were reassured with regard to the minimal impact that is likely to occur as a consequence of the dimming of lights. In terms of part night lighting, they have identified a number of hotspots for anti-social behaviour where they would have concerns. These areas are part of 'Operation Sentinel' and are subject to increased patrols from the Police and presence from community safety personnel and partners. Any proposals associated with reduced lighting in these specific areas may be counter-productive.

The Road Safety Team were also supportive of the proposed dimming of lights and indicated that they would have no major concerns with regard to part night lighting on condition that the main arterial routes and 'conflict' areas would remain unaffected i.e. that these would not be subject to part night lighting.

See also Crime and Disorder impacts section.

Financial Impacts:

The order of potential savings would be as follows:

Dimming the output of LED Lanterns by 25% all night - an annual saving of up to £115,000.

Part Night Lighting where potentially suitable between 01:00 – 05:00hrs - an annual saving of up to £218,000.

Part Night Lighting where potentially suitable and dimming of LEDs elsewhere - an annual saving of up to £285,000.

[Note: All potential savings are modelled on a current energy cost of 41p/KWH.]

If the 25% dimming of LED lanterns were implemented then, along with the previous 3watt 'trimming' of power levels, a saving around of around £210k should be achieved.

Integrated Impact Assessment:

A First Stage IIA has been completed and, taken with the consultation responses, is considered sufficient for the recommendation, although if part night lighting were to be contemplated further then further in-depth impact assessment would be required.

Valleys Communities Impacts:

There is a potential for valley communities, as elsewhere in the County Borough, to be affected by the potential saving strategies in particular the part night lighting proposal.

Workforce Impacts:

Employees, as other citizens, may be affected by the savings strategies in particular the part night lighting proposal.

Legal Impacts:

Further to guidance issued by the Institution of Lighting Professionals, the Council has a duty, where street lighting is installed, to ensure such lighting is maintained. However, there is nothing to stop the proposal being implemented in appropriate circumstance.

Risk Management Impacts:

Part night lighting in particular could give rise to some increased exposure to potential claims from the public. On the other hand, any savings strategies which are implemented would reduce financial risk on the Council with future cost increases.

Crime and Disorder Impacts:

Crime, and fear of crime, are matters of public concern and are one reason why the consultation has been undertaken. Feedback from South Wales Police was as follows:

“We would be opposed to part night lighting due to the deterrent that such lighting provides in relation to ASB, crime and disorder, particularly in more isolated or rural areas. In addition to this, the fear of crime amongst the community is likely to be heightened through part night lighting schemes, even if crime recording statistics do not support this view, which we would be keen to avoid.”

Counter Terrorism Impacts:

There is not expected to be any impact on counter terrorism arising from the savings strategies.

Violence against Women, Domestic Abuse and Sexual Violence Impacts:

See Crime and Disorder impacts.

Consultation:

Consultation response is the subject of this report.

Recommendations:

Having had due regard to the First Stage Integrated Impact Assessment it is recommended that Members:

1. Note and consider the feedback from the consultation;
2. Approve the 25% dimming of LED lanterns;
3. Defer a decision to implement part night lighting in general.
4. Approve the undertaking of part night lighting trials in specific areas over the next 12 months, as agreed with the Anti-Social Behaviour Team, to inform further impact assessment work.

Reasons for Proposed Decision:

To enable some savings to be made to offset the large increases in energy costs, and to provide Members with more information on the impact of part night lighting.

Implementation of Decision:

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

Appendices:

Appendix A - Public Lighting Consultation Questionnaire

Appendix B – Analysis of Consultation Response

Appendix C – First Stage Screening Integrated Impact Assessment

List of Background Papers:

None.

Officer Contact:

Mr. Dan Rees, Lighting & Building Services Manager, Tel: 01639 686442 or email d.rees3@npt.gov.uk



Dewiswch eich dewis iaith
Choose your preferred language

- English
 Cymraeg

Public Lighting consultation

Background

Neath Port Talbot has around 19500 streetlights. Like households and businesses, the council has seen a huge increase in energy costs in recent years. So, despite an above-inflation increase in the budget allocation from Welsh Government, the council's street lights energy bills are expected to be £295K over budget by the end of this financial year, and £100K in the next financial year.

With ever increasing pressure on budgets and a significant budget gap predicted in the council's budget next year, the council is looking for ways of saving money to protect public services.

For this reason, we are looking to reduce street lighting energy bills. We can do this in the following ways:

- **Increased dimming:** Since 2016 all fluorescent lanterns in the county borough (approximately 8500, mostly in residential areas) are dimmed every night. There are a further 10,600 LED lanterns within the county borough which are suitable for dimming.
- **Part Night Lighting lights in residential streets will be switched off between 1:00am and 5:00am.** This could include up to around 14,000 lanterns.
- **A combination of the above**

These proposals are backed up by a commissioned report to develop recommendation for Part Night Lighting in NPT and by our experience of dimming some of our lanterns in recent years. Several research studies covering local authorities across the UK conclude that dimming of lanterns or part time lighting are not associated with an increase in night-time traffic collisions or crime in affected streets.

What is the purpose of this consultation?

We want to hear your views on our proposals for cutting the cost of street lighting across the county borough. Your responses will be used to inform any decisions on street lighting in Neath Port Talbot going forward.

What is the consultation timeline?

The consultation will run for 6 weeks from **20.12.23** to **31.1.24**. You can read the Cabinet report **HERE**

1. Please indicate which of the following describes you (please select all that apply):

- | | |
|--|---|
| <input type="checkbox"/> I live in Neath Port Talbot | <input type="checkbox"/> I am an unpaid carer |
| <input type="checkbox"/> I work in Neath Port Talbot | <input type="checkbox"/> I am a college/university student |
| <input type="checkbox"/> I own/run a business in Neath Port Talbot | <input type="checkbox"/> I am a NPTCBC elected member/AS/MP/community councillor |
| <input type="checkbox"/> I am a volunteer in Neath Port Talbot | <input type="checkbox"/> I work for a third sector or voluntary organisation in NPT |
| <input type="checkbox"/> I am a school pupil | |

Name of business:

2. Please provide your full postcode below (e.g. SA13 1PJ). This allows us to more accurately pinpoint respondents' views and needs by area, and to make sure we've heard from people in all parts of the county borough:-

3. How do you feel about the option of dimming 10,600 LED lanterns in the county borough?

- Strongly agree Agree Neither agree/nor disagree Disagree Strongly disagree Don't know

3.a Please give the reasons for your response to Q3

Page 128

4. How do you feel about the option for lights in residential streets to be switched off in the small hours (i.e. up to around 14,000 lanterns during the hours of 1am – 5am)?

- Strongly agree Agree Neither agree/nor disagree Disagree Strongly disagree Don't know

4.a Please give the reasons for your response to Q4

4.b If you disagree or strongly disagree with question 4, are there any alternative times for lights in residential streets to be switched off that would be acceptable to you?

- Yes No Don't know

4.c If yes, what times would be acceptable to you?

5. If these proposals were to go ahead, would you have concerns about any specific locations

- Yes No Don't Know

6. If yes, please list these locations and why you would be concerned about them in the box below:

7. Is there anything else you want to say about the proposed options for cutting the cost of street lighting?

8. Would our proposals for cutting the cost of street lighting across the county borough have an impact on you and/or your family because of your and/or their:

- Age Yes No Don't Know
-

Disability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Gender Reassignment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Marriage or Civil Partnership	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pregnancy or maternity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Race	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Religion or belief	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sex	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sexual orientation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. If yes, please explain why

Welsh Language impact

10. What effect do you think our proposals for cutting the cost of street lighting across the county borough will have on:

	Positive	No Effect	Negative	Don't Know
People's opportunities to use the Welsh Language	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Treating the Welsh language no less favourably than the English language	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10.a Please give the reason(s) for your response to question 10:

10.b In your opinion, what **positive effects** would our proposals for cutting the cost of street lighting across the county borough have on people's opportunities to use the Welsh language?

10.c In your opinion, what **positive effects** would our proposals for cutting the cost of street lighting across the county borough have on treating the Welsh language no less favourably than the English language?

10.d In your opinion, what **adverse effects** would our proposals for cutting the cost of street lighting across the county borough have on people's opportunities to use the Welsh language?

10.e In your opinion, what **adverse effects** would our proposals for cutting the cost of street lighting across the county borough have on treating the Welsh language no less favourably than the English language?

10.f How do you think our proposals for cutting the cost of street lighting across the county borough could be developed or revised so that they would have positive effects, or more positive effects on people's opportunities to use the Welsh language?

10.g How do you think our proposals for cutting the cost of street lighting across the county borough could be developed or revised so that they would have positive effects, or more positive effects on treating the Welsh language no less favourably than the English language?

10.h How do you think our proposals for cutting the cost of street lighting across the county borough could be developed or revised so that they would not have adverse effects, or would have less adverse effects on on people's opportunities to use the Welsh language?

10.i How do you think proposals for cutting the cost of street lighting across the county borough could be developed or revised so that they would not have adverse effects, or would have less adverse effects on on treating the Welsh language no less favourably than the English language?

About You

Finally, we would be grateful if you could tell us some information about yourself.

Equalities - The Council operates equality policies that aim to ensure that everyone is treated fairly and equally. To make sure that people are not discriminated against when accessing our services we carry out monitoring and therefore would be grateful if you could answer the following questions. The information you provide is strictly confidential.

11. What is your age?

- | | |
|-----------------------------|---|
| <input type="radio"/> 13-15 | <input type="radio"/> 60-69 |
| <input type="radio"/> 16-24 | <input type="radio"/> 70-74 |
| <input type="radio"/> 25-29 | <input type="radio"/> 75-85 |
| <input type="radio"/> 30-39 | <input type="radio"/> 86+ |
| <input type="radio"/> 40-49 | <input type="radio"/> Prefer not to say |
| <input type="radio"/> 50-59 | <input type="radio"/> Other |

Other - please specify

12. Welsh Language - are you:

- | | |
|--|--|
| <input type="radio"/> Fluent speaker & writer | <input type="radio"/> Fairly fluent speaker |
| <input type="radio"/> Fairly fluent speaker & writer | <input type="radio"/> Learner |
| <input type="radio"/> Fluent speaker | <input type="radio"/> Little or no knowledge |

13. Are you pregnant or on maternity leave?

- Yes No Prefer not to say

14. Do you consider yourself to have a disability?

The Equality Act 2010 defines a person as disabled if they have a physical or mental impairment, which has a substantial and long term effect (i.e. has lasted or is expected to last at least 12 months) and has an adverse effect on the person's ability to carry out normal day-to-day activities.

- Yes No Prefer not to say

15. Ethnic origin

- | | |
|--|---|
| <input type="radio"/> White British | <input type="radio"/> Pakistani |
| <input type="radio"/> White Irish | <input type="radio"/> Black African |
| <input type="radio"/> Mixed: White & Black Caribbean | <input type="radio"/> Black Caribbean |
| <input type="radio"/> Mixed: White & Black African | <input type="radio"/> Chinese |
| <input type="radio"/> Mixed: White & Asian | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Indian | <input type="radio"/> Gypsy and Traveller communities |
| <input type="radio"/> Bangladeshi | <input type="radio"/> Other |

Other - please specify

Gypsy and Traveller communities - please specify

- | | |
|---------------------------------------|------------------------------------|
| <input type="radio"/> Irish Traveller | <input type="radio"/> Romani Gypsy |
| <input type="radio"/> New Traveller | <input type="radio"/> Showperson |
| <input type="radio"/> Roma | <input type="radio"/> Other |

Other Gypsy and Traveller communities - please specify

16. **Sex:**

- | | |
|----------------------------------|---|
| <input type="radio"/> Male | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Female | <input type="radio"/> Other |
| <input type="radio"/> Non-binary | |

Other - please specify

17. **Is your gender the same as the sex you were registered at birth?**

- Yes No Prefer not to say

If you answered **no**, please enter the term you use to describe your gender:

18. **Sexual orientation:**

- | | |
|------------------------------------|---|
| <input type="radio"/> Heterosexual | <input type="radio"/> Bisexual |
| <input type="radio"/> Lesbian | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Gay | <input type="radio"/> Other |

Other - please specify

19. **Religion / belief:**

- | | |
|---------------------------------|---|
| <input type="radio"/> Christian | <input type="radio"/> Sikh |
| <input type="radio"/> Buddhist | <input type="radio"/> No religion |
| <input type="radio"/> Hindu | <input type="radio"/> Prefer not to say |
| <input type="radio"/> Jewish | <input type="radio"/> Other religion |
| <input type="radio"/> Muslim | |

Other religion - please specify

20. **Nationality:**

Welsh

Scottish

English

British

Irish

Prefer not to say

Other

Other nationality - please specify

Thank you for your time

please press the '**submit**' button before leaving

Lighting Consultation

AUTHOR
Data unit

PUBLISHED
March 1, 2024

Introduction

The public were asked about their views with respect to changes to lighting proposed by the council. The main questions were:

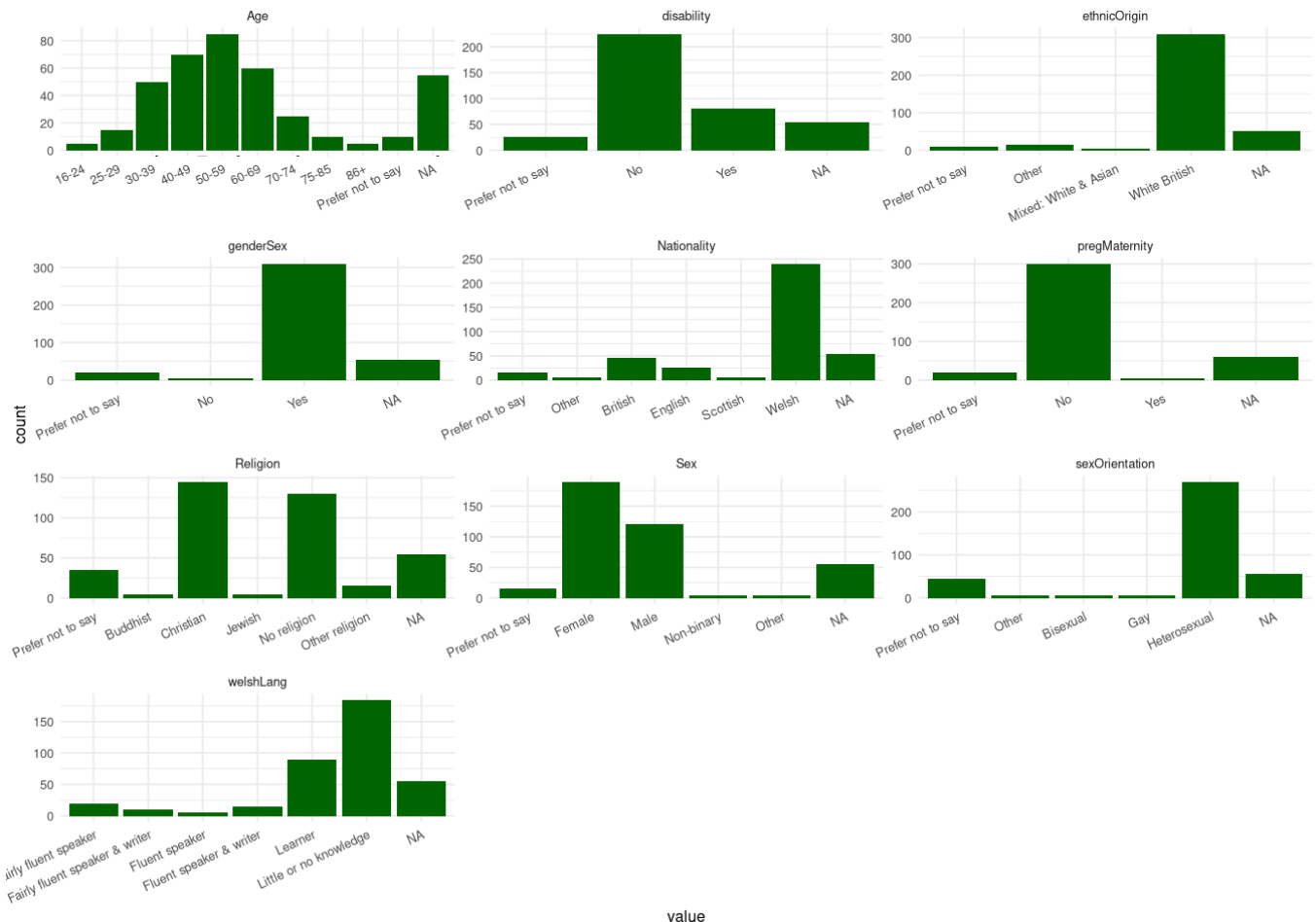
How do you feel about the option of dimming 10,600 LED lanterns in the county borough? How do you feel about the option for lights in residential streets to be switched off in the small hours (i.e. up to around 14,000 lanterns during the hours of 1am – 5am)?

Results:

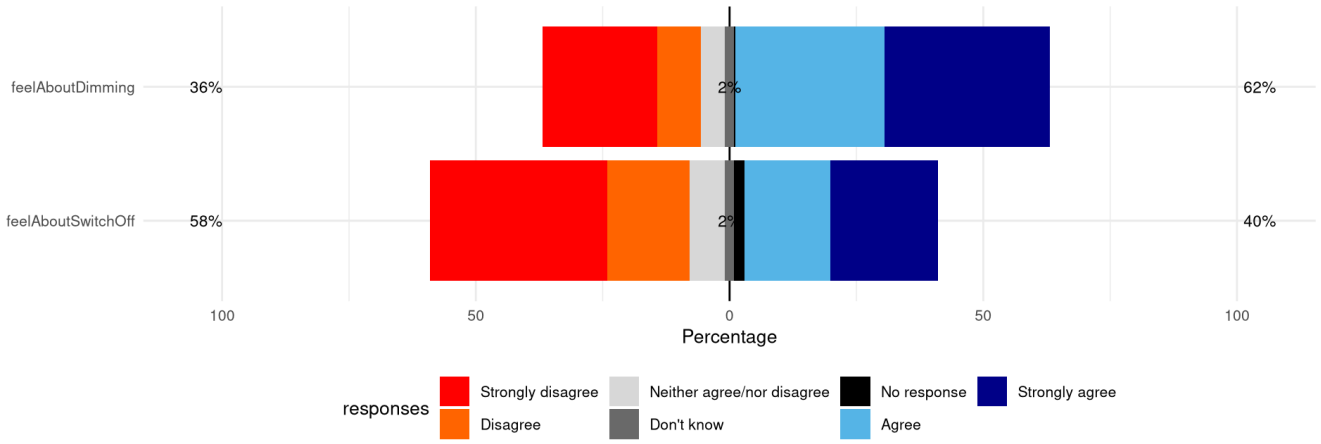
There were 384 responses to the survey. Demographics are shown in the following graphs:

Answers with low categories (<5) were grouped together into "Other" for Religion, Age, ethnic origin and Sexual Orientation) to "mask" potentially identifying results. Nationality and Sex had responses grouped into NA as there was still too small an amount of Other to disclose.

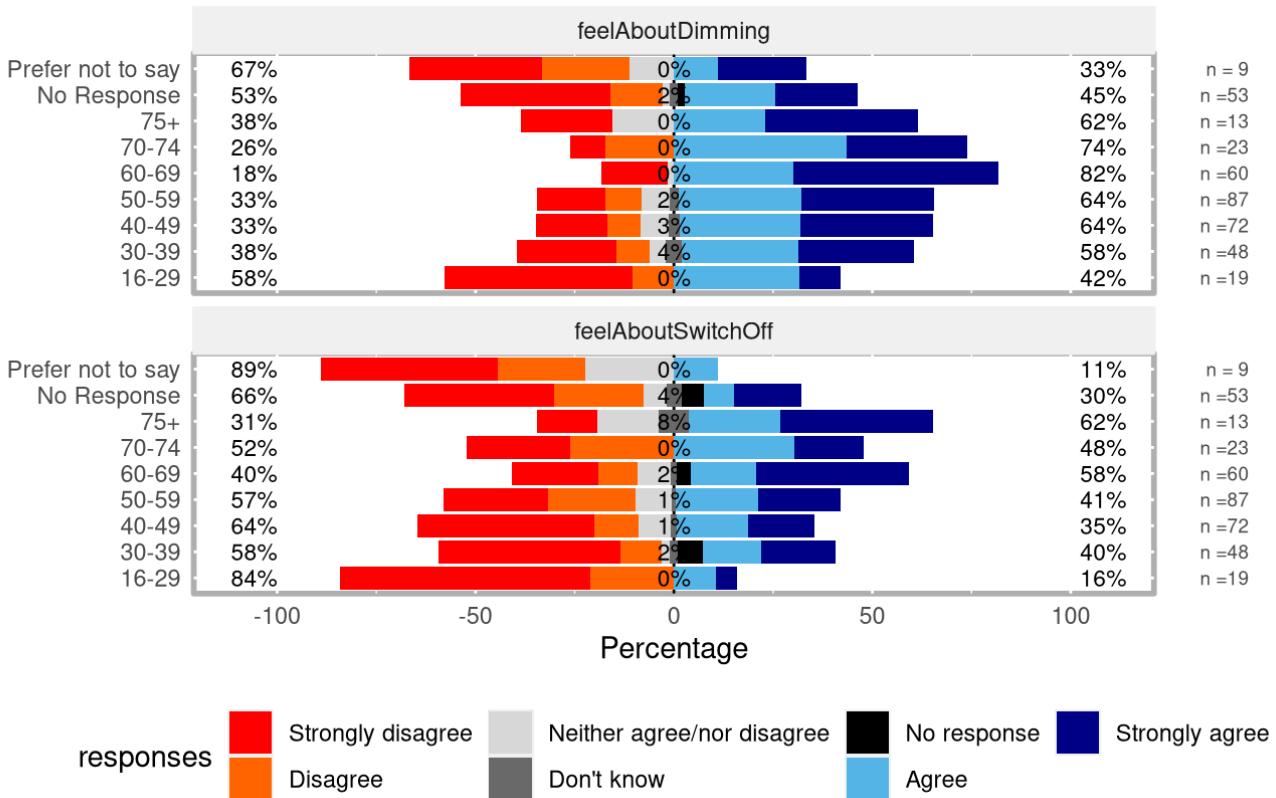
All bars are **rounded up** to the nearest 5 to "mask" potentially sensitive data.



Distribution of responses to the survey questions on whether they str. agree/agree/disagree/str.disagree with dimming/switch off (384 responses for both questions)

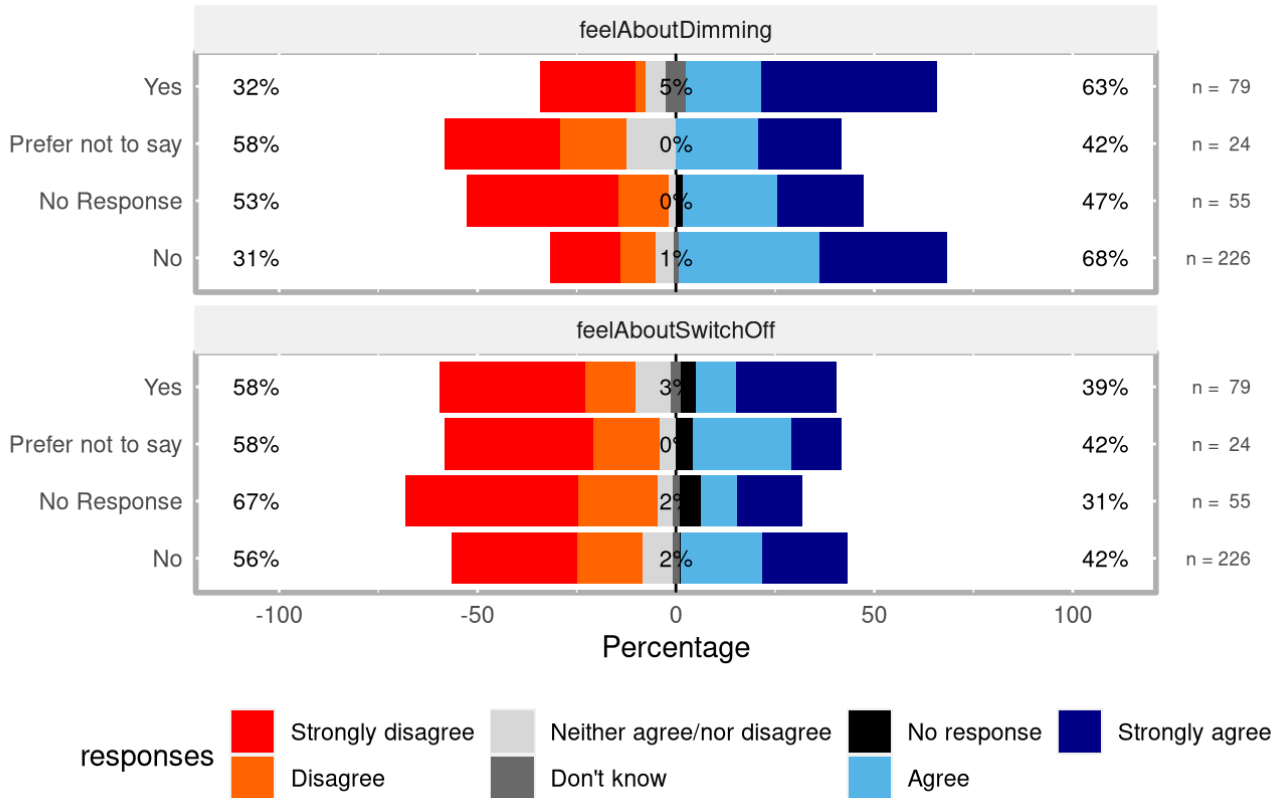


Distribution of responses to the survey questions on how they feel about dimming/switching off lights broken down by age (y axis)



Responses broken down by disability (y axis)

Distribution of responses to the survey how they feel about dimming/switching off lights broken down by disability



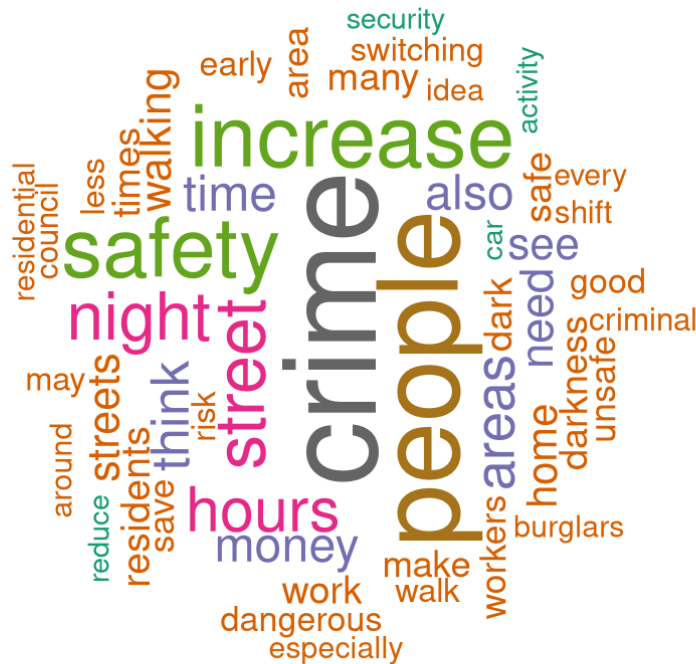
Word Clouds

The below word clouds showed the most common words that came up for each split of responses given below. The bigger the word, the more common it is. 'noisy' words such as 'and', 'I', 'also' were removed.

Respondents were asked to give free text responses to Question 3 ***“How do you feel about the option of dimming 10,600 LED lanterns in the county borough?”***. However, they clearly took the opportunity to supplement their answer to question 3 rather than explain it. For example, Crime is partly the most common word as it was provided as a concern or caveat for those who strongly agree or agree, in addition to an explanation for those who disagree/strongly disagree.



Respondents were asked to give free text responses to Question 4 ***“How do you feel about the option for lights in residential streets to be switched off in the small hours (i.e. up to around 14,000 lanterns during the hours of 1am – 5am)?”***. Again, they clearly took the opportunity to supplement their answer to question 4 rather than explain it. For example, Crime is partly the most common word as it was provided as a concern or caveat for those who strongly agree or agree, in addition to an explanation for those who disagree/strongly disagree.



Times

Respondents were asked for question 4.b ***“If you disagree or strongly disagree with question 4 (agree/disagree with switch off), are there any alternative times for lights in residential streets to be switched off that would be acceptable to you?. Yes, No or Don’t know?”*** and for question 4.c., ***“If yes, please list these locations and why you would be concerned about them”***

Respondents seemed to disregard whether they answered “yes” to 4b or not and took this, inferably, as an opportunity to give a preference for time: The responses to time were free text and so had to be grouped into meaningful categories as below. As you can see most people didn’t respond to this question (NA = “Not Available” or no response given or available). Also, relatively few respondents actually chose to explain why they had this preferred time as asked.

Manual_change_to_acceptable_times	percentage (%)
4pm to 8pm	1
5am to 8am	1
Between 8 am and 4 pm	1
Midnight to 5am	8
Other	2
Seasonal	2
NA	86

It was found that the vast majority of **given** responses were Midnight to 5am, 31 with 60% of the **given** responses. From a quick manual read, The most common reason cited for this reason was centered around concerns around crime in darkness hours or this being the time the general public don't need lights.

locations

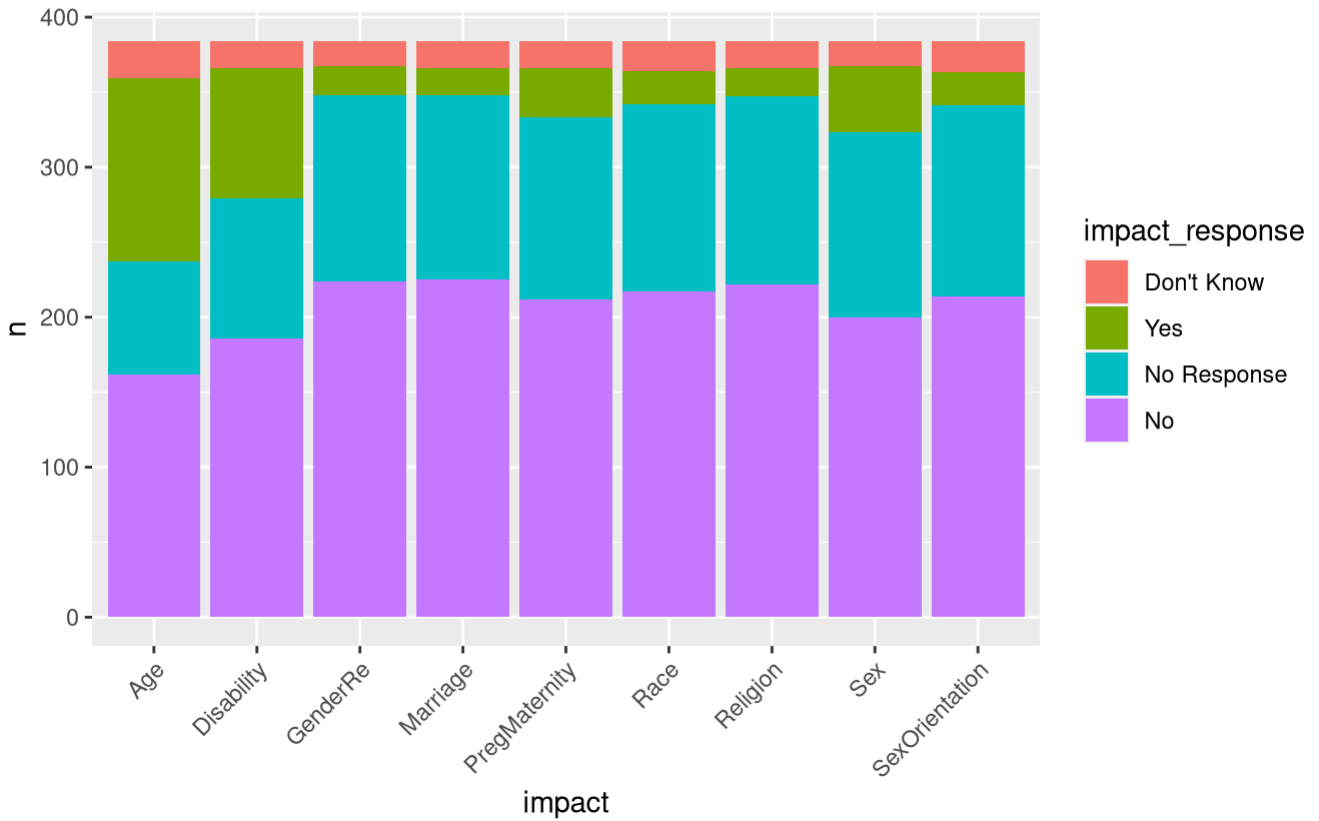
Respondents were asked for question 5. "If these proposals were to go ahead, would you have concerns about any specific locations. Yes, No or Don't know?" and for question 6, "If yes, please list these locations and why you would be concerned about them in the box below:"

The responses to these seemed to answer the question sensibly in that people only replied to question 6 if they responded "Yes" to question 5, as asked. The text responses were mapped so locations could be grouped into meaningful categories (EG, Anywhere/Everywhere/Everyplace = Everywhere and Neath Town/Neath/Cimla = Neath). These categories were: (NA = "Not Available" or no response given or available)

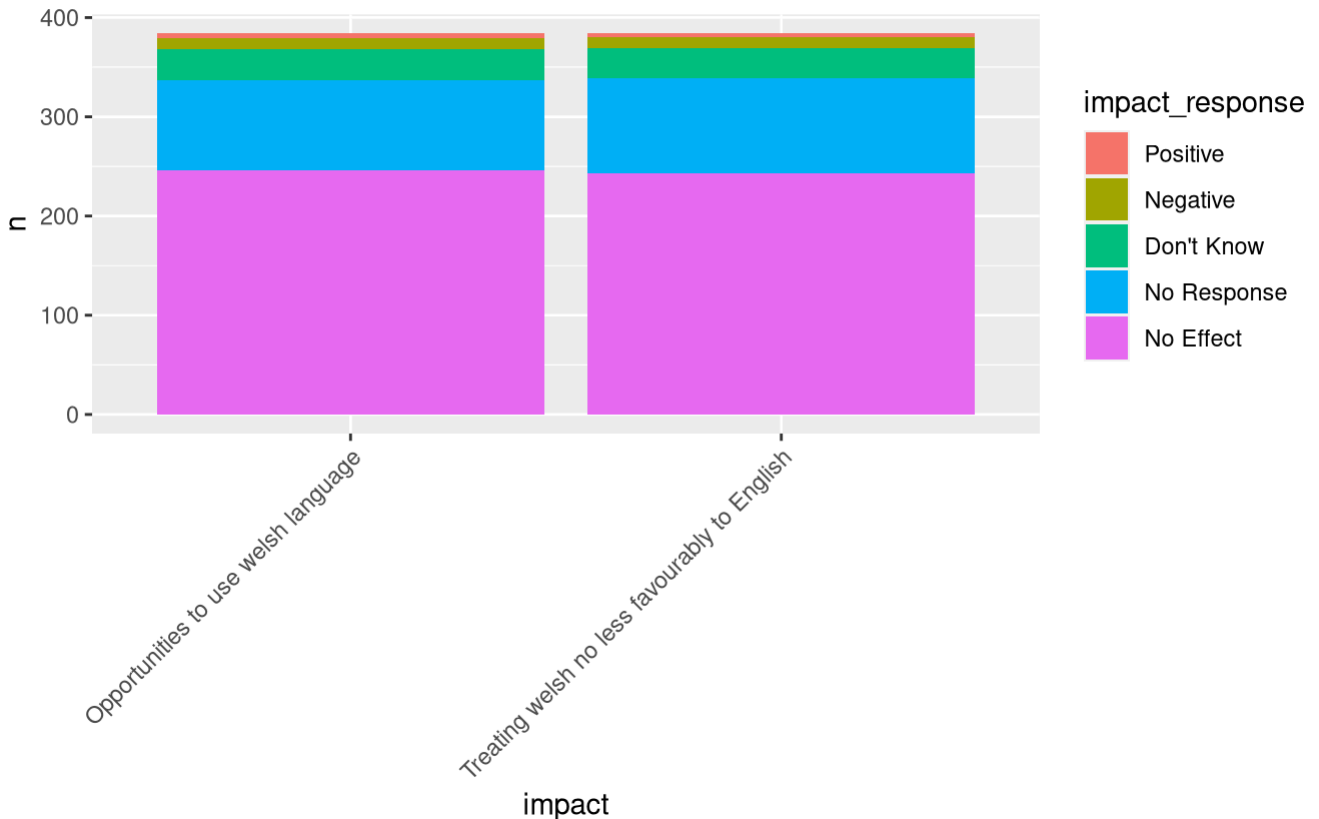
mapped_locations	percentage (%)
Afan Valley	1
Briton Ferry	1
Crime prone	3
Everywhere	14
Neath	4
Other	12
Port Talbot	5
Roads/Streets	3
Rural	2
Ystalyfera	1
places busy late at night	1
NA	53

It was found that the vast majority of **given** responses were Everywhere with a total 54 responses (30%).

Would the light cutting proposals have an impact on the following characteristics?
(Y axis = count, x axis = characteristic)



Would the light cutting proposals have an impact on the following characteristics?
(Y axis = count, x axis = characteristic)



Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Implementation of energy saving strategies relating to dimming and / or the part pight lighting of lanterns.
Service Area: Public Lighting
Directorate: Environment & Regeneration

2. Does the initiative affect:

	Yes	No
Service users	X	
Staff	X (as service users)	
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	See caveat			There is expected to be no adverse effect on people if dimming is implemented, based on the experience of 8500 fluorescent lanterns already being dimmed, notwithstanding the eyesight of older people may in general not be as good as that of younger people. There may be other impacts for older and younger people in relation to part night lighting which needs further examination if pursued.
Disability		X	See caveat			There is expected to be no adverse effect on people if dimming is implemented, based on the experience of

						8500 fluorescent lanterns already being dimmed, notwithstanding the some people with disabilities may have restricted vision. There may be other impacts for people with disabilities in relation to part night lighting which needs further examination if pursued.
Gender Reassignment		X				There is expected to be no adverse effect on people if the initiatives are implemented
Marriage/Civil Partnership		X				There is expected to be no adverse effect on people if the initiatives are implemented
Pregnancy/Maternity		X	See caveat			Taking account of crime and fear of crime concerns, there may be greater impacts on women generally which require further examination if part night lighting is pursued.
Race		X				There is expected to be no adverse effect on people if the initiatives are implemented
Religion/Belief		X				There is expected to be no adverse effect on people if the initiatives are implemented. If there are issues of lighting levels at outside particular places of worship this can be looked at.
Sex		X	See caveat			Taking account of crime and fear of crime concerns, there may be greater impacts on women which require further examination if part night lighting is pursued.
Sexual orientation		X				There is expected to be no adverse effect on people if the initiatives are implemented

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				The dimming of lanterns or part night lighting would have no impact on people's opportunities to communicate in Welsh.
Treating the Welsh language no less favourably than English		X				The dimming of lanterns or part night lighting has no bearing on the treatment of the Welsh language.

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				No impact anticipated by dimming of the lighting. Part night lighting and removing the light pollution for part of the evening may benefit some wildlife
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		X				Part night lighting would reduce light pollution during periods when the lighting is switched off.

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		Dimming of lanterns or part night lighting will reduce financial risk and make street lighting more resilient/sustainable in the context of future energy increases. Also, as we move to a low carbon future, the initiatives would reduce energy demand in the evening when renewal energy such as solar is not available. To date, the dimming of street lighting which has already taken place has demonstrated no adverse impact.
Integration - how the initiative impacts upon our wellbeing objectives	X		The initiatives would assist moving to a low carbon future. Impacts in relation to crime and fear of crime generally, or the effects on those with protected characteristics such as older people, may need more detailed assessment should the Council wish to implement part night lighting.
Involvement - how people have been involved in developing the initiative	X		A public consultation has been undertaken and results presented with the decision report. In simple terms, there is a lot of support for dimming and much less support for part night lighting.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	X		Consultees have included the emergency services, the Community Safety and Road Safety Team, with responses given in the decision report.
Prevention - how the initiative will prevent problems occurring or getting worse	X		The more energy public lighting uses, and the more fossil fuel based energy in particular, the greater the future financial and environmental risks. Consultation response have indicated that part night lighting may lead to greater antisocial behaviour/crime/fear of crime, which would need further investigation.

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 screening assessment, and taking account of consultation responses, it has been determined that the proposal for the dimming of lighting does not require a second stage Full Impact Assessment. The initiative has a positive impact on energy usage, financial risk and service sustainability, whilst providing little or no adverse impact on service users including those with protected characteristics, people's ability to use the Welsh language, and the environment. If part night lighting were to be pursued then a further in-depth impact assessment would be required.</p>	

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

	Name	Position	Date
Completed by	Dan Rees	Lighting & Building Services Manager	19/2/24
Signed off by	Mike Roberts	Head of Streetcare	23/2/24

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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

22 March 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):	<p>Agenda Item 17 – Automatic Number Plate Recognition (ANPR) Camera Request</p> <p>Agenda Item 18 - Proposed lifting of Restrictive Covenants and sale of a small area of land at The Former Four Winds Hotel, Princess Margaret Way, Port Talbot</p> <p>Agenda Item 19 - Proposed Release of a Restrictive Covenant on Land Adjacent to 5 Park Row, Cwmavon, Port Talbot</p> <p>Agenda Item 20 - Unity Mine – Request to authorise the release of a bond</p>
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, 18

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.

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By virtue of paragraph(s) 18 of Part 4 of Schedule 12A of the Local Government Act 1972.

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