



ENVIRONMENT AND HIGHWAYS CABINET BOARD

*Immediately Following Scrutiny Committee on
THURSDAY, 26 MAY 2016*

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

PART 1

1. To agree the Chairperson for this Meeting.
2. To receive any declarations of interest from Members.
3. To receive the Minutes of the previous Environment and Highways Cabinet Board held on 14 April, 2016. *(Pages 5 - 12)*

To receive the Report of Head of Engineering and Transport

4. Engineering and Transport Business Plan, 2016-17
(Pages 13 - 30)
5. Traffic Capital Programme 2016-17 - Proposed Traffic Orders
(Pages 31 - 34)
6. Welsh Government Grant Approvals - Highways and Transport
2016-17 *(Pages 35 - 38)*
7. Proposed Loading Bay, Coombes Road, Skewen *(Pages 39 - 42)*
8. Proposed Speed Limits and Cushions, Longford Road, Neath
Abbey *(Pages 43 - 48)*
9. Proposed Taxi Ranks, Orchard Street, Neath *(Pages 49 - 52)*

10. Proposed Traffic Orders, Alltacham Drive, Pontardawe
(Pages 53 - 56)
11. Proposed Traffic Orders, Christopher Road, Skewen
(Pages 57 - 60)
12. Proposed Traffic Orders, Maes Y Pergwm and Addoldy Road,
Glynneath (Pages 61 - 64)
13. Proposed Traffic Orders, Penywern Road, Bryncoch
(Pages 65 - 68)
14. **To receive the Forward Work Programme 2016/17**
(Pages 69 - 70)
(Dates to be confirmed at the Annual Meeting of Council 2016)
15. Any urgent items (whether public or exempt) at the discretion of the
Chairman pursuant to Statutory Instrument 2001 No 2290 (as
amended).
16. Access to Meetings - 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

To receive the Private Report of the Head of Corporate Strategy and Democratic Services

17. Private Urgency Action - 1430 (Pages 71 - 78)

S.Phillips
Chief Executive

Civic Centre
Port Talbot

Friday, 20 May 2016

Cabinet Board Membership:

To be determined at Council

Notes:

- (1) *If any Cabinet Board Member is unable to attend, any other Cabinet Member may substitute as a voting Member on the Committee. Members are asked to make these arrangements direct and then to advise the committee Section.*
- (2) *The views of the earlier Scrutiny Committee are to be taken into account in arriving at decisions (pre decision scrutiny process).*

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EXECUTIVE DECISION RECORD
CABINET BOARD - 14 APRIL 2016
ENVIRONMENT AND HIGHWAYS CABINET BOARD

Cabinet Board Members:

Councillors: E.V.Latham (Chairperson) and A.N. Woolcock

Officers in Attendance:

N.Evans and Miss G. Cirillo

1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor E.V.Latham be appointed Chairperson for the meeting.

2. **MINUTES OF THE PREVIOUS ENVIRONMENT AND HIGHWAYS CABINET BOARD HELD ON 3 MARCH, 2016**

Noted by the Committee.

3. **URGENCY ACTION - 1276**

Decision:

That the following urgency action taken by the Head of Engineering and Transport in consultation with the requisite Members, be noted:

Officer Urgency Action No:1276 8 March 2016

Port Talbot Integrated Transport Hub – Stopping Up Order and Diversion of the Highway under Section 247 of the Town and County Planning Act 1990.

4. **PARKING ENFORCEMENT AT GNOLL COUNTRY PARK**

Decision:

That the effective enforcement of charges at the Gnoll Country Park be facilitated by amending the Council's off-street parking order, and that the associated actions, as detailed in the circulated report, be undertaken.

Reason for Decision:

To protect an important income stream which supports the running of the park.

Implementation of Decision:

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

5. **SECTION S34B AND 34C ENVIRONMENTAL PROTECTION ACT 1990**

Decisions:

1. That delegation of powers pertaining to Section 34B and 34C of the Environmental Protection Act 1990, as described in the circulated report, be given to the Director of Environment, the Head of Streetcare and the Neighbourhood Services Manager;
2. That the Constitution be updated to include the revised provisions as detailed within the circulated report.

Reason for Decisions:

To allow Officers, in conjunction with Legal Services and the Police, the ability to legally seize any vehicle, trailer or mobile plant and its contents which is suspected of being used in waste crimes.

Implementation of Decisions:

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

6. **WASTE ENFORCEMENT - UPDATE**

Decision:

That the report be noted.

7. **RECYCLING TRIAL**

Decision:

That the report be noted.

8. **PROPOSED TRAFFIC ORDERS - DALTON ROAD, SANDFIELDS**

Decision:

That the proposed Traffic Orders at Dalton Road, Sandfields, as indicated at Appendix A of the circulated report be advertised, and, subject to there being no objections, the Traffic Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

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

9. **PROPOSED TRAFFIC ORDER - PENRHIWTYN DRIVE, NEATH**

Decision:

That the proposed Traffic Order at Penrhiwtyn Drive, Neath, as indicated at Appendix A of the circulated report be advertised, and, subject to there being no objections, the Traffic Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

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

10. **PROPOSED TRAFFIC REGULATION ORDER - CRAMIC WAY, PORT TALBOT**

Decisions:

1. That the objections to the proposed Traffic Regulation Order at Cramic Way, Port Talbot, as detailed within the circulated report, be overruled, and the Traffic Regulation Order be implemented as advertised;
2. That the objectors be informed accordingly.

Reasons for Decisions:

1. To allow Businesses to continue to trade, whilst at the same time preventing indiscriminate parking in the interest of road safety within the immediate vicinity of Parkway Station.
2. To legalise the 30mph speed limit for Police enforcement.

Implementation of Decisions:

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

11. **PROPOSED TRAFFIC CALMING - GRAIG NEWYDD, GODRE'R GRAIG**

Decision:

That the proposed measures, as indicated at Appendix A of the circulated report be advertised, and, subject to there being no objections, the Traffic Calming Order be implemented.

Reason for Decision:

To reduce the speed of vehicles in the interest of road safety.

Implementation of Decision:

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

12. **LIST OF APPROVED CONTRACTORS**

Decisions:

1. That Contractors 1-4, as detailed in the circulated report, be included on the Approved List for the relevant categories;
2. That CRL (Concrete Repairs Ltd) be added to Category 88.

Reason for Decisions:

1. In order to keep the Approved List up to date, and as far as possible, ensure a competitive procurement process;
2. In order to supply a List of Contractors for invitation to tender within the relevant category.

Implementation of Decisions:

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

13. **FORWARD WORK PROGRAMME 2015/16**

Decision:

That the Forward Work Programme 2015/16, be noted.

14. **URGENT ITEM**

Because of the need to deal now with the matter contained in Minute No. 15 below, the Chairperson agreed that it could be raised at today's meeting as an urgent item pursuant to Statutory Instrument 2001 No.2290 (as amended).

Reason: Due to the time element.

15. **PORT TALBOT INTEGRATED TRANSPORT HUB - BUSINESS ASSET PROTECTION AGREEMENT**

Decision:

That Authority be delegated to the Director of Environment and the Head of Engineering and Transport, to enter into a Deed with Network Rail, as set out in the circulated report.

Reasons for Decision:

1. The Deed will satisfy Network Rail's requirement for a design warranty which is part of their standard Business Asset Protection protocols;
2. The provision of the Deed will allow the submission for the Station change at Port Talbot Parkway to be submitted by Network Rail to the Department of Transport for approval of the works;
3. To promote the aims and objectives of the Economic Regeneration, Planning and Transport strategies and the Single Integrated Plan – Prosperity for All.

Implementation of Decision:

The decision is an urgent one for immediate implementation, the Chairperson of the Scrutiny Committee had agreed to this course of action and therefore there would be no call-in of this decision.

16. **ACCESS TO MEETINGS**

RESOLVED: That pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290, the public be excluded for the following item of business which involved the likely disclosure of exempt information as defined in Paragraph 14 of Part 4 of Schedule 12A to the Local Government Act 1972.

17. **URGENCY ACTION - 1275 (EXEMPT UNDER PARAGRAPH 14)**

Decision:

That the following private urgency action taken by the Head of Engineering and Transport in consultation with the requisite Members, be noted:-

Officer Urgency Action No: 1275 23 February 2016

Extension to the ATS Euromaster Ltd. Supply of Tyres and Services

CHAIRPERSON

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ENVIRONMENT AND HIGHWAYS CABINET BOARD

REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS

26 MAY 2016

SECTION A– MATTER FOR DECISION

WARD(S) AFFECTED: ALL

BUSINESS PLAN 2016/17 – ENGINEERING & TRANSPORT

Purpose of Report

1. To endorse the business plan for the Engineering and Transport Division covering the period 1st April 2016 to 31st March 2017.

Executive Summary

2. During the financial year 2015/16, the Council reviewed its performance management arrangements. A number of improvements to the Council's performance management framework were proposed following the review and the Policy and Resources Cabinet Board subsequently formally approved those changes at its meeting on 27th March 2014.
3. A follow-up review undertaken by the Wales Audit Office during the summer of 2015 of the Council's performance management arrangements and findings from our own internal review led to the business planning arrangements for 2016/17 being further strengthened with the inclusion of both workforce planning and property asset management matters. In addition, there is also now a requirement for a clearer link to be made between priorities, actions and measures.

Background

4. The Business Plan 2016/17 has been prepared for the activities that sit within the portfolio of the Head of Engineering and Transport. It has been developed with the full participation of Managers and it also links directly to the personal objectives that have been agreed between the Head of Engineering and Transport and the Director of Environment for the financial year commencing 1st April 2016.
5. The Forward Financial Plan Savings (Appendix 1), priorities, actions and measures of the Business Plan, have been the subject of screening

assessments and where deemed necessary, full equality impact assessments and public consultations undertaken.

Monitoring and Review

6. Progress in delivering the business plan will be monitored in a number of ways:-
 - Regular meetings will take place with the Cabinet Member to report progress in delivering the business plan;
 - A mid-year appraisal meeting will take place between the Director of Environment and the Head of Engineering and Transport to check progress;
 - Quarterly meetings will take place between the Head of Engineering and Transport and the respective managers to confirm each team is on track to deliver the actions set out in the key priorities, actions, measures and savings contained within Forward Financial Plan. These meetings will review report cards for the relevant services which contain detailed information on performance indicators and targets for improvement.
7. In addition to formal mechanisms for reviewing performance, managers will be accessible and visible to all staff working in the department and that there is continuous dialogue taking place about priorities, performance and scope for further improvement.
8. All managers will have performance appraisal reviews, with a view to identifying and agreeing suitable learning and development activities to support performance, improvement and to mitigate identified risks. Officers within the department will also work with other colleagues from across the Council and, where appropriate, other agencies to seek out alternative ways of meeting the priorities of the Council in a climate of diminishing resources. This will be extremely challenging with service provisions being reduced further during the term of this plan.
9. In addition to the monitoring arrangements set out above, Members of the Environment and Highways Scrutiny Committee may also wish to identify areas that they would wish to examine within the Forward Work Programme of the Committee and in particular manager's specific service report cards.

Financial Impact

10. The Business Plan sets out contributions to the Forward Financial Plan of circa £356K for the year 2016/17 and £290K in 2017/18. Additionally, efficiencies through staff reductions equating to circa £189K in 2016/17.

Equality Impact Assessment

11. This report is not subject to an Equality Impact Assessment.

Workforce Impacts

12. Changes to Welsh Government legislation will create new pressures which are unfunded and will create additional work for staff to manage. These are set out in the Business Plan.

Legal Impacts

13. There are no legal impacts.

Risk Management

14. The Business Plan priorities have been assessed in accordance with the Council's Corporate Risk Assessment process. Mitigation plans are contained under Principle 5 – Risk Management of the plan.

Consultation

15. There is no requirement for external consultation.

Recommendation

16. It is recommended that Cabinet Board formally endorses the Business Plan 2016/17 for the Engineering and Transport Division.

Reasons For Proposed Decision

17. To implement the Council's performance management framework.

Implementation of Decision

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

Appendices

19. Appendix 1 - Engineering and Transport Business Plan 2016-17

List of Background Papers

20. None

Officer Contact

21. David Griffiths, Head of Engineering and Transport
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e-mail: d.w.griffiths@npt.gov.uk

ENVIRONMENT: ENGINEERING AND TRANSPORT SERVICES

BUSINESS PLAN 2016/17

INTRODUCTION

This business plan covers the period 1st April 2016 to 31st March 2017. The services and functions within the scope of the Plan are as follows:-

- Engineering, Project & Cost Management
- Integrated Transport Unit
- Highway Development Control
- Road Safety & Business Performance
- Parking Services

COMMUNITY AND CORPORATE OBJECTIVES

The Single Integrated Plan for the Neath Port Talbot Area was prepared by the Local Service Board in 2013/14 and adopted by full Council. The vision contained within the Single Integrated Plan is as follows:

“Creating a Neath Port Talbot where everyone has an equal chance to be healthier, happier, safer and prosperous”

The way the Council contributes to the delivery of the Single Integrated Plan is set out in the Corporate Improvement Plan. There are six improvement objectives for 2015/18:

- **Safer, Brighter Futures** - Improve outcomes for children in need and children looked after by improving the performance of the Council’s Children and Young People Services Department
- **Better Schools and Brighter Prospects** – Raise educational standards and attainment for all young people
- **Improving Outcomes, Improving Lives** - Maximise the number of adults who are able to live independently with or without support within the home of their choice within their community
- **Prosperity for All** – Support and invest in our town centres and communities to promote economic growth, regeneration and sustainability, maximise job opportunities and improve access to employment
- **Reduce, Reuse, Recycle** – Increasing the percentage of waste recycled and composted
- **Digital By Choice** – To improve customer/citizen access to services and functions provided by the Council or on behalf of the Council and to improve the efficiency of those services and functions

The delivery of the six improvement objectives is based on our key principles of equality; sustainability; promoting the Welsh Language and culture; engaging with citizens; and partnership working.

SERVICE PURPOSE, VISION AND VALUES

The Engineering and Transport department was formed in April 2010 when a number of functions were combined following a rationalisation of senior management portfolios. The following purpose, vision and values were created with the full involvement of the Accountable Managers and through a series of Workshops.

Purpose: To support elected Members and chief officers to provide leadership and continuous improvement in the Engineering and Transport portfolio whilst discharging the statutory duties of the Council.

Vision: To deliver services which improve the local environment, amenities and sustain communities.

Values: To act fairly, in an open consultative and transparent way taking into account local needs.

CONTEXT

The internal and external environments have been assessed in drawing up this plan. Key issues that will affect our service delivery in 2015/16 are as follows:-

External

- The division will have to manage the impacts resulting from changes implemented at national level, these include the concessionary fare reimbursement scheme.
- Changes to legislation will impact on the Engineering & Transport Services, including the Flood & Water Management Act, The Reservoirs Act, Equalities, Welsh Language Act, the Active Travel Bill, Environment (Wales) Bill and the Wellbeing of Future Generations (Wales) Act 2015 and Procurement Regulations in Wales.
- The Council has been reliant upon Welsh Government Grant to support road safety revenue and capital programmes of work. This could reduce in the coming years, which will impact on the Council's accidents statistics and perception of the public in terms of road and pedestrian safety in our communities.

Internal

- The departmental head count in 2015/16 has been reduced further. The loss of senior staff in the Engineering Services, Programming and Commissioning, Transport and Highway Development Control will reduce the ability to respond. Specialists may have to be commissioned.
 - With a reduced workforce and increased pressures on staff, any sickness in the service will have an impact on the delivery of services. Effective management of sickness will be a key focus for all Managers to maintain and improve attendance at work.
 - The downward pressure on revenue budgets and the requirement to make further reductions as part of the Forward Financial Plan will make it very challenging to deliver the Council's Corporate Improvement Plan and the objectives of the Single Integrated Plan.
 - There are Safety Concerns emerging from aging assets. To ensure that the Council's highway infrastructure, bridges and structures remain functional, the Council's current asset management plans will need to review the risks and to establish an appropriate investment strategy. This is a high risk function and contained in the Corporate Risk Register.
 - In future years, the Fleet Renewals programme based upon its current budget provision will be insufficient to maintain current levels of service which may affect business continuity dependant on future service delivery models.
- The final solution into improving outcomes, improving lives and its potential effect on the provision of transport services and fleet renewals, will need to be managed in consultation with the workforce and Trade Unions. This has also been identified as a high risk in the Corporate Risk Register.

STAKEHOLDERS

- Members of the public & business.
- Council Members, Chief Officers, Workforce, Welsh Government, SW Police, MAWW Fire & Rescue Service, SWTRA, Abertawe Bro Morgannwg Health Board, Network Rail, Port Authorities, Bus and Train Operators, other Local Authorities, Community Councils and the City Region Board.
- Voluntary Sector.
- Council Departments.

DELIVERY OF PRIORITIES 2015-2016

A review of the Business Plan for 2015/16 demonstrates that, on the whole, the department delivered the objectives set out in the business plan for the year.

Key achievements included:-

- a) Successfully managed resources within budget and delivered all identified savings in the FFP
- b) Reduced accidents on the county highway network through targeted investment.
- c) Provided evidence and support relevant to highway infrastructure and transport at the Council's Local Development Plan inquiry
- d) Successfully entered into several SLAs generating income into the department, supporting service delivery, i.e. the School Crossing Patrol Service, Fleet, Road Safety Unit, Training and C&C of Swansea.
- e) Successful production and adoption of the Authority's Road Safety Strategy for 2015-2020.
- f) Successfully delivered the Council's Capital and Revenue schemes, i.e. Bridge Strengthening programme, traffic schemes, safe routes in communities and the Strategic Bus Corridor from Port Talbot, Swansea University Campus and the City Centre.
- g) In partnership with local bus operators, supported an application to OLEV for Ultra Low Emission Vehicles to operate on the new bus corridor.
Bid for and secured £2.2M of external funding for infrastructure improvements contributing to "prosperity for all" improvement objective.

Areas where performance was below expectation included:-

- a) Introduction of dynamic purchasing system – the options appraisal showed it was cost prohibitive. An alternative procurement system will be considered via the WG procurement portal when new EU legislation is adopted. This will support the better simpler cheaper key priority.
- b) The management of sickness is below the Corporate target due to variety of reasons. This is causing pressure on the remaining workforce following the ongoing reduction in resources and a timely response to enquiries.
- c) The Welsh Government monitoring period for 2014 showed the Council failed to achieve a reduction in Pedal Cyclist casualties, showing a 15% increase when compared against 2004/08 baseline data. Cyclists are identified as a particularly vulnerable road user group, so measures need to be taken to mitigate any increased risks. We have introduced our own target of a 25% reduction in all casualties by 2020.

PRIORITIES TO BE DELIVERED 2016/17

The following key priorities have been set following analysis of the internal and external environments:

Why have we set these service priorities

- These priorities have been identified to support connectivity, growth, economic development and regeneration of the Borough to support the prosperity for all corporate objectives.
- To maintain and discharge the Council's statutory duties across service units and risks identified in the Council's Corporate Risk Register.
- To support the Council's Digital by Choice Strategy, supporting access to services and functions specifically in parking, road safety & ITU.
- To contribute to the FFP Savings Plan 2016/17.

• These priorities will aid Service Managers to identify and deliver the aim and objectives of the Single Integrated Plan.

How are we going to secure these priorities

- These priorities will be secured in-house by the E&T division's experienced and qualified staff.
- However, should a limit to available manpower or specialist knowledge be required, an external resource may need to be procured if all priorities are to be achieved.
- Partnership working will be progressed with internal partners, the third sector, the Public Service Board Members and neighbouring Authorities.

Priorities/Actions/Measures Table:

Priority 2016/17	Actions to deliver the priorities	Officer(s) Responsible	Timescale	Evidence to indicate achievement e.g. outcomes
P1 – Develop business cases and implement projects identified in the Local Transport Plan and Capital	Develop and progress business cases and feasibility studies for Bid	Engineering Manager & Road Safety	Ongoing	Funding secured and project delivered i.e. LTF, VVP, Road Safety, Safe Routes in communities & European

Programme to promote connectivity, growth and economic development	submission to secure grant funding	Manager		WEFO
P2 – Maintain the Council’s Highways Structural Assets, in order to secure access to communities and other amenities	Develop programme for inspections	Engineering Manager	Rolling Programme	Inspection reports produced, works identified and priorities project funded from Revenue & Capital programme
P3 – Assist in the development of a Flood Mitigation Plan for Harbourside and Coastal Areas to support safer communities and economic growth	Commission specialist advice to produce strategic plans	Engineering Manager	March 17	Land developed 11 hectares for employment sites
P4 – Casualty reduction through the implementation of the NPT Road Safety strategy in line with WG policy, creating safer and healthier communities	Delivery of targeted education, training & publicity programme	Road Safety Manager	March 17	Reduction in casualties on the County Highway network
P5 – Introduction of adult cycle training in line with the NPT Road Safety Strategy	Delivery of targeted training programme	Road Safety Manager	March 17	Reduction in cyclist casualties
P6 – Improve attendance at work through better sickness management	Maximise attendance at work	All AMs	Ongoing	Reduction in days lost
P7 – Pay by phone/virtual permits	Deliver programme through Digital by Choice Strategy	Parking Manager	March 17	Introduction of new virtual permit system and pay by phone provision
P8 – Delivery of Strategic Transport Hub at PT Parkway (R1)	Design & construct the new facility	Engineering Manager	July 17	Scheme constructed
P9 – Retendering of local bus, home to school of SEN Transport contracts	Tender through WG’s e-tendering portal	ITU Manager	July 16/17	New 5 year contracts awarded
P10 – In partnership with the CVS Council for voluntary services to develop local transport strategies in rural areas of the Borough	Partnership working with third sector & Public Service Board	ITU Manager	Ongoing	Alternative transport solutions implemented.

Priority Measures (2016-2017)		2014/15 Performance (if available)	2015/16 Performance (if available)	2016/17 Performance Outlook
Engineering				
General Bridge Inspection (Statutory Duty)	457 Bridges	200	228	Maintain at 50% Inspections p.a.
General Retaining Wall Inspections	1,836 Retaining Walls	610	227	Maintain
Principal Bridge Inspection (Statutory Duty)	457 Bridges	10	10	Maintain
Principal Retaining Wall Inspections	1,836 Retaining Walls	0	3	Improve
Deliver capital and Revenue Programme of work	% delivered in accordance with agreed programme	100%	50%	Improve
Applications for abnormal load movements on County network (Statutory Duty)	Applications checked & route authorised	1,200	2,015	100%
Highway Development Control		2014/15	2015/16	2016/17
Planning Application (Statutory Duty)	Referred Highway applications requiring a response within 21 days	64%	59%	Improve
	Referred Drainage applications requiring a response within 21 days	52%	49%	Improve
Watercourse Consents (Statutory Duty)	Number of applications submitted and dealt within the statutory period	100%	100%	Maintain
Integrated Transport Unit		2014/15	2015/16	2016/17
Improve Vehicle Maintenance	% of vehicles presented on time for inspection	62.6%	94.1%	Maintain
	% of vehicles repaired within 5 days	Baseline	97.3%	Maintain
	% of HGV MOTs passed on first presentation	87.5%	90.6%	Maintain
Reduce Carbon Emissions	Reduction in CO ² emissions	3,592 tonnes	3,323 tonnes	Improve
Concessionary bus passes in circulation 2013/14	% of adults over 60 who have a concessionary bus pass	88.9% (34,224 passes)	92.1% (37,156 passes)	Maintain
Road Safety		2014/15	2015/16 (April-June '15)	2016/17
Casualty Data (excluding Trunk Roads)	Car Occupants	138	51	Improve

	Motor Cyclists	28	6	Improve		
	Pedestrian Casualties	34	6	Improve		
	Pedal Cyclists	20	5	Improve		
		Candidates	Candidates			
Driver Training (Statutory Duty)	Young Drivers 17-25 years	193	196	Maintain		
	Older Drivers 50+	73	51	Improve		
	Employee Driver Training	494	326	Improve		
	Licence acquisition pass rate	79%	82%	Maintain		
		Candidates	Candidates			
Motorcycle Training (Statutory Duty)	Compulsory Basic Training	83	23	Improve		
	Rider Training	77	57	Improve		
	Enhanced Rider Training	93	105	Maintain		
		Students	Students			
Education Programme (Statutory Duty)	Primary Education	10,400	18,182	Maintain		
Page 2	Pedestrian Training	789	527	Improve		
	On-road Cycle Training (Primary)	120	386	Maintain		
	On-road Cycle Training (Adult)	N/A	NEW	Baseline		
	Secondary Education	3040	3059	Improve		
	Parking Services	2014/15	2015/16	2016/17		
On and Off Street Civil Enforcement	No. of Penalty Charge Notices issued	11,055	10,607	Reduce		
	No. of Penalty Charge Notices paid	8,444	7,206	Improve		
	Penalty Charge Notices cancelled following appeal	1,086	1,601	Reduce		
	Penalty Charge Notices cancelled for other reasons	502	501	Reduce		
	Penalty Charge Notices progressing in system	1,023	1,299	Reduce		
Business Resources		2014/15	2015/16	2016/17		
Mail Monitoring	1.4.14 to 31.3.15	E&T	Response Time 2014/15	E&T	Response Time 2015/16	Performance Outlook 2016/17
Process mail effectively and improve response times	Public mail received	498	2,035 (Env)	496	1,894 (Env)	
	Answered 1-8 days	401	80.52%	405	81.65%	Improve

	Answered 9-15 days	43	8.63%	63	12.70%	Improve
	Answered 16-20 days	22	4.42%	4	0.81%	Improve
	Answered (more than) 20 days	32	6.43%	24	4.84%	Improve
F.O.I. Mail			ENV		ENV	
	FOI received	23	123 (Env)	27	132 (Env)	N/A
	FOI answered (less than) 20 days	21	93.94%	23	85.19%	Improve
	FOI answered (more than) 20 days	2	6.06%	4	14.81%	Reduce
Complaints & Compliments	1.4.14 to 31.3.15					
Monitor and resolve complaints in line with corporate procedure rules	Complaints received	6	Do what matters for customers	8	Do what matters for customers	Reduce
	Compliments received	9	-	13	-	N/A
	% of complaints upheld Stage 1	0	-	0	-	Maintain
	% of complaints upheld Stage 2	0	-	0	-	Maintain
Ombudsman's Complaints	1.4.14 to 31.3.15					
Investigate and resolve complaints	Complaints investigated	2	Do what matters for customers	0	Do what matters for customers	Maintain
	Complaints upheld	0		0		Maintain
Mandatory Corporate Measures						
CM01 Number of transaction services:						
a.	Fully web enabled		1		N/A	2
b.	Partially web enabled		3		N/A	N/A
CM02 % of revenue expenditure within budget			98.82%		95.70	100%
CM03 Amount of FFP savings at risk			0%		0%	0%
CM04 Average FTE (full time equivalent) days lost due to sickness			10.94		7.9	Reduce
CM05 % (no.) staff performance appraisals to be completed during 2016/17			100%		100%	100%
CM06 Number of employees who left due to unplanned departures			6		3	0
CM07 Total number of complaints:						

Internal	0	0	0
External	6	8	Reduce
CM08 Total number of compliments:			
Internal	0	0	Do what matters for customers
External	9	13	Do what matters for customers
CM09 % (no.) of services measuring customer satisfaction	0	0	20% RS Training
CM10 % (no.) of service report cards to be produced by 31.3.17	5	5	100%

WORKFORCE PLANNING

<p>What are the key workforce challenges for this service?</p> <p>Page 26</p>	<p>The key challenge for the division is the increased demand for services set against the reductions in senior experienced staff, which has taken place year-on-year, leading to a reduction in overall headcount across the division. Put simply, the division has less people to deliver more services.</p>
<p>What are the longer term workforce challenges for this service?</p>	<p>Developing a skilled workforce to address the loss of highly experienced professional & technical staff is a key challenge to the service.</p> <p>The Parking service is already unable to meet service requests for enforcement from Council Members and the public. A business case to expand this function will be developed for scrutiny.</p>
<p>What actions are we going to take to address these challenges?</p>	<p>Promote the digitalisation of services where possible.</p> <p>Identify skill and knowledge gaps in services most affected by downsizing to date.</p> <p>Through the performance appraisal process, ensure all employees within the division are focussed on the priorities of the services and that skills and knowledge are developed and maintained through appropriate learning, mentoring and CDP development.</p>

PROPERTY MANAGEMENT

Property Name	Required Change	Why	Impact
Lonlas Workshops	RS to exist storage unit	FFP contribution of £4K	Unit can be released to enable better income
Tregelles Court Office	Consolidate Parking Services at The Quays	Releases building for closure, efficiency benefits to service	Allows building to close as part of Accommodation Strategy & exit PT Civic
Tregelles Court Depot	Installation of MOT Bay	Efficiency savings and income generation	Improved service resulting in reduced down-time to front line services

RISK MANAGEMENT

Risks to achieving our objectives and plans to mitigate the risks are as follows:-

Ref.	Risk Description	Likelihood Score	Impact Score	Total Score	Proximity	Mitigating Action	Target Date	Risk Owner
R1	Reduced staff and skills levels will impact on the quality of funding bids to WG and WEFO which could affect economic growth, transport and safer communities.	4	4	16-H	1-2	Build resilience across section and department through maintaining knowledge base and training.	Ongoing	HoS/ Service Managers
R2/ ENV06 CRR	Adopted bridges/retaining structures – inadequate revenue & capital funding required to meet maintenance needs leading to potential failure resulting in closure, weight &/or highways restrictions – negative impact on residents.	5	5	25-H	1-4	Enhance programme inspections; identify priority projects for improvement in HAMP & CPSG, also links to ENV05 & ENV11 on Corporate Risk register	Ongoing	HoS/ Eng. Manager

R3/ ENV07 CRR	Immediate inability to operate large goods vehicles e.g. refuse trucks, gritters, community buses due to loss of Authority's Operator's Licence	3	3	9-M	1-4	Driver & vehicle risk management policy in place, coupled with robust maintenance systems and training regime	Ongoing	HoS/ ITU & RS Managers
R4/ ENV08 CRR	Increase in road casualties on County Highway network due to reducing resources.	4	5	20-H	1	Maintain current staffing level to target identified vulnerable road user groups through education, training & publicity using resources available	Ongoing	HoS/ RS Manager
R5/ ENV09 CRR	Impact from changes in service delivery in Social Services on Environmental Community Transport workforce	4	4	16-H	1	Work with Social Services on the rationalisation of Adult Care transport needs	Ongoing	HoS/ ITU Manager
R6/ ENV10 CRR	Reduction in Capital & Revenue programmes of work will affect asset condition & road safety standards.	4	5	20-H	1-4	Asset Management Planning, prioritise work & bid for external funding, also links to R3/ENV07.	Ongoing	HoS/RS & Eng. Managers
R7 28	Identifying & implementing existing & future saving strategies as part of FFP.	4	5	20-H	2	Discharge statutory duties. Income generation.	Ongoing	All Service Managers
R8	Additional workload & emergencies which are not programmed.	5	3	15-M	1	Re-profiling & prioritising of Council capital & revenue resulting in slippage to programme delivery	Emergency Response	Service Managers

Forward Financial Plan Savings Targets 2016/17

New Ref	Board	Description	Lead	Main Impacts	2015/16	2016/17	2017/18	2018/19	2019/20
					£000	£000	£000	£000	£000
ENV515	E&H	Car Parking	D Griffiths	Further parking policy review	29				
ENV516	E&H	Road Safety	D Griffiths	Increase Income	10				
ENV518	E&H	Fleet review - reduction in fleet size to reflect service changes	D Griffiths	Revised service provision and savings to fuel, tax etc	50				
ENV525	E&H	Programme Management	D Griffiths	Reduce base budget - staff or income generation		10			
ENV526	E&H	Fleet Maintenance	D Griffiths	Savings from staff retirement and procurement	45				
ENV590	E&H	Reduce subsidies to bus operators	D Griffiths	Potential reduction in Public Transport, inevitably some residents will have difficulty accessing jobs and services	234				
ENV601	E&H	Road Safety	D Griffiths	School Crossing Patrol income. Community Councils.		10			
ENV604	E&H	Social Services Transport	D Griffiths	Fuel efficiency	25				
ENV606	E&H	Corporate Capacity	D Griffiths	Reduce budget by 10%	24				
ENV607	E&H	Car Parking	D Griffiths	Tariff Reviews		30	30		
ENV611	E&H	Car Parking	D Griffiths	Withdraw free Christmas parking		20			
ENV 625	E&H	Road Safety	D Griffiths	Reduced Staff, exit Lonlas Unit		21			
ENV636	E&H	Car Parking	D Griffiths	Service Delivery		65			
ENV637	E&H	Community Transport	D Griffiths	Efficiency Saving		200*	260*		
		TOTAL SAVINGS			417	356	290	0	0

* Subject to improving lives, improving outcomes, alternative model of service delivery.

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: All

TRAFFIC CAPITAL PROGRAMME 2016/2017 **PROPOSED TRAFFIC ORDERS**

Purpose of Report

1. To obtain Members' approval to advertise the traffic schemes contained within the Traffic Capital Programme for 2016/2017 financial year. Brief descriptions of which are identified in Appendix A.

Executive Summary

2. The Traffic Capital Programme consists of traffic management schemes relating to requests made by Council Members, the public and proposals put forward by officers of the Traffic section who have highlighted road safety/parking issues. The proposals if implemented require various legal orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

Background

3. Following confirmation of the Traffic Capital Programme permission has to be sought from Members for approval to advertise any schemes prior to making legal orders.

Financial Implications

4. The work will be funded by the Traffic Capital Programme 2016/2017.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impact

6. Not applicable

Legal Impact

7. The schemes will be publicly advertised for the requisite 21 day statutory period as required by legislation.

Risk Management

8. There are no service risk management issues associated with this Traffic Capital Programme.

Consultation

9. Initial consultation on each scheme contained within the Traffic Capital Programme will be carried out with the local member(s) for each Ward affected by a scheme prior to the formal consultation process undertaken with the public and any other affected bodies.

Recommendations

10. It is recommended that approval be given to Traffic section officers for the schemes contained within the Traffic Capital Programme 2016/2017 to be advertised in accordance with the statutory requirements and subject to there being no objections received, for the schemes to be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations.
11. In the event of any objections being received in respect of any schemes, these will be reported back to the Environment and Highways Board for a decision.

Reasons for Proposed Decision

12. The schemes are necessary in the interest of road safety and providing adequate parking provisions within the County Boundary.

Implementation of Decision

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

Appendices

14. Appendix A – Summary of the proposed schemes for the Traffic Capital Programme 2016 / 2017

List of Background Papers

15. None

Officer Contact

16. Mr J C Davies – Senior Engineer Traffic
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17. Mr M Brumby – Project Manager Highways
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Appendix A

Village Road, Aberavon – Road Safety Measures

Main Road, Aberdulais (adjacent to National Trust) – Parking Restrictions

141, Pentwyn Baglan Road – No Waiting At Any Time

Depot Road, Cwmavon – Road Safety Measures

Ash Grove, Cimla – Road Safety Measures

Caenant Terrace, Skewen – No Waiting At Any Time

Leyshon Road (junction with A474) – Road Safety Measures

65, Old Road Neath – No Waiting At Any Time

Walters Road, Neath – No Loading At Any Time

Maes yr Haf, Neath – Loading Bay

Dyfed Road, Neath – Amendment to Residents Parking

Cimla Road / Kenway Avenue, Cimla – No Waiting At Any Time

MacPelah to Bevans Terrace, Pontrhydyfen – Road Safety Measures

Old Road / Ynysmeudwy Road, Pontardawe – No Entry

Ynysderw Road / Francis Street, Pontardawe – No Waiting At Any Time

Vaughan Road / Rubgy Road, Resolven – No Waiting At Any Time

Individual Disabled Parking Places

1 Henry Street, Neath

26 New Henry Street, Neath

37 Valley View, Cimla

7 Maesteg Road, Cymmer

2 Ty Bryn Coed, Margaret Terrace, Blaengwynfi

28 Depot Road, Cwmavon

Side of 35 Pendarvis Street (Frederick Street) Port Talbot

12 Maesywerin, Gwaun Cae Gurwen

30 Glyn Road, Lower Brynamman

128 Main Road, Bryncoch

8 Bosworth Road, Skewen

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Information

Wards Affected: All wards

SUMMARY OF WELSH GOVERNMENT GRANT APPROVALS RECEIVED FOR HIGHWAY AND TRANSPORT 2016/2017

Purpose of Report

1. To inform Members of Welsh Government grant approvals received for Highway and Transport related schemes for the financial year 2016/2017.

Executive Summary

2. To inform Members of the Welsh Government grant allocation for Highway and Transport related schemes for 2016/2017.

Background

3. On 23rd March 2016, the Welsh Government announced grant approvals received for Highway and Transport related schemes for the financial year 2016/2017 to the total value of £2,877,816.

4. The funding is allocated as follows:-

Local Transport Fund including Active Travel of up to £2,076,00.

Road Safety Capital of up to £324,000.

Road Safety Revenue of up to £77,816.

Safe routes in Communities of up to £400,000

5. The schemes covered by the grants are shown in the table below:-

Bid Category	Bid £000's	Received £000's
---------------------	-----------------------	----------------------------

Safe Routes in Communities		
Swansea Valley	578	400
Sub Total	578	400

Local Transport Fund (LTF)		
Active Travel Mapping		10
Port Talbot Integrated Transport Hub	1,120	1,120
Port Talbot and Neath to Swansea Priority Bus Corridor Improvements	946	946
Sub Total	2,066	2,076

Road Safety Capital		
B4828 Bryn – A4107 to the NPT County Boundary		
Longford Road, Dyffryn, Neath	324	324
A474 Penywern Road, Bryncoch, Neath		
Road Safety Revenue		
Sub Total	324	324

Road Safety Revenue		
Pass Plus Cymru		
Motorcyclist Training		
Kerbcraft	77.816	77.816
National Standards Cycle Training		
Drive for Life		
Sub Total	77.816	77.816

6. Road Safety Revenue is restricted by population and casualty statistics.
7. The grant has been accepted by the Director of Finance and the Director of Environment, who have delegated powers for this purpose.

Financial Impact

8. All of the funding has to be claimed in full by 30th April 2017, otherwise any unclaimed funding will no longer be available.

Equality Impact Assessment

9. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

10. The works will be delivered using the in-house engineering design teams. There are no adverse impacts on the workforce.

Legal Impacts

11. The Integrated Transport Hub is the subject to a Planning Application and a statutory stopping up order of the highway.

Risk Management

12. All the funding has to be claimed in full by 30th April 2017, otherwise any unclaimed funding will no longer be available.
13. The Integrated Transport Hub (£1,120k) is match funding, a bid has been made to WEFO for (£2,560k) if this bid is unsuccessful the scheme will be unable to progress. The first part of the WEFO bid application has been approved; the second part has been submitted and is subject to final approval.
14. A planning application has been submitted for the Integrated Transport Hub, however, there are issues with the Flood Consequences Assessment (FCA) and approval from Natural Resources Wales (NRW) a revised FCA has been submitted to the NRW the outcome of which is awaited before planning approval is granted.

Consultation

15. There is no requirement under the Constitution for external consultation on this item.
16. It should be noted that the LTF projects feature in the approved Local Transport Plan 2015-2020.

Recommendations

17. For information only.

Reason for Proposed Decisions

18. For information only.

Implementation of Decision

19. Not applicable.

Appendices

20. No appendices.

List of Background Papers

21. None

Officer Contact

22. Mrs Amanda J. Phillips – Programme and Commissioning Manager
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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Coedffranc West

PROPOSED LOADING BAY **COOMBES ROAD, SKEWEN**

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the implementation of a loading bay at Coombes Road, Skewen (Appendix A).

Executive Summary

2. The report outlines the proposed Order and the reason why the Order is required.

Background

3. The scheme is necessary to provide a loading area for a local distributor in the interest of road safety.

Financial Impact

4. The work will be funded by the Capital Programme.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation

9. A consultation exercise will be carried out when the scheme is advertised

Recommendations

10. We recommend that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and for the Order to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. The scheme is necessary to provide a loading area for a local distributor in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

14. None

Officer Contact

15. Mr J C Davies – Senior Engineer Traffic
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16. Mr M Brumby – Project Manager Highways
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Appendix A



V:\as\68-JCD\Traffic Schemes\T.R.O. Schemes\2016\Coombes Road, Skewen\C98020.35.dwg

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Dyffryn

PROPOSED 30MPH SPEED LIMIT, 40MPH SPEED LIMIT & SPEED CUSHIONS **LONGFORD ROAD, LONGFORD, NEATH ABBEY, NEATH**

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the implementation of 30mph, 40mph speed limits and speed cushions on Longford Road, Longford, Neath Abbey, Neath.

Executive Summary

2. The report outlines the proposed Order and the reason why the Order is required.

Background

3. Road Safety Grant funding has been obtained from Welsh Government to introduce traffic calming and speed reduction measures on Longford Road to reduce the number of accidents and reduce vehicular speeds.

Financial Implications

4. The work will be funded by the Welsh Government Road Safety Grant.

Equality Impact Assessment

5. It is envisaged that the proposals will provide a safer environment for residents, pedestrians, cyclists and motorists. A Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After

completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable.

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation Outcome

9. A consultation exercise will be carried out when the scheme is advertised.

Recommendations

10. We recommend that approval be given for the proposed measures to be advertised, as indicated on the attached plans (Appendix A) and for the Orders to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. To reduce vehicular speeds in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A – Plans

List of Background Papers

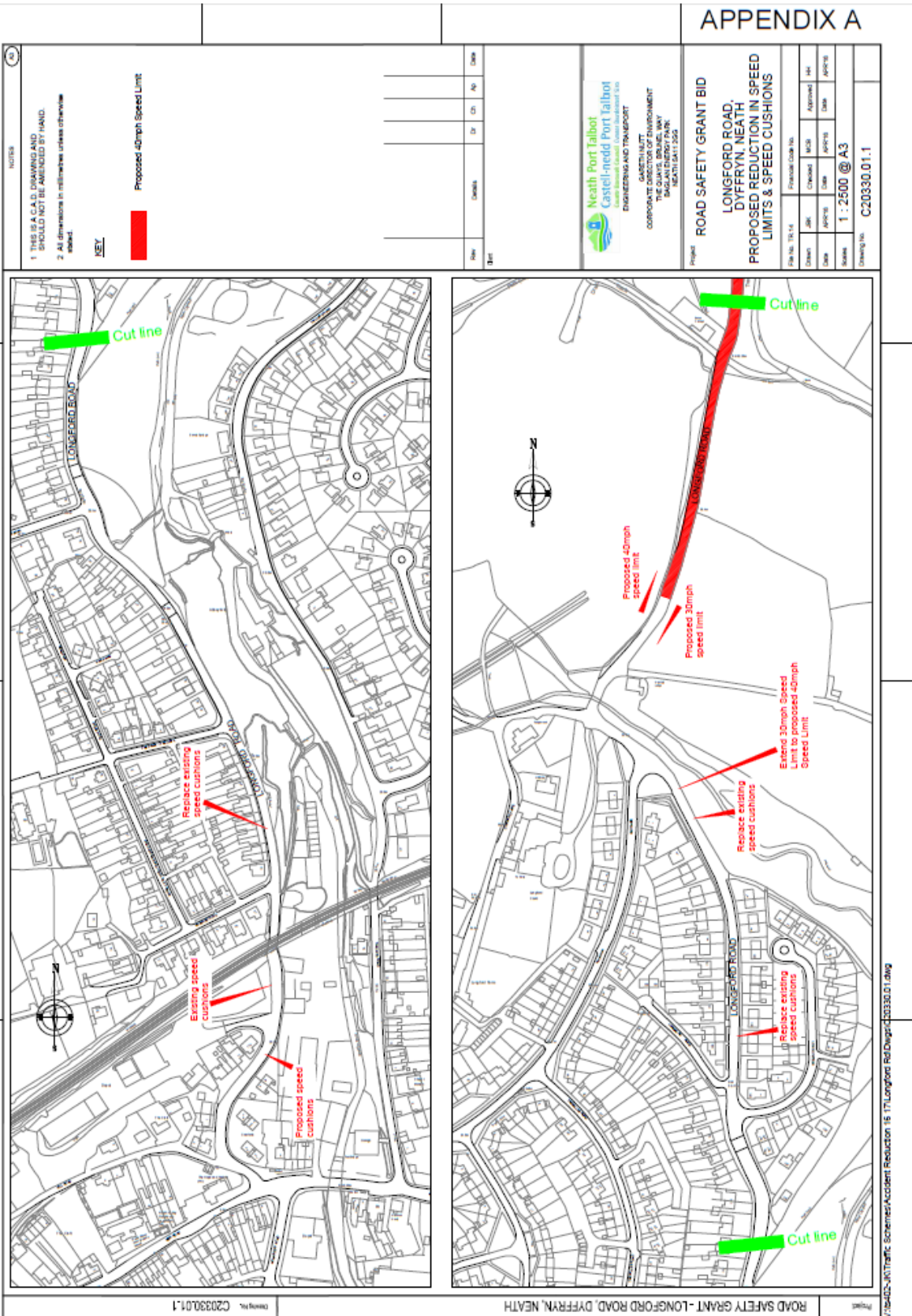
14. TR14

Officer Contact

15. Mr J B Kane – Senior Assistant Engineer
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Appendix A



APPENDIX A

NOTES

- 1 THIS IS A CAD DRAWING AND SHOULD NOT BE AMENDED BY HAND.
- 2 All dimensions in millimetres unless otherwise stated.

Rev	Details	Dr	Ch	Ap	Date

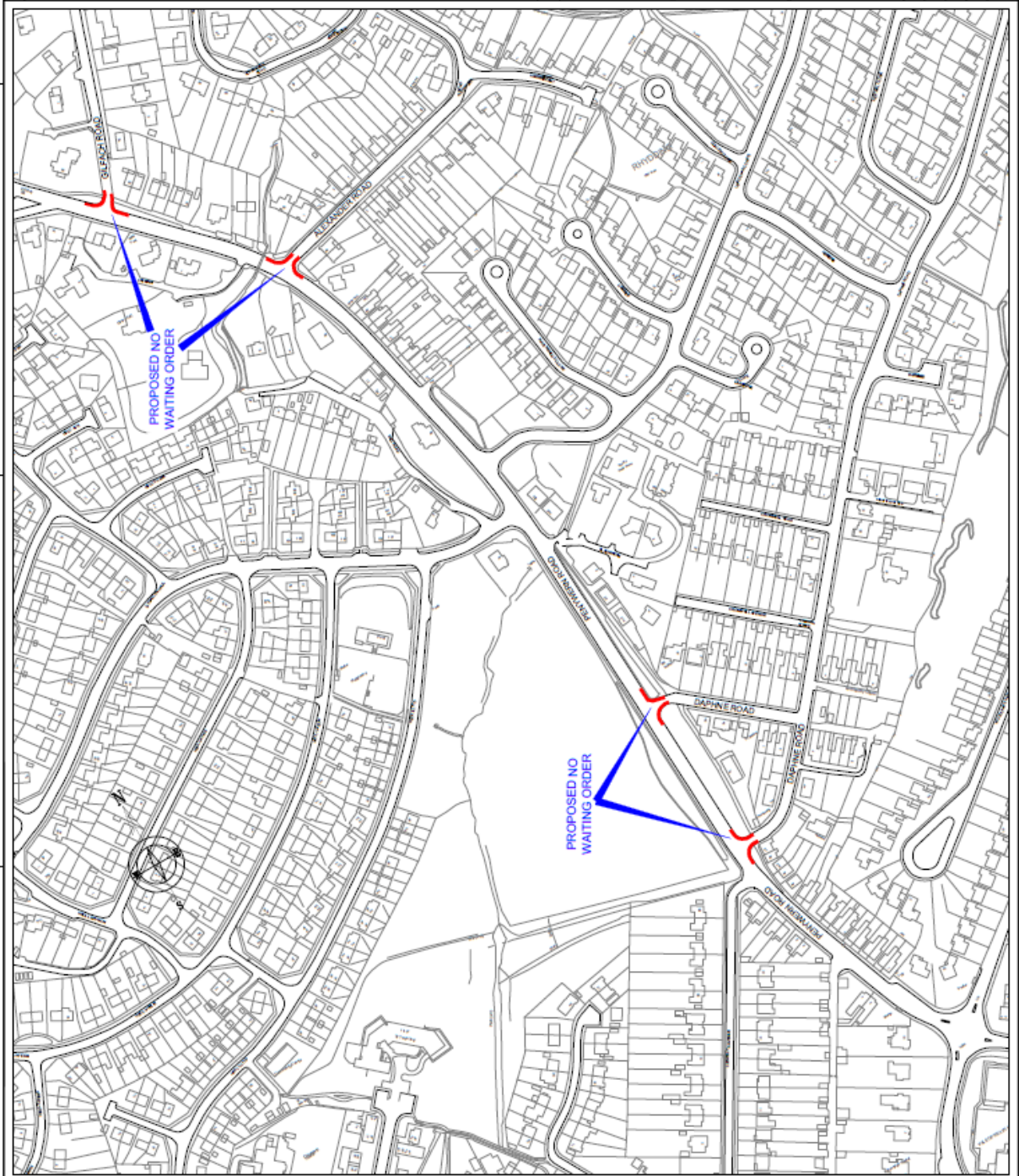
Neath Port Talbot
 Castell-nedd Port Talbot
 ENGINEERING AND TRANSPORT

GARETH HUNT
 CORPORATE TRAFFIC MANAGEMENT
 THE GRAYS, BRUNEL WAY
 BAGLAN ENERGY PARK,
 NEATH SA11 2SS

Project
 ROAD SAFETY GRANT BID
 PENYWERN ROAD,
 NEATH

PROPOSED TRAFFIC ORDERS

File No.	TS 14	Checked	MCB	Approved	HR
Date	APR 16	Date	APR 16	Date	APR 16
Scale	1 : 2500 @ A3				
Drawing No.	C20340.01				



Project: ROAD SAFETY GRANT BID - PENYWERN ROAD, NEATH - PROPOSED TRAFFIC ORDERS
 Drawing No.: C20340.01
 V:\182396 - CGO\Traffic Schemes\Accident Reduction Schemes\1016_17\Penyvern Road\Draws\C20340.01.dwg

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Neath North

PROPOSED TAXI RANKS **ORCHARD STREET, NEATH**

Purpose of Report

1. To obtain Members' approval to advertise the legal Order for the implementation of taxi ranks in Orchard Street, Neath (Appendix A).

Executive Summary

2. The report outlines the proposed Order and the reason why the Order is required.

Background

3. The scheme is necessary to provide a safe area for taxi ranks in the interest of road safety.

Financial Impact

4. The work will be funded by Regeneration.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation

9. A consultation exercise will be carried out when the scheme is advertised

Recommendations

10. I recommend that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and subject to there being no objections, for the Order to be implemented.

Reasons for Proposed Decision

11. The scheme is necessary to provide a safe area for taxi ranks in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

14. None

Officer Contact

15. Mr J C Davies – Senior Engineer Traffic
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16. Mr M Brumby – Project Manager Highways
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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Pontardawe

PROPOSED TRAFFIC ORDERS **ALLTACHAM DRIVE, PONTARDAWE**

Purpose of Report

1. To obtain Members' approval to advertise the legal Orders for the implementation of a No Waiting, No Loading at Any Time Order and No Waiting, No Loading, Monday to Friday, 7am – 7pm Order on Alltacham Drive, Pontardawe (Appendix A).

Executive Summary

2. The report outlines the proposed Orders and the reason why the Orders are required.

Background

3. Following a planning application it has been conditioned that traffic orders be implemented at the junctions to the new estate and on Alltacham Drive. The scheme is necessary to prevent indiscriminate parking in the interest of road safety.

Financial Implications

4. The work will be funded by the developer.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act

2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation Outcome

9. A consultation exercise will be carried out when the scheme is advertised.

Recommendations

10. I recommend that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and for the Order to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

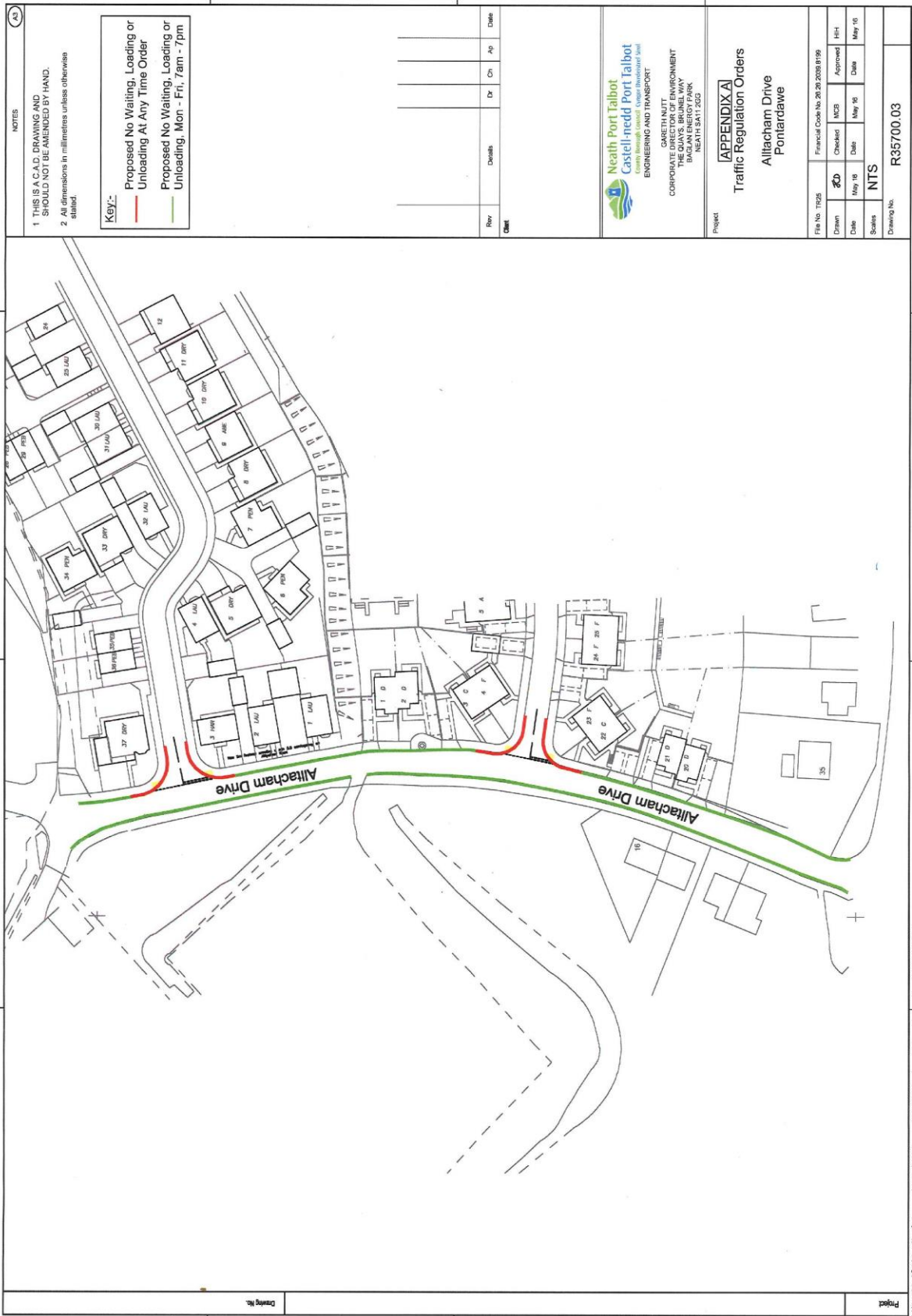
List of Background Papers

14. None

Officer Contact

15. Mr J C Davies – Senior Engineer Traffic
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Appendix A



V:\16180-LCD1Traffic_Schemes\T.R.O.Schemes\2016\Alltcham Drive, Pontardawe\R35700.03.dwg

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Coedffranc West & Coedffranc Central

PROPOSED TRAFFIC ORDERS **CHRISTOPHER ROAD, SKEWEN**

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the revocation of a limited waiting bay and implementation of a No Waiting at Any Time Order in Christopher Road, Skewen (Appendix A).

Executive Summary

2. The report outlines the proposed Order and the reason why the Order is required.

Background

3. Following a Planning Application it has been conditioned that a limited waiting bay be revoked to permit access to off street parking. A No Waiting at Any Time Order will be implemented in the interest of road safety.

Financial Implications

4. The work will be funded by Developer.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable.

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation Outcome

9. A consultation exercise will be carried out when the scheme is advertised

Recommendations

10. We recommend that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and for the Order to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. The scheme is necessary to provide access to off street parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

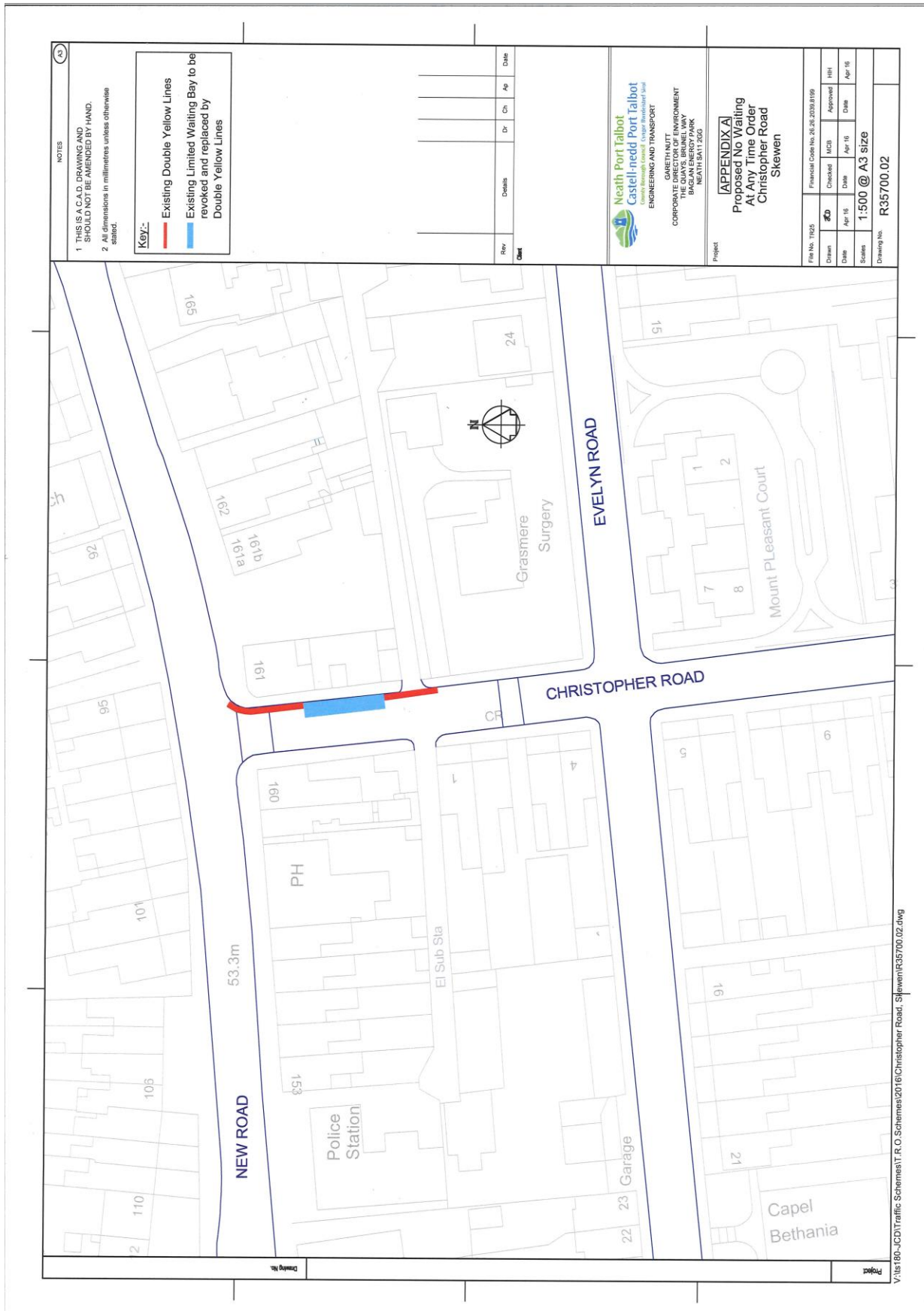
14. TR25

Officer Contact

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Appendix A



NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Glynneath

PROPOSED PROHIBITION OF WAITING AT ANY TIME TRAFFIC REGULATION ORDERS MAES Y PERGWM/ADDOLDY ROAD, GLYNNEATH

Purpose of Report

1. To obtain Members' approval to advertise the legal Orders for the implementation of Prohibition of Waiting at any Time Traffic Regulation Orders at Maes y Pergwm/Addoldy Road, Glynneath.

Executive Summary

2. The report outlines the proposed Orders and the reason why the Orders are required.

Background

3. The bridge at the junction of Maes y Pergwm and Addoldy Road has recently been replaced and is due to be re-opened after 16 years. The proposed Traffic Regulation Orders are required to improve the visibility at the junction of Maes y Pergwm and Addoldy Road when the road re-opens.

Financial Implications

4. The work will be funded from the Bridge Capital Strengthening Programme.

Equality Impact Assessment

5. Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation Outcome

9. A consultation exercise will be carried out when the scheme is advertised.

Recommendations

10. It is recommended that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and for the Orders to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

14. File No. TR25

Officer Contact

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

26 May 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Bryncoch South, Bryncoch North & Cadoxton

PROPOSED PROHIBITION OF WAITING AT ANY TIME TRAFFIC REGULATION ORDERS PENYWERN ROAD, BRYNCOCH, NEATH

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the implementation of Prohibition of Waiting at any Time Traffic Regulation orders at Penywern Road, Bryncoch, Neath.

Executive Summary

2. The report outlines the proposed Order and the reason why the Order is required.

Background

3. Road Safety Grant funding has been obtained from Welsh Government to introduce traffic calming and speed reduction measures on Penywern Road to reduce the number of accidents and reduce vehicular speeds. The proposed Traffic Regulation Orders are required to improve the visibility at the junctions that intersect Penywern Road.

Financial Implications

4. The work will be funded by the Welsh Government Road Safety Grant.

Equality Impact Assessment

5. It is envisaged that the proposals will provide a safer environment for residents, pedestrians, cyclists and motorists. A Screening

Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Workforce Impacts

6. Not applicable.

Legal Impacts

7. The scheme will be advertised for a 21 day period.

Risk Management

8. There are no service risk management issues associated with this scheme.

Consultation Outcome

9. A consultation exercise will be carried out when the scheme is advertised

Recommendations

10. We recommend that approval be given for the proposed measures to be advertised as indicated on the attached plan (Appendix A) and for the Orders to be implemented, subject to there being no objections.

Reasons for Proposed Decision

11. To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

14. TR14

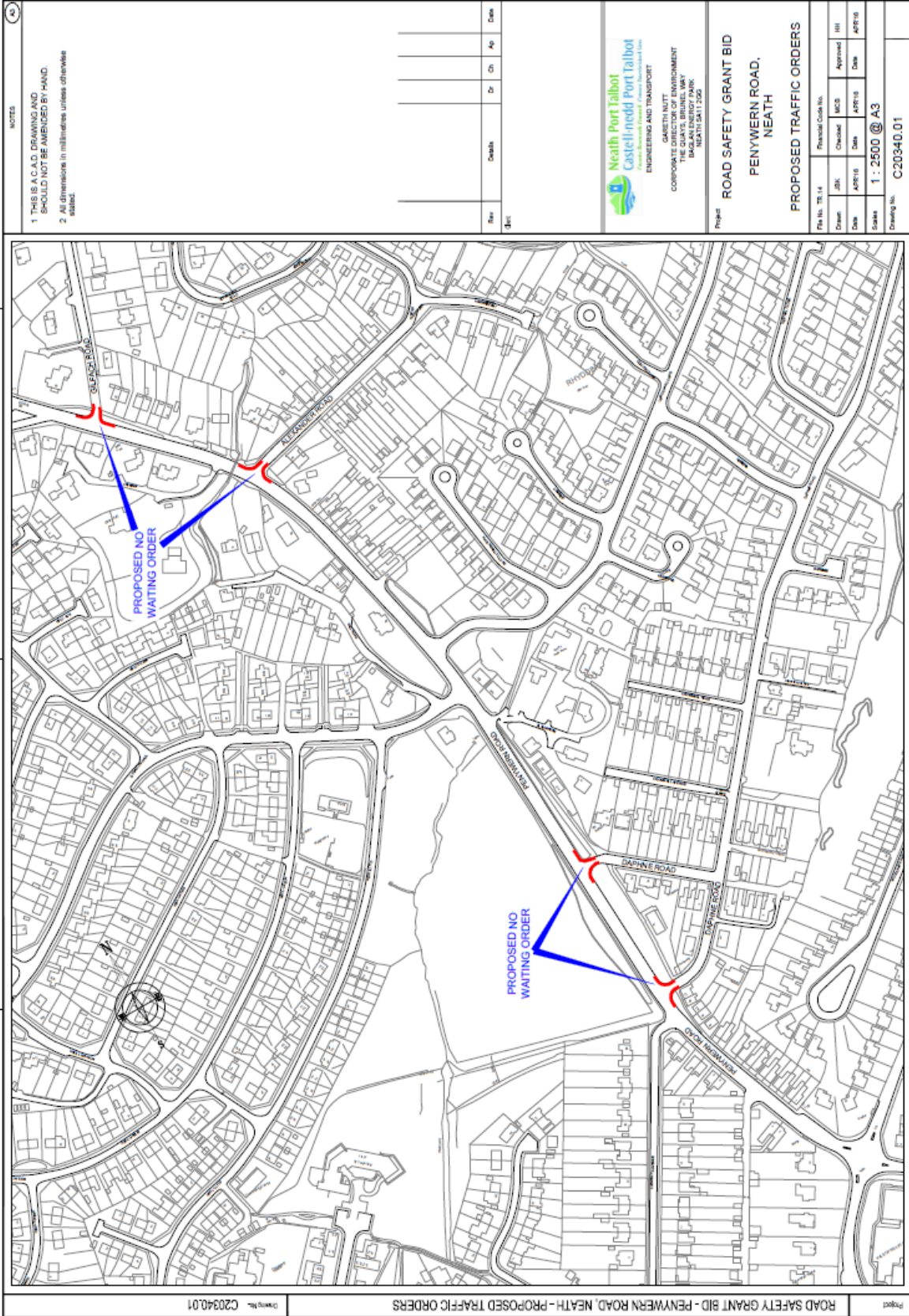
Officer Contact

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Appendix A

APPENDIX A



NOTES

1 THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.

2 All dimensions in millimetres unless otherwise stated.

Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell-nedd Port Talbot
 ENGINEERING AND TRANSPORT

QUANTITY SURVEYOR
 THE QUAYS, BRUNEL WAY
 BRACKLETON PARK, NEATH SA11 2DD

Project: ROAD SAFETY GRANT BID
 PENYWERN ROAD,
 NEATH

PROPOSED TRAFFIC ORDERS

Drawn	Checked	MCB	Approved	IMB
JBC				
Date	Date	Date	Date	Date

Scale: 1 : 2500 @ A3
 Drawing No: C20340.01

2016/2017 FORWARD WORK PLAN (DRAFT)

ENVIRONMENT AND HIGHWAYS CABINET BOARD

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Contact
28th June 2016 <i>(Special)</i>	Existing Route Maps (ERMs)	Decision		(NP) Lana Beynon

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Contact
7th July 2016	Quarterly Performance Monitoring (Q4)	Monitor		

Environment and Highways Cabinet Board – Forward Work Programme (DRAFT)

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Contact
1st Sept 2016	Quarterly Performance Monitoring (Q1)	Monitor		

By virtue of paragraph(s) 13 of Part 4 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

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