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

AGENDA

ENVIRONMENT AND HIGHWAYS CABINET BOARD (SPECIAL)

Immediately Following Scrutiny Committee on
THURSDAY, 17 DECEMBER 2015

COMMITTEE ROOMS 1/2 - PORT TALBOT 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 29 October 2015 and the Special Meeting held on 6 November 2015 *(Pages 5 - 12)*

To receive the Report of the Head of Planning

4. Air Quality Updating and Screening Assessment 2015-2021 *(Pages 13 - 18)*

To receive the Report of the Head of Engineering and Transport

5. Fleet Asset Register *(Pages 19 - 36)*

6. Highway Structures Asset Protection and Maintenance *(Pages 37 - 54)*

7. List of Approved Contractors *(Pages 55 - 62)*

8. MOT Testing Facility at Tregelles Court *(Pages 63 - 72)*

To receive the Joint Report of the Head of Engineering and Transport and the Head of Streetcare

9. Quarter 2 Performance Indicators - Environment and Highways *(Pages 73 - 84)*

To receive the Report of the Head of Streetcare

10. Missed Bin Policy *(Pages 85 - 90)*

11. Highway Asset Management Plan *(Pages 91 - 196)*

12. Flood Risk Management Plan 2015-2021 *(Pages 197 - 220)*

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

13. Urgency Action 1271 - Experimental Traffic Orders, Crymlyn Burrows *(Pages 221 - 222)*

14. To receive the Forward Work Programme 2015/16 *(Pages 223 - 224)*

15. Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Statutory Instrument 2001 No 2290 (as amended).

S.Phillips
Chief Executive

Civic Centre
Port Talbot **Sunday, 13 December 2015**

Cabinet Board Members:

Councillors: E.V.Latham and Mrs S.Miller

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 - 29 OCTOBER, 2015

ENVIRONMENT AND HIGHWAYS CABINET BOARD

Cabinet Board Members:

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

Officers in Attendance:

D.Griffiths, M.Roberts and Mrs.T.Davies

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1. **APPOINTMENT OF CHAIRPERSON**

That Councillor E.V.Latham be appointed Chairperson for the meeting.

2. **MINUTES OF THE PREVIOUS ENVIRONMENT AND HIGHWAYS CABINET BOARD HELD ON 17 SEPTEMBER 2015**

Noted by the Committee.

3. **ALLEGED PUBLIC FOOTPATH - GLAN YR AFON RD TO FOOTPATH NO. 194, YSTALYFERA**

Decision:

That a Modification Order be made under the provisions of the Wildlife and Countryside Act 1981 to show the path F-X-C-D-E (F-E) (as detailed within the circulated report) as a public footpath, and if no objections are received to confirm the same as an unopposed Order.

Reason for Decision:

Under common law it could be concluded the path had been accepted by at least two of the present landowners including this Council. Access has

also been alleged to have been enjoyed by eight people prior to 1960 and so the path has acquired a reputation as one that could be used by the public over a period in excess of 50 years.

Consequently a Modification should be made to recognise the route between points F-X and between C-E as a public footpath only. The section X-C has already been dedicated as a public footpath but has yet to be added to the Definitive Map as it does not connect to any other public path at either of its points of termini. Consequently as no legal event modification order was made for this section of path to have it included to the Definitive Map the entire length of the claimed route F-X-C-D-E (F-E) could be included into the one modification order.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

4. **ALLEGED PUBLIC FOOTPATH - HODGSON'S RD TO FOOTPATH NO. 194, YSTALYFERA**

Decision:

That a Modification Order be made to register a public path via the route A-B-C-D-E (as detailed in the circulated report) and if no objections are made to confirm the same as an unopposed order.

Reason for Decision:

There is no evidence to show why those who claim to have enjoyed walking the route have been challenged until the installation of the fence in 2005. It should therefore be assumed use was uninterrupted throughout the period 1985-2005. Secondly the use has been sufficiently widespread to reflect the public at large.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

5. **ALLEGED PUBLIC FOOTPATH - HODGSON'S RD TO THE 'WEIR', YSTALYFERA**

Decision:

That no Modification Order be made and the application be refused.

Reason for Decision:

Whilst there is sufficient evidence of use, that use is limited to persons residing in one street and confined to a small area within that street. There can be a presumed dedication to the public for a limited purpose but there cannot be a presumed dedication to a limited part of the public.

Secondly use by the public alone is not sufficient to show that there has been a presumed dedication under common law. Whilst two of the landowners, other than this Authority, had originally agreed to enter into a dedication agreement, one has now declined to do so. In addition, the path between points K-X (as detailed within the circulated report) was never kept open and so it is difficult to conclude the Authority showed any intention to dedicate the path.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

6. **DIVERSION OF FOOTPATH NO 237, YSTALYFERA**

Decision:

That a diversion order be made under Section 119 of the Highways Act 1980, to divert the path from A-B-C to A-C (as detailed in the circulated report) and if no objections are received to confirm that same as unopposed.

Reason for Decision:

It is considered the tests under Section 119 to the Highways Act 1980 can be satisfied, and so the diversion order be made.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

7. **OUTCOME OF APPEAL TO WELSH MINISTERS**

Decision:

That the report be noted.

8. **PROPOSED DIVERSION OF ALLEGED PUBLIC FOOTPATH, YSTALYFERA**

Decision:

That a Diversion Order be made under S.119 of the Highways Act 1980 to re-route the path from A-C-E to A-B1-D (as detailed within the circulated report) and if no objections are received to confirm the same as unopposed - this diversion order can only be made if and when the route F to E referred to in paragraph 3 above is confirmed as a public path.

Reason for Decision:

The diversion will secure the public with a link between Hodgson's Road and the river walk and Footpath No. 194. It also provides those residents of the housing development with a means of accessing Hodgsons Road on foot. Therefore it could be said to be in the interests of the public and the landowners and occupiers of the site.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

9. **PROPOSED PROHIBITION OF WAITING AT ANY TIME ORDER - CHURCH ROAD/NEW STREET, GODRE'R GRAIG**

Decision:

That the objections be overruled and the Prohibition of Waiting at Any Time Order at the junction of Church Road and New Street, Godre'r Graig, be implemented as advertised and the objectors informed accordingly.

Reason for Decision:

The scheme is necessary to prevent indiscriminate parking at the junction of Church Road and New Street in the interest of road safety.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

10. **DRAFT ROAD SAFETY STRATEGY 2015-2020**

Decision:

That authority be granted to consult on the Draft Road Safety strategy 2015 - 2020.

Reason for Decision:

To obtain feedback from the consultation process in order to inform and finalise a Road Safety Strategy 2015 - 2020 for adoption by Council.

Implementation of Decision:

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

Consultation:

The Strategy document will be the subject of external consultation.

11. **GRIT BIN 3 YEAR REVIEW**

Decision:

That the existing policy be continued, subject to review in a further 3 years.

Reason for Decision:

To review policy in line with previously determined timescales.

Implementation of Decision:

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

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

Decision:

That the Forward Work Programme 2015/16 be noted.

CHAIRPERSON

EXECUTIVE DECISION RECORD

CABINET BOARD - 6 NOVEMBER, 2015

ENVIRONMENT AND HIGHWAYS CABINET BOARD (SPECIAL)

Cabinet Board Members:

Councillors: Mrs.S.Miller (Chairperson) and A.N.Woolcock

Officers in Attendance:

D.Griffiths and Mrs.T.Davies

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1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor Mrs S.Miller be appointed Chairperson for the meeting.

2. **PARKING REVIEW 2015-16**

Decisions:

1. That the proposed tariff structures (as detailed within the circulated report) be advertised and subject to there being no objection, that the new tariff structure be implemented;

2. That Milland Road car park in Neath be changed from a long stay to a short stay car park;

3. That free Christmas parking be agreed in Neath, Port Talbot and Pontardawe Pay and Display Car Parks from Saturday 12 to Sunday 27 December inclusive.

Reasons For Decisions:

1. To encourage car park usage in the Neath and Port Talbot town centres;

2. To support businesses in the southern end of the town centre by changing Milland Road car park to short stay;

3. To attract increased numbers of Christmas shoppers over the festive period.

Implementation of Decisions:

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

Consultation:

This item has been included in the Forward Work Programme and will be subject to external consultation.

CHAIRPERSON

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board
17 December 2015

Report of the Head of Planning
Nicola Pearce

Matter for Decision

Wards Affected: All Wards

2015 Air Quality Updating and Screening Assessment

Purpose of Report

1 To inform members of the results of pollution monitoring carried out during the calendar year of 2014, and obtain approval to place a copy of the report on the Council's website and send copies to the Welsh Assembly Government.

Executive Summary

2 Appended to this report is the 2015 Updating and Screening Assessment Report (USA) for Neath Port Talbot County Borough Council (see Appendix 1).

3 This Air Quality report fulfils the requirements of the Local Air Quality Management (LAQM) process as set out in Part IV of the Environment Act (1995), the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2007 and relevant Policy and Technical Guidance documents. The LAQM process places an obligation on all local authorities to regularly review and assess air quality in their areas and to determine whether or not the air quality objectives are likely to be achieved.

Background

4 Updating and Screening Assessment (USA) reports are produced by the Council every three years, with the most recent having been produced in 2012. Progress Reports are required in the intervening years. USA reports should cover: new monitoring data; new

objectives; new sources or significant changes to existing sources; other changes that might affect air quality.

5 The Council opts to include information on non-LAQM pollutants in addition to the more narrow LAQM range of pollutants required for inclusion in LAQM reports. LAQM USA reports are required to be provided to WAG as the devolved administration has responsibility for compliance with national air quality objectives.

6 The report presents the results of pollution monitoring data collected during the calendar year 2014. The data includes results from continuous and non-continuous equipment, some of which is supplied to national pollution monitoring networks. Conclusions are drawn about air quality based upon this information.

7 The report follows the format stipulated by the Welsh Government and is 144 pages long. The report will be available on the Council's website along with all previous air quality management reports. The report is summarised below.

Summary of the 2015 USA Report

8 The Updating and Screening Assessment covering the period up to the end of 2014 has identified the need to proceed to a Detailed Assessment for nitrogen dioxide (NO2) at Victoria Gardens, Neath.

9 Neither the long-term or short-term Air Quality Objectives for PM10 were breached in Port Talbot.

10 There were no exceedances of Air Quality Objectives for sulphur dioxide (SO2), lead (Pb) or carbon monoxide (CO).

11 Fine particulates of less than 2.5 microns in size (PM2.5) easily complied with the EU Target which is to be complied with by 2015.

12 Ozone is not covered by Local Air Quality Management because trans-boundary pollution can have a significant effect upon local results. Neath Port Talbot, like other parts of the country, experiences significant numbers of exceedances of the UK air quality standard. The trend is one of gradual improvement over time.

13 Concentrations of polyaromatic hydrocarbons exceed the UK Air Quality Objective of 0.25 ng/m3, but are less than the EU Target value of 1 ng/m3. The trend line shows that concentrations are increasing over time. Emissions of polyaromatic hydrocarbons are mainly from the steelworks. Natural Resources Wales is the regulator and is aware of the results.

14 Arsenic and cadmium easily comply with the EU Target, both in Port Talbot and Pontardawe.

15 Nickel concentrations comply with the EU Target at all locations in Neath, Port Talbot and Pontardawe, except Tawe Terrace and Pontardawe Leisure Centre. Nickel levels increased at these locations during 2014. The Wall Colmonoy site in Pontardawe will continue to be the focus of investigations aimed at compliance with the EU Target.

16 The highest rates of fallout of large particles (nuisance dust) were once again measured in Port Talbot at Prince Street and Port Talbot Fire Station. The highest ever fallout rates were recorded at the latter location with near record levels at Prince Street. This information is shared with Natural Resources Wales, which regulates activities at the steelworks.

17 Unusually, the highest number of PM10 exceedances was measured at the Little Warren site, which is outside the AQMA. Normally the number of exceedances is greatest at monitoring stations in the central part of the AQMA i.e. Prince Street and Port Talbot Fire Station. It is possible that this may be a consequence of unusual prevailing wind directions causing emissions from the steel works to impact at a different location. The acquisition of further data will shed more light on this.

18 There were no exceedances of the Air Quality Objective for PM10 outside or within the Air Quality Management Area (AQMA), however it is not considered to be appropriate to revoke or modify the AQMA at this time.

19 The next actions to be taken will be to:

- Submit a LAQM Progress report.

- Submit a LAQM Detailed Assessment of NO2 at the junction of Victoria Gardens and Cimla Road in Neath. This shall be carried out in respect of the long-term Air Quality Objective.

Financial Impact

20 There are no implications for financial impact on this item.

Equality Impact Assessment

21 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 proposal does not require an Equalities Impact Assessment.

Workforce Impact

22 There are no workforce impact implications with actions identified within the USA report to be undertaken by Officers within the existing Pollution Control team.

Legal Impact

23 There are no legal impact implications.

Risk Management

24 There are no implications for risk management on this item.

Consultation

25 There is no requirement for external consultation.

Recommendation(s)

26 That the contents of the 2015 2015 Updating and Screening Assessment Report are noted.

27 That the 2015 Updating and Screening Assessment report is made available to the public and other stakeholders via the Council website and a copy sent to the Welsh Assembly Government for information.

Reason for Proposed Decision(s)

28 To provide information about air quality in accordance with legislative requirements.

Implementation of Decision

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

Appendices

30 There are no appendices

List of Background Papers

31 The 2015 Updating and Screening Assessment

Officer Contact

32 Nicola Pearce, Head of Planning. Tel: 01639 686680 or e-mail:n.pearce@npt.gov.uk

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

CORPORATE MANAGEMENT GROUP
Draft Report for
Environment and Highways Cabinet Board

17 December 2015

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

Matter for Information

Wards Affected: All

Fleet Asset Register

Purpose of Report

1 To provide Members with information on the Fleet Asset Register.

Executive Summary

2 The Fleet Asset Register is a complete list of all Council owned vehicles and plant currently held in all departments throughout the Council. It provides up to date accurate data which is taken from the Fleet Management system. This is used to compare the Fixed Asset Register maintained by Finance and records the gross book value of vehicles and plant. This is updated for acquisitions, disposals and annual depreciation charges to provide the current value of vehicles and plant.

Background

3 When preparing the annual Vehicle Fleet Replacement Programme a new asset register report is run, vehicles which fall into that year's timescale for replacement which is based on their individual run out dates are included in the replacement programme. A detailed report for vehicle renewals is prepared in preparation for Board approval.

4 The asset register report incorporates a large amount of detailed information, however the format used below is what is used by fleet and finance to compare and match current assets.

5 The asset register provides Fleet and Finance with an idea of the projected cost of renewals for the coming year which enables more accurate budget setting and ensures funds are in place for new purchases.

6 Asset Register Format

- Vehicle Departments;
  These departments are as they appear on the fleet system and include a large range of departments across the Council.

- Fleet Numbers;
  This is the individual number given by fleet to identify the asset as soon as the item is procured, inherited or brought into the Authority.

- Registration;
  The vehicle registration as it appears on the vehicle/plant and on its registration documents.

- Make/Type;
  The items make type and any model number.

- Purchase Method;
  States how the item was purchased i.e. accessed to vehicle or plant renewals fund, prudential loans, contract hire agreements over set terms, lease hire agreements, or outright purchased through grant funding etc. The contract hire and lease items are left on this report as we currently control these items however they are not a direct asset of the Authority.

- Purchase Date;
  The date the item first came onto the fleet system.

- Purchase Cost;
  The total capital cost paid for the asset when new.

- Run Out Date;

When the vehicle is due for replacement, some are run over if cost effective or decisions on services are being made and other may not be replaced. (Appendix1)

Financial Impact

7 The financing costs of vehicle or plant acquisitions will be a charge on the relevant sections operating account, in each case the means of acquisition will be agreed between the Fleet Manager and user section.

8 All the vehicles/plant are replacements to the existing fleet, a budget is already in place to fund the costs of vehicle purchases over the vehicles life so there are no financial implications.

Equality Impact Assessment

9 Screening Assessment has been undertaken to assist the Council in discharging its public sector duty under the Equality Act 2010. After completing the assessment, it has been determined that this function does not require a full Equality Impact Assessment.

Workforce Impact

10 This has a positive impact on staff as they will be operating safe and efficient vehicles as they are replaced.

Legal Impact

11 No legal risk to the Authority.

Risk Management

12 The Fleet Asset Register is periodically checked against the Fixed Asset Register maintained by Finance to ensure that all assets owned by the Authority are accounted for.

Consultation

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

Recommendation

14 For information purpose only.

Reason for Proposed Decisions

15 For information purpose only.

Implementation of Decision

16 For information purpose only.

Appendices

Appendix 1: Copy of Asset Register

List of Background Papers

None

Officer Contact

Peter Jackson, Integrated Transport Unit Manager
Tel: 01639 686091 or email: p.jackson@npt.gov.uk

Kevin Lewis, Fleet Manager
Tel: 01639 765071 or email: k.lewis@npt.gov.uk

Appendix 1

FULL LIST : VEHICLES AND PLANT			
DEPARTMENT	**FLEET NO**	**REGISTRATION**	**MAKE/TYPE**
BUILDING SERVICES	2932	CP58 DXF	CITROEN 35L3 FLAT BED
BUILDING SERVICES	2971	CV64 YHH	IVECO 35C11 LWB
BUILDING SERVICES	3818	CN15 LKV	CITROEN RELAY 33 L2H2 HDI
BUILDING SERVICES	3757	CP57 ATO	FORD TRANSIT 260
BUILDING SERVICES	3769	CV58 OEX	FORD TRANSIT 85 T300S FWD
BUILDING SERVICES	4899	CK15 CLU	CITROEN BERLINGO 1.6HDI 625LX
BUILDING SERVICES	4860	CP10 AOT	FIAT GRANADA PUNTO
BUILDING SERVICES	4861	CP10 AOY	FIAT GRANADE PUNTO
BUILDING SERVICES	4871	CP62 GUC	FORD CONNECT LWB
BUILDING SERVICES	4872	CP62 GUD	FORD CONNECT LWB
BUILDING SERVICES	4873	CU14 YDN	PEUGEOT PARTNER S LI ATV
BUILDING SERVICES	4902	CV15 DXR	FORD FIESTA VAN MCA TDCI
BUILDING SERVICES	4867	CV62 VCO	FORD FIESTA PANEL VAN
BUILDING SERVICES	4869	CV62 VFD	FORD CONNECT SWB
BUILDING SERVICES	4870	CV62 VFE	FORD CONNECT SWB
BUILDING SERVICES	4868	CV62 VFF	FORD CONNECT SWB
CLEANSING REFUSE DISPOSAL	051	CN60 ANF	MERCEDES GEESINK REFUSE MF300
CLEANSING REFUSE DISPOSAL	049	CN60 ANP	MERCEDES GEESINK REFUSE
CLEANSING REFUSE DISPOSAL	047	CN60 ANR	MERCEDES GEESINK REFUSE
CLEANSING REFUSE DISPOSAL	048	CN60 ANU	MERCEDES GEESINK REFUSE
CLEANSING REFUSE DISPOSAL	052	CN60 ANX	MERCEDES GEESINK REFUSE MF300
CLEANSING REFUSE DISPOSAL	046	VE59 FYF	DENNIS TWIN PACK REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	045	VE59 FYG	DENNIS TWIN PACK REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	054	VN63 AYU	DENNIS 6X4 REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	053	VN63 AYV	DENNIS ELITE 6X4 CHASSIS
CLEANSING REFUSE DISPOSAL	055	VN63 AYW	DENNIS 6X2 MID AXLE REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	056	VN63 AYX	DENNIS 6X2 MID AXLE REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	057	VN63 AYY	DENNIS 6X2 MID LIFT AXLE REFUSE FREIGHTER
CLEANSING REFUSE DISPOSAL	1264	CU09 FTY	IVECO 50C12 CREWCAB TIPPER
CLEANSING REFUSE DISPOSAL	1238	CV55 CLZ	IVECO 120E18 BULK REFUSE
CLEANSING REFUSE DISPOSAL	2924	CU57 HXR	LDV MAXUS PANEL VAN
CLEANSING REFUSE DISPOSAL	4892	CU15 PXY	FORD FIESTA VAN TDCI
CLEANSING REFUSE RECYCLING	1279	CF63 AZD	DAFF FALF 45-180 ROMAQUIP KERB SIDER
CLEANSING REFUSE RECYCLING	1277	CF63 AZO	DAFF FALF 45-180 ROAMAQUIP KERBSIDER
CLEANSING REFUSE RECYCLING	1284	CF63 BGX	DAFF LFFA45 KERB SIDER
CLEANSING REFUSE RECYCLING	1278	CF63 CPO	DAFF FALF 45-180 ROMAQUIP KERBSIDER
CLEANSING REFUSE RECYCLING	1246	CU08 EJV	IVECO ML100E18 BULK REFUSE
CLEANSING REFUSE RECYCLING	1247	CU08 EJY	IVECO 100E18K BULK REFUSE
CLEANSING REFUSE RECYCLING	1248	CU08 EJZ	IVECO RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1251	CU08 EKC	IVECO ML100E18 RECYCLING
CLEANSING REFUSE RECYCLING	1249	CU08 EKF	IVECO 100E18K RECYCLING
CLEANSING REFUSE RECYCLING	1243	CU56 BVO	IVECO 100E18K RECYCLING
CLEANSING REFUSE RECYCLING	1252	CU58 CHG	IVECO 100E18K RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1253	CU58 CKX	IVECO RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1257	CU58 CNE	IVECO RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1256	CU58 CNK	IVECO RECYCLE LORRY
CLEANSING REFUSE RECYCLING	1259	CU58 COH	IVECO RECYCLING BODY - R.P.C CERTIFICATED
CLEANSING REFUSE RECYCLING	1268	CU59 FHR	IVECO RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1283	WF63 MWK	DAFF LFFA45 KERB SIDER
CLEANSING REFUSE RECYCLING	1281	WF63 MXL	DAFF LF45-180 ROMAQUIP
CLEANSING REFUSE RECYCLING	1282	WF63 MXO	DAFF LF45-180 ROMAQUIP
CLEANSING REFUSE RECYCLING	4863	CP10 AOZ	FIAT GRANADE PUNTO
CLEANSING REFUSE RECYCLING	4893	CV15 DLX	FORD FIESTA VAN
COMMUNITY SERVICES TRANSPORT	350	CU12 AYV	RENAULT MASTER MINIBUS
COMMUNITY SERVICES TRANSPORT	348	CU12 AYX	RENAULT MASTER MINIBUS
COUNTRYSIDE	3767	CP08 MVX	FORD RANGER 4X4
DECS - DOG WARDEN	4896	CK15 JOA	CITROEN BERLINGO VAN 1.6HDI 625LX
DECS - WASTE ENFORCEMENT	4901	CV15 DXS	FORD FIESTA MCA TDCI VAN

DECS - WASTE ENFORCEMENT	4825	CV57 GKE	PEUGEOT PARTNER L600 VAN
DRAINAGE CAPITAL	1271	CU59 FJE	IVECO 180E25K 3 WAY TIPPER
DRAINAGE CAPITAL	1269	CU59 FJF	IVECO 180E25K 3 WAY TIPPER
DRAINAGE CAPITAL	1270	CU59 FJJ	IVECO 180E25K 3 WAY TIPPER
DRAINAGE CAPITAL	2940	CP59 GPO	CITROEN RELAY SINGLE CAB TIPPER
DRAINAGE CAPITAL	2964	CU15 TKF	IVECO DAILY35C12
DRAINAGE CAPITAL	2966	CU15 TKJ	IVECO DAILY 35C12
DRAINAGE CAPITAL	2963	CU15 TKK	IVECO DAILY35C13
DRAINAGE CAPITAL	2965	CU15 TKT	IVECO DAILY 35C12
DRAINAGE CAPITAL	2975	CU15 TLO	IVECO DAILY 35C13 TIPPER
DRAINAGE CAPITAL	2944	CV59 XXO	CITROEN RELAY CREW CAB TIPPER
DRAINAGE CAPITAL	3820	CV15 SXG	FORD RANGER 4X4 SUPER CAB TDCI
ENV - LAND DRAINAGE	4884	CV15 DMF	FORD FIESTA VAN
ENV - PUBLIC LIGHTING	4835	CP08 YNV	FORD FIESTA VAN
GNOLL PARK	3768	CP08 OKR	FORD RANGER
IT SECTION	4826	CV57 GKD	PEUGEOT PARTNER L600 VAN
LAND DRAINAGE	089	CN59 EJL	MERCEDES ECONIC GULLY EMPTIER
LAND DRAINAGE	090	CN59 EJO	MERCEDES ECONIC GULLY SUCKER
LAND DRAINAGE	083	CU09 KFA	IVECO WHALE TANKER - R.P.C CERTIFICATED
LAND DRAINAGE	080	CU57 EYL	IVECO ML180E25K GULLY EMPTIER
LAND DRAINAGE	082	CU58 CZK	DAFF 75.360 GULLY JETTER
LAND DRAINAGE	1286	CU15 TKD	IVECO 180E 25S EUROCARGO
LAND DRAINAGE	1267	CU59 FHZ	IVECO 180E25S HOT BOX
LAND DRAINAGE	2974	CP15 PFA	IVECO DAILY35C13 XL WB
LAND DRAINAGE	2928	CU08 ENE	IVECO CREW CAB TIPPER
LAND DRAINAGE	2967	CU15 TKX	IVECO DAILY 35C13
LAND DRAINAGE	2968	CU15 TKY	IVECO DAILY 35C13
LAND DRAINAGE	2976	CU15 TKZ	IVECO DAILY 35C13 TIPPER
LAND DRAINAGE	2977	CU15 TLV	IVECO DAILY 35C13
LAND DRAINAGE	2978	CU15 TLX	IVECO DAILY 35C13
LAND DRAINAGE	3819	CV15 SXF	FORD RANGER 4X4 SUPERCAB TDCI
LAND DRAINAGE	4885	CV15 DME	FORD FIESTA VAN
LAND DRAINAGE	4886	CV15 DMU	FORD FIESTA VAN
NEATH TRAINING AGENCY	349	CU12 AYW	RENAULT MASTER MINIBUS
NEATH TRAINING AGENCY	351	CU12 AYY	RENAULT MASTER MINIBUS LM39 DCI
OFFICE CLEANING	4816	CP56 KXL	PEUGEOT PARTNER VAN
OFFICE CLEANING	4814	CP56 KXN	PEUGEOT PARTNER VAN
OFFICE CLEANING	4828	CV57 YYO	PEUGEOT PARTNER LX
PANS	084	CU59 FGO	IVECO SKIP LORRY - R.P.C CERTIFICATED
PANS	088	CU59 FHW	IVECO SWEEPER VT
PANS	096	GX62 GCO	JOHNSTON C400 MID RANGE SWEEPER
PANS	097	GX62 GDA	JOHNSTON C400 MID SWEEPER
PANS	098	GX62 GDF	JOHNSTON C400 MID SWEEPER
PANS	095	RO13 OCM	IVECO JOHNSTON SWEEPER DUAL CONTROL
PANS	1285	CU15 TNE	IVECO DAILY 50C15
PANS	1245	CU57 FDD	IVECO DAILY 50C15 TIPPER
PANS	1255	CU58 CLF	IVECO HIAB TIPPER - R.P,C CERTIFICATED
PANS	2960	CA64 KNM	MERCEDES 316 CDI TIPPEER VAN
PANS	2949	CN10 AWW	MERCEDES SPRINTER AUTOMATIC
PANS	2948	CN10 AWX	MERCEDES SPRINTER AUTOMATIC
PANS	2979	CP15 PDZ	IVECO DAILY 35C13 TIPPER
PANS	2980	CP15 PEO	IVECO DAILY 35C13 CAGE
PANS	2943	CP59 GPK	CITROEN RELAY SINGLE CAB FLAT BED
PANS	2945	CP59 GPU	CITROEN RELAY SINGLE CAB FLAT BED
PANS	2941	CP59 GPY	CITROEN RELAY FLAT BED SINGLE CAB
PANS	2893	CU05 HPC	IVECO CREW CAB TIPPER CRANE
PANS	2920	CU06 BXE	IVECO CREW CAB TIPPER
PANS	2923	CU07 CKV	IVECO CREW CAB TIPPER
PANS	2927	CU08 EJA	IVECO 35S12 HEAVY PANEL VAN
PANS	2925	CU08 EJX	IVECO SINGLE CAB TIPPER
PANS	2926	CU08 EKO	IVECO SINGLE CAB TIPPER
PANS	2929	CU08 ENC	IVECO CREW CAB TIPPER
PANS	2972	CU15 TKC	IVECO PANEL VAN 35C11
PANS	2922	CU56 CHG	LDV MAXUS HEAVY PANEL VAN
PANS	2946	CV10 DNX	PEUGEOT BOXER CREW CAB FLAT BED
PANS	2953	CV10 UZW	CITROEN RELAY FLAT BED CAGED SINGLE CAB
PANS	2952	CV10 UZX	CITROEN RELAY SINGLE CAB CAGED FLAT BED
PANS	2951	CV10 UZY	CITROEN RELAY CAGED FLAT BED SINGLE CAB
PANS	2950	CV10 VAA	CITROEN RELAY FLAT BED CAGE SINGLE CAB
PANS	2905	CV55 CPY	IVECO DAILY 35C12 LWB

PANS	2959	HX13 FPG	FIAT DUCATO BEAVERTAIL
PANS	2969	WR15 VWA	VAUXHALL MAVANO F3500 L3H1 CDTI
PANS	2970	WR15 VWF	VAUXHALL MOVANO F3500 L3H1 CDTI
PANS	3796	CP09 DFV	FORD RANGER SINGLE CAB 4X4
PANS	3794	CP58 EXR	FORD TRANSIT 300 SWB
PANS	3798	CT60 GJX	LANDROVER DEFENDER 110
PANS	4879	CE64 FSD	CITROEN BERLINGO
PANS	4862	CP10 AOU	FIAT GRANADE PUNTO
PANS	4864	CP10 AOX	FIAT GRANADA PUNTO
PANS	4878	CP64 EZM	FORD FIESTA PANEL VAN
PANS	4894	CU15 PXG	FORD COURIER PANEL VAN
PANS	4891	CU15 PYA	FORD FIESTA VAN TDCI
PANS	4874	CV14 DXS	FORD TRANSIT CONNECT 220 SWB
PANS	4890	CV15 DLY	FORD FIESTA VAN TDCI
PUBLIC LIGHTING	1262	CU09 FUY	IVECO 50C15 TIPPER SIDE CRANE
PUBLIC LIGHTING	1263	CU09 HXW	IVECO 50C12 TIPPER CREWCAB CRANE
PUBLIC LIGHTING	1265	CU09 KJA	IVECO 180E25 HIAB LORRY- R.P.C CERTIFICATED
PUBLIC LIGHTING	3807	CV14 KKD	PEUGEOT BOXER L2H2 PANEL VAN
PUBLIC LIGHTING	4815	CP56 KXS	PEUGEOT PARTNER VAN
PUBLIC LIGHTING	4900	CV15 DXP	FORD FIESTA MCA VAN TDCI
STORES SECTION	4833	CP08 YNT	FORD FIESTA VAN
STREETWORKS	4834	CP08 YNU	FORD FIESTA VAN
STREETWORKS	4888	CV15 DLZ	FORD FIESTA VAN
STREETWORKS	4887	CV15 DMO	FORD FIESTA VAN
STREETWORKS	4827	CV57 YYB	PEUGEOT PARTNER 600 LX
STREETWORKS	4829	CV57 YYP	PEUGEOT PARTNER LX
TECH SERV - PROPERTY SERV	4817	CP56 KXO	PEUGEOT PARTNER VAN
TECHNICAL SERVICE GENERAL OFFICE	FC12	CE63 FHM	PEUGEOT 208 ACTIVE
TECHNICAL SERVICE GENERAL OFFICE	FC3	CP61 FOM	RENAULT CLIO EXPRESS
TECHNICAL SERVICE GENERAL OFFICE	FC4	CP61 FON	RENAULT CLIO EXPRESS
TECHNICAL SERVICE GENERAL OFFICE	FC5	CP61 FOT	RENAULT CLIO EXPRESS
TECHNICAL SERVICE GENERAL OFFICE	FC6	CP61 FOU	RENAULT CLIO EXPRESS
TECHNICAL SERVICE GENERAL OFFICE	FC7	CP61 FOV	RENAULT CLIO EXPRESS
TRUNK ROADS	081	CU58 CUA	IVECO DUEL STEER SWEEPER
TRUNK ROADS	1244	CN57 HNU	MERCEDES AXOR 1824 CONE LORRY
TRUNK ROADS	1240	CU06 CCN	IVECO 180E24S HIAB
TRUNK ROADS	1280	CU14 NVZ	IVECO CRASH CUSHION
TRUNK ROADS	2942	CP59 GPX	CITROEN RELAY FLAT BED SINGLE CAB
TRUNK ROADS	2956	CP62 MWC	IVECO DAILY 35C11 CREW CAB TIPPER
TRUNK ROADS	2955	CP62 MWD	IVECO DAILY 35C11D
TRUNK ROADS	2954	CP62 MWL	IVECO DAILY CREW CAB FLAT BED
TRUNK ROADS	2957	CP62 MWM	IVECO DAILY CREW CAB TIPPER
TRUNK ROADS	2958	CU13 KKY	IVECO DAILY 35C11 CB TIPPER
TRUNK ROADS	2962	CU15 TNF	IVECO DAILY 35C12AA
TRUNK ROADS	4889	CU15 PXZ	FORD FIESTA VAN
VEHICLE & PLANT MAINTENANCE	3737	CU05 KKB	IVECO 29L10V PANEL VAN
VEHICLE & PLANT MAINTENANCE	3714	CV05 MZZ	FORD RANGER 4X4
WINTER MAINTENANCE SECTION	094	CN11 BBJ	MERCEDES AXOR 1824 4X4 GRITTER
WINTER MAINTENANCE SECTION	093	CN11 BBO	MERCEDES AXOR 1824 4X4 GRITTER
WINTER MAINTENANCE SECTION	091	CN11 BBU	MERCEDES AXOR 1824 4X4 GRITTER
WINTER MAINTENANCE SECTION	092	CN11 BBZ	MERCEDES AXOR 1824 4X4 GRITTER
WINTER MAINTENANCE SECTION	172	CN60 EGF	MERCEDES AXOR 1824 GRITTER
WINTER MAINTENANCE SECTION	099	CF15 LCZ	MERCEDES AROCS 1824AK
WINTER MAINTENANCE SECTION	196	196	BUNCE SNOW BLOWER
ACCESS MANAGED SERVICES	3802	CU12 EDR	NISSAN PRIMASTAR PANEL VAN DCI115
ACCESS MANAGED SERVICES	4866	CA12 HXM	PEUGEOT PARTNER
ACCESS MANAGED SERVICES	FC8	CK12 WUB	PEUGEOT 207 ACCESS HDI 5DR
ACCESS MANAGED SERVICES	FC9	CK12 WUC	PEUGEOT 207 ACCESS 1.4HDI
AFAN ARGOED	3745	CT55 EKL	FORD RANGER 4X4 DOUBLE CAB
BUILDING SERVICES	1254	CU58 CLN	IVECO TIPPER HIAB - R.P.C CERTIFICATED
BUILDING SERVICES	2973	CN15 BXP	CITROEN RELAY 35 L3 FLAT BED
BUILDING SERVICES	2981	CU65 LLW	CITROEN RELAY35 HEAVY L4 HDI
BUILDING SERVICES	2982	CU65 LLX	CITROEN RELAY35 HEAVY L4 HDI
BUILDING SERVICES	3811	CE15 LVU	CITROEN RELAY33 L2H2
BUILDING SERVICES	3814	CE15 LVV	CITROEN RELAY33 L2H2 HDI
BUILDING SERVICES	3816	CE15 LVW	CITROEN RELAY33 L2H2 HDI
BUILDING SERVICES	3815	CE15 LVX	CITROEN RELAY33 L2H2 HDI
BUILDING SERVICES	3812	CE15 XBC	CITROEN RELAY33 L2H2 HDI
BUILDING SERVICES	3813	CN15 LKU	CITROEN RELAY33 L2H2 HDI
BUILDING SERVICES	3792	CP58 DPN	FORD TRANSIT 300 SWB

BUILDING SERVICES	3765	CV08 WYG	FORD TRANSIT PANEL VAN
BUILDING SERVICES	3809	CV14 KJX	PEUGEOT BOXER
BUILDING SERVICES	3808	CV14 SPU	PEUGEOT BOXER L2H2 PANEL VAN
BUILDING SERVICES	3749	NJ06 USH	CITROEN RELAY VAN
BUILDING SERVICES	3751	NJ06 USL	CITROEN RELAY
BUILDING SERVICES	3752	NJ06 USN	CITROEN RELAY
BUILDING SERVICES	3750	NJ06 USO	CITROEN RELAY
BUILDING SERVICES	4897	CK15 JNL	CITROEN BERLINGO 1.6HDI 625LX
BUILDING SERVICES	4895	CK15 JNO	CITROEN BERLINGO VAN 1.6HDI L1625LX
BUILDING SERVICES	4898	CN15 UEB	CITROEN BERLINGO 1.6HDI 625LX
BUILDING SERVICES	4903	CV15 SXK	FORD FIESTA VAN MCA TDCI
BUILDING SERVICES	4883	CV64 UZC	PEUGEOT PARTNER S L2
CELTIC COMMUNITY LEISURE	4857	CE09 CTU	CITROEN BERLINGO PANEL VAN
COMMUNITY DEVELOPMENT	4859	CV10 KNW	FORD CONNECT PANEL VAN
COMMUNITY SERVICES TRANSPORT	260	BU06 EWV	MERCEDES 814D 20 SEAT COACH
COMMUNITY SERVICES TRANSPORT	244	CN04 UTY	MERCEDES 614D 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	243	CN04 UTZ	MERCEDES 614D 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	262	CN07 GWG	MERCEDES 613 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	261	CN07 GWJ	MERCEDES 613D 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	263	CN07 GWK	MERCEDES 613 16 SEATCOACH
COMMUNITY SERVICES TRANSPORT	258	CN08 HJU	MERCEDES 813 28 SEAT COACH
COMMUNITY SERVICES TRANSPORT	264	CN09 CFO	MERCEDES 613D 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	209	CU05 HPZ	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	249	CU05 HRA	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	206	CU05 HRC	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	205	CU06 BXV	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	204	CU06 BXZ	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	207	CU06 BYA	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	208	CU06 BYB	IVECO IRIS 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	266	CU11 CXL	VOLKSWAGON CRAFTER 16 SEAT BUS
COMMUNITY SERVICES TRANSPORT	267	CU11 CXM	VOLKSWAGON MOBILITY COACH
COMMUNITY SERVICES TRANSPORT	256	LX08 BXM	MERCEDES 613D 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	257	LX08 BXN	MERCEDES 613 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	255	LX08 BXO	MERCEDES 814 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	254	LX08 BXP	MERCEDES 814 16 SEAT COACH
COMMUNITY SERVICES TRANSPORT	345	CF08 BPX	CITROEN RELAY MINIBUS
COMMUNITY SERVICES TRANSPORT	344	CF08 BPZ	CITROEN 6 SEAT MINIBUS
COMMUNITY SERVICES TRANSPORT	346	CF08 FFW	CITROEN RELAY MINIBUS
COMMUNITY SERVICES TRANSPORT	355	CP64 EUA	FORD TRANSIT 460 MINIBUS
COMMUNITY SERVICES TRANSPORT	341	CU08 GZN	LDV MAXUS MINIBUS
COMMUNITY SERVICES TRANSPORT	342	CU08 GZO	LDV MAXUS MINIBUS
COMMUNITY SERVICES TRANSPORT	343	CU08 GZP	LDV MAXUS MINIBUS
COMMUNITY SERVICES TRANSPORT	354	CV64 WCZ	FORD TRANSIT 460 MINIBUS
COMMUNITY SERVICES TRANSPORT	4810	CV06 ZYS	FIAT DOBLO ACTIVE 120
COMMUNITY SERVICES TRANSPORT	517	CN58 EXC	RENAULT MASTER MINIBUS 12 SEAT
DECS - DOG WARDEN	2930	CU58 CZE	LDV MAXUS PANEL VAN
DECS - WASTE ENFORCEMENT	4858	CP09 AXZ	FORD FIESTA PANEL VAN
DECS - WASTE ENFORCEMENT	4876	CU14 LWA	FORD FIESTA PANEL VAN
DECS - WASTE ENFORCEMENT	4836	CV58 TEJ	FORD FIESTA TDCI
DECS - WASTE ENFORCEMENT	4837	CV58 XAD	FORD FIESTA TDCI
EDUCATION LIB RESOURCES CENT FAO S	3803	CV14 KJO	PEUGEOT BOXER L2H2
ENV - PARKING SERVICES	4822	CP07 ANX	FIAT DOBLO M-JET
ENV - PARKING SERVICES	4821	CP07 AOS	FIAT DOBLO M-JET
ENV - PUBLIC LIGHTING	4877	CP64 EZL	FORD FIESTA PANEL VAN
FLEET MANAGEMENT	4830	CP57 FKS	FORD CONNECT
LIBRARY SERVICES	4811	FA06 HCJ	CITROEN BERLINGO
LIBRARY SERVICES	407	CU08 JUO	IVECO MOBILE LIBRARY
LIBRARY SERVICES	408	CU59 FGG	IVECO MOBILE LIBRARY - R.P.C CERTIFICATED
MARGAM PARK	3799	CT60 GHK	LANDROVER DEFENDER 110
MARGAM PARK	3800	CV11 JXY	FORD RANGER 4X4 PICK UP
MARGAM PARK	3801	CV11 NFP	LANDROVER DEFENDER PICK UP
MARGAM PARK	5146	CN12 CCU	NEW HOLLAND T5060 TRACTOR
OFFICE CLEANING	3804	CV14 KJU	PEUGEOT BOXER L2H2 PANEL VAN
PANS	127	AE15 SVY	SCHMIDT SWINGO 200+
PANS	126	AE15 SVZ	SCHMIDT SWINGO 200
PANS	125	AK64 MFU	SCHMIDT SWINGO COMPACT 200
PANS	169	KX10 NKA	HAKO CITYMASTER 2000
PANS	161	KX10 NKC	HAKO CITYMASTER 2000
PANS	2921	CU56 BYV	IVECO 35C12 TIPPER
PANS	2947	CV10 DNY	PEUGEOT BOXER CREW CAB FLAT BED

PANS	2961	WR15 VTT	VAUXHALL MOVANO R3500 L3H1 CDTI DRW
PANS	3797	CT60 BWE	FORD TRANSIT
PANS	4875	CU14 LVZ	FORD FIESTA PANEL VAN
PEST CONTROL - SSHS	4831	CV08 ZDK	FORD CONNECT LWB
PEST CONTROL - SSHS	4881	CV64 UZD	PEUGEOT PARTNER S L2
PEST CONTROL - SSHS	4880	CV64 UZT	PEUGEOT PARTNER S L2
PEST CONTROL - SSHS	4882	CV64 UZU	PEUGEOT PARTNER
TECHNICAL SERVICE GENERAL OFFICE	FC10	SL62 BNU	PEUGEOT ION ELECTRIC CAR
TECHNICAL SERVICE GENERAL OFFICE	4819	CP56 KXT	PEUGEOT PARTNER VAN
TECHNICAL SERVICE GENERAL OFFICE	FC13	CV64 CWO	PEUGEOT 208 HDI ACCESS 5 DOOR
TRADING STANDARDS	3821	CK15 UPF	CITROEN RELAYL1 H1 110PV
TRUNK ROADS	1272	CN10 AWH	MERCEDES AXOR 1829 CRASH CUSHION
TRUNK ROADS	1266	CU59 FHO	IVECO 75E16K TIPPER
TRUNK ROADS	3806	CV14 KJY	PEUGEOT BOXER L2H2 PANEL VAN
TRUNK ROADS	3805	CV14 KJZ	PEUGEOT BOXER L2H2 PANEL VAN
TRUNK ROADS	3810	CV14 YZL	FORD RANGER SUPER CAB XL 4X4
VEHICLE & PLANT MAINTENANCE	3742	CP05 XVS	FORD RANGER 4X4
YOUTH SERVICES	352	CN62 AVU	FORD TRANSIT LWB MINIBUS
DRAINAGE CAPITAL	5330	CU58 EEM	JCB 3CXCSM EXCAVATOR
DRAINAGE CAPITAL	5628	Q399 NDY	JCB VIBROMAX VMT160 ROLLER
DRAINAGE CAPITAL	5629	Q401 NDY	JCB VIBROMAX VMT160 ROLLER
DRAINAGE CAPITAL	5693	ROAD ROLLER	TEREX MBR71
DRAINAGE CAPITAL	5680	5680	PROTEUS 2T/2C MOBILE HOT BOX
DRAINAGE CAPITAL	6119	6119	GROUNDHOG MESS CANTEEN
DRAINAGE CAPITAL	6122	6122	INDESPENSION TWIN AXLE TRAILER
FLEET MANAGEMENT	BT1	BT1	VLT TEST SYSTEMS LTD VLT14027T3/UK BRAKE TES
FLEET MANAGEMENT	ET1	ET1	VLT TEST SYSTEMS LTD PREMIER COMBI SMOKE M
FLEET MANAGEMENT	ET2	ET2	ECLIPSE ECLIPSE DIAGNOSTIC TEST PAD
FLEET MANAGEMENT	FS4	FS4	AXTEC ROAD GUARDIAN WEIGHPADS
GNOLL PARK	5613	CN10 DXO	KUBOTA F3680 RIDE ON MOWER
GNOLL PARK	5627	CU62 DXR	JOHN DEERE GATOR XUV 855D
IN HOUSE PLANT HIRE	BP38	BP38	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP40	BP40	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP43	BP43	STIHL BR600 BACKPACK BLOWER
IN HOUSE PLANT HIRE	BR1	BR1	JCB BREAKER GUN & GENERATOR
IN HOUSE PLANT HIRE	CM1	CM1	BELLE M54B CEMENT MIXER
IN HOUSE PLANT HIRE	CM2	CM2	BELLE M54B CEMENT MIXER
IN HOUSE PLANT HIRE	CM4	CM4	BELLE M54B CEMENT MIXER
IN HOUSE PLANT HIRE	CM5	CM5	BELLE 150 CEMENT MIXER
IN HOUSE PLANT HIRE	FH35	FH35	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH36	FH36	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH38	FH38	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH39	FH39	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH40	FH40	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH45	FH45	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH46	FH46	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH48	FH48	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	GE1	GE1	HONDA 5KVA GENERATOR
IN HOUSE PLANT HIRE	HB1	HB1	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB10	HB10	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB12	HB12	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB14	HB14	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB15	HB15	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB16	HB16	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB17	HB17	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB18	HB18	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB19	HB19	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB22	HB22	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	HB24	HB24	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	HB26	HB26	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	HB3	HB3	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB34	HB34	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB35	HB35	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB36	HB36	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB38	HB38	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB39	HB39	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	HB4	HB4	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB41	HB41	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB42	HB42	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB43	HB43	STIHL BG86 HAND BLOWER

IN HOUSE PLANT HIRE	HB46	HB46	STIHL BG86 BLOWER
IN HOUSE PLANT HIRE	HB6	HB6	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB9	HB9	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HC12	HC12	STIHL HL100 HIGH CUTTER
IN HOUSE PLANT HIRE	HC13	HC13	STIHL HL100 LONG REARCH HEDGE CUTTER
IN HOUSE PLANT HIRE	HT17	HT17	STIHL HS81RC HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT23	HT23	STIHL HS81RC HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT26	HT26	STIHL HS81RC HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT30	HT30	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT37	HT37	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT38	HT38	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT41	HT41	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	SF1	SF1	CLIPPER CF451 FLOOR SAW
IN HOUSE PLANT HIRE	STR102	STR102	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR103	STR103	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR104	STR104	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR114	STR114	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR115	STR115	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR116	STR116	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR117	STR117	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR118	STR118	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR12	STR12	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR120	STR120	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR131	STR131	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR136	STR136	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR137	STR137	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR143	STR143	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR144	STR144	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR145	STR145	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR17	STR17	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR99	STR99	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	WP25	WP25	FAIRPORT FPC320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP26	WP26	FAIRPORT FPC320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP27	WP27	FAIRPORT FPC300 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP28	WP28	FAIRPORT FPC320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP29	WP29	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP31	WP31	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP32	WP32	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP33	WP33	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP34	WP34	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP35	WP35	FAIRPORT FPL320 12" WACKER PLATE
IN HOUSE PLANT HIRE	WP36	WP36	FAIRPORT FPL320 12" WACKER PLATE
LAND DRAINAGE	5138	5138	BOMAG BW80ADH-2 ROLLER
LAND DRAINAGE	5139	5139	BOMAG BW80ADH-2 ROLLER
LAND DRAINAGE	5331	CU58 EER	JCB N3CXSMC EXCAVATOR
LAND DRAINAGE	5332	CU62 AUP	JCB 3CXCSM4T EXCAVATOR
LAND DRAINAGE	5333	CU62 AUV	JCB EXCAVATOR
LAND DRAINAGE	5334	WV64 EWR	JCB 4CX SUPER SITEMASTER
LAND DRAINAGE	6094	6094	IFOR WILLIAMS IFOR WILLIAMS TRAILERS
LAND DRAINAGE	6099	6099	INDESPENSION PLANT TRAILER
LAND DRAINAGE	6100	6100	INDESPENSION PLANT TRAILER
LAND DRAINAGE	6123	6123	INDESPENSION TWIN AXLE TRAILER
PANS	150	KX10 NJZ	HAKO CITYMASTER 1200
PANS	5545	5545	NOT LISTED 4ARH2 RIDE ON ROLLER
PANS	5546	5546	NOT LISTED 4ARH2 RIDE ON ROLLER
PANS	5136	CN05 MLO	NEW HOLLAND TLA100A TRACTOR
PANS	5614	CN10 DXP	KUBOTA F3680 RIDE ON MOWER
PANS	5618	CN12 DSY	NEW HOLLAND TS5050 TRACTOR
PANS	5617	CN12 DSZ	NEW HOLLAND TS5050 TRACTOR
PANS	5148	CN13 AVP	NEW HOLLAND TS.95 TRACTOR
PANS	5147	CN13 AVR	NEW HOLLAND T5.95 TRACTOR
PANS	5126	CN54 CYO	NEW HOLLAND TL90A TRACTOR
PANS	5145	CN60 BXE	NEW HOLLAND T5070 TRACTOR
PANS	5636	CP15 GYY	JOHN DEERE X750 48" DECK
PANS	5637	CP15 GYZ	JOHN DEERE X750 48" DECK
PANS	5640	CP15 GZB	JOHN DEERE RIDE ON MOWER X750 WITH 48 INCH
PANS	5638	CP15 GZC	JOHN DEERE RIDE ON MOWER X750 48 INCH DECK
PANS	5639	CP15 GZF	JOHN DEERE RIDE ON MOWER X 750 WITH 48 INCH
PANS	5135	CU05 ECA	JOHN DEERE X459 RIDE ON MOWER
PANS	5141	CU07 AHV	JOHN DEERE X740 RIDE ON MOWER

PANS	5143	CU07 AHX	JOHN DEERE X740 RIDE ON MOWER
PANS	5602	CU07 AUK	JOHN DEERE X740 RIDE ON MOWER
PANS	5601	CU07 AUL	JOHN DEERE X740 RIDE ON MOWER
PANS	5609	CU09 ABF	JOHN DEERE X740 RIDE ON BOWER
PANS	5610	CU09 ABK	JOHN DEERE X740 RIDE ON MOWER
PANS	5633	CU14 BKX	JOHN DEERE X905R DIRECT COLLECT RIDE ON MO
PANS	5140	CU56 AYN	KUBOTA ZRTV900 ALL TERAIN
PANS	5607	CU58 AMX	JOHN DEERE X740 RIDE ON MOWER
PANS	5608	CU58 ATV	JOHN DEERE 1565 TRACTOR
PANS	5612	CU59 AXN	JOHN DEERE X740 RIDE ON MOWER
PANS	5611	CU59 AXO	JOHN DEERE X740 RIDE ON MOWER
PANS	5621	CU62 CEJ	JOHN DEERE 740 RIDE ON MOWER
PANS	5622	CU62 CFF	JOHN DEERE X740 RIDE ON MOWER
PANS	5625	CU62 CJE	JOHN DEERE X740 RIDE ON MOWER
PANS	5626	CU62 CJJ	JOHN DEERE X740 RIDE ON MOWER
PANS	5265	5265	COMPAIRE C38 MOBILE COMPRESSOR
PANS	N124	N124	DENVER DPM600 PLANT WATERER
PANS	PAR1	PAR1	WELDBABY PORTABLE WELDER
PANS	5540	5540	NOT LISTED REED CUTTER
PANS	5541	5541	RANSOMES HYDRAULIC GANG MOWER
PANS	5542	5542	RANSOMES HYDRAULIC GANG MOWER
PANS	5564	5564	SPEARHEAD Q18S FLAIL MOWER
PANS	5566	5566	BOMFORD BANDIT B1800
PANS	5573	5573	BOMFORD FLAIL HAWK EVO 5.4M
PANS	5662	5662	SISIS TNS160 TILTH AND SEEDER
PANS	5676	5676	SCHLIESING PREMIER 220MX CHIPPER
PANS	5677	5677	BOMFORD FALCON 6T FLAIL
PANS	5679	5679	SCHLIESING MX350 WOOD CHIPPER
PANS	5682	5682	SPEARHEAD TRIDENT 4000 FLAIL
PANS	5685	5685	WIEDENMANN XP6 TERRASPIKE
PANS	5686	5686	BARBER BEACH CLEANING MACHINE
PANS	5688	5688	TRIMAX FLAIL DECK
PANS	5689	5689	BLEC MULTI SEEDER
PANS	5692	5692	SPEARHEAD TRIDENT 4000
PANS	6086	6086	IFOR WILLIAMS PLANT TRAILER
PANS	6089	6089	IFOR WILLIAMS PLANT TRAILER
PANS	6091	6091	IFOR WILLIAMS PLANT TRAILER
PANS	6095	6095	IFOR WILLIAMS TT105 TIPPING TRAILER
PANS	6097	6097	NOT LISTED SIGN TRAILER
PANS	6098	6098	NOT LISTED SIGN TRAILER
PANS	6101	6101	KUBOTA HYDRO TIP TRAILER
PANS	6103	6103	INDESPENSION RAMP TRAILER
PANS	6105	6105	INDESPENSION TRAILER
PANS	6106	6106	INDESPENSION PLANT TRAILER
PANS	6107	6107	WARWICK AGRICULTURAL TRAILER
PANS	6110	6110	IFOR WILLIAMS GX126G PLANT TRAILER
PANS	6127	6127	WARWICK TIPPING TRAILER
PANS	6128	6128	INDESPENSION TWIN AXLE TRAILER
PANS	7008	7008	DENNIS FT610 FINE TURF MOWER
PANS	7019	7019	ALLET 27" CYLINDER MOWER
PANS	7118	7118	DENNIS FT510 CYLINDER MOWER
PANS	7119	7119	SCAG 32" MOWER
PANS	7120	7120	SCAG 32" MOWER
PANS	7169	7169	SCAG 32" ROTARY MOWER
PANS	7518	7518	SISIS AUTO-ROTORAKE MK4
PANS	7519	7519	SISIS AUTO-TURFMAN 3
PANS	7897	7897	STIHL CHAIN SAW
PANS	9060	9060	JOHN DEERE C52 TS 21" MOWER
PANS	9129	9129	GROUNDSMAN 345 HD TURF AERATOR
PANS	9153	9153	JOHN DEERE C52KS 21" MOWER
PANS	9154	9154	DENNIS FT510 FINE TURF MOWER
PANS	9155	9155	DENNIS FT510 FINE TURF MOWER
PANS	9156	9156	DENNIS FT510 FINE TURF MOWER
PANS	9163	9163	GROUNDSMAN 345 HD AERATOR
PANS	9165	9165	SISIS ROTORAKE 602
PANS	9166	9166	SCAG SWZ 32 -16KAI
PANS	9168	9168	DENNIS FT510 CYLINDER FINE TURF MOWER
PANS	9169	9169	DENNIS FT510 FINE TURF CYLINDER MOWER
PANS	9176	9176	STIHL MS362 CHAIN SAW
PANS	9177	9177	STIHL MS362 CHAINSAW

PANS	9180	9180	AS 53 BK4 KAT 2 STROKE MOWER
PANS	9181	9181	AS 53 B4 KAT 2 STROKE MOWER
PANS	9182	9182	AS 53 B4 KAT 2 STROKE MOWER
PANS	9203	9203	JOHN DEERE C52KS MOWER
PANS	9204	9204	JOHN DEERE C52KS MOWER
PANS	9205	9205	JOHN DEERE C52KS MOWER
PANS	9206	9206	JOHN DEERE C52KS 21" MOWER
PANS	9214	9214	JOHN DEERE PRO47V 19" MOWER
PANS	9216	9216	SCAG SCAG MOWER SWZ3214FS 32"
PANS	9217	9217	SCAG SCAG MOWER SWZ3214FS 32"
PANS	9218	9218	SCAG SCAG MOWER SWZ3214FS 32"
PANS	N197	N197	SCAG FWZ36A 32 ROTARY
PANS	5734	KX10 NJY	HAKO CITY MASTER 90
PANS ARBORICULTURAL	9131	9131	STIHL HS81R 24" HEDGECUTTER
PANS ARBORICULTURAL	9158	9158	STIHL MS361 CHAIN SAW 18"
PANS ARBORICULTURAL	9160	9160	STIHL HS81R 30" HEDGECUTTER
PANS ARBORICULTURAL	9191	9191	STIHL MS201T 14" CHAIN SAW
PANS ARBORICULTURAL	9192	9192	STIHL MS201T 14" CHAIN SAW
PANS ARBORICULTURAL	9193	9193	STIHL MS201T 14" CHAIN SAW
PANS ARBORICULTURAL	9194	9194	STIHL MS362 16" CHAIN SAW
PANS ARBORICULTURAL	9195	9195	STIHL MS362 18" CHAIN SAW
PANS ARBORICULTURAL	9196	9196	STIHL MS362 18" CHAIN SAW
PANS ARBORICULTURAL	9197	9197	STIHL MS461 25" CHAIN SAW
PANS ARBORICULTURAL	9198	9198	STIHL MS461 25" CHAIN SAW
PANS ARBORICULTURAL	9199	9199	STIHL MS261 16" CHAIN SAW
PANS ARBORICULTURAL	9200	9200	STIHL MS261 162 CHAIN SAW
PANS ARBORICULTURAL	9201	9201	STIHL MS880 36" CHAIN SAW
PANS ARBORICULTURAL	9209	9209	STIHL ST-MS661C CHAIN SAW 30"
PANS ARBORICULTURAL	9210	9210	STIHL MS 362 CHAIN SAW 18"
STORES SECTION	STORE1	STORE1	LINDE PEDESTRIAN PALLET STACKER
TRUNK ROADS	5615	CU10 BYJ	JOHN DEERE X740 RIDE ON MOWER
TRUNK ROADS	5606	Q352 FGC	JCB 8025ZR MINI EXCVATOR
TRUNK ROADS	6065	6065	NOT LISTED SIGN TRAILER
TRUNK ROADS	6088	6088	IFOR WILLIAMS
TRUNK ROADS	6109	6109	IFOR WILLIAMS GX106 PLANT TRAILER
TRUNK ROADS	6111	6111	BANK FARM SIGN CARRYING TRAILER
TRUNK ROADS	9170	9170	SCAG SWZ48B/17KAI MOWER
VEHICLE & PLANT MAINTENANCE	FS1	FS1	GENIE GS1932 SCISSOR LIFT
VEHICLE & PLANT MAINTENANCE	FS2	FS2	TECALEMIT QUADRA VEHICLE LIFT
VEHICLE & PLANT MAINTENANCE	FS3	FS3	LUMINOSCOPE HEADLIGHT TESTER
VEHICLE & PLANT MAINTENANCE	W1	W1	TECALEMIT QUADRA 5 TONNE LIFT
ACCESS MANAGED SERVICES	6096	6096	IFOR WILLIAMS TRAILER
AFAN ARGOED	6071	6071	INDESPENSION TRAILER
AFAN ARGOED	A010	A010	JOHN DEERE C52TS ROTARY MOWER
BUILDING SERVICES	4832	CK08 YFN	CITROEN BERLINGO
CATWG PRIMARY SCHOOL LISA KETHRO	S34	GN58 AEW	IVECO DAILY 40C12 17 SEAT MINIBUS
CLEANSING REFUSE DISPOSAL	050	CN60 ALU	MERCEDES GEESINK REFUSE
CLEANSING REFUSE RECYCLING	1273	CN11 BBE	MITSUBISHI FUSO RECYCLING
CLEANSING REFUSE RECYCLING	1274	CN11 BBF	MITSUBISHI FUSO RECYCLING
CLEANSING REFUSE RECYCLING	1275	CU61 AXH	IVECO 100E18K RECYCLING LORRY
CLEANSING REFUSE RECYCLING	1276	CU62 ASX	DAFF 45-180 RECYCLING LORRY
CLEANSING REFUSE RECYCLING	RC04	RC04	IFOR WILLIAMS TIPPING TRAILER
COMMUNITY DEVELOPMENT	9211	9211	STIHL STRIMMER FS100
COMMUNITY DEVELOPMENT	9212	9212	STIHL HAND BLOWER BG86
COMMUNITY DEVELOPMENT	9213	9213	HONDA MOWER HRX537
COMMUNITY SERVICES TRANSPORT	6108	6108	CELTIC 4 WHEEL TRAILER
COUNTRYSIDE	5632	CU14 BKO	JOHN DEERE GAITOR XUV 855D
COUNTRYSIDE	BG1	BG1	JCB BEAVER BREAKER PACK
COUNTRYSIDE	6129	6129	IFOR WILLIAMS FLAT BED TRAILER WITH RAMP LM
COUNTRYSIDE	9207	9207	AUTO MOWER KERSTEN UBS HYDRO 16 FLAIL SCHI
CWM TAWE SCHOOL	S61	CP15 CVT	CITROEN BERLINGO ENTERPRISE 75PS
CWM TAWE SCHOOL	S51	CV13 TTJ	FORD TRANSIT MINIBUS
CWM TAWE SCHOOL	S57	CV14 TYG	FORD TRANSIT MINIBUS
CWM TAWE SCHOOL	S56	CV14 TYH	FORD TRANSIT MINIBUS
CWMLLYNFELL PRIMARY SCHOOL	S43	CU12 AYZ	RENAULT MASTER MINIBUS
CWMNEDD PRIMARY SCHOOL	S4	Y84 CCY	FORD TRANSIT 16 SEAT MINIBUS
CYMMER AFAN SCHOOL	S13	CP58 FAJ	FORD TRANSIT MINIBUS
DRAINAGE CAPITAL	6006	RFT04	NOT LISTED PLANT TRAILER
DWR Y FELIN COMP SCHOOL	S21	DX55 FKL	RENAULT MINIBUS
DWR Y FELIN COMP SCHOOL	S20	Y504 CCY	RENAULT MASTER T35 MINBUS

DYFFRYN COMPREHENSIVE SCHOOL	S45	CP12 KYZ	FORD TRANSIT MINIBUS
DYFFRYN COMPREHENSIVE SCHOOL	S46	CP12 LCN	FORD TRANSIT 17 SEAT MINIBUS
GLAN AFAN COMP SCHOOL	S33	CN57 GNF	RENAULT MASTER 17 SEAT MINIBUS
GLAN AFAN COMP SCHOOL	S54	HJ54 MFO	PEUGEOT BOXER MINIBUS
GNOLL PARK	7020	7020	DENNIS FT510 CYLINDER MOWER
GNOLL PARK	GP3	GP3	ENERGEN DJ3000CL GENERATOR
IN HOUSE PLANT HIRE	HT44	HT44	STIHL HS82R 24"
IN HOUSE PLANT HIRE	STR155	STR155	STIHL STRIMMER FS460
IN HOUSE PLANT HIRE	BP10	BP10	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP13	BP13	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP16	BP16	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP2	BP2	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP26	BP26	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP28	BP28	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP31	BP31	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP32	BP32	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP34	BP34	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP36	BP36	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP44	BP44	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP45	BP45	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP46	BP46	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP47	BP47	STIHL BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP48	BP48	STIHL BR600
IN HOUSE PLANT HIRE	BP49	BP49	STIHL BACK PACK BLOWER BR600
IN HOUSE PLANT HIRE	BP5	BP5	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	BP9	BP9	STIHL BR600 BACK PACK BLOWER
IN HOUSE PLANT HIRE	CM6	CM6	BELLE MINIMIX150 CEMENT MIXER
IN HOUSE PLANT HIRE	CM7	CM7	BELLE CEMENT MIXER
IN HOUSE PLANT HIRE	FH12	FH12	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH14	FH14	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH16	FH16	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH2	FH2	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH28	FH28	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH4	FH4	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH41	FH41	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH5	FH5	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH51	FH51	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH52	FH52	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH6	FH6	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH7	FH7	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	GE2	GE2	HONDA E4000 GENERATOR
IN HOUSE PLANT HIRE	GE3	GE3	CLARKE INVERTER GENERATOR
IN HOUSE PLANT HIRE	HB45	HB45	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HB47	HB47	STIHL BG86 HAND BLOWER
IN HOUSE PLANT HIRE	HC1	HC1	STIHL KM85R HIGH CUTTER
IN HOUSE PLANT HIRE	HC15	HC15	STIHL HL100 LONG REACH HEDGE CUTTER
IN HOUSE PLANT HIRE	HT10	HT10	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT13	HT13	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT21	HT21	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT3	HT3	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT35	HT35	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT36	HT36	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT39	HT39	STIHL HS81R HEDGE CUTTER
IN HOUSE PLANT HIRE	HT40	HT40	STIHL HS81R
IN HOUSE PLANT HIRE	HT42	HT42	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT43	HT43	STIHL HS81R 14" HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT8	HT8	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	HT9	HT9	STIHL HS81R HEDGE TRIMMER
IN HOUSE PLANT HIRE	PS2	PS2	STIHL HT75 POLE SAW
IN HOUSE PLANT HIRE	PS3	PS3	STIHL HT75 POLE SAW
IN HOUSE PLANT HIRE	SF3	SF3	CLIPPER CS451 FLOORSAW
IN HOUSE PLANT HIRE	STR110	STR110	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR111	STR111	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR112	STR112	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR129	STR129	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR132	STR132	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR133	STR133	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR139	STR139	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR140	STR140	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR141	STR141	STIHL FS460 STRIMMER

IN HOUSE PLANT HIRE	STR146	STR146	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR147	STR147	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR148	STR148	STIHL FS460 STRIMMER
IN HOUSE PLANT HIRE	STR149	STR149	STIHL STRIMMER FS460C-EM
IN HOUSE PLANT HIRE	STR150	STR150	STIHL FS460
IN HOUSE PLANT HIRE	STR151	STR151	STIHL FS460
IN HOUSE PLANT HIRE	STR152	STR152	STIHL FS460
IN HOUSE PLANT HIRE	STR153	STR153	STIHL FS460
IN HOUSE PLANT HIRE	STR154	STR154	STIHL FS460C-EM
IN HOUSE PLANT HIRE	STR2	STR2	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR23	STR23	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR24	STR24	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR25	STR25	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR27	STR27	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR28	STR28	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR3	STR3	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR31	STR31	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR35	STR35	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR36	STR36	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR38	STR38	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR39	STR39	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR40	STR40	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR50	STR50	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR51	STR51	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR53	STR53	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR54	STR54	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR55	STR55	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR57	STR57	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR59	STR59	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR63	STR63	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR7	STR7	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR71	STR71	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR75	STR75	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR78	STR78	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR86	STR86	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR87	STR87	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR90	STR90	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR91	STR91	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR92	STR92	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR94	STR94	STIHL FS400 STRIMMER
IN HOUSE PLANT HIRE	STR97	STR97	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	WP02	WP02	BELLE 18" WACKER PLATE
IN HOUSE PLANT HIRE	WP03	WP03	BELLE PCX400 WACKER PLATE
IN HOUSE PLANT HIRE	WP04	WP04	HONDA GP600 WACKER PLATE
IN HOUSE PLANT HIRE	WP05	WP05	BELLE PCX450 18" WACKER PLATE
IN HOUSE PLANT HIRE	WP10	WP10	BELLE PCX450 18" WACKER PLATE
IN HOUSE PLANT HIRE	WP11	WP11	BELLE GX120 WACKER PLATE
IN HOUSE PLANT HIRE	WP37	WP37	FAIRPORT FL320 WACKER PLATE
LAND DRAINAGE	LD4	LD4	HONDA WB20XT WATER PUMP
LAND DRAINAGE	LD5	LD5	HONDA WB20XT WATER PUMP
LAND DRAINAGE	LD6	LD6	HONDA WB20XT WATER PUMP
LAND DRAINAGE	5683	5683	COMPAIRE C20 COMPRESSOR
LAND DRAINAGE	6028	6028	NOT LISTED CONFINED SPACE
LAND DRAINAGE	6114	6114	PIKE MOBILE TRAFFIC LIGHTS TRAILER
LAND DRAINAGE	N37	N37	AL VAC KERB LIFTER
MARGAM PARK	M19	M19	JOHN DEERE 2520 TRACTOR
MARGAM PARK	M36	M36	BOMFORD B508 SIDE ARM FLAIL
MARGAM PARK	6136	6136	IFOR WILLIAMS TRAILER WITH SIDES
MARGAM PARK	M10	M10	HUSQVARNA 365 CHAIN SAW
MARGAM PARK	M42	M42	VIKING 3 WHEELER PUSH MOWER MB3RC
MARGAM PARK	MAR3	MAR3	JOHN DEERE X740 RIDE ON MOWER
MARGAM PARK	MAR4	MAR4	STIHL MS880 CHAIN SAW
MARGAM PARK	5144	CN07 BUV	NEW HOLLAND AGRI TRACTOR
NEATH TRAINING AGENCY	6117	6117	IFOR WILLIAMS 2 AXLE CARGO TRAILER
PANS	3795	CV09 EFS	FORD TRANSIT GUM BUSTER
PANS	5605	CV02 URP	TRAFALGAR DOG FOULING MACHINE
PANS	5215	5215	HONDA WB20 WATER PUMP
PANS	5216	5216	TW TOMLIN XL300 FERTILISER
PANS	5264	5264	PRAMAK E3200 GENERATOR
PANS	5266	5266	CLARKE FG5100EF GENERATOR

PANS	5506	5506	NOT LISTED WOOD CHIPPER
PANS	5516	5516	CHARTERHOUSE SPREADER
PANS	5517	5517	SISIS TNS160 SPREADER
PANS	5518	5518	SISIS TNS160 SPREADER
PANS	5529	5529	NOT LISTED SPIKER
PANS	5531	5531	NOT LISTED STONE BURIER
PANS	5561	5561	BOMFORD BANDIT B1800
PANS	5567	5567	SISIS TNS160 SEEDER
PANS	5568	5568	SISIS TNS160 SEEDER
PANS	5665	5665	VERMEER STUMP GRINDER
PANS	5667	5667	WESSEX JENSON A328 CHIPPER
PANS	5668	5668	WESSEX JENSON A328 CHIPPER
PANS	5681	5681	NOT LISTED AUTOGUIDE ROLLER
PANS	6048	6048	NOT LISTED GALV TWIN WHEELER
PANS	6059	6059	NOT LISTED GALV C/W RAMP
PANS	6134	6134	ENDURAMAX
PANS	6135	6135	CLH TRAILER TRAILER
PANS	5548	5548	NOT LISTED SPRAYER MN300
PANS	7016	7016	ALLET 27" CYLINDER MOWER
PANS	7017	7017	ALLET 27" CYLINDER MOWER
PANS	7018	7018	ALLET 27" CYLINDER MOWER
PANS	7021	7021	DENNIS FT510 CYLINDER MOWER
PANS	7022	7022	DENNIS FT510 CYLINDER MOWER
PANS	7040	7040	DENNIS FT.510 FINE TURF MOWE
PANS	7041	7041	DENNIS FT.510 FINE TURF MOWER
PANS	7072	7072	LLOYDS PALADIN
PANS	7074	7074	LLOYDS PALADIN
PANS	7087	7087	LLOYDS 21" FINE BLADE
PANS	7090	7090	SABO ROTARY MOWER
PANS	7094	7094	ALLET 24" CYLINDER MOWER
PANS	7108	7108	SABO PEDESTRIAN ROTARY MOWER
PANS	7112	7112	SABO PEDESTRIAN ROTARY MOWER
PANS	7138	7138	RSJ MOWER
PANS	7167	7167	NOT LISTED COREMASTER
PANS	7301	7301	JOHN DEERE C52 TS MOWER
PANS	7478	7478	ALLET BUFFALO 27" MOWER
PANS	7479	7479	DENNIS FT510 FINE TURF MOWER
PANS	7480	7480	SISIS AUTO ROTORAKE
PANS	7505	7505	SISIS AUTOSLIT
PANS	7515	7515	SISIS AUTO-ROTORAKE
PANS	7600	7600	ALLET BUFFALO 27" MOWER
PANS	7702	7702	SISIS AUTO RAKE
PANS	7705	7705	SISIS AUTOTURFMAN
PANS	7708	7708	SISIS AUTOTURFMAN
PANS	7714	7714	SISIS TOP DRESSER
PANS	7828	7828	HONDA FE500 ROTOVATOR
PANS	7857	7857	NOT LISTED ROLLER
PANS	9009	9009	JOHN DEERE JX75 MOWER
PANS	9014	9014	JOHN DEERE C52TF PED ROTARY MOWER
PANS	9015	9015	JOHN DEERE C52TF PED ROTARY MOWER
PANS	9072	9072	STIHL 460 CHAIN SAW
PANS	9145	9145	JOHN DEERE 260C WBC MOWER
PANS	9171	9171	JOHN DEERE JX75EX MOWER
PANS	9173	9173	STIHL MS260 CHAIN SAW
PANS	9174	9174	STIHL MS260 CHAIN SAW
PANS	9178	9178	DENNIS FT510 FINE CUT MOWER
PANS	9179	9179	DENNIS G860 CYLINDER MOWER
PANS	9185	9185	HONDA IZY 16" ROTARY MOWER
PANS	9186	9186	TERRIER LEAF LITTER COLLECTOR
PANS	9187	9187	TERRIER LEAF LITTER COLLECTOR
PANS	9188	9188	TERRIER LEAF LITTER COLLECTOR
PANS	9189	9189	HUSQVARNA 125B STREET BARROW SUCTION HEAI
PANS	GP5	GP5	BLEC STONE BURIER SB150
PANS	N199	N199	HUSQVARNA 20" CHAINSAW
PANS	N72	N72	SCAG ADVANTAGE MOWER
PANS	N73	N73	SCAG ADVANTAGE MOWER
PANS	WR2	WR2	MOSQUITO WEEDRIPPER 2
PANS ARBORICULTURAL	7879	7879	STIHL MS361 18" CHAINSAW
PLAY DEVELOPMENT SCHEME	PLAY1	AF53 EUU	MANN COVERTED COACH
ROAD SAFETY UNIT	353	CV14 YZJ	FORD TRANSIT TT V363 MINIBUS

ROAD SAFETY UNIT	FC11	CN13 XNR	PEUGEOT 308 ACTIVE DUAL CONTROL CAR
ROAD SAFETY UNIT	FC2	CV11 WHH	FIAT PUNTO
ROAD SAFETY UNIT	FC1	CV11 WHK	FIAT PUNTO
ROAD SAFETY UNIT	5267	5267	HYUNDAI HYUNDAI DIESEL GENERATOR DHY6000SI
ROAD SAFETY UNIT	6112	6112	BANK FARM MOBILE DISPLAY TRAILER
ROAD SAFETY UNIT	MB01	CE12 KHW	HONDA CROSS RUNNER MOTOR CYCLE
SANDFIELDS COMP SCHOOL PORT TALBO	S44	BV57 XZB	LDV MAXUS MINIBUS
SANDFIELDS COMP SCHOOL PORT TALBO	S2	GX56 LYV	FORD TRANSIT 16 SEAT MINIBUS
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS10	SS10	PRAMAK GENERATOR
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS11	SS11	MITSUBISHI TL43 STRIMMER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS12	SS12	ALLEN LEAF CHIPPER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS13	SS13	MITSUBISHI TL43 STRIMMER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS14	SS14	HONDA F510 ROTAVATOR
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS15	SS15	HONDA FG201 ROTAVARO R
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS16	SS16	HONDA MTD ROTAVATOR
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS17	SS17	HONDA GX22 STRIMMER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS4	SS4	STIHL BG55 BLOWER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS5	SS5	KAWASAKI KH23 HEDGE CUTTER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS6	SS6	KAAZ BACK PACK BLOWER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS7	SS7	HUSQVARNA 225R STRIMMER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS8	SS8	VICTA ULT50 ROTARY MOWER
SOCIAL SERVICE MENTAL HEALTH DAY SI	SS9	SS9	HONDA ECO 41C MOWER
SOCIAL SERVICE VOCATIONAL SKILLS	6001	6001	NOT LISTED TWIN WHEELED TRAILER
ST JOSEPH COMP SCHOOL	S64	HF65 NLL	FORD TRANSIT 17 SEATER MINIBUS
STREETWORKS	SW5	SW5	HAUCHEK DIAMOND DRILLING SYSTEM
TECH SERV - PROPERTY SERV	PS1	PS1	STIHL FS450
TRUNK ROADS	5634	5634	VIKING RIDE ON MOWER MT5097C
TRUNK ROADS	5635	5635	SUZUKI KING QUAD 400
TRUNK ROADS	5213	5213	PRAMAK 110/220 GENERATOR
TRUNK ROADS	5262	5262	HONDA PRAMAC GENERATOR
TRUNK ROADS	TRS3	TRS3	TRIMSTAR TRIMSTAR HUSTLER
TYWYN PRIMERY SCHOOL	S41	GX10 HVG	FORD TRANSIT 115 T460 RWD
VELINDRE COMMUNITY SCHOOL	S30	CP05 AEJ	FORD 17 SEAT MINIBUS
VOCATIONAL SKILLS CENTRE	VS1	VS1	JOHN DEERE C52 VK MOWER
PANS	6132	6132	CLH TRAILER 5X3 GOODS ATV
PANS	6133	6133	CLH TRAILER 5X3 GOODS ATV
WINTER MAINTENANCE SECTION	152	NCY 678X	ROLBA SNOW BLOWER
YGG BLAENDULAIS	S48	CV62 CXE	FORD TRANSIT MINIBUS
YOUTH OFFENDER TEAM	347	CV59 JWC	FORD 9 SEAT WORK MINIBUS
YOUTH SERVICES	265	CN10 AWU	MERCEDES 513CDI PLAY BUS
YSGOL CYMREAG CWN NEDD	S32	HG03 FFW	PEUGEOT BOXER 350 LX LWB 17 SEAT MINIBUS
YSGOL GYFUN YSTALYFERA	S63	CP59 VEX	FORD TRANSIT 100T430 17S RWD
YSGOL GYFUN YSTALYFERA	S52	DS05 FWA	FORD TRANSIT
YSGOL HENDRE	S36	GX08 HKN	FORD TRANSIT 15 SEAT MINIBUS
YSGOL HENDRE	FM11	LJ52 PWF	CITROEN RELAY HDI MINIBUS
YSGOL HENDRE	S18	PE56 NLA	PEUGEOT BOXER MINIBUS
YSGOL MAES Y COED	S12	CU04 HKJ	FORD MINBUS
YSGOL MAES Y COED	S42	GX60 RHZ	FORD TRANSIT 17 SEAT MINIBUS
YSGOL MAES Y COED	FM22	T828 BCY	IVECO MINIBUS
YSGOL MAES Y COED	S5	WX55 NYC	RENAULT MASTER MINIBUS
YSGOL Y WERN	S31	HF52 YMV	PEUGEOT BOXER 350 MINIBUS
ACCESS MANAGED SERVICES	6043	6043	IFOR WILLIAMS TWIN AXLE CARGO TRAILER
AFAN ARGOED	A15	A15	HUSQVARNA 357 CHAIN SAW 15"
AFAN ARGOED	A16	A16	HUSQVARNA 445E CHAIN SAW 15"
AFAN ARGOED	A17	A17	STIHL FS450 STRIMMER
AFAN ARGOED	A18	A18	STIHL FS450 STRIMMER
AFAN ARGOED	A19	A19	STIHL FS450 STRIMMER
AFAN ARGOED	A21	A21	STIHL BG86 BLOWER
CEFN SAESON SCHOOL CIMLA	S49	CV13 BNF	FORD TRANSIT 430EF MINIBUS
DRAINAGE CAPITAL	6130	6130	TEREX ROLLER TRAILER
DWR Y FELIN COMP SCHOOL	S62	CU65 OSK	FORD TRANSIT 460 17 SEATER MINIBUS
ENVIRONMENT - ROAD SAFETY	6126	6126	INDESPENSION IMAGE FIRST EVENTS TRAILER
IN HOUSE PLANT HIRE	FH31	FH31	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH49	FH49	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	FH50	FH50	STIHL TS410 DISC CUTTER
IN HOUSE PLANT HIRE	GE4	GE4	PRAMAK E4000 GENERATOR
IN HOUSE PLANT HIRE	HB31	HB31	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	HB32	HB32	STIHL BG86C HAND BLOWER
IN HOUSE PLANT HIRE	STR121	STR121	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR122	STR122	STIHL FS450 STRIMMER

IN HOUSE PLANT HIRE	STR124	STR124	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR125	STR125	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR126	STR126	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	STR128	STR128	STIHL FS450 STRIMMER
IN HOUSE PLANT HIRE	WP12	WP12	MBW 16" WACKER PLATE
LAND DRAINAGE	BG2	BG2	JCB BEAVER BREAKER GUN
LLANGATWG COMPREHENSIVE SCHOOL	S50	CV13 BWM	FORD TRANSIT MINIBUS
LLANGATWG COMPREHENSIVE SCHOOL	S59	CV15 DNN	FORD TRANSIT MINIBUS 460ELWB
MARGAM PARK	6078	6078	NOT LISTED GARDENERS TRAILER
MARGAM PARK	6121	6121	IFOR WILLIAMS P6E TRAILER
MARGAM PARK	6131	6131	IFOR WILLIAMS BICYCLE TRAILER
MARGAM PARK	M1	M1	HONDA HR194 MOWER C/W GRASS BOX
MARGAM PARK	M21	M21	STIHL HT131 HIGH CUTTER
MARGAM PARK	M35	M35	STIHL MS390 CHAIN SAW
MARGAM PARK	M37	M37	STIHL MS260 CHAIN SAW
MARGAM PARK	M38	M38	STIHL FS460 STRIMMER
MARGAM PARK	M39	M39	STIHL FS460 STRIMMER
MARGAM PARK	M40	M40	STIHL MS441 CHAIN SAW
MARGAM PARK	M41	M41	JOHN DEERE R54RKB
MARGAM PARK	MP3	MP3	STIHL KM 85R LONG REACH CUTTER
MARGAM PARK	MP4	MP4	STIHL HS81R HEDGE CUTTER
MARGAM PARK	MP5	MP5	JOHN DEERE C52 KS MOWER
PANS	5630	5630	CLARKE PW2 WATER PUMP
PANS	5631	5631	HONDA GX160 SLURY PUMP
PANS	5694	5694	TITAN CHIPPER PRO BEAVER CHIPPER
PANS	5502	5502	NOT LISTED ROLLER
PANS	5507	5507	SISIS CONTRAVATOR
PANS	5684	5684	RIP VATOR FORK LIFT ATTACHMENT SL40 1500KGS
PANS	5687	5687	HONDA CRICKET ROLLER
PANS	6125	6125	IFOR WILLIAMS TWIN AXLE TRAILER
PANS	7126	7126	AUTOCERTIES MOWER
PANS	9183	9183	SISIS AUTO OUTFIELD SPIKER
PANS	9190	9190	JOHN DEERE C525KS 21" MOWER
PANS	9215	9215	HONDA FJ500 ROTAVATOR
PANS	WR1	WR1	MOSQUITO MUG 11 WEEDRIPPER
PANS ARBORICULTURAL	9208	9208	STIHL HT101 POLE SAW
PLAY DEVELOPMENT SCHEME	6102	6102	IFOR WILLIAMS DISPLAY TRAILER
ROAD SAFETY UNIT	6118	6118	IFOR WILLIAMS BOX TRAILER
SANDFIELDS COMP SCHOOL PORT TALBO	S53	BX04 LXJ	LDV MINIBUS
ST JOSEPH COMP SCHOOL	S58	HF64 YCX	FORD TRANSIT 310 ECONETIC
TRUNK ROADS	HT45	HT45	STIHL HL100 HEDGE TRIMMER
TRUNK ROADS	TRS1	TRS1	STIHL FS94C
TRUNK ROADS	TRS2	TRS2	STIHL FS94C
VEHICLE & PLANT MAINTENANCE	FS5	FS5	PRAMAK GX12/35 PLUS PALLET LIFTER
VOCATIONAL SKILLS CENTRE	VS3	VS3	JOHN DEERE C52 MOWER
WINTER MAINTENANCE SECTION	5691	5691	BUNCE 391A125E SNOW BLOWER ATTACHMENT
WINTER MAINTENANCE SECTION	6115	6115	BSS INTERNATIONAL LTD GRITTER SPREADER TRA
WINTER MAINTENANCE SECTION	6116	6116	BSS INTERNATIONAL LTD GRITTER SPREADER
YOUTH SERVICES	6120	6120	IFOR WILLIAMS BOX TRAILER
YSGOL MAES Y COED	S40	CU60 USG	KIA KIA SEDONA
YSGOL Y WERN	S55	CV12 CPK	FORD TRANSIT 16PLUS DRIVER 135T430
COMMUNITY SERVICES TRANSPORT	247	CN54 FRT	MERCEDES 814 28 SEAT COACH
COMMUNITY SERVICES TRANSPORT	246	CN54 FRU	MERCEDES 814D 28 SEAT COACH
COMMUNITY SERVICES TRANSPORT	248	CN54 FRV	MERCEDES 814D 28 SEAT COACH
COMMUNITY SERVICES TRANSPORT	245	CN54 FRX	MERCEDES 814D 28 SEAT COACH
COMMUNITY SERVICES TRANSPORT	333	MX54 MPE	RENAULT MASTER MINIBUS
ST JOSEPH COMP SCHOOL	S60	HJ15 NNL	FORD TRANSIT 460ECO MINIBUS
YOUTH SERVICES	406	CU53 JEO	IVECO 130E18 MOBILE YOUTH VEHICLE
CATERING	L76	LD60 CWZ	CITROEN BERLINGO
CATERING	L77	LD60 CXA	CITROEN BERLINGO

CATERING	L71	LD60 CXB	CITROEN BERLINGO
CATERING	L72	LD60 CXC	CITROEN BERLINGO
CATERING	L73	LD60 CXE	CITROEN BERLINGO
CATERING	L74	LD60 EUP	CITROEN BERLINGO
CATERING	L75	LD60 EUR	CITROEN BERLINGO
CHIEF EXECUTIVES	L104	CV13 CYG	FORD GALAXY
CHIEF EXECUTIVES	L98	YP61 NLM	SKODA SUPERB LIMO
EDUCATION, LEISURE & LIFE LONG LEARN	L127	CP15 WSU	FORD FOCUS 1.5 TDCI STYLE
EDUCATION, LEISURE & LIFE LONG LEARN	L123	CV64 MWF	VAUXHALL ASTRA CAR
ENVIRONMENT PERSONNEL	L110	CU14 TRV	PEUGEOT 208 1.4 ACCESS
FINANCE & CORP. SERVICES	L108	CU14 TRZ	PEUGEOT 208 1.4 ACESS
FINANCE & CORP. SERVICES	L109	CU14 TSO	PEUGEOT 208 1.4 ACCESS
SOCIAL SERVICE HILLSIDE	L122	CV64 MVK	VAUXHALL ASTRA CAR
SOCIAL SERVICE HILLSIDE	L121	CV64 MWC	VAUXHALL ASTRA CAR
SOCIAL SERVICES (LEASED CARS)	L116	CU14 JDX	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L113	CU14 JFE	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L114	CV14 LVG	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L118	CV14 LVZ	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L111	CV14 LWA	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L115	CV14 LWT	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L119	CV14 LWW	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L117	CV14 LYF	VAUXHALL CORSA CDTI ECO
SOCIAL SERVICES (LEASED CARS)	L112	CV14 LYP	VAUXHALL CORSA CDTIECO
TECHNICAL SERVICE GENERAL OFFICE	L106	CK63 SZU	CITROEN C4 PICASO
TECHNICAL SERVICE GENERAL OFFICE	L105	CV63 DHE	VOLKSWAGON TIGUAN
TRADING STANDARDS	L107	CU14 TRX	PEUGEOT 208 1.4 ACCESS
TRADING STANDARDS	L124	CV64 MWK	VAUXHALL CORSA CAR
TRUNK ROADS	L128	MC15 VCW	KIA KIA SPORTAGE 2L 4X4
TRUNK ROADS	L129	MF65 VDM	KIA SPORTAGE 4X4 2L
TRUNK ROADS	L120	WV14 NYL	HYUNDAI IX38 ESTATE CRDI SE
TRUNK ROADS	L126	WX15 ZZK	HYUNDAI SANTA FA IX35 CRDI SE
TRUNK ROADS	L125	WX15 ZZM	HYUNDAI SANTA FA IX35 CRDI SE

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

17 December 2015

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

Matter for Decision

Wards Affected: ALL

Highway Structures Asset Protection and Maintenance

Purpose of Report

1 To update Members of progress on the County Bridge Assessment, Strengthening and Maintenance Programme and the implementation of the Code of Practice for the Management of highway structures, footbridges and other public rights of way.

2 The management of landslips and carriageway edge failures.

Executive Summary

3 This report provides an update on the progress in this important area and sets out the challenges to be addressed if the County's Highway Structure Assets are to be maintained in an appropriate condition in accordance with the Code of Practice and the standards set down in the Highways Asset Management Plan.

Background

4 Members will recall the County Bridge Strengthening Report and Presentations to the Environment & Highways Scrutiny Committee in February 2012 highlighting 'at-risk' structures and a programme of future management.

5 This report provides the current status, highlighting emerging liabilities affecting highway structures.

Progress Report on Bridge Assessment and Strengthening

6 In summary, the introduction of the 40 Tonne Truck to the Highway Network in 1999 prompted the assessment of 201 highway structures built before 1973.

Since February 2012;
Six bridges were strengthened in 2013/14
Eight bridges were strengthened in 2014/15

7 Overall, up to the end of December 2015 of the 183 no. assessments carried out (Appendix A):-

- 56 bridges passed the assessment.

- 116 bridges originally failed their assessment, and have been strengthened, to meet current Highway Loading Standard requirements.

- 10 bridges are designated as sub-standard and are currently unable to sustain the current Highway Loading Standard and require strengthening or replacement.

- 1 bridge has been closed to traffic.

- 5 bridges are programmed to be strengthened as part of the rolling programme 2015/16.

- There are 19 outstanding bridge assessments. These will be completed by April 2017, subject to resources. In general they are smaller bridges on unclassified roads and do not represent a major risk (Appendix B).

Management of Sub-Standard Structures

8 A routine inspection process is in place to monitor all substandard bridges. Assessment pro-formas for all sub-standard bridges are updated in accordance with the latest Design Code (BD 79/06 – The Management of Sub-Standard Highway Structures).

9 The 19 outstanding bridges that require assessment will be added to the monitoring list.

Other Bridges Issues

10 There are a number of actions to be implemented in accordance with the Code of Practice for the Management of Highway Structures as follows:

i) Complete the survey of existing retaining walls.

a) Update the system to record all new walls and structures built by private developers;

Preparation is ongoing. Adoption, maintenance liabilities, commuted sums and approved construction types are issues to be resolved. It is important to ensure that the Authority does not take on additional liabilities from developers without adequate funding to deal with the additional assets.

b) In accordance with the Code of Practice determine maintenance liabilities for 1,831 retaining walls.

ii) Currently 457bridges are subject to a general inspection. However, due to the limited resources, only 50 of the above bridges that are critical and complex structures have been subject to principal inspections.

Subsequently, when routine inspections are delayed there is a risk that issues will become critical before they are noticed. This leads to budgeting difficulties and/or the risk of having to impose restrictions on routes and/or major works being necessary at short notice.

If the current inspection regime continues then it would be prudent to budget for a sizeable contingency sum in the Capital Programme.

Footbridges and Public Rights of Way (PROW) Structures

11 There are 90 footbridges listed in the highway structures asset inventory. Maintenance of these structures is met from the Bridge Maintenance Budget (£195k) with costs for inspection met from the bridges revenue allocation of £200k. There are estimated to be a further 400 PROW bridges, managed by the Countryside, Leisure and Estates sections. The Bridges Section provides professional

advice when requested to the relevant sections. Cycle track structures such as Bont Fawr Aqueduct in Pontrhydyfen carry a 'leisure' facility, and are not judged as strategic assets in the performance of the overall highway network. However, Bont Fawr and New Bridge Road Bridge are Grade II Listed Structures, and require extensive inspection and maintenance. Responsibility for these structures is outside the scope of the highway bridges' budget and works identified are separately funded out of the respective Revenue Budgets.

New Structures - Harbour Way and Baglan Energy Park

12 Harbour Way has added 4 no. highway bridges and Baglan Energy Park Link a further 1 no. However, the Cefn Gwrgan and Baglan bridges are exceptionally large and the overall deck area of highway bridges has increased by around 10%.

13 Harbour Way also has 4 no. culverts. These are significantly larger than average and have added approximately 10% to the total 'deck area' of culvert to be maintained. There are also a number of large retaining walls on Harbour Way totalling about 650m in length, these are exceptionally high, averaging around 7m. So whilst the percentage increase in length of walls is small (650m on nearly 104,000m is only 0.6%) in terms of wall area they probably represent an addition of around 2% to the asset portfolio.

14 It should be noted that these are new revenue pressures for the service.

Maintenance Backlog

15 The current backlog is estimated to be circa £1.7m of work. Current levels of expenditure (works only costs) is £195k per financial year. The replacement cost for all the bridges and retaining walls in the county is estimated to be between £350 and £450m, so current maintenance expenditure is only 0.05% of the asset value. At this level it is obvious that the backlog will continue to grow.

Bridge Strengthening Programme

16 Whilst the major issues arising from the Bridge Assessment programme have been dealt with, there are still 24 no. bridges remaining on the list (after this year's work is completed).

17 Whilst the majority of these involve relatively minor works to elements of the bridges there are some that require major works. These are detailed below:-

Cymmer Viaduct – estimated cost	£2m (alternative access route)
Cymmer Railway Bridges	£350k
The Green, Neath	£100k

Bridge Street, Neath £40k or £750k if lifting bridge required.

Landslips/Carriageway Edge Failures

18 There are approximately 148 landslip areas within the Neath Port Talbot county boundary. The majority of these landslips are away from areas of habitation so do not present a risk to life or property.

19 The Engineering Section are currently dealing with 17 long standing sites that are impacting on the highway network and which represent potential liabilities if not dealt with in the near future. The current budget for monitoring these sites is £20k. An external specialist consultant has been commissioned to undertake further monitoring of the Panteg landslip. The findings of this report will be the subject of a separate report to Board.

Financial Impact

20 The current revenue (backlog programme) of £195k is inadequate to maintain the asset portfolio. Continued under investment will result in emergency works, bridge weight restrictions or closures.

21 The budget associated with the outstanding bridge assessment and strengthening programme needs to be at a minimum maintained at the current level and ideally increased to complete the programme.

22 Major works identified from the principal inspections are unfunded and will become future capital programme pressures.

23 The monitoring or repair of landslip and carriageway edge failure is also a high risk area and an increasing revenue and capital pressure.

Equality Impact Assessment

24 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 proposal does not require an Equalities Impact Assessment.

Workforce Impact

25 N/A

Legal Impact

26 The inspection of highway structures and assets are a statutory duty of the Council, as Highway Authority.

Risk Management

27 A risk management plan is in place. If no additional funding is identified, then weight limits and/or road closure will need to be implemented.

Consultation

28 There is no requirement for external consultation on this matter.

Recommendation(s)

29 It is recommended that:-

30 Members note the progress to date on the County's bridge assessment and strengthening programme carried out in accordance with the Code of Practice (Appendix A).

31 Members approve the forward assessment programme as set out in the circulated report (Appendix B).

32 Members note the increasing pressures for revenue and capital resources to maintain and monitor highway and PROW structures, and associated risks set out in the report.

Reason for Proposed Decision(s)

33 To maintain the integrity of the structural assets on the Council's highway network.

Implementation of Decision

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

Appendices

35 Appendix A: List of bridges strengthened in the last 10 years

36 Appendix B: List of bridges requiring assessment

37 Appendix C: List of Landslips/Carriageway Edge Failures

List of Background Papers

38 Highway Asset Management Plan

Officer Contact

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Appendix A

APPENDIX 'A' - List of bridges strengthened in the last 10 years

BRIDGE ASSESSMENT AND STRENGTHENING PROGRAMME

Complete
Closed
Subject to NWR agreement

BRIDGE No.	BRIDGE NAME	STR. REQD	REMARKS	PRIORITY	WT REST	Monitoring Appropriate
15A	Burrows Road	YES	Subject to NWR OK			YES
17A	New Road,Skewen	NO				
17B	Station Road, Skewen	YES	3 Tonne wt Limit			YES
17C	Crymlyn Road	YES	Subject to NWR OK			YES
40	Neath Abbey	19	strengthened 2003			
59	Dinas Rock	NO				
65B	Hill Road	YES	Subject to NWR OK			YES
77	Argoed Culvert	NO				
77A	Afan Argoed Bridge		Replaced 2000			
80	Glynafan Colliery Bridge		Strengthened 2014			
80A	Ty Nant Bridge, Cymmer		infilled 2006			
81	Gelli Mill	NO				
89	Cwmgwrach Bridge		Replaced 2001			
90	Cymmer Afan Bridge		strengthened 2010			
91	Cymmer Corrwg		Replaced 1996			
92	Cymmer Viaduct	YES	Full replacement	1	7.5t	
92A	Troed y Rhiw	YES				
92B	Abercregan Culvert		Culvert filled 2008			
92C	Abergreggan Ft Br		Replaced 2014			
93	Glyncorrwg River Bridge		Strengthened 2003			
93A	Nant Y Allor		Re-decked 2012			
93B	Old Railway Bridge		New Parapet			
94	Heol-y-Deryn, Glyncorrwg		strengthened 2008			
94A	Glan-yr-Nant	NO				
95	Melyn Street		Strengthened 2009			

96	Cynonville Culvert		Strengthened 2015			
96A	Dyffryn Rhondda Culvert		Just PPT			
97	Culvert N'th of Dyffryn Rh'dda		Strengthened 2011			
100A/100A1	Cymmer Railway bridges	YES	Full Replacement	2		YES
104C	Canal Bridge, Trebanos	NO				
105	Rhyn Dwy, Clydach		Strengthened 2005			
105A	New Road Culvert, Ynysmeudwy		Strengthened 2011			
105B	Old Road Culvert, Ynysmeudwy		strenthened 2011			
109	Pedestrian Underpass, Ystalyfera		Strengthened 2003			
110	Commercial St., Ystalyfera	NO				
111	Afon Twrch,Ystalyfera	NO				
113	Commercial St., Canal Bridge		Strengthened 2008			
117	Crown Bridge		Strengthened 2012			
118	Cwmllwynfell Bridge	NO				
120	Pen Rhiw Fawr Bridge		strengthened 2004			
123	Carmel Road, G-C-G		Strengthened 2005			
124	Heol Hir		Strengthened 2005			
125	Tairgwaith Culvert		strengthened 2010			
126(1&2)	Glyn Clydach, Bryncoch	NO				
128	Bryncoch (Main Rd.)		strengthened 2011			
129	Farmers Road, Bryncoch		strengthened 2011			
*130	Dyffryn Arms,Bryncoch Conc Slab	NO				
131	Tyn y Cwm		Strengthened 2003			
134	Old Bridge, Pontardawe	NO				
135	Alltwen Bridge	NO				
135A	Tramway Road		Strengthened 2006			
136	Herbert St.Canal, Pontardawe		strengthened 2011			
136A	Upper Clydach, Pontardawe	NO				
137	Holly St., Pontardawe		Strengthened 2010			
138	Baran Mountain, Rhyd-y-fro		strengthened 2009			
139	Egel Br, Rhyd y Fro,Pontardawe		Strengthened 2014			
140	Pwllfawatkin		Strengthened 2004			
140A	Abernant Colliery Colliery Culvert		Strengthened 2009			
141	Pont y Groes		Strengthened 2014			
142	Llwyncelyn, Tairgwaith		Strengthened 2006			
143	Cilpentan, Tairgwaith		Strengthened 2006			
144	Mary Street Pedestrian Underpass		strengthened 2004			

144A	Stockham's Corner Subways	NO				
144B	Beechwood Avenue, Neath		Strengthened 2006			
145	Millands Road Viaduct		Pier strengthened 1996			
145A	The Green, Neath	YES	Part of Canal Green Dev't	3		YES
146	A474 Neath River Bridge		Bracing system 2002			
147	Court Herbert, Tennant Canal	NO				
147A	Vale of Neath Line	NO				
148	Ty Drew		Strengthened 2009			
149	Dderwen Fawr		Infilled 2007			
150	Tan y Rhiw, Cilfrew	NO				
151	Twin Stone Culvert		strengthened 2011			
152	Llwyngruffydd Culvert No. 2		Strengthened 2007			
153	Llwyngruffydd Culvert No. 1		Strengthened 2007			
154	Blaen-Nant Culvert,Abernant	YES	NWR			YES
155	Nant Ddu, Crynant		strenghthened 2010			
156	Crynant		Strengthened 2003			
157	Maes Mawr, Crynant		strengthened 2009			
158	Ynys y Bont, Treforgan		strengthened 2009			
158B	Culvert near Treforgan		strengthened 2011			
159	Treforgan		Strengthened 2006			
160	Ynys y Fforch		Strengthened 2003			
161	Nant y Cafn		Strengthened 2003			
162	Garden City,Seven Sisters		Strenthened 2002			
163	Heol-y-Felin, Seven Sisters		strengthened 2011			
164	Ty n Newydd 1 bridge		Strengthened 2011			
165	Nant y Melyn		strengthened 2009			
166	Dulais Gardens		Strengthened 2002			
167	Station Road, Onllwyn		Replaced 2007			
167A	Halfway House	YES	Subject to NWR			YES
169	Camnant Road Bridge		Strengthened 2005			
170	Gorsllwyn		Strengthened 2011			
171	Nant y Fedwen Fawr		Strengthened 2006			
172	Ton y Ffildre		Strengthened 2014			Yes
173	Pant-y-Ddrainen Culvert		strengthened 2004			
174	Coed Cae Culvert, Banwen		Strengthened 1999			
175	Nant y Gwyddil,Glynneath		Replaced 1999			
176	Maes-y-Pergwm,Glynneath	YES	Bridge Closed to Traffic		0t	NO
178	Maes -y- Ffrynnon		strengthened 2010			

179	Nant Llwyn y Gwin	NO				
216	Burrows Lodge		strengthened 2005			
216B	Jersey Marine Railway		strengthened 2006			
221	Tollgate	YES				YES
221A	Bertha Road		Strengthened 2009			
222	Ffrwdwyllt		Replaced 1996			
224	Chapel of Ease		Replace Parapet & trief Kerbs			
225	Pont Sarn Culvert		Extended 2013			
226A	Rhyd y Bont Bren		Replaced 2007			
246	Pont yr Offeiriad	NO				
247	Cwm Wern Deri Road Bridge		strenghtened 2011			
252	Velindre		Replaced 1999			
253	Afan Way		strengthen 1999			
255	Seaway Parade	NO				
255D	Evans Bevans Subway	NO				
255F	Christchurch Subway		Strengthened 2009			
255G	Afan WaySubway No. 1		Strengthened 2009			
255H	AfanWay Subway No. 2		Strengthened 2009			
255J	Afan Way Subway No. 3		Strengthened 2009			
255K	Afan Way Subway No. 4		Strengthened 2009			
255L	Afan Way Subway No. 5		Strengthened 2009			
255M	Afan Way Subway No. 6		Strengthened 2009			
257B	Zion Chapel Culvert		Strengthened 2013			
258	Afan Valley Road Culvert		Strengthened 2011			
258A	Afan Valley Road Culvert		Strengthened 2011			
259	Blean Baglan Culvert		strengthened 2011			
259A	Baglan Church Culvert	Yes	Parapet is listed with CADW			Yes
259B	Crythan Farm Railway Bridge	NO				
259C	Crythan Brook		strengthened 2004			
261	Pont y Cymmer		strengthened 2003			
261A	Heol Y Graig Culvert		Strengthened 2011			
262	Pen Star Bridge		strengthened 2009			
263	Nant Groes Ddu Culvert		Strebgthened 2013			
264	Efail Fach Road Bridge		Strengthened 2009			
265	Tyn-y-Cwm Culvert, Tonmawr	NO				
268	Bridge st Bridge	YES	Part of Canal Green Dev't	4		YES
275	Shelone Road	YES	Subject to NWR			YES
278	Cryddan Brook, Old road, Neath		Overslabbed 2007			

280	Llantwit Road Culvert	NO				
281	Henfaes Terrace Culvert		strengthened 2006			
282	New Canal Bridge, Tonna		Remedial work 2010			
284	Neath canal Bridge		Strengthened 2010			
283	Tonna Road Bridge		Replaced 2002			
286	Pant-y-Coed, Tonna/Clyne					
289	Cyd Terrace Culvert		strengthened 2003			
290	Clyne Railway Bridge	YES	Subject to NWR OK			YES
291	Cwm Coed Culvert	YES				YES
292	Ynys Dyfnant, Melin Court		Strengthened 2010			
293	Melyn Court, Resolven		Strengthened 2003			
294	Waterfall Bridge		Strengthened 2005			
295	Glyn Castle, Resolven		Strengthened 2006			
296	Resolven Housing Estate Bridge		strengthened 2005			
297	Resolven Railway Bridge	YES	Subject to NWR			YES
298	Resolven River Bridge		strengthened 2005			
314A	Glais to Alltwen Road Railway Bridge	NO				
324	Penlannau		Replaced 2008			
342	Swansea to London Railway Bridge	NO				
343	Water Street River Bridge	NO				
344	Subway next to bus station	NO				
344A	St Joseph to St Mary Church Subway	NO				
346A	Pentyla Subway	NO				
346B	Llewellyn Street subway No. 1	NO				
346C	Llewellyn Street subway No. 2	NO				
346D	Cwmafan Road Subway	NO				
345	St. Mary's Viaduct	NO				
347	Prior St. River Bridge	NO				
701	Ynysbwllog Culvert					
705	Crugau Culvert	NO				
706	Rheola Brook Culvert					
707	Pentreclwydau Road Bridge					
708	Yscwrfa Bridge					
709	Yscwrfa Culvert	NO				
712	Lamb & Flag Canal Bridge		Strengthened 2003			
10/134	Pyle Road Bridge	NO				
706	Rheola Brook Culvert					
1006	Pontwalby		Interim Strengthening-02			

1007/1039	Plas y Felin, Glynneath		Strengthened 2009			
1008/G227	New Bridge Pontneddfechan		Strengthened 2009			
1009/1199	Old Bridge, Pontneddfechan	NO				
1015/G169	Brynamman Boundary Bridge	NO				
1016/1033	Pwll y Wrach		Strengthened 2006			
1017/G84	Garnant Boundary Bridge		Strengthened 2014			
1002 /1162	Wetral Bridge (Bridgend C.C.)		Replaced 2004			
	Total No. of Bridges Assessed = 183					

Appendix B

	APPENDIX 'B' - Outstanding Bridge Assessments	
Bridge No.	Bridge name	
29a	Old Road Culvert	1
85a	Nantgwyn Culvert	2
85b	Abergwynfi Culvert	3
93C	Norton Terrace Bridge	4
100c	St Michaels Arch	5
141A	Cwm Garnant Railway Bridge	6
147b	Business Park Canal Bridge	7
158A	Ynys y Bont Farm	8
221c	Margam Road Footbridge	9
221f	Knight's Rd. Culvert	10
224A	North Street Footbidge	11
226	Oak Bridge, Aberbaiden	12
245a	Pyle Rd. Culvert, at entrance to Water Street	13
255b	Seaway Parade Culvert No.1	14
257D	Jersey Inn Culvert	15
277	Giants Grave, Briton Ferry	16
285	Vicarage road bridge	17
299	Old Canal Bridge, Resolven	18
335	RHYDDING CULVERT	19

Appendix C

List of Landslips/Carriageway Edge Failures

1.	**Cwmavon Road, Port Talbot** Landslips affecting the B4286 causing uneven road surface. Some evidence that this is a circular slip affecting 200m of road. No significant evidence of landslip affecting retaining wall between road and disused rail land. Monitoring pins being levelled four times/year. **£1K per year + resurfacing in 5 years**
2.	**Pant-du, Cwmafan** Steep slope opposite entrance to new housing estate on B4286. No deep seated movement. Surface movement observed during or after heavy rainfall or high winds. Water flow off land above – investigated, but no obvious solution. Extensive tree reduction works undertaken a few years ago. Frequent claims from car owners from colliding with boulders. No room for catch fencing. Claims have reduced following tree reduction works. **£10K**
3.	**Pwll y Glaw, Cwmafan** Depression affecting A4107 Afan Valley Road. No obvious cause. **£20K**
4.	**Heol y Glyn, Glyncorrwg** Landslips onto road accompanied by large quantities of water, caused build-up of trapped water in moss and peat high on hillside. Three occurrences in last 10 or so years. Each time the road has been closed and Police refuse to open until hillside has been inspected by engineer. However, once the water has been released, the danger is passed. Inspection on forestry land on hillside did not reveal any immediate solution. **£1K per year**
5.	**Pen y Star, Efail Fach** Road closed unofficially due to total collapse of road side. No prospect of rebuilding bank and restoring support. Remedial works

	could involve moving road laterally into upside including retaining wall and/or mass earthworks on private land. Alternative route now used for many years without incident. Complaints initially but it would appear that all residents apart from Sardis Chapel accept the situation. Route does not warrant the cost of reconstruction and the bends below and under railway bridge pose a significant risk to road users. **£500K**
6.	**Ormes Road, Skewen** This road and New Road are not adopted highways. It was resolved by Committee many years ago that those roads should not be adopted. The area is not recognised as a landslip area, however, there are 12 plots and houses which remain empty. Also, area between Ormes Road and Newell Road was drilled by a potential developer but ground conditions were not suitable. Evidence of long term instability. Complaints and claims regarding drainage and collapsed retaining walls are being dealt with by Drainage Section and Insurance Section. **£1k per year**
7.	**Forest Goch, Bryncoch A474** Road in danger of losing support due to meandering River Clydach. Water main has been diverted. NRW denied responsibility. Works needs to reinstate bank protection and infill to support road. **£30K**
8.	**Glan Rhyd, Ynysmeudwy** River Tawe meandering closer to A4067 Swansea Valley road. Works carried out many years ago, but ideally additional works required. NRW would not object to us extending blockstone and moving shingle. **£30K**
9.	**Ynysmeudwy B4603** Road edge and footway collapsed and fenced off. Road has been drilled and investigated leading us to conclude that movement should not extend out into carriageway. **£55K**
10.	**Graig Road, Garnant**

	Footway depression occurring over many years and requiring regular reinstatement. Extensive investigation by the Coal Authority has proved that it is not caused by mining activity. Evidence of old leat crossing road at this point, possibly serving steam engine sheds in valley below. Reinstatement would possibly entail reconstruction from river bed level below, however, sewer main in embankment and fibre optic Openreach cables in footway. Carry on reinstating footway. **£1K per year**
12.	**Graig Road, Godre'r Graig** Loss of footway and support to carriageway. BT pole and manhole/cables in footway**. £20K**
13.	**Panteg, Godre'r Graig Landslip** Monitoring of pins on roads and on trees carried out periodically. Further report and re-assessment by Earth Science Partnership due when available. Movement over winter has continued as expected. Objective is to monitor and if possible warn of imminent movement. **£250K over 5 years.**

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board
17 December 2015

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

Matter for Decision

Ward Affected: All

List of approved Contractors

Purpose of Report

1. To seek Members' approval to amend the Approved List of Contractors.

Background

2. Members will be aware that on previous occasions reports concerning the compilation of the Approved List of Contractors have been presented to Cabinet Board. Members are updated on a regular basis on outstanding issues relating to the lists.

3. The full list of categories is set out in Appendix A for your information.

4. The following firms have applied to be included in the list:-

	FIRM	CATEGORY
1	MSH Building Ltd (Cwmbran)	12, 15, 16, 18, 20, 30, 35
2	Sealability (Hirwaun)	25, 27, 35, 36, 51, 79, 88, 89, 99, 100 & 111
3	Lanes Group (Pontyclun)	94 & 95

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.

Financial Implications

6. None.

Consultation Outcome

7. The Approved List of Contractors is promoted on NPT web pages through local events.

Sustainability Appraisal

8. The process gives local companies an opportunity to provide goods and services to the Council.

Recommendation

9. It is recommended that:-

Contractor 1- 3 to be included on the Approved List for the relevant categories.

Reasons for Proposed Decision

10. To keep the Approved List up-to-date and as far as possible ensure a competitive procurement process.

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

List of Background Papers

12. Equalities Impact Assessment Screening Form

Appendices

13. Appendix A – Approved List of Categories

Officer Contact

14. Brian Biscoe, Programme & Commissioning Manager, Tel. No: 01639 686915, email: b.biscoe@npt.gov.uk

Appendix A

General Services

1. Signs
2. Plant Hire
3. Security
4. Clinical Waste
5. Pest Control
6. Re-Cycling
7. Waste Disposal (eg. 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. Lightening 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. Aboriculturalist
102. Weedspraying
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

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board
17 December 2015

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

Matter for Decision

Wards Affected: All

Installation and accreditation of MOT Class 4, 5 & 7 Testing Facility at Tregelles Court Vehicle Maintenance Workshops

Purpose of Report

1 To seek Members' approval to apply to the Driver and Vehicle Standards Agency (DVSA) to install a Vehicle Test Station and become a designated Council/authorised Examiner at the vehicle maintenance workshops at Tregelles Court, Neath Abbey, Neath.

Executive Summary

2 Currently this service is outsourced to a number of local MOT Test Stations, where they conduct the annual tests for an agreed fee.

3 It is proposed that we set up and conduct an in-house MOT testing facility. This facility will offer added service to the area, where there are limited facilities for some of the additional classes of vehicles we propose to test. We will not only provide savings to the Authority's fleet, but also offer an impartial test for others like the taxi trade, schools, staff and members of the public.

4 A new MOT facility will not be expensive to set up as we already have the majority of equipment installed. The additional testing will help secure jobs within Fleet Services and deliver efficiency savings whilst also meeting the financial challenges faced by the Authority through income generation.

Background

5 The vehicle maintenance section currently arranges around 225 annual MOT tests on Class 4, 5 & 7 vehicles. (Appendix 1) These vehicles range from small, medium, heavy vans and also include buses/ mini-buses operated by the Authority and Schools.

6 Our current arrangement means that we sub-contract this work to a number of local MOT test stations at cost of approximately £12k to the Authority. On top of the cost of paying for the MOTs, the current process is very labour intensive, as we have to arrange delivery and collection of these vehicles with limited staff numbers, which has a large impact on workshop productivity.

7 As part of the Authority's review into income generation and to reduce costs, initial work between the Fleet Manager and the Project team has been undertaken to look at conducting MOT testing in-house, as well as offering a service to taxi trade, staff and the general public.

8 Applying for accreditation is a complex process, where a number of requirements set by the DVSA have to be satisfied in order to become an authorised test centre.

<u>Current Provision</u>

9 Currently this service is outsourced to a number of local MOT test stations where they conduct the annual tests for an agreed fee; this is both expensive and labour intensive for the following reasons:

- Before taking vehicles for test, the vehicles are already inspected by our own workshop staff to make sure we get limited failure rates, so we are already examining vehicles to MOT standards in-house only for them to have another test by an authorised test station.

- With staff being reduced within the section to achieve budget savings, we are required by some test centres to deliver vehicles and collect them for testing. This has a direct impact in lost productivity in the workshop and has an effect on service delivery to other service users and front line services.

- Current vehicles being tested in class 4, 5 & 7 amount to approximately 225 vehicles per year, with prices ranging from £30 to £58 per test.

- The workshop at Tregelles Court in Neath Abbey currently has most of the equipment needed to set up as a Test Centre, which will include two test bays to give flexibility for testing.

10 We have recently installed a DVSA approved brake tester, emissions tester and already have in place one pit, one 5 ton vehicle lift, one beam tester and other equipment needed.

Application Process

11 Fleet Services require Council approval to apply to the DVSA to become a designated Council/authorised Examiner and conduct MOT testing. The application will be submitted after we are satisfied we conform to DVSA requirements. These include:

- Planning Permission
- Planned drawings for the layout of existing bay areas, parking and access and exit from site
- Checking that current equipment is on approved list
- Staff training to required standards
- Signing off by Accountable Managers
- Viewing area
- Computer system updates
- Health & Safety plus risk assessments for members of the public

Changes to Fleet Services

12 To ensure Fleet Services conform to the above application, additional equipment and provisions need to be approved. These include:

- Pit turn plates and lift beam tester
- Re-coat existing pit area flooring and paint
- Staff re-alignment and training. As part of the application, designated roles must be submitted which will include; designated Council/authorised Examiner, Station Manager,

nominated testers and quality controller. Possible minor restructure to enable accountability and control may be required.

- IT equipment
- Planning consent
- Training of staff for the above roles (free training with DVSA)
- Paying facility at reception area
- Secure safety deposit box and accountability

See financial section of report for cost information.

13 The introduction of a testing facility at Tregelles Court would help secure additional work for Fleet Services and secure vehicle technician jobs, whilst the current fleet is being reduced.

14 It will provide a valued service to a number of areas, in particular, the taxi trade, staff and members of the public, by providing an impartial MOT test through a recognised and trusted organisation.

15 This will have a positive impact in relation to road safety, provide cost savings and income generation to meet the Authority's financial challenges.

16 There is also a lack of class 5 and 7 testing stations in the locality, so we will provide added value to the local area.

17 All equipment and services can be easily removed and reinstalled in the event of any Local Government reorganisation or possible site relocation in the future.

18 Staff will have additional training delivered free of charge by the DVSA located in Bridgend. This will give a more consistent level of testing standards with the current inspection team and have regular quality controls in line with national standards for both MOT and taxi testing.

19 Some local MOT stations will lose business due to the Authority bringing the testing back in-house and possibly losing some business from members of the public vehicles. However, the class 5 and 7 test centre currently used are located out of the County Borough in Swansea.

Market Research and Benchmarking

20 The Local Authority has recently undertaken a benchmarking exercise of all Local Authorities across Wales in relation to Authorities who operate MOT testing facilities, of the 22 Authorities in Wales, 13 responded. From the survey, seven Local Authority fleet workshops offer MOT testing facilities which are utilised both for Authority vehicles, taxi trade, 3rd party contracts, members of staff and the general public. Testing prices have been obtained from both external local supplier data and data received from various Local Authorities. Using this data we can then align testing costs for all vehicle classes with varying prices for staff, third parties and the general public. We can also offer MOT tests to taxi proprietors. Currently taxis require the following:

- Annual MOT test conducted by local garage
- Two Council tests under Local Provisions Act conducted by Fleet Services at Tregelles Court

21 With the introduction of an MOT station at Tregelles Court, we could include one of the two current taxi tests with an MOT test for all Hackney Carriages and private hire vehicles. This will be at a reduced cost to the taxi trade not only in payment costs, but also proprietors having to arrange separate MOT tests, which result in lost labour taking them for two tests as opposed to one.

Current MOT Station Rates in Neath Abbey Area

Garage Name	Class 4	Class 5	Class 7
Abbey Services	£50	£50	N/A
CEM Days	£35	N/A	N/A
Enterprise Tyres	£45	N/A	N/A
Autofix Skewen	£50	N/A	N/A

22 If MOT testing was approved for taxis and members of the public, we would encourage on-line payment of fees in line with the 'Digital by Choice' strategy. There could however, be an option to allow card payments to be made at Tregelles Court at a cost of £1,200 per annum.

23 Depending on the success of the initiative, there may be a future requirement to make a slight amendment to the existing staffing

structure to incorporate a nominated MOT Station Manager. Any changes to the existing structure will be reported to Members as appropriate.

Proposed way forward

24 If this proposal is supported, then an application will be submitted to the DVSA for class 4, 5 and 7 test station approval. Before approval is granted, work will commence installing the remaining equipment needed for carrying out testing on both bays, subject to a site inspection by a DVSA vehicle inspector. Any staff training can be arranged and completed, and possible realignment of staff agreed and put in place.

25 After full site approval has been granted, testing can commence firstly on Authority vehicles, but also with a view to rolling out to the taxi trade, staff, 3rd party companies and the general public. Financial analysis will also be carried out to see if any further income could be generated.

Financial Impact

	One-off	Annual
Set-up costs	-3,625	
Savings – current MOT costs		12,472
Other possible income – taxis (based on 150 of the 300 taxies we inspect)		1,943
Other possible income – contract hire vehicles (based on all contract hire vehicles we have)		614
Other possible income – members of the public (based on 200 MOTs p.a.)		1,898
	-3,625	16,927

Equality Impact Assessment

26 Screening Assessment has been undertaken to assist the Council in discharging its public sector duty under the Equality Act 2010.

After completing the assessment, it has been determined that this function requires a full Equality Impact Assessment. (Appendix 2)

Workforce Impact

27 This has a positive impact on staff regarding job security and additional training to develop new skills.

Legal Impact

28 The MOT Station will comply with all legal aspects set out by the Driver and Vehicle Standards Agency (DVSA).

Risk Management

29 As NPT will be carrying out the MOTs on behalf of DVSA, some risks will be passed onto them. NPT will receive regular inspections by DVSA vehicle examiners to ensure we comply with their rules and regulations. DVSA then have the ability to remove us from their list of authorised test stations.

30 However, we will need the necessary public liability insurance cover in place in the event of a claim being made directly against the Council. This will be done, however this will not incur any additional cost.

Consultation

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

Recommendation

32 It is recommended that Members approve the above proposal so that an application can be submitted to the DVSA to become a designated Council/authorised Examiner and conduct MOT testing on the above classes of vehicles.

Reason for Proposed Decisions

33 To increase the efficiency of the Authority through reducing unnecessary downtime incurred by staff having to go off-site to present vehicles for testing.

34 Financial savings on its own fleet as well as generating income from external sources.

35 Offer a professional service to the taxi trade, which will reduce taxi testing costs.

36 Provide an impartial class 4, 5 & 7 testing facility to the public and staff, at a competitive rate, whilst adding value to the area.

37 Secure jobs within the section by taking on additional work, whilst the current fleet is being reduced.

Implementation of Decision

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

Appendices

Appendix 1: Description of vehicle classes

List of Background Papers

Cost breakdown and benchmarking spreadsheet

Officer Contact

Kevin Lewis, Fleet Manager
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Peter Jackson, Integrated Transport Unit Manager
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Appendix 1

Test Classification

The test classes are:

Class I — Motor bicycles (with or without side cars) up to 200cc

Class II — All motor bicycles (including Class I) (with or without side cars).

Class III — 3-wheeled vehicles not more than 450 kg unladen weight (excluding motor bicycles with side cars).

Class IV — Cars, including 3-wheeled vehicles more than 450 kg unladen weight, taxis, minibuses and ambulances up to 12 passenger seats, Goods Vehicles not exceeding 3,000 kg Design Gross Weight (DGW), motor caravans and Dual Purpose Vehicles.

Class V — Private passenger vehicles, ambulances, motor caravans and dual purpose vehicles with 13 or more passenger seats

Class VII — Goods vehicles over 3,000 kg up to and including 3,500 kg DGW. If a vehicle is presented with a manufacturer's plate and a 'Ministry plate' the weights to be used are those on the 'Ministry plate'.

PSV test (Class VI) — Public service vehicles used for hire or reward with more than eight passenger seats (test conducted by DVSA/DVA staff their own stations, or at DVSA authorised testing facilities (ATF) or designated premises (DP)).

HGV test — Goods vehicles over 3,500 kg GVW and trailers over 1,020 kg unladen weight or 3,500 kg GVW if fitted with overrun brakes (test conducted by DVSA/DVA staff their own stations, or at a DVSA authorised testing facility (ATF) or designated premises (DP)).

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

17 December 2015

JOINT REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT – D.W. GRIFFITHS AND THE HEAD OF STREETCARE – M. ROBERTS

Matter for Monitoring

Wards Affected: ALL

Environment and Highways Performance Indicators for Quarter 2 of 2015/16

1 Quarterly Performance Management Data 2015-2016 – Quarter 2 Performance (1st April 2015– 30th September 2015)

Purpose of the Report

2 To report quarter 2 performance management data for the period 1st April 2015 to 30th September 2015 for Environment. This will enable the Environment and Highways Cabinet Board and Scrutiny Members to discharge their functions in relation to performance management.

Executive Summary

3 In line with the Council's six improvement priorities embedded within the Corporate Improvement Plan, Environment scrutinise performance within Waste Management and Transport and Highways. On the whole performance demonstrates improvement in line with what we planned to deliver.

Background

4 The role of Scrutiny Committees was amended at the Annual Meeting of Council in May 2010 to reflect the changes introduced

by the Local Government (Wales) Measure 2009; Environment will:

- Scrutinise the performance of all services and the extent to which services are continuously improving.
- Ensure performance measures are in place for each service and that the measures reflect what matters to local citizens.
- Promote innovation by challenging the status quo and encourage different ways of thinking and options for service delivery

Failure to produce a compliant report within the timescales can lead to non-compliance with our Constitution. Furthermore failure to have robust performance monitoring arrangements could result in poor performance going undetected.

Financial Impact

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

Equality Impact Assessment

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

Workforce Impacts

7 During 2014/15, the Environment Directorate saw a further downsizing of its workforce (by 114 employees) as it sought to deliver savings of 3.996 million in year.

L**egal Impacts**

8 This progress 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. 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

9 Failure to produce a compliant report within the timescales can lead to non – compliance with our Constitution. Also failure to have robust performance monitoring arrangements could result in poor performance going undetected.

Consultation

10 No requirement to consult

Recommendations

11 Members monitor performance contained within this report.

Reasons for Proposed Decision

12 Matter for monitoring. No decision required.

Implementation of Decision

13 Matter for monitoring. No decision required.

Appendices

14 Appendix 1 - Quarterly Performance Management Data 2015-2016– Quarter 2 Performance (1st April 2015– 30th September 2015) – APPENDIX 1

List of Background Papers

15 The Neath Port Talbot Corporate Improvement Plan - 2015/2018 "Rising to the Challenge";

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Appendix 1

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

Quarterly Performance Management Data 2015-2016 – Quarter 2 Performance (1st April 2015– 30th September 2015)

Report Contents:

Section 1: Key Points

Waste Management

The Council is progressing with the implementation of its waste strategy and achieved the 2015/16 statutory recycling and composting target of 58% during 2014/15. There is some fluctuation in waste quantities and recycling/composting levels however it is anticipated that a figure of 58% will be repeated in 2015/16.

A proportion of the fuel produced at the Materials Recovery and Energy Centre (MREC) has been placed in temporary storage prior to incineration which has resulted in a small decrease in PI WMT/012, which should catch up in the quarter 3 and 4 of this year.

Transport and Highways

Both indicators that are reported on a quarterly basis have improved. The improved performance relating to the average number of calendar days taken to repair street lamp failures is due to ongoing infrastructure renewals such as the installation of new lighting columns, new streetlights and the renewal of cabling. The remaining four indicators are reported on an annual basis.

Street Scene & Countryside Management

The performance indicator CMT/001 (SID) The percentage of total length of ‘Rights of Way’ which are easy to use by members of the public is not a statutory indicator and has been discontinued at a national level. As a result it has been removed from the report.

Section 2: Quarterly Performance Management Data and Performance Key

2015-2016 – Quarter 2 Performance (1st April 2015 – 30th September 2015)

Note: The following references are included in the table. Explanations for these are as follows:

(NSI) National Strategic Indicators (NSIs) - are used to measure the performance of local authorities at a national level and focus on key strategic priorities. Local authorities are under a legal duty to collect & report on these measures.

(PAM) Public Accountability Measures - consist of a small set of "outcome focussed" indicators, selected initially from within the existing Performance Measurement Framework. They will reflect those aspects of local authority work which local authorities agree are considered to be important in terms of public accountability. For example, recycling, educational attainment, sustainable development, etc. This information is required and reported nationally, validated, and published annually.

(SID) Service Improvement Data - can be used by local authority services and their regulators as they plan, deliver and improve services.

All Wales - The data shown in this column is the figure calculated using the base data supplied by all authorities for 2014/2015 i.e. an overall performance indicator value for Wales.

(L) Local Performance Indicator set by the Council.

	Performance Key
☺	Maximum Performance
↑	Performance has improved
↔	Performance has been maintained
v	Performance is within 5% of previous year's performance
↓	Performance has declined by 5% or more on previous year's performance - Where performance has declined by 5% or more for the period in comparison to the previous year, an explanation is provided directly below the relevant performance indicator.
–	No comparable data (data not suitable for comparison /no data available for comparison)
	No All Wales data available for comparison.
1st – 6th	2014/15 NPT performance in upper quartile (top six of 22 local authorities) in comparison with All Wales national published measures (NSI & PAM's).
7th – 16th	2014/15 NPT performance in mid quartiles (7th – 16th) in comparison with All Wales national published measures (NSI & PAM's).
17th – 22nd	2014/15 NPT performance in lower quartile (17th – 22nd) in comparison with All Wales national published measures (NSI & PAM's).

1. Environment & Transport – Waste Management

No	PI Reference	PI Description	NPT Actual 2013/14	NPT Actual 2014/15	All Wales 2014/15	NPT Quarter 2 2014/15	NPT Quarter 2 2015/16	Direction of Improvement
1	**WMT/004b** (NSI/PAM)	The percentage of municipal waste collected by local authorities sent to landfill.	14.04%	11.13%	29.38% **2nd**	**11.3%**	**10.7%**	↑
2	**WMT/010i** (SID)	The percentage of local authority municipal waste: Prepared for re-use.	0.18%	0.29%		**0.29%**	**0.42%**	↑
3	**WMT/009b** (NSI/PAM)	The percentage of municipal waste collected by local authorities and prepared for reuse and/or recycled, including source segregated bio wastes that are composted or treated biologically in another way.	54.04%	58.10%	56.24% **7th**	**60.78%**	**59.21%**	**V**
4	**WMT/010ii** (SID)	The percentage of local authority municipal waste: Recycled.	38.09%	38.47%		**37.81%**	**36.79%**	**V**
		a) Incinerator Bottom Ash recycling rate	N/a	N/a		4.17%	1.80%	**V**
		b) Kerbside dry recycling rate	N/a	N/a		14.37%	15.33%	↑
		c) Household Waste Recycling Centres dry recycling rate	N/a	N/a		19.27%	19.66%	↑
	Performance Indicator WMT/010ii – the percentage of local authority municipal waste recycled- is made up of recycling collected by the Council and incinerator bottom ash (IBA) that is recycled from 'black bin/bag' waste sent for incineration via arrangements put in place by the MREC. Therefore, in order to better reflect any improvements that are made to the Council's waste and recycling collection services it is proposed to split indicator WMT/010ii from Quarter 2, 2015 onwards between IBA recycled, Household Waste Recycling Centres (HWRC) recycling and recycling collected at the kerbside.							

5	**WMT/010iii** (SID)	The percentage of local authority municipal waste: Collected as source segregated bio-wastes and composted or treated biologically in another way.	15.76%	19.34 %		**22.68%**	**21.99%**	**V**
6	**WMT/012 (SID)**	The percentage of local authority collected municipal waste used to recover heat and power.	29.33%	32.40 %		**25.9%**	**23.9%**	**V**

2. Environment & Transport – Transport and Highways

No	PI Reference	PI Description	NPT Actual 2013/14	NPT Actual 2014/15	All Wales 2014/15	NPT Quarter 2 2014/15	NPT Quarter 2 2015/16	Direction of Improvement
7	**THS/007** (NSI)	The percentage of adults aged 60 or over who hold a concessionary bus pass.	**88.9%**	**90.6%**	85.8% **7th**	**89.6%**	**92.0%**	↑
8	**THS/009** (SID)	The average number of calendar days taken to repair street lamp failures during the year.	**1.83**	**1.56**	.	**1.52**	**1.28**	↑
9	**THS/011a** (SID)	The percentage of: Principal (A) roads in overall poor condition.	**6.8%**	**5.8%**	.	**Reported Annually**		—
10	**THS/011b** (SID)	The percentage of: Non-principal/classified (B) roads in overall poor condition.	**5.2%**	**4.0%**	.	**Reported Annually**		—
11	**THS/011c** (SID)	The percentage of: Non-principal /classified C roads in overall poor condition.	**8.2%**	**7.0%**	.	**Reported Annually**		—
12	**THS/012** (PAM)	The percentage of Principal (A) roads, Non-principal (B) roads and Non-principal C roads that are in overall poor condition.	**6.7%**	**5.6%**	11.9%. **3rd**	**Reported Annually**		—

3. Environment & Transport - Street Scene

13	**STS/005b** (PAM)	The percentage of highways and relevant land inspected of a high or acceptable standard of cleanliness.	97.8%	98.8%	96.9% **5th**	**Reported Annually**	—
14	**STS/005a** (SID)	The cleanliness Indicator	67.6	70.6		**Reported Annually**	—
15	**STS/006** (NSI)	The percentage of reported fly tipping incidents cleared within 5 working days	81.10%	72.06%	93.05% **22nd**	**Reported Annually**	—

There were a total of 1,242 fly tipping incidents recorded by the Authority during 2014-15. 895 were cleared within 5 working days.

247 incidents were investigated but not removed by the Council as the tipped material was subsequently removed by the owner or the landowner. Where individuals did not respond to a verbal request to remove waste then a statutory "15 day" clearance notice is issued in which case the Council cannot possibly comply with Welsh Government's national 5 working day target. The P.I. guidance stipulates that we have to include these jobs as they were reported to the Authority. If this was not included in the P.I. our performance would be over 90%.

The remaining 100 jobs that were closed down outside of the 5 day target were as follows:

62 jobs cleared between 6-10 days, 23 jobs cleared between 11-20 days, 8 jobs cleared between 21-30 days, 6 out of the remaining 7 jobs were over 30 days as a result of pending prosecutions, with 1 job requiring specialist equipment due to asbestos.

Section 3: Compliments and Complaints

2015/2016 – Quarter 2 (1st April 2015 – 30th September 2015) – Cumulative data for E&H Board

	Performance Key
↑	Improvement : Reduction in Complaints/ Increase in Compliments
↔	No change in the number of Complaints/Compliments
v	Increase in Complaints but within 5%/ Reduction in Compliments but within 5% of previous year.
↓	Increase in Complaints by 5% or more/ Reduction in Compliments by 5% or more of previous year.

No	PI Description	Quarter 2 2014/15	Quarter 2 2015/16	Direction of Improvement
1	**Total Complaints - Stage 1**	**9**	**13**	↓
	a - Complaints - Stage 1 upheld	**2**	**5**	
	b -Complaints - Stage 1 not upheld	**7**	**8**	
	c -Complaints - Stage 1 partially upheld	**0**	**0**	

No	PI Description	Quarter 2 2014/15	Quarter 2 2015/16	Direction of Improvement
2	**Total Complaints - Stage 2**	**4**	**2**	↑
	a - Complaints - Stage 2 upheld	**0**	**0**	
	b - Complaints - Stage 2 not upheld	**4**	**2**	
	c- Complaints - Stage 2 partially upheld	**0**	**0**	
	Total - Ombudsman investigations	**0**	**0**	↔
	a - Complaints - Ombudsman investigations upheld	**0**	**0**	
	b - Complaints - Ombudsman investigations not upheld	**0**	**0**	
4	**Number of Compliments**	**12**	**8**	↓
	Stage 1 – There has been a slight increase in the number of complaints received up to the 2nd quarter of 2015/16 when compared to 2014/15. This may be attributed to an improved method of recording complaints. Stage 2 – There has been a reduction in complaints received up to the 2nd quarter of 2015/16 when compared to 2014/15. The number of compliments has dropped compared to the same quarter last year.			

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board
17 December 2015

Report of the Head of Streetcare
M. Roberts

Matter for Decision

Wards Affected: All

Missed Bin Policy

Purpose of Report

1 To seek approval from Members for the adoption of a policy in relation to 'missed' waste collections.

Background

2 During any one year the Council undertakes in excess of 1.66 million collections of refuse and 3.32 million collections of recycling; a total of almost **5 million** collections in total from circa 64,000 households in the County Borough, this, however, does not include other collections carried out by the Council for the trade refuse service, the hygiene waste service or the bulk collection service.

3 Given the number of waste/recycling collections undertaken each year, it is inevitable that on occasion, some collections may not be made, whether due to vehicle breakdown, crew changes, access issues due to roadworks or parked cars, late presentation of waste, or indeed loader error. Whilst the Council has custom and practice arrangements in place to deal with these occurrences they have never been formally adopted as policy and with the increasing move to online reporting etc. it is intended to include these on the Council's website.

4 Further to above, a draft 'Missed Collection' Policy is included as Appendix A, which reflects ongoing custom and practice, for consideration by Members.

Financial Impact

5 If the Council response to 'missed' collections was changed away from what is currently custom and practice then the financial and general resource pressure would result.

Equality Impact Assessment

6 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 proposal does not require an Equalities Impact Assessment.

Workforce Impact

7 None

Legal Impact

8 None

Risk Management

9 Auditing and monitoring of reported missed collections via telephone/internet or email will continue as present and will be reported as part of the Performance Management Procedures.

Consultation

10 See Appendix A – 'Missed Collection Policy

Recommendation(s)

11 The Council adopts the 'Missed Collection' Policy as detailed in Appendix A.

Reason for Proposed Decision(s)

12 To formalise policy in relation to ‘missed’ waste collection.

Implementation of Decision

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

Appendices

14 Missed Collection Policy – Appendix A

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16 Mike Roberts, Head of Streetcare. Tel: 01639 686966 or e-mail:m.roberts@npt.gov.uk

APPENDIX A

Missed Bin Policy

- **Refuse -** If you report a non collection of refuse by phone during office hours or on the internet by midnight of your allocated refuse collection day we will try and to return to collect it by 4.00pm on the next working day. However if we have not returned to collect the refuse by 4.00pm the next working day then all refuse will need to be taken back onto the property and represented on your next refuse collection day which would be in two weeks time. The Council makes 32,000 refuse collections per week and diverting crews to address non collections risks further multiple households being missed.

- **Recycling -** If you report a non collection of recycling by phone during office hours or on the internet by midnight of your allocated day for recycling we will try and to return to collect it by 4.00pm on the next working day. However if we have not returned to collect the refuse by 4.00pm the next working day then all recycling will need to be taken back onto the property and represented on your next refuse recycling day which would be the following week. (please also see the note below concerning green waste and plastics collections). The Council makes 64,000 recycling collections per week and diverting crews to address non collections risks further multiple households being missed. Please note that we may send an alternative Council vehicle, other than the normal waste collection vehicle, to collect recycling. Furthermore, these vehicles may also be dealing with missed refuse collections where household have a black bag service. In such cases please be assured that your recycling is separated at our depot and will not be thrown away.

- **Refuse or Recycling whole street missed collection -** If refuse or recycling for a whole street is reported as being missed during office hours or on the internet by midnight on your allocated day of collection we will return and put right the problem by 4.00pm the following day. If on attendance a missed collection is found to have

been misreported and applies only to a single household then the waste will be left.

- **Assisted collections -** If we miss an assisted collection which is reported as being missed during office hours or on the internet by midnight on your allocated day of collection we will return and put right the problem by 4.00pm the following day (It is noted the Council reserves the right to periodically review the need for assisted collections).

- **Hygiene collection** - If we miss a hygiene collection which is reported as being missed during office hours or on the internet by midnight on your allocated day of collection we will return and put right the problem by 4.00pm the following day (It is noted the Council reserves the right to periodically review the need for hygiene collections).

- **Trade waste collections** – When our crews attend paying trade customers they phone in to record if bins have not been presented or if access has been prevented etc., e.g. gates locked. If waste was not presented at the time of attendance we will not go back, and the waste will be collected during the next normal collection. Alternatively, if we have missed a trade waste collection which is reported as being missed during office hours or on the internet by midnight on your allocated day of collection we will return and put right the problem. In any case, when we attend trade premises for collection, any side waste in addition to the purchased wheel bin capacity will be charged for at our contract rates.

- **Recycling that has been stickered as 'contaminated'** – Recycling which has been stickered as contaminated will be left for the household to address. Such waste should be taken in, sorted and represented on the next normal recycling collection day. Contamination that cannot be recycled should be put in your wheeled bin or black sacks for the next normal refuse collection.

<u>Notes</u>

When you report a missed collection our system will identify if your property is on a ‘black bag’ or ‘wheeled bin’ refuse collection. It will also identify which type of recycling service your property is receiving.

Missed green waste and plastics collections – whilst the Council is slowly extending its improved ‘Recycle+’ service across the County Borough the frequency of green waste and plastics collections varies dependent on the service that your street receives. If you have to take back in either green waste or plastics following a missed collection then these should be presented on the next normal day for these items.

Our contact centre or internet reporting system may be able to advise you of the reason for a missed collection, for example, a delay due to vehicle breakdown or access issue due to emergency road openings by utility companies. Furthermore, as part of its ‘missed bin’ policy individual reports of missed collections are not treated as complaints. Regular reports will however be treated as complaints and dealt with in accordance with the Council’s complaints to which end you are asked to make it clear when contacting the Council if you are experiencing regular problems about which you wish to complain.

The Council’s waste vehicles typically have all round CCTV and notwithstanding any complaint being made, regular missed reports may be investigated. Whilst previous investigations has shown, for example, that crew changes have led to properties being missed, they have also shown that another reason has been people calling the Council after presenting their waste late. Another reason has been that bins have been rammed with waste to the extent that despite repeated attempts to empty waste with the vehicle bin lift, the waste has remained lodged either fully or partially in the bin. Due to the potential impact on other residents that can arise from diverting vehicles, anyone not presenting their waste in due time is respectfully requested not to report a missed collection in an attempt to have their waste collected. In cases where waste is found to be rammed into bins to the extent that collection is not possible then the waste will be left

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

17 December 2015

Report of the Head of Streetcare

M. Roberts

Matter for Decision

Wards Affected: All

HIGHWAY ASSET MANAGEMENT PLAN

Purpose of Report

1 To update Members with regard to ongoing development of Highway Asset Management planning and seek endorsement of a revised plan.

Background

2 In Neath Port Talbot as in other areas, residents, visitors and the business community rely on the local highway infrastructure to undertake their everyday activities. In line with guidance and best practice the Council is continuing to improve Highway Asset Management Planning. The Council's current Highway Asset Management Plan was adopted by Members in July 2013. The HAMP identifies the main asset groups of the highways infrastructure, individual asset inventory and condition data, along with any gaps where issues need to be reviewed to bring practices/assets up to required standards.

3 The aim of adopting an Asset Management strategy is to allow a planned approach to improve the management of the highway asset in respect of those components that are maintainable at public expense and for which the Council, as Highway Authority, is responsible. The Council's aim is to ensure the asset is

maintained efficiently to both a safe and serviceable condition in support of the objectives established in the Neath Port Talbot Single Integrated Plan, and the asset plan is intended to set out in practical terms the Council's strategy for doing so.

4 In Wales, all authorities have agreed to follow a generic HAMP format derived from working group commissions instigated by CSS Wales (formerly County Surveyor's Society).

5 This is the third review of the Council's HAMP since its adoption and the document has been further developed in line with nationally agreed criteria.

6 The revised document is attached as Appendix A.

7 Highway Asset Management Plans are not a means to an end in themselves and funding is required to take them forward in an ever challenging financial climate. Inevitably there has to be a process of prioritising Council expenditure against competing needs with issues directly affecting safety (e.g. surface condition) and potential property damage (e.g. drainage) increasingly coming to the fore.

Financial Impact

8 No direct financial implications. The Highway Asset Management Plan is a means of helping to identify the implications of given spending levels and ensure that available monies are spent to best effect.

Equality Impact Assessment

9 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 proposal does not require an Equalities Impact Assessment

Workforce Impact

10 None

Legal Impact

11 None

Risk Management

12 An asset management approach to Highway infrastructure provides with a framework for informed decision making. This plan sets out the management arrangements required to ensure the benefits of investment are optimised and that the highway asset is managed to meet the expectations of the highway user, within the context of the Council meeting its statutory duties as the Highway Authority.

Consultation

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

Recommendation(s)

14 It is recommended that the revised Highway Asset Management Plan is endorsed.

Reason for Proposed Decision(s)

15 To continue the Council's progress with taking forward Highway Asset Management Planning.

Implementation of Decision

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

Appendices

17 Equalities Impact Screening Assessment

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

Highways Asset Management Plan

2015-2018

Environment Directorate

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Highway Asset Management Plan

Contents

Executive Summary

Neath Port Talbot County Borough Council's Highway Asset Management Plan (HAMP) provides an integrated framework for the delivery of highway maintenance services across the Authority's road network and optimises resources for the management of the highway infrastructure.

The production of the plan has brought together practitioners for the different asset groups within the Council and follows the principles established nationally in Wales through the County Surveyor's Society.

The purpose of the Highway Asset Management Plan is to ensure the delivery of highway services in an intelligence led and customer responsive way. This approach will ultimately deliver greater value for money and help achieve key council goals and objectives.

Asset management requires a reliable knowledge of asset components and involves developing and maintaining comprehensive inventory and condition data. It also requires understanding individual asset group lifecycles and how long components will last. This knowledge provides the basis for predicting the annual level of investment required to deliver an appropriate level of service in the most cost effective manner.

An asset management approach to Highway infrastructure provides a framework for informed decision making. This plan sets out the management arrangements required to ensure the benefits of investment are optimised and that the highway asset is managed to meet the expectations of the highway user, within the context of the Council meeting its statutory duties as the Highway Authority.

1 Introduction

1.1 Highway Asset Management Planning

Asset management is a process intended to ensure that public infrastructure is managed cost effectively and that money spent on the asset is put to the best use. To this end, the following definition of asset management contained within the County Surveyors Society Framework for Highway Asset Management has been accepted by Neath Port Talbot County Borough Council:-

"Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users"

"The adoption of asset management has been proven to provide significant financial benefits" as determined by the review of accounting, management and finance mechanisms for Local Authority Transport Infrastructure Assets, final report published in June 2008. This plan sets out how Neath Port Talbot CBC intends to access the potential benefits founded on the principles of:-

- **Affordable standards:** the plan establishes standards that can be afforded and communicates them such that the public know what service to expect.

- **Long term planning**: the plan covers a set time period to ensure the right balance of short term fixes, preventative actions, and planned replacement of aged assets.

- **Appropriate Budget allocation:** the plan identifies data and analysis concerning our assets to inform decisions about how best to allocate finite resources. It also identifies gaps in knowledge and associated actions.

- **Management of risk**: Within the context of long term planning and the setting of standards and budgets, the plan aims to gauge and manage the risk associated with decisions made.

The production of the Plan 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.

This plan needs to be read in conjunction with the Council's Highway Maintenance and Winter Maintenance plans.

1.2 Drivers for Change

In July 2005 the Roads Liaison Group published "Well Maintained Highways" the Code of Practice for Highway Maintenance Management. This Code emphasizes the need to establish a logical

management system in order to deliver value for money in highway maintenance. The Code recognises the need for local flexibility implied by the new focus on the needs of users and the community. It encourages Authorities to respond enthusiastically and creatively to the challenges posed by Best Value, The Wales Programme for Improvement and sustainability.

The objectives of the Code of Practice are:

- To encourage the adoption of asset management planning as a means of demonstrating value for money in the delivery of highway maintenance, consistent with the wide principles of integrated transport, sustainability and Best Value

- To encourage the development, adoption and regular review of policies on highway maintenance, consistent with the wider principles of integrated transport, sustainability and best value.

- To encourage a focus on the needs of users and the community, and their active involvement in the development and review of policies, priorities and programmes.

- To encourage harmonisation of highway maintenance practice and standards where this is consistent with users' expectations, whilst retaining reasonable diversity consistent with local choice.

- To encourage the adoption of an efficient and consistent

approach in the collection, processing and recording of highway inventory, condition and status information for the purpose of both local and national needs assessment, management and performance monitoring.

- To encourage the adoption and regular review of a risk management regime in the determination of local technical and operational standards, the rectification of defects arising from safety inspections, and investment priorities.

- To encourage continuing innovation in the procurement of highway maintenance services, whilst complying with high standards of corporate governance.

In line with the Code of Practice, Neath Port Talbot has established a Highway Maintenance Plan which aims to:

- Maintain safe passage for highway users.

- Protect the asset value of the highway.

- Ensure consistent standards of maintenance across the County Borough relative to road usage.

- Ensure expeditious movement of traffic by complying with the Traffic Management Act.

- Establish a “Needs Based” programme for the maintenance of the network.

- Target resources and maximise the benefit from available funds.

- Facilitate technical and financial monitoring in order to establish trends in highway condition and to assess achievement against expenditure.

- Provide a framework for reviewing policies and standards and for developing strategies.

- Implement the principles outlined in the Code of Practice for Maintenance Management; and,

- Ensure that all highway maintenance is undertaken with due regard for environmental considerations.

As well as endorsing the above aims and objectives implementation of the HAMP will support:

- The introduction of Whole of Government Accounts (WGA) and specifically the CIPFA Transport Asset Code.

- The desire of the Welsh Government to see authorities use asset management as a framework for the maintenance and

development of highways, and to maximise the cost benefits of investment.

- The pressing need to manage ever increasing budget pressures resulting from the national financial position.

- The introduction of the Prudential Code.

- Arresting the ongoing deterioration in some Highway Assets.

- The targeting of increasingly scarce resources to best effect.

- A positive response to increasing public expectation.

- Links to Communities and promotion of economic wellbeing.

- Corporate drives towards the regeneration of coastal and valley communities.

- Continuing requirements to improve safety and reduce risks to highway users.

- The implementation of defendable strategies in the context of the Association of Chief Police Officers Road Death Investigation Manual.

- Compliance with Department for Transport (DfT) booklet "Maintaining a vital Asset" and,

- Compliance with Code of Practice for Highway Maintenance Management

1.3 Progress to Date

This is the fourth update of the Neath Port Talbot CBC Highway Asset Management Plan first produced in 2006. Some of the significant actions taken in the intervening periods include:-

- Development of an in-house condition survey for the un-classified carriageway network and footpaths which is used to inform works programmes.

- Identification of inventory and condition data for safety barriers from which a maintenance programme was developed and actioned.

- The setting up of an inventory database and replacement system for highway signage.

- A review of the council's street lighting following life cycle analysis culminating in a £21 million investment programme to replace aged stock financed through prudential borrowing as part of the Council's Forward Financial Plan.

- A drainage review which has created a comprehensive database of the culverts, gullies and ditches from which improved maintenance schedules have been produced improving cyclical maintenance.

- An updated programme of works to strengthen substandard bridge decks, parapets and other structures.

- The completion of the strategic Port Talbot Peripheral Distributor Road (now named Harbour Way) providing an alternative diversion route off the M4 and opening up the former docks area for regeneration.

1.4 Council Expectations from the HAMP

The Council expects, through the continued refinement of The Highway Asset Management Plan, to continue development of a more planned and holistic approach to maintaining and improving highway assets for users, in line with its Statutory Duties, that maximises return on investment.

1.5 Corporate Asset Management within Neath Port Talbot CBC

Neath Port Talbot County Borough Council is committed to continuous improvement. The Corporate approach to Asset Management, particularly in the management and use of the Council's property and highway infrastructure assets, forms part of their commitment in support of the objectives of the Single Integrated Plan (SIP), NPTCBC being a Local Service Board Partner

The Corporate strategy helps to:

- Promote a corporate approach to the management of assets in pursuit of corporate aims and objectives.

- Secure continuous service improvement and build an understanding of the importance of assets in supporting service delivery.

- Manage property and infrastructure holdings and develop information covering their sufficiency, suitability and cost.

- Manage risk across the Council's range of assets.

- Ensure that capital projects are delivered on time and within budget.

1.6 Goals and Objectives of Highway Asset Planning

The main objectives of this plan are:-

- To identify the extent, condition and value of the Council's highway infrastructure.

- To understand asset and maintenance treatment lifecycles

- To enable the production of informed Works Programmes

In mapping the way forward, gaps in knowledge and good practice have also been identified along with appropriate improvement actions. Alongside the clinical approach of analysing asset condition and lifecycle data, the input of elected Ward Members is also recognised, with particular regard to local streets in the production of programmes and actions.

It is also noted that environmental (particularly coal tar contaminated surfaces) and economic factors are driving a critical reappraisal of traditional maintenance treatments. Furthermore, the requirement to "do more with less" whilst ensuring solutions are "fit for purpose" has signalled the need to introduce low cost treatments leaving in place as much as possible of the existing surface material, which is in itself a finite resource. To this end Neath Port Talbot CBC has trialled surface dressing schemes using the latest materials and techniques and is currently assessing preventative treatments along with re-cycling techniques for the purpose of lowering carbon footprint and increasing sustainability in its maintenance practice. Micro-asphalt, and jet injection patching are new systems that are frequently in use today. Thermal patching is another system that is presently being trialled and shows great potential for future strategies

The DfT booklet 'Maintaining a Vital Asset' sets out the UK Government's expectations of councils in maintaining their networks. If the Council is to meet these expectations, it can only do so through the better use of its resources and the adoption of asset management

planning. In addressing the expectations of Government in the areas of footways and unclassified roads, the Council has demonstrated a cost effective and innovative approach through the efficient use of internal resources, inventory and condition data providing for informed decision-making.

Considerable progress has been made in the implementation of asset management principles since the HAMP was first published. The identification of risks, performance gaps and the subsequent improvement actions are now enabling an improving level of asset management aimed, in the first instance, at arresting further deterioration of the Council's highway asset.

1.7 Time period and updating of this HAMP

This Highway Asset Management Plan covers the period 2015-2018 albeit the actions are based on longer term lifecycle plans. During this period the HAMP will be updated to capture any changes as a result of the ongoing improvements, reviews, budget changes and risk assessments.

1.8 Application of the HAMP

The HAMP aims to bring together all the Authority's goals, objectives and policies utilising both existing and new practices, and sets out how the principles of asset management are being applied to ensure

the highway service meets the requirements of the Council and highway users.

Effective planning will ensure that the network functions efficiently by highlighting the maintenance needs of the various highway components whilst taking into account the effects of damage caused by increased traffic flows, heavier and larger vehicles, climate change, expanded operations by utilities, and increasingly constrained budgets.

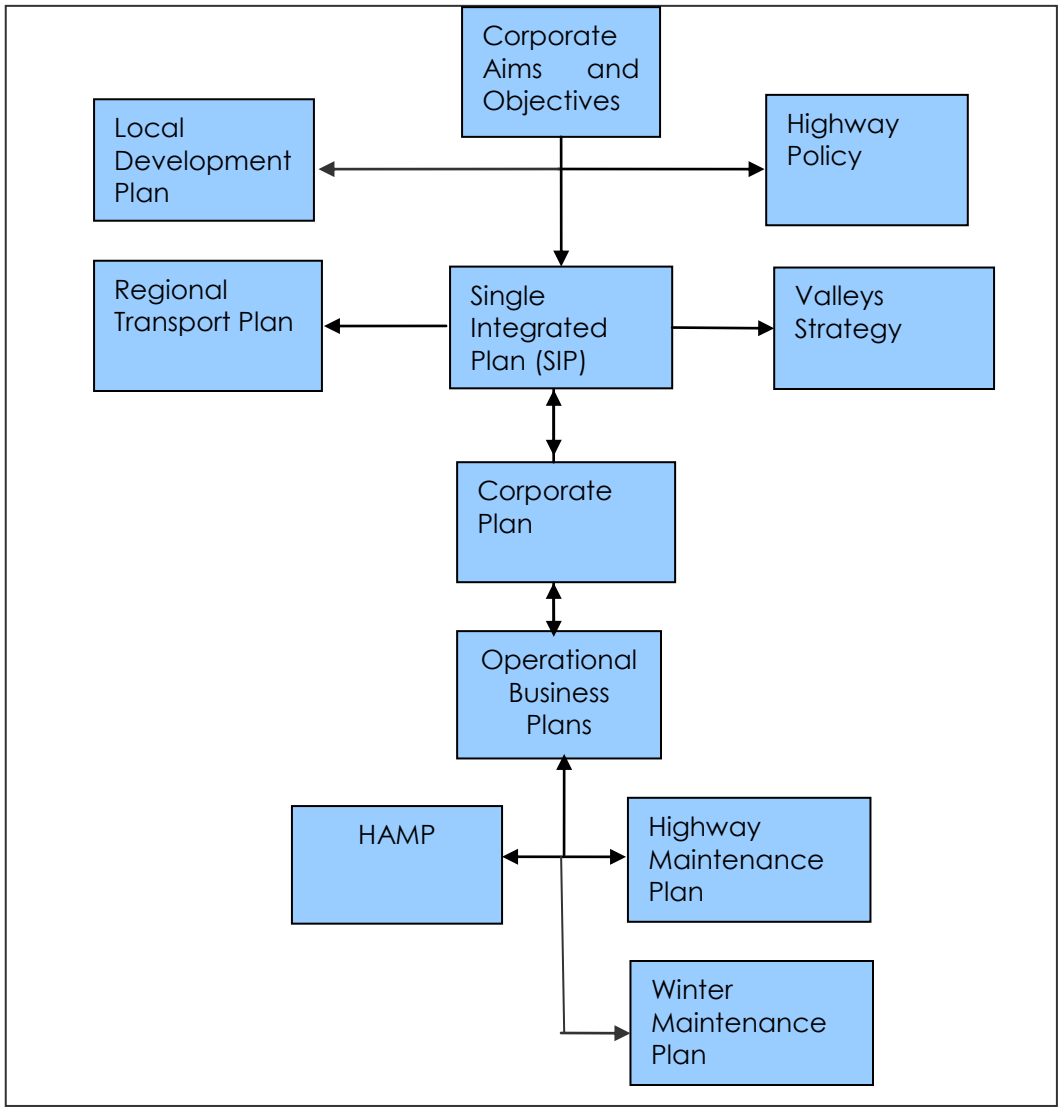
The plan is expected to provide an effective management tool for the running of the highway network with inventory and condition surveys of the different main highway assets enabling cost and risk analyses in lifecycle analysis to inform summary actions, service standards and works programmes.

Continued assessment and monitoring over time will provide the basis for measuring performance standards.

1.9 Strategic Document Framework

The strategic document framework below details the relationship between the various strategic documents within the Council, and how the Highway Asset Management Plan fits in.

Diagram 1.9.1 Strategic Document Framework



2 Asset Description

2.1 The Highway Asset

Neath Port Talbot CBC has detailed geographically referenced data sets for the eight main asset groups which are shown in Table 2.1.1 below:-

Table 2.1.1 Neath Port Talbot CBC – Main Highway Assets

Asset Description	Elements
Carriageways	Including lay-bys, bus lanes etc.
Footways	Including footways adjacent to carriageways
Structures	Including Bridges, culverts and retaining walls etc.
Lighting	Including Lighting columns, illuminated signs/bollards etc.
Traffic Signals	Including signalised junctions and pelican crossings
Signage	Including warning signs and regulatory signs etc.
Drainage	Including road drainage manholes, gullies and culverts (including inlets, intakes, outlets and outfalls) etc.
Road Restraint Systems (Crash Barriers)	

Since the original HAMP was produced in 2006 the Asset inventory has developed to such an extent that we now also have detailed information on the following additional assets groups shown in Table 2.1.2 below:-

Table 2.1.2 Neath Port Talbot CBC – Additional Highway Assets	
Asset Description	**Elements**
Cycle Routes	All cycle routes
Street Furniture	Including street name plates, bus shelters, bins, grit bins, pedestrian barriers, cattlegrids, highway trees, seating etc.
Road Markings	Road markings (limited)
Weather Stations	All weather stations
Traffic Calming measures	Including plateaus, speed cushions etc.
Bus Shelters	
Dog Bins	
Post and Rail Fencing	
Invasive Species	Knotweed, treated zones
Car Parks	
Residents Parking Bays	
Salt Bins	
Speed Cameras & Speed Advisory Signs	
Telephone Kiosks	
Tactile Paving	
Pedestrian Crossings	

An inventory overview of the main Highway Asset Groups is shown in Table 2.1.3:-

Table 2.1.3 Neath Port Talbot CBC – Main Highway Asset Inventory		
Asset Description	**Amount**	**Unit**
Carriageway	848.9	Kilometres
Footways	940.18	Kilometres
Structures: Bridges Culverts > 1 metre Diameter Retaining walls (in NPT ownership) Retaining walls (ownership unknown)	 356 80 649 1,175	 Number Number Number Number
Street Lighting	17,279	Number
Traffic Signals (light heads on junction control and pedestrian crossings)	372 (sets of traffic signals 67)	Number
Signage: Illuminated (inc. bollards) Non illuminated	 3,695 10,443	 Number Number
Drainage: Road culverts Gullies	 1,200 30,462	 Number Number
Safety Barriers /Vehicle Safety Fences	39.87 368	Kilometres Sections
Post and Rail pedestrian barrier	31.3 498	Kilometres Sections

2.2 Assets Not Covered by this Plan

Assets not covered by this plan include the following:-

- Motorways and Trunk Roads.
- Footpaths and car parks identified by Estates as being in Authority ownership but not maintained by the Highway Authority.
- Garage compounds owned by others.
- Public Rights of Way.
- Un-adopted / private roads.
- Lighting to car parks and parks not maintained by the Highway Authority.
- All other assets upon the highway that fall under the responsibility of other organisations such as Utility Companies.

2.3 Asset Growth

The carriageway asset in Neath Port Talbot has, over the two years since the last HAMP, grown by 31.2 kilometres, representing a 3.8% network growth.

This increase has been due mainly to:-

- New residential housing developments in the local area resulting in the adoption of new roads by the Authority.
- The completion of the new Peripheral Distributor Road (PDR) around Port Talbot.

This growth has resulted in an increase in other assets such as footpaths, drainage systems, street lighting and carriageway markings highlighting the need to periodically update the relevant asset information.

It is expected that, despite the economic downturn, this growth pattern will continue over the length of the plan due to a number of housing developments, including the Llandarcy Village development and development around the Port Talbot Peripheral Distributor Road (Harbour Way).

In addition, increased use of high specification materials, such as anti-skid and coloured surfacing, as part of accident reduction measures, as well as block paviors and decorative stone flags in town centres, as part of regeneration schemes, increase the overall cost of asset maintenance.

3 Community Requirements

3.1 Customer Consultation

The main sources of identifying local needs is through correspondence and via the Council's call centre and Customer Response Management system which handles queries and complaints from the public. Requests for service from the general public are carefully monitored and the detailed reports along with accident claims provide a valuable source of information which can be fed into the budget and works programming processes.

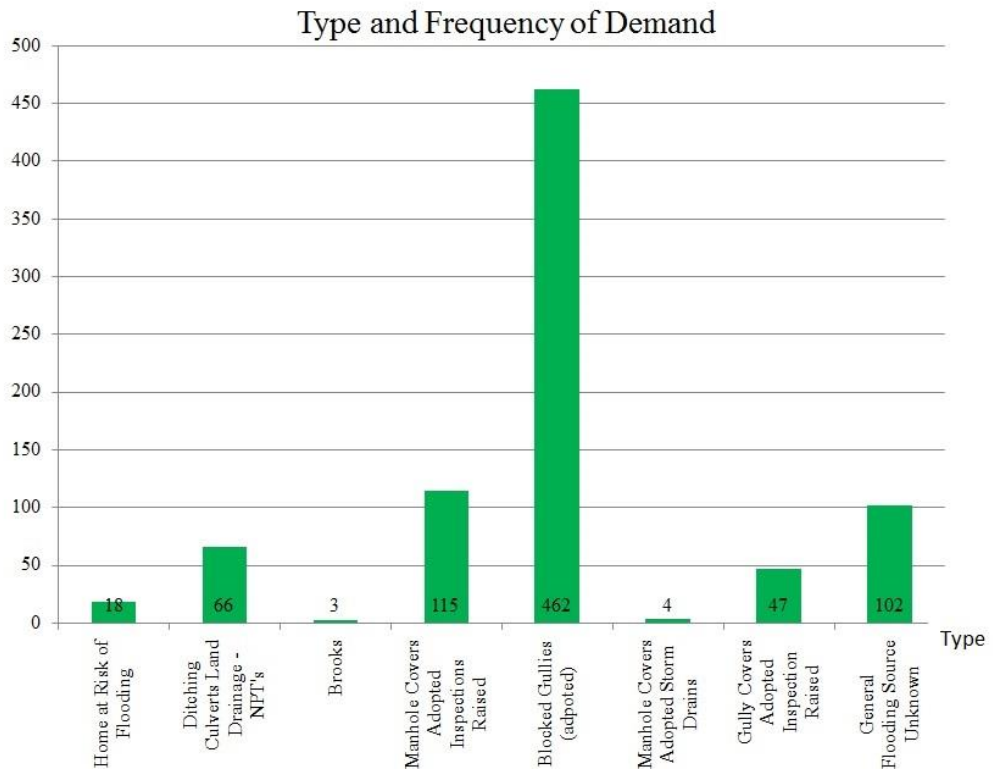
The Authority also has an established process of dialogue with elected Ward Members prior to finalising Planned Works Programmes. This process affords Members an opportunity to table concerns/requests in response to the needs of their ward constituents which can be considered in conjunction with the works identified from the condition surveys and other means.

As an indication of public demand for highways related activities, between 1 April 2014 and 31 May 2015, the call centre received 8,550 calls relating to Neighbourhood and drainage issues as categorised in Table 3.1.1 below and Table 3.1.2 overleaf:-

Table 3.1.1 Neighbourhood Demand (calls received)

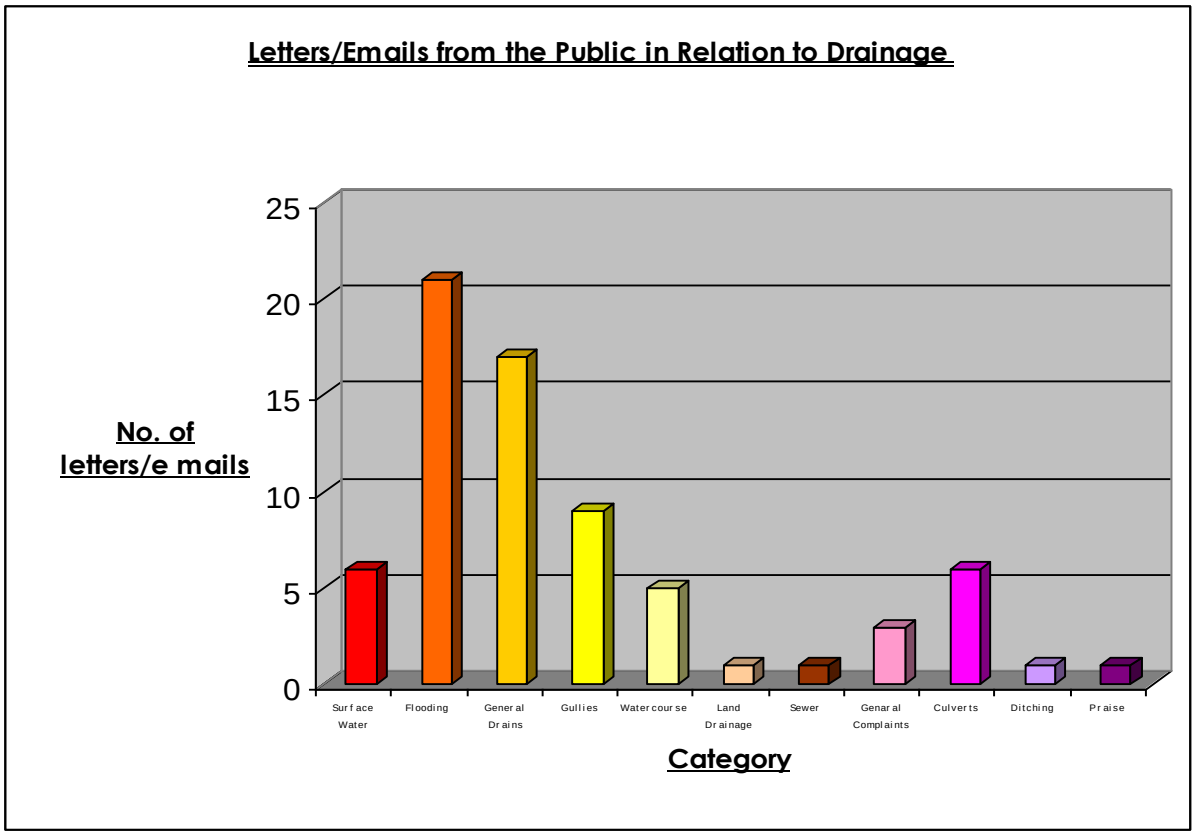
Category	Total Calls
Graffiti	27
Fly Tipping	1,897
Street Cleansing	2,992
Grounds Maintenance	983
Dogs	561
Gritting / Snow	56
Pot Holes / Highways	1155
Total	**8,550**

Table 3.1.2 Drainage - type and frequency of demand



It can be seen from the above (taken from calls received via the Customer Services contact centre) that when the survey was carried out blocked gullies was, by some margin, the biggest drainage maintenance demand.

Diagram 3.1.3 Analysis by letters/e mails from the public in relation to drainage

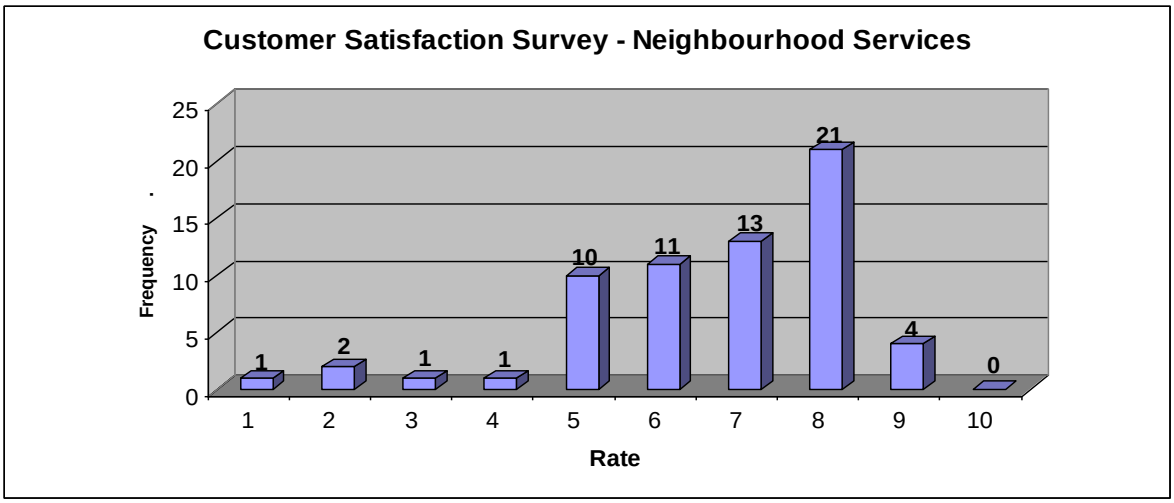


A Customer Satisfaction Survey for Drainage indicated that what mattered to the public was:-

- No Smells
- Gullies do not overflow
- Drains are maintained regularly
- Regular cleaning of fallen leaves
- Cleaning of gullies
- Quick response times to emergencies
- No water on road
- No noisy inspection covers
- Culverts do not flood

In the same period the results of a Customer Satisfaction Survey for Neighbourhood Services is shown below where members of the public were asked to rate the Council out of 10.

Table 3.1.4 Customer Satisfaction Survey – Neighbourhood Services



The public were asked "*if not a 10, how could we achieve a 10*?" and typical replies / comments are listed below:-

- Problems with grass verge not being cut and parking.
- Potholes in the road and pavement. Litter picker is good.
- My street is ok.
- Parking and potholes are bad.
- I live on a hill and the council are reluctant to come up some times.
- Potholes are a big problem it damages your car.
- Litter and potholes.
- Clean the streets more and potholes.
- Needs more sweeping and get shot of the weeds.
- The street around my area is ok.
- Streets are good.
- Grass and weeds and potholes are bad.
- Our road is in need of repair, potholes all along the roads.
- Potholes outside my house, everything else is good.
- Potholes on hill and litter needs to be cleaned more in out streets.
- Won't get 10 out of 10, only in a perfect world.
- Re surfaces and better roads.
- Lower council taxes, more lighting and more facilities on the beach.
- Potholes and fly tipping.
- Re vamp streets and roads around shopping centres.

- Potholes and re surfacing.
- Potholes, weeds and dog fouling.
- Cleaner streets.
- Cutting grass and parked cars.
- Potholes.
- Better lighting and potholes.

3.2 Results of Consultation and Use of Results

Information in the previous section has been used to help identify specific problem areas relating to the highway / drainage infrastructure and assist in identifying:-

- Potential projects for inclusion in future works programmes

- Maintenance hot spots

However, whilst feedback is useful it is not intended that the Highways Asset Management Plan will be particularly driven by public consultation alone as many of the issues addressed by the HAMP are technical in nature and need to be considered in the context of longer term analysis and projections.

It is anticipated that in future years there will be continued consultation with specific stakeholders, such as statutory undertakers, to obtain the benefit of their input, to coordinate investment, and ensure a shared understanding of asset

management as it affects their particular areas of interest. This will help ensure that stakeholder input is appropriately considered in the establishment of policy and practice adopted by the Authority. Input from stakeholders is also a valuable source of information concerning some aspects of the network and associated maintenance strategies. Their data will, along with technical surveys and other related information, contribute to ensuring appropriate asset management decisions are made.

4 Future Demands

4.1 Introduction

This section outlines the demands that we anticipate will be placed on the highway asset over the duration of this plan. These demands together with the associated risks have been considered when formulating the plan.

4.2 Traffic Growth and Composition

Past increases in car ownership and the general reliance on the private car has put pressure on roads and existing junctions through increased demand for road space. A number of key roads and junctions are at capacity and congested which is constraining growth in some areas and affecting the daily life of residents. The statistics below, from the Department for Transport, indicate the changes in volume of traffic over the past 10 years or so.

Table 4.2.1 Volume of Traffic 2000-2013

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Billion Vehicle Km. in Neath Port Talbot	1.17	1.20	1.25	1.27	1.30	1.38	1.34	1.32	1.27	1.30	1.29	1.30

Table 4.2.3 Volume of Traffic by Class of Road 2007-2013

	Motorway	A Trunk - Urban	A Trunk - Rural	A County -Urban	A County - Rural	All Major Roads
2007 - billion vehicle kilometres	0.55	0.02	0.20	0.11	0.24	1.12
2008 - billion vehicle kilometres	0.53	0.02	0.20	0.11	0.23	1.09
2009 - billion vehicle kilometres	0.51	0.02	0.20	0.11	0.23	1.07
2010 - billion vehicle kilometres	0.48	0.02	0.19	0.11	0.22	1.03
2011 - billion vehicle kilometres	0.51	0.02	0.19	0.11	0.23	1.06
2013 - billion vehicle kilometres	0.52	0.02	0.20	0.11	0.22	1.06

The volume of traffic by “class of road” in Neath Port Talbot (table 4.2.3) reflects an overall reduction in traffic from 2007 to 2013 (from 1.12 billion kilometres in 2007, to 1.03 billion in 2010). The reason for the reduction in traffic is unknown and could be a result of a number of factors, such as cost of fuel, the financial down-turn, or residents choosing more active forms of travel.

Whilst the overall level of traffic in NPT has been static over the last few years demand for road space in some localized areas is high

and/or increasing. As a result, due to the level of traffic, local topography and the existing road system within urban areas, a number of congestion hot spots exist across the County Borough.

Within Neath:

- M4 Junction 43 (Llandarcy): The capacity at this strategic junction between the M4 and the A465 (T) is a concern. Major improvements are ongoing to serve the Coed Darcy development, but future proposals to dual the entire length of the A465 will need to consider any need for further capacity improvements.

- Pen-y-Wern Junction (Bryncoch, Neath): Experiences congestion at peak times. Any further development would have an impact on the junction and could require road improvements between the junction and the Neath River viaduct – this would be expensive and could undermine the viability of any proposed development.

- Cwrt Herbert / Roman Way**:** Experiences congestion at peak times, one factor being the proximity to Dwr y Felin School. Land adjacent to Roman Way offers an opportunity to provide bulky goods shopping or housing in a central sustainable location, but such development could also increase traffic generation.

- Neath Abbey / Tesco**:** Experiences congestion at peak times.

- Neath Town Centre (Stockham's Corner / Cimla Hill / B&Q / Gnoll / Victoria Gardens): faces congestion, air pollution (Victoria Gardens) and in worst cases 'gridlock' at peak times. While development and regeneration proposals aim to revitalise the town centre, congestion could constrain demand.

Within Port Talbot:

- M4 Junctions 41 / 40 (Port Talbot): These junctions currently provide access points to Port Talbot, Cwmafan and the Afan Valley. With the completion of the PDR the Welsh Government has experimented with slip road closures, or partial closures (at Junctions 40 and 41), to discourage the use of the M4 for local traffic. The results of the experiments are being considered and whilst junction restrictions may ease congestion problems on the M4, the changes could make access to some areas more difficult.

- Heilbronn Way: Experiences congestion at peak times.

- Water Street: Experiences congestion at peak times.

Within Pontardawe:

- Tesco / Pontardawe Inn: Experiences congestion at peak times.

- The Cross: Experiences congestion at peak times. There is little potential to improve road capacity to address traffic congestion in Pontardawe, the emphasis will need to be on managing access to the town.

Recently Completed Developments:

The following schemes have recently been completed or are a priority for future years:-

- The Peripheral Distributor Road (PDR) Phase 2, also know as 'Harbour Way' was completed in October 2013. The new road eases congestion between J38 and J41 of the M4 by feeding traffic through the former docks regeneration area.

- Through the Regional Transport Plan, access to Kenfig Industrial Estate has been improved through the modification of an existing railway bridge with low headroom, allowing an alternative access for high sided vehicles. The bridge improvement scheme was completed in November 2012. The only previous access for high sided vehicles was through the narrow, suburban roads of North Cornelly, providing limited potential for development on the industrial estate as these have

consequent planning constraints on the number of high sided vehicles that could need access. These improvements allow these planning constraints to be removed and allow further development and business investment on the estate.

- The new Baglan Energy Park Link Bridge forms an integral connection in a network route between Port Talbot and Swansea. It also facilitates significant improvements on the Port Talbot to Swansea Priority Bus Corridor. The aim of the project was to reduce journey times, particularly for buses, on the A4286, Afan Way, and the A48, through Baglan and Briton Ferry, whilst providing improved access into Baglan Energy Park, permitting continued growth in employment and investment. Baglan Energy Park is a significant employment development area identified in the Unitary Development Plan and the emerging Local Development Plan. The bridge was completed in April 2015

Proposed Developments:

- Cymmer Viaduct, a grade II listed structure, has failed its structural assessment and is in urgent need of replacement or bypass. The structure is on a bus route and is currently the only viable means of accessing the upper Afan Valley. In 1999, as an interim measure an 18 tonne weight limit and a single lane working, controlled by traffic lights, were introduced. The structure is deteriorating and will require a full replacement or

ultimately closure to traffic combined with the provision of a new route to the upper Afan Valley.

- Interest has been shown from the multinational engineering company, AECOM, in providing an innovative underground hot water heating system linking individual buildings up to a kilometer apart, enabling buildings to be heated remotely. The company is looking to provide heating to commercial public buildings as well as domestic properties and propose to route the underground heating pipes along the public highway.
- The electrification of the main Swansea - Paddington railway line will see extensive road bridge accommodation works. Electric trains require greater headroom to operate and Network Rail are currently engaged in preparing the programme for the improvement programme

4.3 Utility Activity

Activity by Statutory Undertakers and other Utilities can have a major effect on the maintenance and management of the road assets which can generally be detrimental to the life cycle of the asset.

All statutory undertakers are responsible for carrying out their own reinstatements although they must be to Department of Transport standards (see *New Roads and Streetworks Act 1991 – Specification for Reinstatement of Openings in the highway)*.

At present NPT, in line with Department of Transport standards, enforces a 2 year maintenance period on all reinstatements and 3 years on any excavation greater than 1.5 metres.

Neath Port Talbot CBC as part of its Statutory duties inspects a random sample of 30% of Utility Works during the following three stages of excavation:-

- During the process of excavation.

- Within 6 months following interim or permanent reinstatement of the works.

- Within the three months prior to the end of the maintenance period.

Any remedial works required during the maintenance period are completed by the Utility Company, reducing any potential future deterioration of the highway asset and unnecessary costs to the Authority.

NPT is committed to improving co-ordination and standards of utility works and meetings are held on a quarterly basis with all Statutory Undertakers and neighbouring authorities in an effort to improve forward planning and help extend asset life cycles.

Co-ordination and monitoring is important, not only to minimise delays to the travelling public, but also because the Council is often criticised for delays caused by traffic management implemented by Utilities for reinstatements and repairs.

4.4 Climate Change

It is very difficult to forecast changes in climate but there has been an acceptance that general weather patterns are changing. The noticeable changes in the past few decades have seen a number of severe winters and increased rainfall. Some winters have been prolonged with long periods of minus temperatures and heavy snowfalls. Also, increased rainfall has resulted in short heavy downfalls producing localised flooding whilst prolonged periods of lighter longer lasting rainfall have resulted in land becoming saturated and flooding as a result of excessive surface water run-off. Furthermore it is envisaged that with the increasing severity of weather conditions flooding will become more prevalent providing increased infrastructure budget pressures.

As a consequence of the recent severe winters the Authority made the decision to provide a new salt barn providing additional capacity thereby increasing the resilience of the salt stocks in an effort to ensure the Strategic Network remains accessible during severe weather conditions.

A drainage unit has been established within Streetcare which, combined with a systems review and additional resources for culvert cleaning, has led to significant improvement in drainage information and cyclical maintenance.

4.5 Changes in Legislation

Changes in legislation often means the Council having to react and adapt, which often means an increase in the cost of maintaining the asset. The Council is however currently producing a flood risk management strategy in line with legislation which will ultimately, amongst other outcomes, identify drainage systems with potential for highway flooding that may need to be addressed.

The Well-being of Future Generations (Wales) Act 2015 comes into force on 1st April 2016 and may have an impact going forward on decisions in relation to the future maintenance and management of road assets and on the way in which services are delivered.

4.6 Local / Regional Transport Strategy / Demands for Additional Assets

The following key transport issues have formed the basis for the development of the Regional Transport Plan:-

- Road traffic volumes in the region and pressures in terms of unreliable journey times, localised congestion, reduced air quality, increased noise, vibration and carbon emission issues.

- Road safety issues and associated public concerns: Whilst there has been a general reduction in serious injuries and deaths from road traffic collisions, there are wide variations across the region and for particular road users' categories.

- Disparities in car ownership and use: Whilst overall both have increased, growth has not been consistent across the region. Those with cars are able to participate in a far wider range of opportunities than those reliant on public transport, walking or cycling for mobility.

- Variations in Public Transport provision: These broadly match population distribution, with higher frequency services and better coverage to the south and east of the region, where the majority of the population live, with less extensive provision in the more sparsely populated rural areas. Rail, bus and coach services are provided by private sector companies through

mainly commercial services along with services supported with Welsh Government funding.

- Access constraints: Physical access to bus and rail services remains a barrier to mobility impaired in some locations.

Other key issues that have influenced the Regional Transport Plan include:-

- Freight operation is an essential contributor to the economy but is planned and delivered by the private sector within European and UK legislative processes.

- Ports and Shipping facilitate the movement of passengers and freight to and from the region and are a critical link in the national supply chain network.

The Regional Transport Plan (RTP) links with the National Transport Plan for Wales and overall the Vision for South West Wales is to:

"*Improve transport and access within and beyond the region to facilitate economic development and the development and use of more sustainable and healthier modes of transport."*

From this vision stems the following strategic objectives:-

- To improve access for all to a wide range of services and facilities including employment and business, education and training, health care, tourism and leisure activities.

- To improve the sustainability of transport by improving the range and quality of, and awareness about, transport options, including those which improve health and well being.

- To improve the efficiency and reliability of the movement of people and freight within and beyond South West Wales to support the regional economy.

- To improve integration between policies, service provision and modes of transport in South West Wales

- To implement measures which make a positive contribution to improving air quality and reducing the adverse impact of transport on health and climate change, including reducing carbon emissions.

- To implement measures that help to reduce the negative impact of transport across the region on the natural and built environment, including biodiversity.

- To improve road safety and personal security in South West Wales.

The long term strategy in the Regional Transport Plan developed in conjunction with stakeholders identifies:-

- Improving land use and transportation planning – through the use of Accessibility Planning, to ensure that development is properly located.

- Improving strategic east/west road and rail links – to create more reliable internal connectivity and improved connectivity with rest of Wales, the UK and European neighbours.

- Improving Strategic Bus Corridors – to create more reliable and attractive connectivity between key settlements.

- Promoting integration – to encourage more sustainable travel choices and reduce the barriers to interchange.

- Improving safety in transport – to reduce personal injuries and fears for personal safety.

- Providing more and better information - to raise awareness on the range and use of sustainable transport options.

- Improving linkages between key settlements and strategic employment sites – to create a range of attractive passenger transport and walking and cycling opportunities linking key

settlements with their hinterlands and with strategic employment sites.

- Improving the efficiency of the highway network – through a range of appropriate mechanisms including demand restraint.

Furthermore a range of policies are identified under the following broad headings:-

- Reducing Greenhouse gas emissions and other environmental impacts from transport.

- Integrating local transport.

- Improving access between key settlements and sites.

- Enhancing International Connectivity; and Increasing Safety and Security.

Within the current plan, proposed developments relevant to the Neath Port Talbot area are:-

- Port Talbot to Swansea Bus Corridor.
- Neath (Llandarcy) to Swansea Bus Corridor.
- Port Talbot Parkway Station development.
- Park and Share sites close to M4 junctions.
- Neath Railway Station Improvements.

- Multi Modal Freight Facility - Margam Wharf.
- Coed Darcy southern link.
- Swansea Valley to City Centre Bus Corridor.
- Bus priority corridor between Port Talbot Parkway and Bay Campus
- Port Talbot to Neath Bus Corridor.
- Pontardawe Cross Valley Link Bridge.
- Cymmer bridge and associated works
- Baldwins Bridge – joint scheme with City & County of Swansea
- Port Talbot Modal Interchange
- Relocation of Neath town centre bus station

5 Levels of Service

5.1 Establishment of Levels of Service

Levels of Service are "*the defined service quality (service standards) in respect of particular asset components against which performance can be measured for the benefit of users"*

Levels of Service are composite indicators that reflect the social, economic and environmental goals of the community and may relate to safety, availability, accessibility, condition, environmental impact, customer service and financial performance (cost). Ideally, levels of service should create visible linkages between user needs, corporate objectives and any works undertaken on the asset.

The connection between customer expectations and what can, in practice, be delivered needs to be understood and communicated to stakeholders. It is also important that everyone involved in the process is aware that decisions, which impact on service delivery, need to align with the overall policies and objectives of the Council.

Defined levels of service are the realistic aspirations that a Highway Authority strives to meet reflecting statutory obligations, corporate goals and customer expectations in delivering highway services. Levels of service need to consider the preservation and physical integrity of the asset, and also meet the demands of safety, availability and accessibility.

Key requirements affecting the development of levels of service are:

- **Legislative requirements**: It is a requirement that levels of service comply with the legal obligations and statutory duties incumbent on a Highway Authority. Additionally, the adoption of recognised codes of practice will provide the necessary guidance to align service delivery with national best practice.

- **Policy and objectives**: NPT sets out its policies and corporate objectives in documents such as the Local Transport Plan and Highway Maintenance Plan. Levels of service are not only determined by local objectives as there need also be an acknowledgment of the wider national targets set out by the Government. As a consequence, the budget and asset planning process is designed to enable strategic choices and decisions to be made in an informed manner, so that the council can manage its budgets and services with due regard for prudence, stability, investment and efficiency.

- **Customer expectations**: The expectations of all road users, the community and local businesses need to be recognised as a factor in the service level decision making process. The provision of better information will enable consultation with customers on a more informed level.

- **Best practice guidelines**: A number of best practice guidelines exist that directly influence levels of service. While these best practice guidelines are not always statutory requirements, they represent a description of accepted good practice. This can be particularly important in ensuring that assets are protected against public liability claims. The most significant best practice guidance documents relevant to this Plan are the Code of Practice for Highway Maintenance Management, the Code of Practice for Road Lighting Management and the Code of Practice for Management of Highway Structures.

- **Affordability**: Service options set out to consider the most economically efficient way of delivering an acceptable level of service over the long term. Pressures on council funding and increasing demands on the highway network mean it is not always possible to secure the required funding to deliver the desired solution, and budgets influence what can realistically be achieved. Affordability must therefore be recognised and acknowledged when setting deliverable levels of service

- **Availability of resources**: The availability of suitably skilled resources throughout the construction industry is limited and, because of the proposals to rapidly accelerate delivery, targets can sometimes be difficult to achieve.

5.2 Measurement and Reporting of Levels of Service

An asset management approach provides existing and projected data to support the decision making process. In practical terms this provides the necessary information to make informed choices regarding the identification and assessment of service needs.

Once the requirements driving an asset group's service level have been determined it is necessary to develop service options around these requirements, and evaluate them. This process should clearly identify the service options applicable to the particular asset group.

As noted previously, service delivery can be influenced by a number of demands such as legislation, best practice guidelines, Health and Safety requirements, corporate goals, political influences, customer expectations and financial constraints. The aim is to improve service provision through developing or altering current practices, as part of developing NPT's HAMP, by a process of continued monitoring and review.

In setting its own standards for asset groups NPT has considered the following set of generic service levels:

- **Statutory Minimum:** Meeting statutory or legislative requirements and notes for guidance only.

- **Existing:** The impact on the asset if current funding levels are maintained.

- **Steady State:** To arrest deterioration of the asset and maintain current condition, performance and value.

- **Prescribed Service:** An enhanced standard based on customer expectations and/or political aspirations.

- **Optimum Service:** An optimum level of service based on long term economic lifecycle planning.

- **Attainable Service:** A reinterpretation of the Optimum Service in light of available resources representing the best long term return for available shorter term funding.

Ultimately, the chosen option must be a result of a combination of cost, benefit and risk. Depending on the asset category, the options evaluation criteria include:

- Programmes and planning
- Safety implications and requirements
- Availability of service or asset
- Accessibility to service or asset
- Condition of the asset
- Environmental impact of providing and maintaining the asset
- Customer service, expectations and perceptions

- Risk and benefits
- Finance
- Performance targets

In respect of adopted and specified service standards the asset management process will monitor, review and report on progress and performance. As such, levels of service, where possible will need to be measurable and realistic having performance targets that can be set out and measured using appropriate indicators, including:

- National Indicator Set measures (NIS's)
- Local Performance Indicators (LPI's)
- Recording of Response Times
- Customer Complaints Monitoring Procedures
- Condition Surveys

To inform the monitoring process, the tables on the following pages give examples of asset inspection regimes, maintenance criteria, and response standards, and these along with other information is detailed within the Councils Highway Maintenance Plan:-

Table 5.2.1 Network inspection regime - frequency of Inspections

Classification		Safety Inspection	Technical Surveys
Carriageways			
A Road B Road	Strategic Route, Main Distributor, Secondary Distributor	Safety inspection regime in place	Annual SCRIM (both directions) Scanner (one direction)
C Road	Link Roads / Local Access roads		Annual (25%) SCRIM and Scanner
Unclassified	Local access roads		Annual visual survey
Footways			
	Prestige and Primary Routes	Safety inspection regime in place	Biennial visual survey
	Secondary walking routes		Biennial visual survey
	Link footways & local access footways		Biennial visual survey
	Industrial estates and other footways		Biennial visual survey
Cycleways			
	Adopted as part of C'way / Footway	Safety Inspection regime in place for cycleways	Visual survey
	Remote from		Not undertaken

	C'way / Footway	adopted as part of the Carriageway / Footway.	
	Cycle trails		Not Undertaken
Safety Barriers			
	Safety Barrier	Safety Inspection regime in place	General inventory condition survey carried out every 3 years. Principal condition survey every 6 years by specialist

Table 5.2.2 Criteria for consideration of Maintenance

Planned Maintenance – Carriageways		
Survey Criteria	**Further Investigation Options**	**Action options (*)**
SCRIM: Area below Investigatory Level based on DMRB HD28/04)	visual site assessment / pendulum / sand patch test / GripTest	resurface / monitor / survey following year / erect warning signs
Deflectograph: Area of low residual life (less than 15 years)	visual site assessment / core / trial pit	resurface / reconstruct / monitor
SCANNER: Analysis of individual parameters in accordance with PMS guidelines **Visual**	visual site assessment core / trial pit	resurface / prevention treatment

Inspection: Analysis of 1-5 ratings to create scheme assessment lengths	visual site assessment	resurface / prevention treatment

* Treatment allocated to sites based upon risk assessment

Planned Maintenance - Footways		
Category	**Defects**	**Treatment**
Main Shopping Areas	Coarse cracking Coarse crazing Depressions > 25mm Trips > 20mm	Localised Repair or Restore Surface
Busy Urban (flexible)	As for (i) above	Localised Repair or Restore Surface
Busy Urban Areas (Rigid)	Depressions > 25mm Trips > 20mm Cracks/gaps > 20mm Rocking Flags	Localised Repair or Restore Surface
Other Urban Areas / Rural Footways	As for (ii) or (iii) above	Localised Repair or Restore Surface Localised Repair or Restore Surface

Note: Prioritisation is subsequently undertaken on the basis of greatest risk.

Planned Maintenance - Kerbing		
Category	**Defect**	**Treatment**
All Footways	Severe deterioration	Localised repair or restore upstand
Busy Urban Areas	Up-stand / kerb height 75mm or less	Localised repair or restore upstand
Other Urban Areas / Rural Footways	Kerb deterioration	Localised repair or restore upstand
	Up- stand / kerb height 30mm or less	Localised repair or restore upstand
	Kerb deterioration	Localised repair or restore upstand

Note: Prioritisation is subsequently undertaken on the basis of greatest risk.

Table 5.2.3 Inspection Regime for Highways

Reactive Response Standards	
Defect	**Response Time**
Road pothole or footway trip hazard > 20mm	1 – 35 Days(*) (normally 2hr, 24hr, or 35 days)
Surface depressions which exceed the New Roads and Street Works Act (NRSWA) intervention requirements.	As above (*)
'Knocked Out' Kerb	As above (*)
Hazardous debris or obstruction in the carriageway, missing covers	2 Hours
Flooding or surcharging highway drainage system	2 Hours

(*) Response time prescribed, including any intermediate timescales, at Inspectors discretion based on risk

Table 5.2.4 Inspection Regime For Structures

Bridges, Culverts, Retaining walls and Cattle Grids	
Inspection Category	**Frequency**
General	2 Years
Principal	6 Years
Special	As Required (*)

(*) Special Inspections can be conducted following a collision or flooding or where an abnormal load is to pass.

Other Highway Structures, Culverts, Retaining walls etc	
Inspection Category	**Frequency**
General	2 Years or receipt of report/complaint

When for particular circumstances more frequent inspections are required on individual structures these are identified in the 'Structures Database'.

Table 5.2.5 Cyclic Maintenance Frequencies

Activity	Frequency
Gully Cleansing General 'critical' sites	 Bi-annually Additional clean between April - July
Grass Cutting and Hedge Trimming Adopted R'bouts & Islands Grassed Verges Highway Flail Cutting Sites Safety Cutting	As per detailed schedule but typically, Minimum 4 cuts per year Minimum 4 cuts per year Minimum 1 cut per year Additional cuts where unusual growth has created a hazard
Verge Maintenance Weed Spraying (footways) Application of Retarders Noxious Weed Removal	Programme of spraying twice per year in Summer Not Used Ragwort – As and when required (pulled up) Japanese Knotweed – Selected areas per year (sprayed)
Activity	**Frequency**
Siding General	 Where vegetation encroaches by 300 mm as identified by Inspectors
Cleansing General	 Litter pick –Minimum - 4 times / year - max daily Sweeping –Minimum - 4 times / year -max weekly

Table 5.2.6 Maintenance Of 'Aids To Movement'

Activity	Frequency
Traffic Signal Maintenance*	
Fault Attendance	Urgent fault - 2 hours
Repair Inspection	Non - urgent – 24 to 72 hours
Sign Cleaning	
Class I Roads	
Class II and Class III	As required to preserve safety
Unclassified Roads	
Road Marking	
Reinstatement**	
Class I, Class II	As required to preserve safety
and Class III Roads	
Unclassified	
Reflective Stud Replacement	
All Classes	As required to preserve safety

***** Bulk changes may only be undertaken at certain times during the week at specified locations.

****** Road markings affected by maintenance works or surface dressing are reinstated within 14 days of the works being completed.

Table 5.2.7 Maintenance Of Street Lighting And Illuminated Signs

Repair of Faults	
Category of Fault	**Minimum Attendance and Assessment Time***
Outages	
Illuminated 'Aids to Movement'	4 working days
Lighting unit	4 working days
Section of Lighting	Same day
Emergency	
To make safe potential electric danger	2 hours
Repair of traffic bollards, No Entry – signs and Belisha Beacons	2 hours

Cleaning and Servicing

Installation	Frequency
Signs and Bollards	Every site visit
Lighting Units	On lamp repair

Fault Detection

Approximately 70% of the Council lighting stock is controlled by Computer Management system (CMS) which allows automatic nightly fault reporting.

5.3 Performance Review

Alongside measurement and reporting of Service level performance and the production of periodic Annual Status and Options reports, actual performance can, as appropriate, be compared from time to time with the predicted or targeted performance at the time of establishing the management and investment strategies for a given asset. In any event a summary performance report will be presented annually to the Council's Capital Programme Steering Group and Environment Management Team, in consideration of which any amendments to levels of service and investment will be considered alongside the business planning process for individual service areas.

5.4 Existing Level of Service

A summary of asset performance against the existing level of service is given in Table 5.4.1 below:-

Table 5.4.1 – Performance against existing Level of Service

Level of Service Sub Category	Existing Level of Service
Carriageways (classified)	
Condition	SCANNeR surveys show an improvement in the condition of the Classified network. The condition of the Classified network in NPTCBC is greater than the Welsh national average
Investment	A cut in the level of investment will see deterioration in the highway asset and the value will decline. Reactive maintenance costs will increase as a result.
Safety implications	Deterioration will increase the safety risks to road users, in the absence of increasing reactive maintenance requirements.
Carriageways (unclassified)	
Condition	The in house visual inspections results show a steady increase in the condition of the Unclassified network year on year between 2010 and 2014. The improvement can be attributed to additional

	investment under Welsh Government Local Government Borrowing Initiative. Also, the carriageway works programme has had a period of greater priority following previous investment in dealing with sub-standard footways
Investment	Continuing at base budget levels, without additional funding, will see deterioration in the highway asset and in the asset value
Safety implications	Further deterioration, increasing risks to safety of road users in the absence of increasing reactive maintenance budgets.
Footways	
Condition	In-house visual inspections carried out between 2009 and 2015 indicate an overall deterioration in the footway network, despite an investment programme that targeted areas of heavy deterioration. Carriageway programmes have had a period of greater priority over footway works which is now being reviewed
Investment	A rise is anticipated in claim related costs if decline is allowed to continue.
Safety implications	Deterioration will increase risks to safety of road users' in the absence of increasing reactive maintenance budgets, or greater priority to planned works
Structures	
Condition	Bridge Condition Index indicates average condition as 87-89 (good) however, 19 sub-standard bridges currently remain in service and are monitored in accordance with BD79
Investment	Funding limited to historical budget. 65% of the

	2,290 structures have maintenance or repair works identified in Structures Work Pool.
Safety implications	Sub standard bridges require monitoring as a requirement of Code of Practice Management of Highway Structures.
Street Lighting	
Condition	Aged stock.
Investment	Major £21 million infrastructure renewal project funded from Council resources currently ongoing following asset status report and options consideration.
Safety implications	Risk of column and electrical cabling declining with ongoing investment programme.
Highway Signs	
Condition	'Reasonable', with some signage life expired.
Investment	Essential renewals currently ongoing.
Safety implications	Any missing mandatory signs in particular are a safety concern.
Traffic Signals	
Condition	'Reasonable', with some equipment life expired.
Investment	Essential renewals currently ongoing
Safety implications	Fault repair system operated.
Safety Barriers	
Condition	Repairs and upgrades were carried out following a 2009 inventory/condition survey and following the 2013 Principal inspection/survey. A General in-house follow-up inspection will carried out in 2016 and Principal inspection will be carried out by

	specialists in 2019.
Investment	To be identified.
Safety implications	Specific locations are being looked considered, where the road edge requires engineering works before the barrier can be renewed.
Drainage	
Condition	Inventory of gullies and culverts is held but condition details of individual assets are not recorded. An inventory of connecting carrier drains is being built and is ongoing.
Investment	Reactive maintenance carried out as and when identified.
Safety implications	Reactive/planned works carried out as and when identified.

5.5 Target Levels of Service

Initial target levels of service are given below. However these may need to be revised once the Council's latest Forward Financial Plan has been finalised and its full impact evaluated.

Table 5.5.1 – Initial Target Level of Service

Main Asset Groups	Initial Target Level of Service
Carriageways -Classified	Steady State – with aspirations to move to a prescribed service level of no more than 5.6% of individual road classification requiring maintenance.
Carriageways - Unclassified	Steady State – with aspirations to move to a prescribed service level of no more than 3.0% requiring maintenance.
Footways	Steady State – with aspirations to move to a requested service level of no more than 13.5% of the footway network requiring maintenance.
Structures	Steady State - with resolution of "Cymmer Bridge" issues.
Street Lighting	Prescribed Service – On completion of ongoing Improvement Programme.
Highway Signs	Steady State – with aspiration to move to a requested service level where less than 5% of signs are missing or badly damaged.
Traffic Signals	Steady State.
Drainage	Steady State.
Safety Barriers	Steady State.

6 Lifecycle Planning

6.1 Purpose and Importance of Lifecycle Planning

As part of the development of this plan, we will create lifecycle plans to consider each of the main asset groups. Each lifecycle plan considers:-

- Inventory (amount of asset)
- Condition and trends
- Maintenance options / Service levels / Risk Management and Minimum requirement
- Establishing maintenance strategies / service standards

Periodic updating of the lifecycle plans enables local knowledge to be captured and considered.

6.2 Output from Lifecycle Planning

The output from the lifecycle planning process provides 20 year financial and other projections linked to target levels of service, to inform the Council's 3 year Highway Maintenance Proposals.

Lifecycle plans are essential to Highway Asset Management planning to provide the longer term context with which to consider asset management practices, investment, performance and risk management consistently across all asset groups.

6.3 Lifecycle Plan Contents

Lifecycle plans are working documents, updated periodically as information is gathered and analysed on each asset group. When fully populated each Life Cycle Plan will contain the following information:-

Section	Answers	Contains
The Asset	What assets do the council own?	• Inventory details (type size, etc) • Asset growth statistics
Service Expectations	What is each asset group required to do?	• Customer expectations • Council objectives for transport • Specific user requirements • Safety considerations, • 3rd party use • Environmental requirements, • Network availability, • Amenity considerations
Management Practices	How is this asset group managed?	• Policies • Inspection Regime • Condition Assessment • Asset Acquisition standards • Routine Maintenance standards • Operational/Cyclic Maintenance • Planned Maintenance standards • Disposal standards
Investment	How much is being spent and should be spent over the longer	• Historical Investment • Output from historical investment • Forecast Financial Needs

	term on this asset group?	• Valuation: GRC, DRC & ADC
Works Programme	How are works programmed for this asset group?	• Existing forward works programme • Works programme coordination • Option Appraisal: treatment selection - at a project level - at a budget category level?
Risk	What are the risks associated with this asset group?	• Risk identification • Major asset risks
Works and Service Delivery	How are works delivered or procured on this asset group?	• Approved processes
Performance Measurement	How is the performance of this asset group measured and Managed.	• Performance indicators • Current performance figures • Target performance figures

Section	**Answers**	**Contains**
Strategies	What strategies are there for the future management of this asset group?	• Relevant Strategy Information
Service Improvement actions	What improvement would enhance the council's management of this asset group?	• Asset specific improvement actions

6.4 Status of Lifecycle Plans

Lifecycle plans are being produced for each of the asset groups and their current status is noted in the table below:-

Asset Group	Status	Comments
Carriageways	Update of the Plan approaching Completion	More work required
Footways	Update of the Plan approaching Completion	More work required
Bridges and other highway structures	Update of Plan approaching completion	More work required
Street Lighting	Update of Plan pending	Phase 3 of £21million investment currently underway. Approximately 11,000 units replaced/upgraded with modern luminaire and Central Control Management system. Phase 3 will include some LED luminaire investment. On project completion (expected in October 2017) another lifecycle plan will be produced for the new infrastructure aimed at maintaining the level of service the project set out to

		achieve.
Asset Group	**Status**	**Comments**
Drainage	Not started (Major culverts are covered by the Highway structures lifecycle plan).	Asset inventory for culverts complete. Asset inventory for gullies complete but data required for interconnecting drain systems. Filling this performance gap is the next step in plan development.
Traffic Signals	In progress	Traffic Signals. 65% Plan requires updating.
Highway Signs	In progress	Existing plan requires updating
Safety Barriers	Approaching completion	A Safety Barrier replacement programme has been completed since the last HAMP. A general survey is to be undertaken in 2016 to assess the asset condition and to formulate a Lifecycle Plan.

6.5 Status and Options Report (for Major Asset Groups)

Annual or periodic Status and Options reports are being produced for each of the major asset groups and their current status is noted in the table below:-

Asset Group	Proposed Frequency	Status	Comments
Carriageways	Every 2 years	Final draft completed	Final approval Required.
Footways	Every 2 years	Initial draft completed	Further work Required.
Bridges and other highway structures	Periodic	Final draft completed	Final approval Required.
Street Lighting	Periodic	Completed. Currently on year 3 of 5 year action plan.	Review to be commenced upon completion of 5 year infrastructure renewal project.
Drainage	Every 3 years	Not started	
Traffic Signals	Every 3 years	Not started	
Highway Signs	Periodic	Not started	
Safety Barriers	Every 3 years	Not started	To be produced on completion of April 2016 inventory / condition survey.

Status and Options Reports will provide an update on the relationship between existing / future budget options and the predicted condition

of the asset over a 20 year cycle. Monitoring this relationship will provide data to make more informed decisions going forward.

7 Financial Summary

7.1 Sources of Funding and Budget Allocation

Investment in the Highway Asset is derived from the following funding streams:-

Revenue: Revenue funding is dependent on Council expenditure priorities in the context of available income which is derived from Welsh Government Revenue Support Grant, non-domestic rates, Council Tax and any other specific Grants. The majority of funding is therefore derived from Welsh Government and the total budget allocated to Road Maintenance is split between a number of service headings based, in the past, in large part on historical precedence.

Where additional funds are made available to assist with ongoing maintenance and management of road assets, such as Road Maintenance Grants, individual cases are put forward internally within funding guidelines for consideration following which allocations are made in accordance with Member priorities.

Capital: Capital Investment is generally funded by Welsh Government (WG), who provide a supported borrowing element forming the Authority's base capital budget. WG also include an element within the Revenue Support Grant to cover the debt charge repayments on this borrowing.

The capital base budget allocation is further supplemented by:-

- Unsupported borrowing (prudential borrowing)
- Capital Grants & Contributions
- Capital Receipts
- Direct Revenue Financing

Capital Investment Plans are reviewed by relevant Management Teams and approved by relevant Committees within the Council.

Should there be a requirement to fund additional specific projects from Prudential Borrowing, a full Options Appraisal exercise has to be undertaken for all major projects. The Appraisal normally considers amongst other issues the objectives of the Council, alternative options and the affordability of loan repayments from existing revenue resources.

Grants: The Council submits annual Bids for additional funding to the government in respect of Transport Grant, Safe Routes to Communities and Regional Transport Consortia Grant (RTCG) including Road Safety Schemes and regional transport packages. In addition the council does, from time to time, receive additional Grants such as Special Road Maintenance Grant which is distributed to local authorities based on Road Standard Spending Assessment (SSA) and is governed by strict criteria.

Within the Revenue and Capital allocations determined by Council any virement of funds between Service Headings to reflect need are dealt with at Head of Service level within the Environment Directorate as far as Revenue is concerned, and within the Corporate Capital Programme Steering Group as far as Capital is concerned. Any virement in excess of £100k is dealt with at Corporate Director level.

7.2 Historical Expenditure

Historical investment in roads assets over the last 4 years is as follows:-

Asset	Works	2011/12	2012/13	2013/14	2014/15
Carriageways	Planned	£1,608,223	£1,401,065	£1,136,227	£1,342,000
	Reactive / Routine				
Footways	Planned	£179,000	£224,125	£36,257	£49,264
	Reactive / Routine				
Structures	Planned	£650,000	£319,085	£424,987	£334,190
	Reactive / Routine	£266,623			
Street lighting	Planned	£2,000,000	£2,392,819	£5,474,096	£4,112,188
	Reactive / Routine	£1,448,276			
Signs	Reactive / Routine	£32,911	£32,991	£33,758	£34,445
Drainage	Planned	£401,000	£290,448	£458,854	£253,644
	Reactive / Routine	£1,004,809			
Traffic Signals	Planned	£35,000	£22,682	£90,556	£82,372
	Reactive / Routine	£108,197			
Safety Barriers	Planned	£258,000	£200,000	£10,000	£10,000
Winter Maintenance	Reactive / Routine	£566,390	£852,215	£481,559	£524,360

7.3 Predicted Available Short – Term Funding

Asset	Works	15/16	16/17	17/18
Carriageways	Planned	£888,000	£900,000	£900,000
Footways	Planned	£147,000	£150,000	£150,000
Structures	Reactive	£195,000	£195,000	£195,000
	Planned	£1,850,000	£750,000	£650,000
Street lighting	Reactive	£429,000	£429,000	£429,000
	Planned	£4,100,000	£3,592,000	£900,000
Illuminated Signs	Reactive	£50,000	£50,000	£50,000
	Planned	nil	nil	nil
Signs	Reactive	£33,000	£33,000	£33,000
	Planned	nil	nil	nil
Drainage	Reactive	£1,186,471	£1,186,471	£1,186,471
	Planned	£250,000	£250,000	£250,000
Traffic Signals	Reactive	£67,000	£67,000	£67,000
	Planned	nil	nil	nil
Safety barriers/Post and Rail *	Reactive	£38,500	£38,500	£38,500
	Planned	£30,000	£30,000	£30,000
* Reimbursement costs as a result of vehicular accidents are pursued from insurance companies				

7.4 Long Term Funding Requirement – Planned / Reactive

Asset	Funding Type	Service Level	2015/16	2016/17	2017/18
Carriageways (Predicted Budget)	Planned	Steady State	£2,330,000	£2,330,000	£2,330,000
	Planned	Overall network improvement	£2,600,000	£2,600,000	£2,600,000
Predicted Carriageway funding to maintain existing steady state of 5.6% of the network requiring maintenance and to achieve aspirational state of 4.0% with steady improvement.					
Footways	Planned	Steady State	£375,000	£375,000	£375,000
	Planned	Overall network improvement	£765,432	£765,432	£765,432
Full Footway condition survey completed in summer 2015. Results to be used to predict annual budget required for steady and aspirational state.					
Structures	Planned		£1,195,000	£945,000	£1,445,000
Street lighting	Planned		£4,100,000	£3,592,000	£900,000
Illuminated Signs	Reactive		£50,000	£50,000	£50,000
Signs	Reactive		Not available	Not available	Not available
Drainage	Planned		£250,000	£250,000	£250,000
Traffic Signals	Reactive		Not available	Not available	Not available
Safety Barriers	Planned		£50,000	£50,000	£50,000
Results of safety barrier inventory / condition survey due May 2016 from which future budget requirement can be determined.					

7.5 Asset Valuation

Asset Type	Gross Replacement Cost	Accumulated Consumption	Depreciated Replacement Cost	Annualised Depreciation Cost
Carriageway	888,996,267		821,565,025	4,745,409
Footways	213,000,000		195,000,000	Not available
Structures	251,638,519		247,847,598	708,378
Street Lighting	16,000,000*		Not available	Not available
Signs	Not available		Not available	Not available
Drainage	Not available		Not available	Not available
Traffic Signals	Not available		Not available	Not available
Crash Barriers	£4,309,964**		Not available	Not available

* Based on Prudential Capital sum borrowed to replace 95% of existing stock over a 5 year period.

** Based on actual renewal costs averaged per metre run on sample jobs for removal of old, erect new and traffic management costs.

8 Risk Management

8.1 Corporate Risk Management Strategy

Neath Port Talbot CBC has in place a Risk Management Policy (RMP) that describes a structured, systematic and focussed approach to managing risks and exploiting innovation at a corporate level. It promotes a work environment where innovation is encouraged and supported and is a key enabler of the Council's change programme.

The RMP defines risk as "*The threat that an event, action or inaction will adversely affect the Council's ability to deliver its services"*

This Policy applies to all of the activities of the Council and covers all aspects of Risk Management.

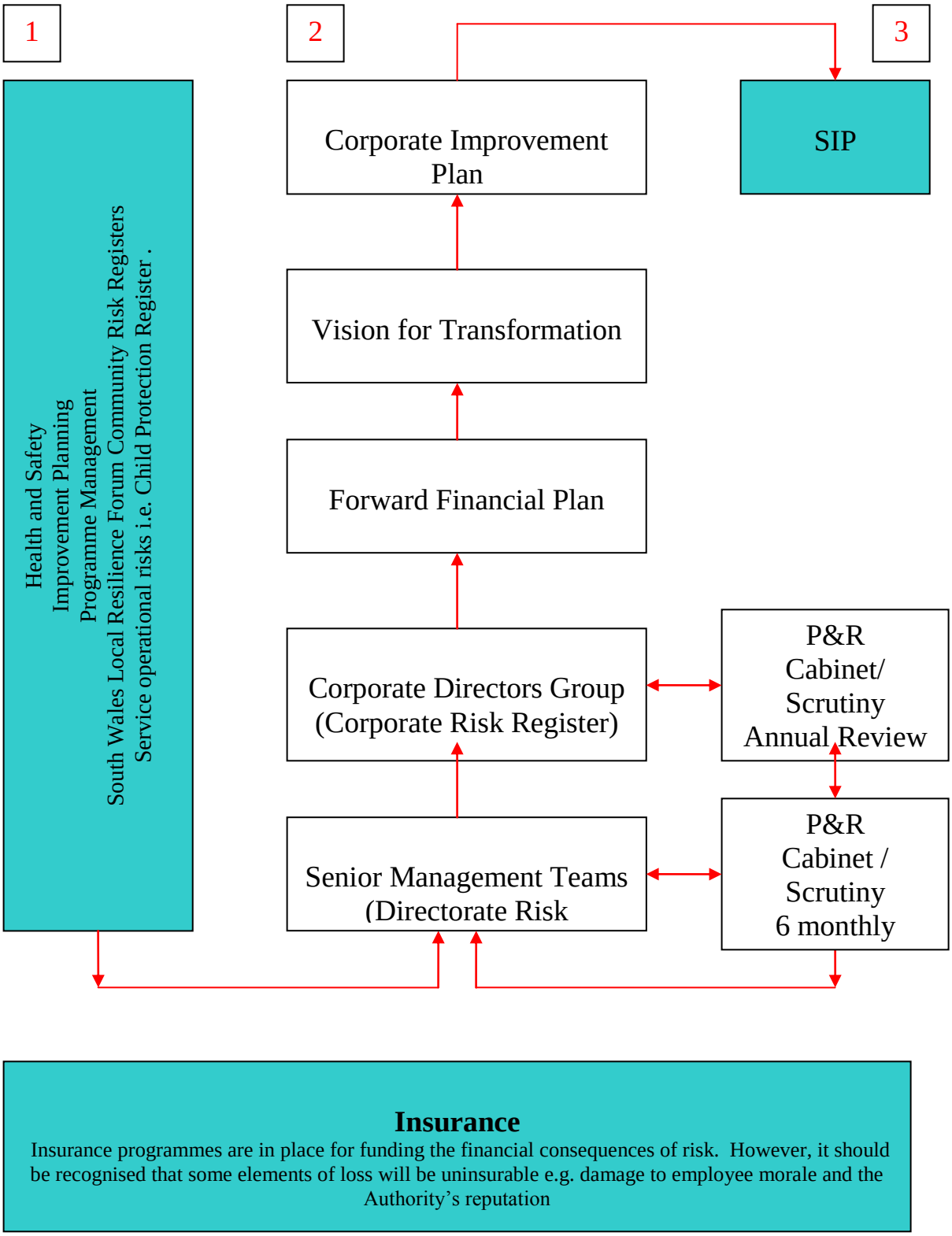
The Council's supporting risk management framework is designed to ensure risk management is effective. Roles and responsibilities for managing risk are clearly assigned and the key risk management business processes are aligned to form a coherent, corporate management system.

The framework (figure 8.1.1 overleaf) illustrates how risk will be managed at different levels in the organisation and how that

information will be used to influence corporate priorities and the allocation of resources:-

- Stage 1 relates to service risk assessments at the operational level
- Stage 2 covers risk assessment at the corporate level which will provide information to inform both the Council's Forward Financial Plan and Strategic priorities for improvement.
- Stage 3 is the mechanism by which risks can be shared with partners via the Local Service Board.

Figure 8.1.1 Neath Port Talbot CBC's Corporate Risk Framework



8.2 Risk Identification

Risk to the Council's business can take a variety of forms such as financial risk, risks to project and service delivery, its reputation, partnerships, employees and Councillors. Those risks could affect the Council's performance, its assets, stakeholders, customers or members of the public. They can also affect the Council's viability.

Risk identification is undertaken by all Officers as part of daily activities such as Safety Survey Inspections which can vary between asset types, customer enquiries or staff appraisals.

The Council's key risk management processes for identifying risk are as follows:

Health & Safety at Work: Processes for evaluating the risk arising from a hazard(s), taking into account the adequacy of any existing controls, and deciding whether or not the risk(s) is acceptable, are now well-embedded across the Council. External quality assurance of the Council's risk management arrangements is in place and there is clear evidence of risk being prioritised, resourced and evaluated at operational, service and corporate levels.

Improvement Planning: Risk assessments are undertaken as part of the annual business and corporate planning processes. Risks are

analysed, resourced and prioritised for action. These processes are subject of external audit by the Council's regulators.

The Council's Transformation Programme: Risk management is an integral feature of the Council's programme and project management approach which underpins the Transformation Programme. For the Council's priority Tier 1 programmes, risks are actively managed by the relevant Programme Board with a corporate risk register also maintained for the whole of the Transformation Programme. The management of risk across the Transformation Programme is subject of audit by the Council's external regulators.

Business Continuity: Business continuity management is a process which analyses the impact on a business which directly affects the services provided by the Council. Its purpose is to identify critical activities and functions that have to continue at a minimum during a disruption of service delivery or when responding to an emergency.

Operational Risk Management: In addition to those risk processes outlined above there are a number of service / operational risk systems to be considered when identifying corporate risks. Details of significant risks in relation to the individual asset groups can be found in Service Business Plans and/or Lifecycle Plans associated with this HAMP.

This policy builds upon the existing risk management processes but introduces a consistent approach to the management of risk and

describes how processes will be integrated at the directorate and corporate level to produce directorate and corporate risk registers.

8.3 Risk Categorisation

Risk may be categorised in a number of different ways but in the context of the Highways function it is useful to look at:-

- Strategic risks
- Tactical risks
- Operational risks.

This split mirrors the level at which these risks are managed within the Authority, with corporate senior managers looking at strategic risks, tactical risk being managed at network management and Head of Service level, and operational risk being managed at a site and service delivery level.

Strategic risks: These are service wide risks which may be beyond the control of the management team and could include resource availability, finance and political priorities. Although it may not be possible to control all of these, it is appropriate that they are recognised so that, should they occur, they do not come as a complete surprise. In extreme cases the strategic risks could affect the long-term aims and objectives of the Council and will be identified and managed by Corporate Management Team as part of the

corporate risk management process, planning and strategy development and service best-value reviews.

Tactical risks: These are risks that can affect the Council's ability to deliver annual programmes to the approved budgets. Examples of these include adverse weather, changes in customer influences and level of service. Tactical risks are those most likely to be managed through the asset management planning process with actions likely to include, varying levels of service and programme amendment. These are generally risks that could adversely impact on medium-term plans and will be identified and managed by the Environment and Streetcare management team as part of the annual planning process.

Operational risks: These are risks encountered on a day-to-day basis as the authority manages and runs the network. Examples could include service delivery, repair failure etc. Operational risks are those that could adversely affect the service delivery programme in the short term. These will be identified and managed by the appropriate service delivery teams as part of the day-to-day management of the network.

8.4 Risk Evaluation and Control

A manager's risk tolerance level is based on their knowledge, skills and experience which is ultimately subjective to the individual. One of the key aims of this policy is to help managers view risks in a consistent way and ensure the Council has a balanced "risk appetite".

In assessing the risk a standard Risk Matrix is used, as shown in table 8.4.1

Table 8.4.1 Standard 5 x 5 Risk Matrix

Key	
Likelihood	**Impact**
1. Very likely	1. Low
2. Unlikely	2. Low / Medium
3. Likely	3. Medium
4. Very Likely	4. Medium / High
5. Certainty	5. High

Likelihood						
5	5	10	15	20	25
4	4	8	12	16	20
3	3	6	9	12	15
2	2	4	6	8	10
1	1	2	3	4	5
0	**1**	**2**	**3**	**4**	**5**
		Impact			

Low Risk Medium Risk High Risk

There are a variety of options for the control / treatment of identified risks and starting with those with the highest probability consequences rating the appropriate treatment is selected from the following:-

- mitigate
- monitor
- prevent
- insure against
- do nothing

The process is reviewed periodically to ensure that any new risks are properly managed, and documented with supporting documentation as appropriate. When reviews are undertaken these records are kept to provide evidence of the process having been followed correctly and to provide a basis for the next review.

8.5 Monitoring, Reviewing, Reporting and Risk Register

Corporate Risk Register: A review of the Corporate Risk Register by Corporate Directors Group is undertaken biannually (twice a year). The reviews include the production of verifiable evidence to accurately determine and measure the Authority's performance in mitigating / controlling the Corporate Risk Register. Typical inputs include the following although this list must not be considered exhaustive:

- the extent to which the risk is being controlled / mitigated
- follow – up actions from previous management reviews
- changing circumstances including developments in legal and other requirements related to the risk which may need to be added to the register and re-prioritised

Information is collated by the Corporate Director in advance of each review to enable the Group to address the need, if appropriate for changes to the way in which the corporate risk is being controlled / mitigated and the appropriate resources allocated.

The Corporate Risk Register is reported to Policy & Resources Cabinet / Scrutiny Committee on an annual basis.

Directorate Risk Register: Directorate risk registers should be reviewed quarterly by Senior Management Teams. Reviews include the production of verifiable evidence to accurately determine and measure the Directorate's performance in mitigating / controlling the identified risks. Typical inputs include the following although this list must not be considered exhaustive:

- the extent to which the risk is being controlled / mitigated
- follow – up actions from previous senior management teams reviews
- changing circumstances including developments in legal and other requirements related to the risk which may need to be added to the register and re-prioritised

Information is collated in advance of each review to enable to address the need, if appropriate, for changes the way in which the risk is being controlled / mitigated and appropriate resources allocated.

As part of the allocation of resources following production of lifecycle plans, status reports and option appraisals, a risk assessment process at a tactical level is carried out across the main asset groups as part of service business planning which thereby feeds into the Forward Work Programme and budget allocation processes.

8.6 Major Asset Risks

Table 8.6.1 below gives an indication of what have been / are considered to be NPT's Major Asset Risks:-

Table 8.6.1 – Major Asset Risks

Risk	Current Controls in Place
Carriageways	
The Carriageway Lifecycle plan and the Annual Status and Options Report indicates that if current expenditure levels and treatments are maintained the condition of the highway asset will continue to deteriorate and that an additional £500,000 / year is required to stand still.	Regular condition surveys (SCANNER and SCRIM for classified and visual for unclassified) keep engineers informed. The introduction of preventative treatments into the forward works programme whilst not stopping deterioration could help slow it down.
Safety Fencing	
Condition of barriers throughout the County Borough.	Survey identified main risks throughout the County Borough which were dealt with via a 3 year renewal programme, other than those sites associated with edge deterioration that require special funding which are ongoing
Structures	
Cymmer Bridge Deficiency in Principal bridge inspections.	Weight restriction and signal controlled one way working in place. Diversionary route being investigated. New regime implemented resulting in a full cycle of principal bridge inspections being undertaken which may identify unplanned maintenance issues.

Risk	**Current Controls in Place**
Drainage	
Any significant requirements that may arise from the Flood Risk Management Plan. Gap in knowledge on gulley carrier drains.	Mitigating factors will be identified as part of the Plan. Inventory currently being undertaken.
Street Lighting	
Column collapse and electrical system failure.	Problems identified in the 2006/07 Lifecycle Plan led to an options appraisal being undertaken. The preferred option, adopted as a corporate policy and included in the Forward Financial Plan, has resulted in a major infrastructure renewal programme being undertaken, to be completed in October 2017.

9 Improvement Plan

9.1 Milestones

Improvement action plans for each asset group are included in the relevant lifecycle plan. Table 9.1.1 below indicates improvements to date, together with key milestones identified for implementation as part of this plan.

Table 9.1.1: Summary of Performance Gaps and Action Plan

Performance Gap	Milestone / Actions	Target Date
General		
Working practice	Complete gap analysis of working practices vs Codes of Practice	Some areas reviewed and completed – analysis ongoing
Carriageways		
Surface condition data gap	Extend carriageway condition surveys to all thoroughfares on unclassified network Utilise Survey Team to identify condition on scale 1 to 5 Update condition survey	On going Completed Completed 2015
Need to review management of road c'way pavement with respect to skid resistance	Review approach and further develop strategy as necessary, making appropriate amendments to the HAMP and Highway Maintenance Plan as required.	Ongoing.

Performance Gap	Milestone / Actions	Target Date
Improved methods required for targeting of roads for preventative maintenance	Work nationally to develop 'deterioration modelling' to assist with works programming – since previous HAMP, condition data surveys have provided improved means to inform forward work programmes.	2013 - 2016 Ongoing works in line with the Wales – Scots national asset management framework contract.
Risk assessment and pavement management	Continue to explore potential benefits of the application of risk exposure indices in works programming.	Ongoing
Integrated computerised maintenance system for improved efficiencies	Development of in house 'system' using GIS.	Ongoing
Detailed overview of potential road schemes with costs, measurements and inventories	Development of a preparation pool to assist with maintenance planning and prioritisation.	Ongoing
Insufficient coordination with utilities for Forward Works Programme	Develop forward works programme to be coordinated where necessary with utilities.	Gas 5 year works plan received and incorporated into the programme consideration process.
Removal of some sound road surface in maintenance techniques.	Development of 'fit for purpose' preventative maintenance solutions as cheaper, sustainable and more environmentally friendly alternatives.	Trial areas identified through condition survey and incorporated into HAMP

Performance Gap	Milestone / Actions	Target Date
Footways		
Update condition of footway network	Utilise Survey Team to identify condition on scale 1 to 5 condition data used in preparation of annual works programme.	1st survey completed in 2011 2nd survey completed in 2013 3rd survey completed in 2014 4th survey completed in 2015
Improvement in coordination with utilities for Forward Works Programme	Develop forward works programme to be coordinated where necessary with street lighting cable replacement and utilities.	Gas utilities 5 year works plan received with planning underway. Ongoing
Risk assessment and works programme management	Continue to explore potential benefits of the application of risk exposure indicies in works works programming.	Ongoing.
Reduce expensive maintenance costs.	Development of preventative maintenance regime and use of new treatments as cheaper, sustainable and more environmentally friendly alternatives	Ongoing
Implement Inventory Population Strategy.	Gather Bridge element data through biennial general inspection programme.	Ongoing
Structures		
Implement Bridge condition indices	Transfer Condition data into CSS/Atkins Spreadsheet to allow direct comparison with other Welsh Authorities	Ongoing
Incomplete Bridge Detail Drawings/ Records	Transfer Survey and Microfilm details into AutoCAD Drawings	Ongoing
Bridge Key performance indicators	Extend KPI register to include for BCI, Availability, Reliability & Work bank	Ongoing
Retaining wall	Complete survey of retaining	2017

Performance Gap	Milestone / Actions	Target Date
gaps	walls	
Principal inspections on major structures	Principal inspections programmed (52 No.)	Ongoing
Compliance with the UK Bridges Boards Code of Practice for Highway structures	Implementation of the code's recommendations	Ongoing
Formal maintenance selection process	Prioritisation system to be applied to work bank	Ongoing
Drainage		
Some deficiency in Management of culverts	Review asset management arrangements for culverts as part inventory collection	Culvert database is 'substantially complete', line with Flood and Water Management Act 2010. Complete intake and outfall inventory exists and culvert /pipeline inventory is being collected
Lack of cyclic cleaning of 'problem pipe' sections	Cyclic cleaning of problem pipe sections with collection of condition data at same time	High risk areas identified with monitoring undertaken – development ongoing
Lack of detail for connecting drains forming part of gulley / highway drainage systems	Instigate inventory of connecting drains forming part of gulley / highway drainage systems.	On going
Lighting		
Address aged lighting stock	Implement Lighting Renewal Project for street lighting (excludes illuminated signs)	October 2017
Gap in data of underground cabling	Complete inventory of authority owned underground cable	Completed
Gap in data of	Complete inventory &	Ongoing

Performance Gap	Milestone / Actions	Target Date
controlled crossing infrastructure	condition survey of controlled crossing infrastructure	
No long term controller replacement investment profile	Identify investment profile for controller replacement to end of plan period	Ongoing
No long term Signal refurbishment investment profile	Identify signal refurbishment investment profile to end of plan period	Ongoing
Highway Signs		
Inventory out of date – requiring condition data	Completion of inventory data – requiring feedback from Neighbourhood Services.	Completed
Signs missing or need attention	Replacement of absent signs when identified – problems significantly reduced since last HAMP following investment under the Neighbourhood Service initiative.	Ongoing
Cleaning Backlog	Neighbourhood Services to complete cleaning backlog and thereafter continue with cyclical cleaning in accordance with HAMP	Backlog cleared. Routine maintenance on-going.
No rolling programme of replacement	Identify replacement programme starting with life expired stock	Continuous inspection / replacement regime in place
Crash Barriers		
95% of safety barriers data held in inventory	Compile inventory/condition data for safety Fences	Inventory completed 2009. 1st complete condition survey undertaken in 2009, 4 year work programme completed 2nd complete condition survey programmed for 2013. Inventory update is ongoing

Performance Gap	Milestone / Actions	Target Date
Other Assets		
No maintenance programme for other assets	Establish maintenance programme e.g. street furniture	Existing survey data to be rationalised. Development of programme for collection of required asset inventories – 2016

10 Management & Control of the Plan

10.1 Responsibility for Delivery

The following people are charge with the delivery of this Highway Asset Management Plan. Their roles are as follows:

Post / Position	Name	Role
Environmental Management Team	Not applicable	Draft approval of the HAMP
Environment and Highways Cabinet Committee	Not applicable	Approval of the HAMP
Capital Programme Steering Group	Not applicable	Monitoring of financial information relating to the HAMP
Head of Streetcare Services Highways and Drainage Manager Neighbourhood Services Manager	Mike Roberts Steve Owen Andrew Lewis	Allocate and prioritise resources to facilitate implementation of asset management strategies and provide a link to corporate strategies in consultation with other sections as necessary.
Asset / Traffic & Programme Manager Highways Asset Management Officer	Ian Carter Steve Bevan	Co-ordinate asset management, development and updating of the HAMP and associated documents, monitoring and implementation of various improvement actions.
GIS Manager – Senior Assstant	Mike Thomas	Holder of the asset inventory and condition data.

Departmental Finance	Sian Davies	Provision of any financial information required in relation to the HAMP.
Network & Programme Manager Engineering Manager Lighting Manager Drainage Manager Street-Scene Manager	Ian Carter Hasan Hasan Mike Key Glenn Watkins Nigel Waters	Implement / support development of the HAMP and asset management strategy. Input to updates of HAMP documents and production of integrated works programmes and reactive highway maintenance.

10.2 Review and Update

The HAMP document will be reviewed on a three year cycle and the appendices updated periodically as required.

Position	Frequency	Date of Next Update
HAMP	3 yearly	April 2018
Appendices	As required	Not applicable

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board
17 December 2015

Report of the Head of Streetcare
Mike Roberts

Matter for Decision

Wards Affected: All Wards

Flood Risk Management Plan 2015-2021

Purpose of Report

1 To consider for approval the Council's draft Flood Risk Management Plan for submission to National Resources Wales.

Background

2 The draft plan has been produced as part of fulfilling the Council's role as a Lead Local Flood Authority, a new duty placed upon the Authority under the Flood Risk Regulations 2009. Under the legislation a plan has to be in place by 22nd December 2015.

3 The Flood Risk Management Plan is the final element in a process set out under the Flood Risk Regulations 2009 which required the preparation of:

a) A Preliminary Flood Risk Assessment
b) Flood Hazard and Flood Risk Maps
c) A Flood Risk Management Plan

4 The plan links closely to Neath Port Talbot's Local Flood Risk Management Strategy, published during 2013, which followed items a) and b) above. It contains proposed measures at a local level that will help to reduce flood risk in the most 'at risk' locations. All measures included within the plan have been developed in line with the categories and associated guidance set out by National Resources Wales; that is:

- Preparing
- Preventing
- Protection
- Recovery and Review

5 The guidance is designed to ensure that NRW are able to publish the flood risk management plans prepared by the lead local flood authorities across Wales in a consistent manner.

6 The Flood Risk Management Plan covers flooding from surface water, ordinary water courses, ground water and the interface with river flooding. Flooding from main rivers, reservoirs and the sea remains the responsibility of NRW and their proposals can be found within the Western Wales River Basin Flood Risk Management Plan.

7 The draft plan has been subject to public consultation over a 6 week period, with a report on the consultation being written and included as an appendix of the FRMP.

8 With respect to developing Flood Risk Management Plans generally, an Officer steering group meets approximately quarterly to review progress and allow the representatives of the LLFAs to share best practice.

9 An Executive Summary of the draft Flood Risk Management Plan 2015-2021 is attached as Appendix A, which contains an on-line link to the full document.

Financial Impact

10 There is no direct financial impact as the proposed measures and schemes contained within the plan, with respect to the Council, are subject to the identification of resources to be considered as part of the service business plans and works programmes.

Equality Impact Assessment

11 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 proposal does not require an Equality Impact Assessment.

Workforce Impacts

12 None

Legal Impacts

13 Production of a Flood Risk Management Plan is a legislative requirement

Risk Management

14 Failure to proceed would mean the Council is not in a position to submit a plan to NRW by the December deadline.

The plan contains proposals to reduce the risk of flooding in “at risk” locations. However, as stated, the actions attributed to the council are in part subject to identification of resources and adoption of the plan may raise expectations in this regard.

Consultation

15 Public Consultation on the draft FRMP ran from the 21st September until the 2nd November 2015. A total of 8 responses were received, all of which have been considered. The comments received and actions in response are given in Appendix B. NRW must publish FRMPs prepared by themselves and LLFA’s by 21st December 2015 and report information to the European Commission (EC) by 22 March 2016. To ensure they fulfil their role, NRW will undertake a formal review of the FRMP on final submission. During the public consultation period, NPT and NRW officers were in contact to ensure that the requirements covered by the formal review were met. This also resulted in some minor changes being suggested by NRW which have now been completed. Details of these changes are contained within Appendix B.

Sustainable Development

16 Reducing flood risk has a role to play in promoting Sustainable Development, facilitating development in flood risk areas, reducing transport disruption and the like arising from flooding, and avoiding damage to property along with the associated distress that causes.

Appendices

17 Appendix A - Draft Flood Risk Management Plan Executive Summary which contains an on-line link to the full draft document.

Appendix B- Consultation Feedback

Reasons for Proposed Decision

18 To enable the Council to fulfil its duty as Lead Local Flood Authority.

Recommendations

19 It is recommended that Members approve the attached Flood Risk Management Plan Executive Summary and linked full document for submission to NRW prior to the 21st December deadline.

List of Background Papers

20 Environment and Highways Cabinet Board Report, 17th September 2015, Flood Risk Management Plan.

Officer Contact

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APPENDIX A

Flood Risk Management Plan 2015 - 2021

Executive Summary

This document has been prepared by Neath Port Talbot County Borough Council in consultation with its flood risk partners in its role as a Lead Local Flood Authority to provide a coordinated response to flood risk within our communities.

The plan is the final process in a series of actions laid out under the Flood Risk Regulations 2009 which required the preparation of:

- A Preliminary Flood Risk Assessment
- Flood Hazard and Flood Risk Maps
- A Flood Risk Management Plan

It sets out how NPTCBC will, in conjunction with stakeholders as appropriate, manage flood risk over the next 6 years to ensure that economic, social and environmental benefits are maximised against the context of available resources. Furthermore, the plan takes forward the objectives and actions set out in our Local Flood Risk Management Strategy (published in June 2013) and the objectives set out in the Welsh Government's National Flood and Coastal Erosion Risk Management Strategy. These objectives focus on reducing the adverse consequences of flooding on human health, the environment, cultural heritage and economic activity. The plan highlights the areas most at risk of flooding from surface water and ordinary watercourses within the County Borough, draws conclusions from these risks, and sets out the proposed mitigation measures.

Preliminary Flood Risk Assessment and Mapping

A Preliminary Flood Risk Assessment was carried out in order to establish the level of flood risk across the area. The process looked specifically at flooding from surface water, ground water, ordinary watercourses and the interface with flooding from main rivers (Main river flooding itself remaining the province of NRW).

In order for a consistent approach Welsh Government has identified a number of key risk indicators and associated thresholds to establish significant risk and to determine the existence of Flood Risk Areas.

The methodology was based upon the flood risk maps produced by the NRW to identify one kilometre squares where the flood risk exceeds a defined threshold. Furthermore the key flood risk indicator for establishing an indicative Flood Risk Area was set as the number of people at significant flood risk being greater than five thousand. As a result, an Indicative Flood Risk Area was identified within Neath Port Talbot covering 60km^2, (i.e. less than 10% of County Borough area) as shown on the following plan. (See overleaf)

It is noted that under the Flood Risk Regulations 2009, a Flood Risk Management Plan need only be prepared for an Indicative Flood Risk Area however, for completeness; the Council has expanded its researches to cover the whole County Borough.

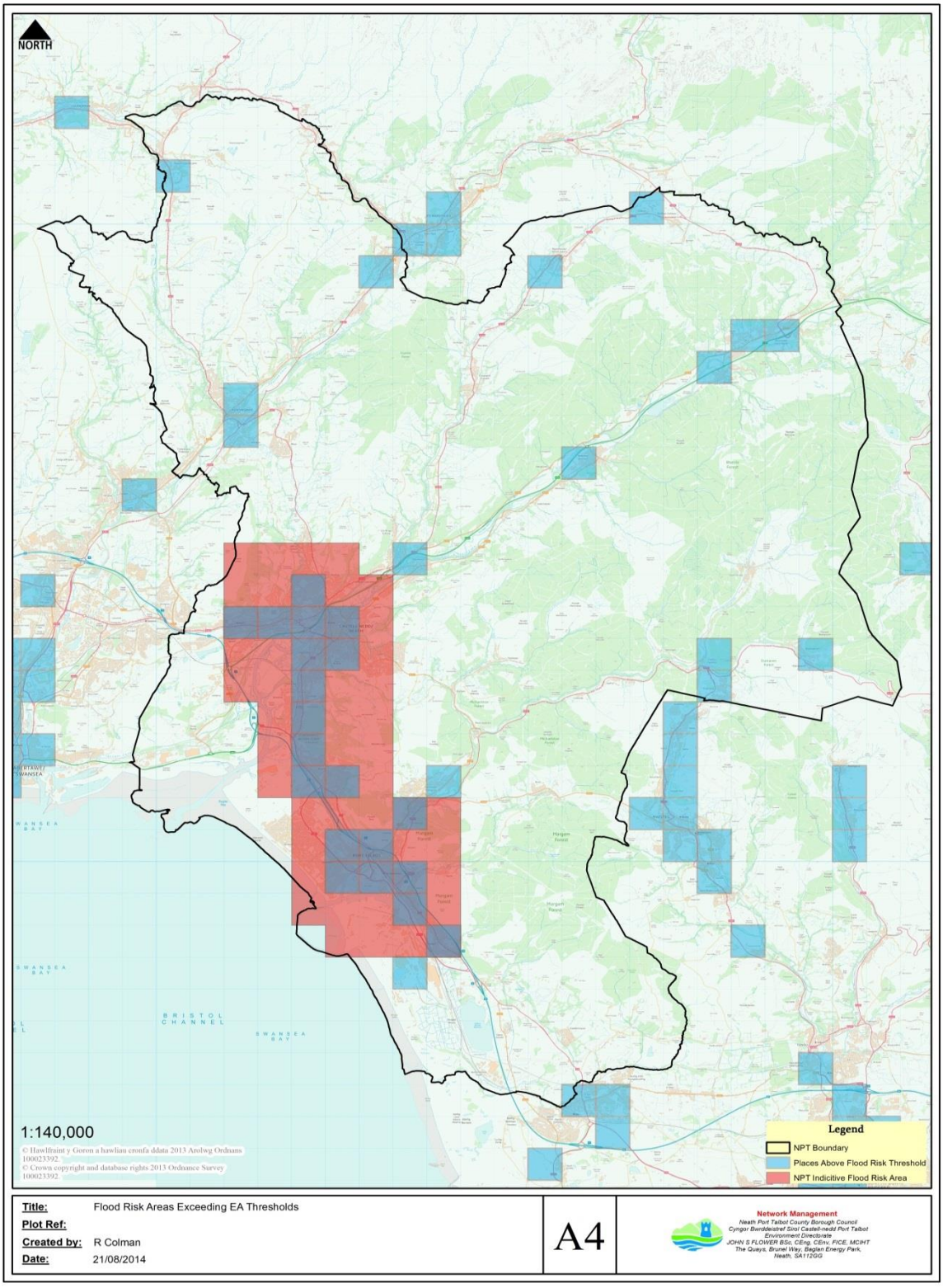

Figure 1: Indicative Flood Risk Areas within Neath and Port Talbot County Borough

Overview of assessed Surface Water Flood Risk for the County Borough

Type of Risk	Totals For NPTCBC	Totals For Flood Risk Area
Risk to People		
Residential Properties		
~~Properties	63764	35614
~~People (multiplier 2.35)	149845	83693
Services	132	57
Risk to Economic Activity		
Non-Residential Properties	16471	7154
Airports	0	0
Motorway/Trunk Roads *km*	105	50
Mainline Railways *km*	86	35
Agricultural Land - Grades 1, 2 & 3 *ha*	951.00	214.00
Risk to Natural & Historic Environment		
Bathing Waters	2	1
Environmental Permitting Regulations (EPR) Installations	16	5
Special Areas of Conservation (SAC) *ha*	161.00	0.00
Special Protection Areas (SPA) *ha*	0.00	0.00
Ramsar Sites *ha*	103.00	0.00
World Heritage Sites *ha*	0.00	0.00
Sites of Special Scientific Interest (SSSI) *ha*	937.00	3.00
Parks and Gardens *ha*	450.00	80.00
Scheduled Ancient Monuments *ha*	123.00	18.00
Listed Buildings	388	178
Licenced Abstractions (LA)	50	14

It is noted that the flood risk from surface water in NPTCBC as determined by modelling may be overstated as figures include properties, infrastructure and land at risk from flooding, and the

modelling by NRW does not incorporate the capacity of existing surface water culverts.

Communities assessed as most at risk from surface water flooding in Neath Port Talbot

Table 1: Communities most at Risk within the Indicative Flood Risk Area

Community	Percentage of Properties at Risk of Flooding	Number of Properties at Risk of Flooding	Population	Number of People at Risk of Being Flooded
ABERAVON	42.05%	1092	6103	2566
NEATH EAST	27.12%	879	7616	2066
BAGLAN	6.47%	853	7231	468
BRITON FERRY E	9.01%	232	3520	317
NEATH NORTH	10.84%	226	4897	531
TAIBACH	9.30%	208	5254	489
BRITON FERRY W	10.77%	172	3076	331
BRYN & CWMAVON	3.40%	101	6975	237
BRYNCOCH SOUTH	3.77%	97	6049	228
PORT TALBOT	2.85%	74	6105	174
TONNA	6.36%	66	2437	155
COEDFFRANC N	5.28%	54	2404	127
SANDFIELDS EAST	1.70%	54	7447	127
DYFFRYN	3.17%	46	3405	108
MARGAM	2.64%	34	3029	80
COEDFFRANC C	1.50%	27	4242	63
NEATH SOUTH	0.95%	20	4973	47
COEDFFRANC W	1.63%	19	2735	45
ABERDULAIS	0.71%	18	2305	16
BRYNCOCH NORTH	1.78%	17	5264	40
CADOXTON	2.20%	17	1814	40
CIMLA	0.72%	12	3943	28
SANDFIELDS WEST	0.37%	11	6970	26

Table 2: Communities most at Risk outside of the Indicative Flood Risk Area

Community	Percentage of Properties at Risk of Flooding	No. of Properties at Risk of Flooding	Population	Number of People at Risk of Being Flooded
GLYNNEATH	33.15%	538	3814	1264
BLAENGWRACH	16.35%	144	2070	338
YSTALYFERA	6.79%	101	3497	237
GLYNCORRWG	18.74%	95	1191	223
RESOLVEN	5.14%	75	3429	176
CYMMER	5.53%	70	2973	165
PONTARDAWE	2.36%	58	5779	136
GWAUN-CAE-GURWEN	3.79%	51	3165	120
RHOS	3.32%	36	2547	85
SEVEN SISTERS	2.99%	28	2202	66
CRYNANT	2.40%	21	2054	49
LOWER BRYNAMMAN	2.76%	17	1448	40
ONLLWYN	3.14%	17	1271	40
TREBANOS	2.38%	15	1483	35
GODREGRAIG	1.63%	12	1725	28
PELENNA	1.49%	8	1260	19
CWMLLYNFELL	1.30%	7	1269	16
GWYNFI	1.04%	7	1589	16
ALLTWEN	0.41%	4	2308	9

Local measures have subsequently been proposed for each area to reduce the risk of flooding, and provide a balanced approach to flood risk management across the borough. These measures cover the statutory action categories of Prevention, Protection, Preparedness and Recovery/Review within the Indicative Flood Risk Area. It is important to note that the percentage of people and properties at risk of flooding is not the only risk issue. Infrastructure, the natural and historic environment, and economic issues also need consideration and are

reflected in the site specific actions contained in the plan. In general the proposed measures have been selected to ensure:

- Our communities are prepared for potential flood events;
- prevention and protection measures are in place to reduce the associated risks and hazards, and
- A recovery and review process is established to aid those in need and help the authority and communities to learn from their experiences.

The assessment and issues for each electoral ward are given in the main document, which can be viewed via the following link:

www.npt.gov.uk/pdf/FloodRiskManagementPlanMaster.pdf

Existing flood risk management measures

Existing management measures include the following main service areas:

- The regular maintenance of existing structures, watercourses, drainage systems and other related infrastructure, to ensure the systems already in place work as efficiently as possible.
- Advance warning of significant rainfall events as provided by a subscription service forecast and coordination of effort with partners.
- Data Capture and management using a Geographical Information System including mapping of existing infrastructure, logging of repairs and flooding incidents, plus recording any new systems or infrastructure as they become active.
- Reactive maintenance and/or cleansing of gullies and culverts, including responding to reported problems or incidents.
- The identification and prioritisation of flood alleviation schemes, and the seeking of funding for these.

It is noted that in general, experience has demonstrated that the most likely source of flooding within the authority is from blocked culvert grids and intakes; therefore considerable emphasis has been placed on this aspect of drainage. Details of Critical and High Priority Intakes are given in the Appendices.

Measures to Mitigate Flood Risk

The general priority actions over the life of the plan are:

NPT01 Flood Warning Service:

Investigate how a flood warning service can be developed, employed, implemented. This includes a feasibility study to establish whether the service can be linked into social media and if it is viable for flood risk warning, severe weather warnings, etc.

NPT02 Survey Work:

Locate, record and map every outstanding part of the county's drainage infrastructure. Identify how this infrastructure combines with Dŵr Cymru Welsh Water systems and riparian systems. Furthermore, record the physical details and condition of each component, and develop the Authority's Geographical Information System and Asset Records.

NPT03 Derive Hydrology for catchment:

Carry out inspection and survey of catchments, watercourses, culverts and surface water drainage networks. Build hydraulic models from the information gathered through investigation and survey where required in line with priorities.

NPT04 Carry out investigation of accumulations of surface water:

Investigate areas identified by the flood risk maps as being at a high level of flood risk. Understand the specific sources of flood risk within these areas and identify measures to mitigate the risk if it is validated by the investigation.

NPT05 Flood Asset Inspections:

Develop a structural inspection programme for flood structures/features. These inspections will involve identifying the general condition of the flood structure/feature and making recommendations based on the outcomes.

NPT06 Flood Asset Maintenance:

Continued scheduling and undertaking of maintenance on NPTCBC's flood defence and water conveyance assets. This involves activities such as grid cleansing, de-silting and channel clearance to allow for the drainage systems to work at maximum capacity. Scheduling the maintenance regime will ensure those areas most at risk are prioritised to minimise the flood risk. A review is also required of internal culvert cleaning frequencies for all critical and high priority sites to determine any desirable improvements and associated costs/resource needs.

NPT07 Liaison with Owners of Significant Flood Assets
Establish contact with land owners where flood defence assets are situated including, but not limited to, riparian owners, DCWW, Network Rail, SWTRA and various Canal Companies. Agree maintenance and inspection regimes for the assets so that there are no choke points in the system.

NPT08 Awareness Raising:
Development of a toolkit to assist in raising community awareness and preparation for flood and coastal erosion risk.
Furthermore, there is a general intention to take forward the wider range of measures identified in the Flood Risk Management Strategy published in June 2013, and pursue funding wherever possible to take actions forward.

Areas at higher risk of flooding and specific mitigation measures
There are limited resources available and it is therefore necessary to prioritise the Council's efforts. Based on a threshold of more than 100 properties at risk of flooding, the following priority areas and individual specific mitigation measures have been identified.

Aberavon: Specific actions include:

Baglan Way Ditch – An important link to the drainage infrastructure for the area, partly riparian ownership: Establish contact with land owners and ensure regular maintenance.

Dunraven Street/Corporation Road/Marsh Street – Welsh Water combined system with a history of flooding; Liaise with Welsh Water to ensure future inspection and maintenance.

M4 culvert near Sunnycroft Roundabout – SWTRA owned: Critical link in the Pentwyn drainage network which drains a large percentage of the community. Continued liaison with SWTRA.

[There are also coastal defence works proposed in Sandfields wards, although these fall outside of the remit of the plan.]

Neath East: Specific actions include:

Penrhiwtyn Area – Welsh Water combined system (M24) – liaise with WW to improve/ensure continued maintenance.

Network Rail – own and maintain the ditch alongside A48. Liaise as required to ensure on-going inspection and maintenance.

Gardener's Lane inlet – review priority and on-going maintenance.

St. Catherine's Close Inlet – recent capital scheme was done to improve flow rate and reduce flood risk on Briton Ferry Road. Review outcome.

Melincryddan Area (M24) – Primarily DCWW owned combined sewers. Liaise with DCWW as required to ensure on-going maintenance.

Baglan: Specific actions include:

Baglan Brook Improvement Phase 2, estimated cost £1M (80% of Phase 1 works to Pentwyn culvert completed in 2015), along with continued liaison with SWTRA and Network Rail)

Glan Hafren inlet – potential for a flood alleviation scheme identified and to be investigated. Gully maintenance also important in this area.

Heol y Nant – Investigate to locate outfall (Pant-yr-Arian Lane)

Fairwood Drive & Elmwood Drive – Investigation of flood risk required.

Glynneath: Specific actions include:
Rock Street, Lancaster Close and Addoldy Road drainage improvements – estimated cost £1m

Briton Ferry East: Specific actions include:
Regent Street East & Villiers Street: Under railway bridges – Network Rail own and manage pumps. Liaise with NR to ensure maintenance. Flood conveyance assets in the vicinity of Regent Street East & Rockingham Terrace are reliant on a Welsh Water combined network and continued liaison required.
Craig-y-Darren small watercourse requires further investigation.
Inlet on Craig Road: further investigation required.
JK's Inlet to be reviewed for priority status.
Ynysmaerdy system: There is a history of flooding and a culverted watercourse drains part of the estate into it, and then goes to Neath South Outlet: Choke Point in system and possible heavy siltation – Further investigation required.
Pumping station at rear of Herne Street – owned by Welsh Water, continued liaison required.

Grandison Brook: A Project Appraisal report for Grandison Brook was carried out in January 2010. A proportion of Option 3 identified in the PAR involved cleansing and improvement works to the channel downstream of the A474, estimated at £100,000. This work has recently been undertaken at a cost of circa £40,000 with over £10,000 being recharged to the responsible land owners.
Pont Howell Ddu inlet: Assessment required.

Neath North: Specific actions include:

Maintenance of Gnoll Interceptor.

Fairyland House Inlet– Liaison with owner required to ensure maintenance.

Taibach: Specific actions include:
Tal-y-Wern – Further investigation required to establish if the flood maps give a good representation.
Prince Street/Duke Street Inlet known surface water flooding – interaction with Welsh Water sewer system and Network Rail culvert. Further investigation.

Briton Ferry West: Specific actions include:
Church Street under bridge: long history of flooding. Network Rail owned. Continued liaison required.

Blaengwrach: Specific actions include:
Liaise with NRW which has responsibility, concerning Nant Gwrach particularly covering the area where it passes through the southern part of the village on its way to the Neath river.
Investigation of flood risk and measures on the north side of the A465, at the site of the Leisure Centre and surrounding housing.

Ystalyfera: Specific actions include:

There are known flooding incidents at Alltygrug Farm Road via overland/pluvial flows. Clyngwyn Road Disused tip – several culverts within and around this locality. Define land owners and establish a maintenance regime.

Investigate and verify the high risk flooding at Varteg Road and Heol Ynysdarren.

Bryn & Cwmavon: Specific actions include:

Heol Crwys & Depot Road – known flood risk areas. Continued maintenance of the culverted watercourse and pumping station is of high priority. Alleviation schemes estimated at £350k and £360k respectively have been identified but are subject to funding.

Other Priorities

In addition to the above there are other proposed actions driven purely by maintenance and economic development needs. These include:
Days, Dyffryn – complete system improvements – £270k
Harbour side – flood mitigation scheme required – Estimated at circa £1m

It is noted that all actions within the plan are subject to identification/sourcing of funding.

Appendix 1

Critical Intakes

OBJECT ID	LOCATION	WARD	GRADE
CUL_0009	SPARSHOP	Baglan	Critical
CUL_0012	ARNALLT BROOK/BEECH WOOD	Taibach	Critical
CUL_0013	TORONTO AVENUE	Taibach	Critical
CUL_0014	YNYSYMAERDY ROAD	Briton Ferry East	Critical
CUL_0015	YNYSYMAERDY ROAD	Briton Ferry East	Critical
CUL_0016	YNYSYMAERDY ROAD	Briton Ferry East	Critical
CUL_0017	CRYDDAN BROOK	Neath East	Critical
CUL_0019	GRANDISON BROOK	Neath East	Critical
CUL_0030	CHAIN ROAD	Glynneath	Critical
CUL_0031	GLYNNEATH WORKSHOPS	Glynneath	Critical
CUL_0033	NO 18 LLYGAD YR HAUL	Glynneath	Critical
CUL_0035	STANLEY PLACE	Cadoxton	Critical
CUL_0036	DŴR Y FELIN OVERFLOW	Bryncoch South	Critical
CUL_0037	DAYS ROUNDABOUT	Dyffryn	Critical
CUL_0038	CAENANT TERRACE	Coedffranc Central	Critical
CUL_0050	GRAIG NEWYDD	Godregraig	Critical
CUL_0052	OLD ROAD, NEATH ABBEY	Dyffryn	Critical
CUL_0055	CANAL	Pontardawe	Critical
CUL_0061	TROTTING TRACK	Lower Brynamman	Critical
CUL_0062	TROTTING TRACK	Lower Brynamman	Critical
CUL_0079	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0083	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0084	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0085	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0088	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0091	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0092	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0093	HIGHWAY CROSSINGS	Glyncorrwg	Critical
CUL_0181	JERSEY PARK	Briton Ferry East	Critical
CUL_0215	HEOL CAMLAS	Bryn & Cwmavon	Critical
CUL_0493	INTERCEPTOR	Neath North	Critical
CUL_0925	TROTTING TRACK	Lower Brynamman	Critical
CUL_1058	EAGLEBUSH/ CRYDDAN BROOK	Neath South	Critical
CUL_1414	FFRWYDWYLLT	Margam	Critical

Appendix 2

High Priority Inlets

OBJECT ID	LOCATION	WARD	GRADE
CUL_0006	LNYS LEE	Bryn & Cwmavon	High Priority
CUL_0006	LNYS LEE	Bryn & Cwmavon	High Priority
CUL_0008	THE STABLES	Bryn & Cwmavon	High Priority
CUL_0008	THE AVENUE	Bryn & Cwmavon	High Priority
CUL_0010	CHESTNUT ROAD	Baglan	High Priority
CUL_0011	WILLOW WAY	Baglan	High Priority
CUL_0018	CRAIG ROAD	Briton Ferry East	High Priority
CUL_0020	PANTEG	Bryn & Cwmavon	High Priority
CUL_0021	MORTIMERS	Bryn & Cwmavon	High Priority
CUL_0022	GOYTRE FARM	Taibach	High Priority
CUL_0023	NO 40 HEOL Y GLYN	Cymmer	High Priority
CUL_0024	CYMMER ROAD	Glyncorrwg	High Priority
CUL_0025	PLEASANT VIEW	Glyncorrwg	High Priority
CUL_0026	SIDE NO 24 GADLYS VIEW	Glyncorrwg	High Priority
CUL_0028	84A NEATH ROAD	Resolven	High Priority
CUL_0034	NO 1 MAIN ROAD	Cadoxton	High Priority
CUL_0040	MARCH HYWEL	Rhos	High Priority
CUL_0040	MARCH HYWEL	Rhos	High Priority
CUL_0042	RHOS SCHOOL	Rhos	High Priority
CUL_0043	PETROL GARAGE	Rhos	High Priority
CUL_0044	NO 13 YNYSWEN	Crynant	High Priority
CUL_0045	REAR OF PENY-BONT	Crynant	High Priority
CUL_0048	YNYSMOND FARM	Alltwen	High Priority
CUL_0051	CEFN SAESON FACH FARM	Cimla	High Priority
CUL_0053	PHEASANT ROAD	Trebanos	High Priority
CUL_0054	73A SWANSEA ROAD	Trebanos	High Priority
CUL_0056	GLYNTEG VILLAS	Pontardawe	High Priority
CUL_0056	GLYNTEG VILLAS	Pontardawe	High Priority
CUL_0057	BIRCHFIELD ROAD	Pontardawe	High Priority
CUL_0058	24 YNYSYMOND ROAD	Alltwen	High Priority
CUL_0060	TROTTING TRACK	Gwaun-Cae-Gurwen	High Priority
CUL_0064	REAR OF 91 DERWYDD AVENUE	Gwaun-Cae-Gurwen	High Priority
CUL_0221	HEOL MABON	Bryn & Cwmavon	High Priority
CUL_0230	DULAIS FACH ROAD	Tonna	High Priority
CUL_0231	DULAIS FACH ROAD	Tonna	High Priority
CUL_0233	LLANTWIT ROAD	Neath North	High Priority
CUL_0237	IVY AVENUE	Neath North	High Priority
CUL_0410	BY PASS REAR OF LINDEN	Bryncoch North	High Priority

CUL_0565	BLAENHONDDAN SCHOOL	Bryncoch North	High Priority
CUL_0597	A4067	Godregraig	High Priority
CUL_0603	HIGH STREET	Blaengwrach	High Priority
CUL_0623	BLAENANT COLLIERY	Crynant	High Priority
CUL_0688	NO 1 LLYGOD YR HAUL	Bryncoch South	High Priority
CUL_0766	YNYSMOND FARM	Alltwen	High Priority
CUL_0769	YNYSMOND FARM	Alltwen	High Priority
CUL_0833	PROSPECT PLACE	Ystalyfera	High Priority
CUL_0837	REAR OF NO28 DYNEVOR ROAD	Bryncoch South	High Priority
CUL_0923	TROTTING TRACK	Lower Brynamman	High Priority
CUL_0924	NEW ROAD	Lower Brynamman	High Priority
CUL_1195	NO 14 LLWYN HEN ROAD	Gwaun-Cae-Gurwen	High Priority

APPENDIX B

The following table contains the itemised feedback from the Public Consultation

Feedback ID	Comments	Feedback
1	*No comment left*	
2	We have severe flooding outside our property whenever there is a sudden heavy downpour or prolonged rainfall. The drains can't cope. I have video and photos of the last major flood. We live on a very busy main road and not only is this a hazard to motorists but also to pedestrians. The drain cannot cope with the amount of water, which is then made worse by the derelict building across the road. Water is just pouring onto the main road. We were told in January that once the new financial year started that they would come and sort out the drains. It is now coming into winter again and nothing has been done!! We pay a heavy council tax here. Please consider what service we are getting back in return? Flood risks to our property!!	*These comments relate to a localised drainage issue and do not fall within the scope of the FRMP. As such this matter has been referred to the Drainage Team for a response and will be addressed privately with the respondent. In the event of work being required, any such work will be programmed in line with the Council's Annual prioritisation of schemes.*
3	I have resided at the above address for 48 years. In this time I have witnessed the Rivers Afan and Pelenna which confluence at the end of my garden in full flood. Not once have I experienced any flooding caused by the rivers on my property nor felt the desire to move home until now. entering Pelenna my wife and I are in constant fear of the banks of the river bursting. Two years ago following an inclement spell of constant rain the banks of the river were on the verge of breaking up. Fortunately this did not occur, but the present proposals mean that the residents living in Dan y Bont feel under threat to move house after many years of happy safe living. Please would you express our concerns to those who are planning to change our environment and accept responsibility for the safety of the people and their properties.	*These comments relate to a localised drainage issue and do not fall within the scope of the FRMP. As such this matter has been referred to the Drainage Team for a response and will be addressed privately with the respondent. In the event of work being required, any such work will be programmed in line with the Council's Annual prioritisation of schemes.* *The rivers are both the province of the NRW and as such this comment will also be forwarded to their office.*

4	*Translated from a Welsh language letter:* I am writing regarding the above in the village of Lower Brynamman. The River Amman is shown as "Serious flood risk" and an elderly lady living in Amman Cottages has been refused insurance to the house recently. Another pensioner is greatly concerned if he will be rejected in November. Ecclesiastic Insurance has refused insurance to the Old Hall on the Carmarthen side because the River Amman will be shown as "substantial flood risk". I've lived here for 47 years and postcode to my home is SA18 1SN. Because of this can you look into our situation when Insurance companies use these maps showing flooding. I do not think it will be possible for the river to overflow, but he wants the matter to be looked into. In January 1969 we had a landslide when opencast Pengors was working and the majority of the residents had to be moved out. The landslide was behind our home.	*These comments relate to a localised drainage issue and do not fall within the scope of the FRMP. As such this matter has been referred to the Drainage Team for a response and will be addressed privately with the respondent.* *The river is the province of the NRW and as such this comment will also be forwarded to their office.*
5	Having lived in the Glynneath area for 50 years I was amazed to hear that the highest number of properties at risk from flooding in the NPT area is at Glynneath. How were these figures arrived at? Has the local Authority challenged these figures in any way? Did the person who produced the results take into account the large amounts of money spent on constructing the Glynneath Flood Prevention Scheme? I have also spoken with Glynneath residents who have now been informed they live on a flood plain, in reality there has never been any flooding at these locations.	*Glynneath and the majority of the lower Neath Valley are considered within the Flood Plain of the River Neath. The figures were provided by NRW and their derivation and accuracy are all explained in the Appendices of the FRMP. The numbers have not been challenged as they are being employed nationwide. The flood prevention scheme was an NRW scheme to address the risk of river flooding, which is not within the scope of the FRMP.*

6	Responder would like to see solutions to flooding problems affecting his land caused by the actions taken by various landowners, third parties and developments, which over the years have contributed to increased water flow onto the responder's land.	*These comments relate to a localised drainage issue and do not fall within the scope of the FRMP. The concerns are known to the Authority and are currently under investigation by the Development Control Team.*
7	My elderly mother lives on Heol-y-Nant, Baglan, Port Talbot and has been forced to move out of her home twice due to flooding. She now has poor health and ensuring the prevention of further flooding is critical. NPTC has carried out major work on the culvert to minimise further flooding of the estate. I am therefore very disappointed that my mother's bungalow is still liable to be flooded due to a problem with the main sewerage system. This has been identified by several camera surveys carried out by Welsh Water, no action has been taken to rectify this.	*These comments relate to a localised drainage issue and do not fall within the scope of the FRMP. As such this matter has been referred to the Drainage Team for a response and will be addressed privately with the respondent. Welsh Water acknowledge ownership of the problem.*
8.	**Neath Port Talbot County Borough Council – Flood Risk Management Plan Consultation Draft LLFA FRMP Review comments from NRW** These comments have been collated based on an internal consultation with a number of different teams. Please find below draft comments in relation to the compliance of the Neath Port Talbot County Borough Council draft Flood Risk Management Plan with requirements as set out in domestic legislation (The Flood Risk Regulations 2009) or European legislation (The Floods Directive 2007/60/EC). The final review will be undertaken by NRW in accordance with the before mentioned legislation once the final version of the FRMP has been submitted to NRW. Note - page numbers stated within the text refer to those contained within the document itself rather than the pdf page numbers.	

8.a	There is a map included on page 14 that shows the boundary of the flood risk area. Additional comment in relation to the map on page 13 - you may wish to consider updating this map as it is branded EAW. *Initial review of this draft has deemed this appropriate to meet the requirements.*	*No change required, map was produced by EAW, albeit this now forms part of NRW*
8.b	There are Borough wide conclusions on page 17. These are very high level. There are more conclusions on page 36 which slightly expands on page 17 and there are also conclusions included against each community area in the appendix which in some circumstances includes more detail on severity and reasoning. Some communities are not detailed but others are. It is suggested that more description is added to those conclusions included on pages 17 and 36 to better describe the risk. *Initial review of this draft has suggested that minor amendments are needed.*	*Additional Conclusions and Information added to P.36*
8.c	The objectives from the local Flood Risk Management Strategy are included on page 30. It is not clear that these Objectives have been adopted for the FRMP. If they have, the plan should state that these Objectives have been adopted for the FRMP and are now the FRMP Objectives also. It does state on page 32 that the measures are to deliver the Objectives from section 7.2 and each measure is linked to relevant Objectives, but there needs to be a statement before the Objectives that these are FRMP Objectives now too. *Initial review of this draft has suggested that minor amendments are needed.*	*Section 7.0 -Line added stating LFRMS Objectives are adopted as FRMP Objectives*
8.d	County wide measures are included on pages 38 to 43 and are linked to Objectives. Measures include required fields for EU reporting - code, name, description, type, location, objectives, responsible authority, timescale, implementation status. Each community area is then linked through to the community measures. *Initial review of this draft has deemed this appropriate to meet the requirements.*	*After consulting with NRW, it was decided that no changes were needed.*

8.e	The review of the FRMP will be undertaken formally every six years. NPT will undertake an internal review annually to check progress. *Initial review of this draft has deemed this appropriate to meet the requirements.*	*No changes required*
8.g	There is currently a description of consultation from pages 52 to 53 which outlines the method. This will need to be updated with a report on Consultation for the final plan.	*Report on Consultation Process Added*
8.h	Pages 27-30 include a statement that NPTCBC has examined the objectives and measures in the River Basin Management Plan (RBMP) and has selected measures in the FRMP that have regard to and do not conflict with the RBMP. It is noted that none of the new measures link to any of the RBMP measures. Considering the list of measures already under way from the LFRMS, some of these will deliver against the RBMP Objectives and Measures (NPT09 - SMPs, NPT18-SUDs, NPT19 - Land Management) therefore it is suggested that you consider making the links between these measures or objectives to strengthen the link between your FRMP and the RBMP. Note: The link to the RBMP will need updating before publication. *Initial review of this draft has suggested that minor amendments are needed.*	*Each measure has now been individually assessed against those contained within the Western Wales RBMP to identify direct links between the measures. Where these have been identified they have been included within section 8.1.3.*
8.i	Mention or reference to the SEA/ HRA seems to be missing from the plan. If the SEA is being adopted from the LFRMS, this needs to be stated that this is the case. If undertaking SEA, this needs to be submitted with the final plan.	*Reference to SEA/ HRA in Section 3.3.7*

ENVIRONEMNT AND HIGHWAYS CABINET BOARD

REPORT OF THE HEAD OF CORPORATE STRATEGY AND DEMOCRATIC SERVICES

17 DECEMBER 2015

SECTION B – MATTER FOR INFORMATION

WARDS AFFECTED: COEDFFRANC WEST

OFFICER URGENCY ACTION – EXPERIMENTAL TRAFFIC ORDERS – ELBA CRESCENT/BALDWINS CRESCENT, CRYMLYN BURROWS

The following urgency decision has been determined by the Head of Engineering and Transport in consultation with the requisite Members, for immediate implementation. There is no call-in of this matter.

Urgency Action No: 1271

Date: 27 October 2015

Re: To advertise the Legal Orders for the implementation of Traffic Orders on Elba Crescent and Baldwins Crescent, Crymlyn Burrows.

The Urgency Action sought to obtain approval to advertise the Legal Orders for the implementation of Traffic Orders on Elba Crescent and Baldwins Crescent, Crymlyn Burrows, due to parking issues following the opening of the Swansea Bay Campus. The Traffic Orders are necessary in the interests of road safety, and the scheme would be funded by the University Bay Campus Section 106 Agreement.

RESOLVED: that the report be noted.

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2015/2016 FORWARD WORK PLAN (DRAFT)

ENVIRONMENT AND HIGHWAYS CABINET BOARD

18th Jan 2016 ***(Special)***	Active Travel Existing Route Map (ERM)	Info	CMB/CDG	Topical	NP (Ceri Morris)

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Forwarded to: CDG, CMB, Cabinet, Council	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Head of Service Contact
28th Jan 2016	Road Safety Strategy	Decision (Following Cons)	Council		DG
	Fleet Renewal Programme	Decision		Annual	DG
	MREC Report	Decision			MR
	Alleged Public Footpath Tonclwyda to Footpath No 7	Decision		Topical	DM
	Proposed Diversion of Footpath No 41	Decision		Topical	DM

Environment and Highways Cabinet Board – Forward Work Programme

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Forwarded to: CDG, CMB, Cabinet, Council	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Head of Service Contact
3rd Mar 2016	Grave Space Capacity Update	Info	CDG/CMB		MR
	Street Lighting Energy Savings	Decision	CDG/CMB		MR
	Lighting (Presentation)	Info			MR

Meeting Date and Time	Agenda Items	Type (Decision, Monitoring or Information)	Forwarded to: CDG, CMB, Cabinet, Council	Rotation (Topical, ,Annual, Biannual, Quarterly, Monthly)	Head of Service Contact
14th Apr 2016					