



STREETSCENE AND ENGINEERING CABINET BOARD

***Immediately Following Scrutiny Committee on
FRIDAY, 20 OCTOBER 2017***

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

PART 1

1. To agree the Chairperson for this Meeting
2. To receive any Declarations of Interest from Members
3. To receive the Minutes of the Previous Streetscene and Engineering Cabinet Board held 8 September, 2017 (*Pages 3 - 8*)

To receive the Report of the Head of Engineering and Transport

4. Traffic Order - Church Lane, Gwaen Cae Gurwen (*Pages 9 - 14*)
5. Traffic Order - Company St and Cory St, Resolven (*Pages 15 - 32*)
6. Traffic Order - Heol Compton and Villiers Road, Skewen (*Pages 33 - 36*)
7. Traffic Order - Monastery Road, Neath Abbey (*Pages 37 - 42*)
8. Traffic Order - Penyard Road, Neath Abbey (*Pages 43 - 50*)
9. Traffic Order - Stratton Way, Neath Abbey (*Pages 51 - 62*)
10. Traffic Order - The Pines, Cilfrew (*Pages 63 - 74*)

11. Traffic Order - Water St and Corporation Rd, Port Talbot
(Pages 75 - 78)

To receive the Report of the Head of Streetcare

12. Review of Vehicle Crossover Applications (Pages 79 - 86)

To receive the Forward Work Programme 2017/18
(Pages 87 – 89)

13. 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

12 October, 2017

Cabinet Board Members:

Councillors: E.V.Latham and A.Wingrave

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).*

EXECUTIVE DECISION RECORD
CABINET BOARD - 8 SEPTEMBER, 2017
STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Board Members:

Councillors: D.W.Davies and E.V.Latham (Chairperson)

Officer in Attendance:

T.Davies

1. **APPOINTMENT OF CHAIRPERSON**

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

2. **MINUTES OF THE PREVIOUS STREETSCENE AND ENGINEERING CABINET BOARD HELD ON 14 JULY, 2017**

Noted by the committee.

3. **HOUSEHOLD WASTE RECYCLING CENTRE OPENING HOURS**

Decision:

That the monitoring report be noted.

4. **REVIEW OF PEST CONTROL FEES AND CHARGES**

Taking on board the discussion of Members at the earlier Scrutiny Committee, Cabinet Board resolved to raise the NPT Residential charges by £8 instead of the proposed £15 as detailed within the report (to £39 instead of £46), with the Residential out of hours visit charge increasing by £15 instead of the proposed £31 as detailed in the

circulated report (to £76 instead of £92). This would be reviewed in 12 months' time. NPT Commercial and NPT Contracts charges would increase as per Officers recommendations within the circulated report.

Decisions:

1. That from 1 October 2017 it is proposed that the fees and charges across the pest control service increase to a level that will allow the service to become more sustainable, as set out in the table below;
2. That the number of treatments/revisits included within the fee be limited, as shown in the table below;
3. That the fees be reviewed in 12 months time.

Neath Port Talbot CBC	Type of Pest	Proposed Charges	Included
NPT-Residential	Rats/Mice	£39.00	Up to 3 visits
	Cockroaches	£39.00	Up to 3 visits
	Bedbugs	£39.00	Up to 3 visits
	Fleas	£39.00	Per visit
	Wasps	£39.00	Per visit
	Ants	£39.00	Per visit
	Out of hours visit	£76.00	As above, however where more than 1 visit is included only the first visit will be an 'out of hours' visit.
NPT-Commercial	Rats/Mice/Insects.	£76.00 plus VAT	Per visit
NPT- Contracts	All pests	£300 annually	4 visits per year Plus up to 4 call outs during office times

Reason for Decisions:

To reduce the deficit in the delivery of the pest control service and to enable the service to become more sustainable in future years.

Implementation of Decision:

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

5. **LIST OF APPROVED CONTRACTORS**

Decision:

That the following Contractor be included on the Approved List for the relevant categories (as detailed in the table below).

<u>FIRM</u>	<u>CATEGORY</u>
Cyflawn Construction Ltd	15, 17a and 17b, 18, 19, 21, 28, 30, 37, 41, 45, 47, 48, 49, 50 and 68

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

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

6. **PROPOSED REMOVAL OF THE TAXI RANK, SUBSTITUTION FOR DISABLED BADGE HOLDERS AND LOADING ONLY AT OLD MARKET STREET, NEATH**

Decision:

That the Legal Order for the revocation of the taxi rank in Old Market Street, Neath and the substitution for 'Disabled Badge Holders' Monday to Saturday 8am to 6pm (2 vehicles spaces only) and for 'Loading Only' Monday to Saturday 8am to 6pm for 30 minutes (Appendix B to the circulated report) be advertised as indicated on the attached plan (Appendix B to the circulated report) and subject to there being no objections, the Order be implemented.

Reason for Decision:

To regularise the full time taxi rank provision following the demolition of the multi storey car park.

7. **PROPOSED TRAFFIC ORDERS: GLAN YR AFON, YSTALYFERA**

Decision:

That the Legal Orders for the implementation of a One-Way and No Entry Order on Glan Yr Afon, Ystalyfera (Appendix A to the circulated report), and subject to there being no objections, the Orders be implemented.

Reason for Decision:

To assist in the flow of traffic due to the narrowness of the road in the interest of road safety.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

8. **QUARTER 1 PERFORMANCE MONITORING 2017/18**

Decision:

That the monitoring report be noted.

CHAIRPERSON

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Gwaun Cae Gurwen

Proposed No Waiting at Anytime Order Church Lane, Gwaun cae Gurwen

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. One letter of objection was received contained in Appendix C.
3. The report outlines the objection and the recommendations for the scheme.

Background

4. The Orders were advertised and one letter of objection was received contained in Appendix C.
5. The objectors would like the extent of the order shortened to cover the frontage of no. 15 Heol y Gors only. This would reduce the extent of the yellow lines not exceeding 5 metres.
6. This reduction of less than 5 metres could be accommodated within the proposed order without the need to re-advertise, as indicated in Appendix B.
7. The Local Member has been consulted and the Member supports the suggestion in point no.6 above.

Financial Impact

8. The work will be funded by the Capital Works Programme.

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 function does not require an Equality Impact Assessment.

Workforce Impacts

10. There are no workforce impacts associated with this report.

Legal Impacts

11. The scheme was advertised for a 21-day period.

Risk Management

12. There are no risk management issues associated with this scheme.

Consultation Outcome

13. A consultation exercise was carried out when the scheme was advertised.
14. One letter of partial objection was received contained in Appendix C.
15. The Local Member has been consulted and the Member supports the suggestion to overrule the objection but to reduce the extent of the order within the allowable parameters of less than 5 metres when the physical works are undertaken, as indicated in Appendix B.

Recommendations

16. It is recommended that:-

The objection is over ruled and the extent of the order adjusted within the allowable parameters of less than 5 metres when the works are implemented and the objector is informed accordingly.

Reasons for Proposed Decision

17. To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision

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

Appendices

19. Appendix A – Plan of the original scheme
20. Appendix B – Plan of revised scheme
21. Appendix C - Letter of objection

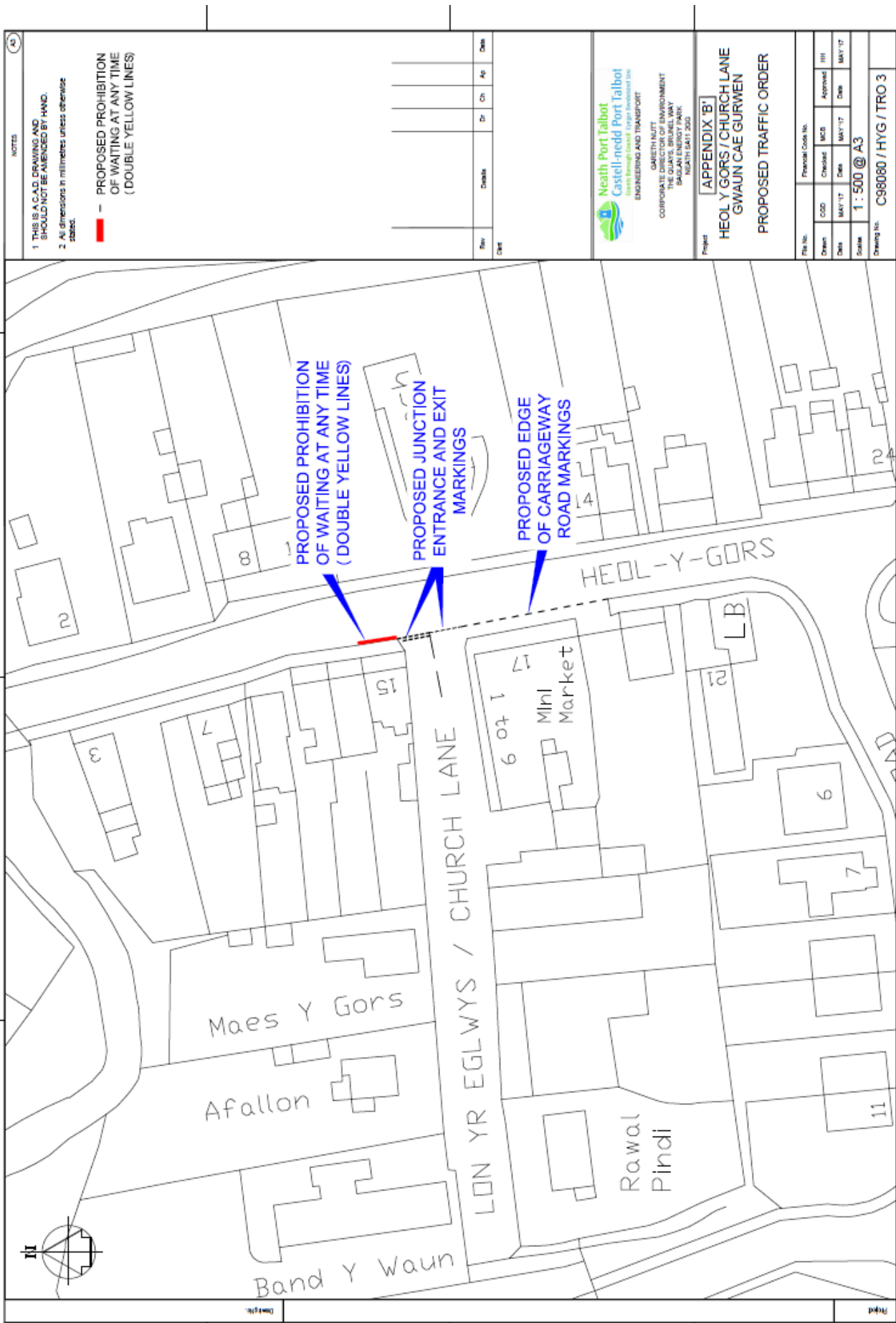
List of Background Papers

22. None

Officer Contact

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

Appendix B



NOTES

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

2. All dimensions in millimetres unless otherwise stated.

— PROPOSED PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)

Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell-nedd Port Talbot
Engineering and Transport

GREENHUT FURNISHMENT
CORPORATE COLUYS BRUNEL WAY
SAGLAN ENERGY PARK
NEATH SA11 2DD

Project: **APPENDIX 'B'**
HEOL Y GORS / CHURCH LANE
GWAUN CAE GURWEN
PROPOSED TRAFFIC ORDER

Drawn	CDP	Checked	MCB	Approved	TH
Date	MAY '17	Date	MAY '17	Date	MAY '17
Scale	1: 500 @ A3				
Drawing No.	C-98080 / HYG / TRO 3				

V:\16236 - CSD\Traffic Schemes\TRO's\TRO's (2017-2018)\Church Lane, Gwaun Cae Gurwen\Church Lane, Gwaun Cae Gurwen Rev A.dwg

Appendix C

Head of Engineering and Transport

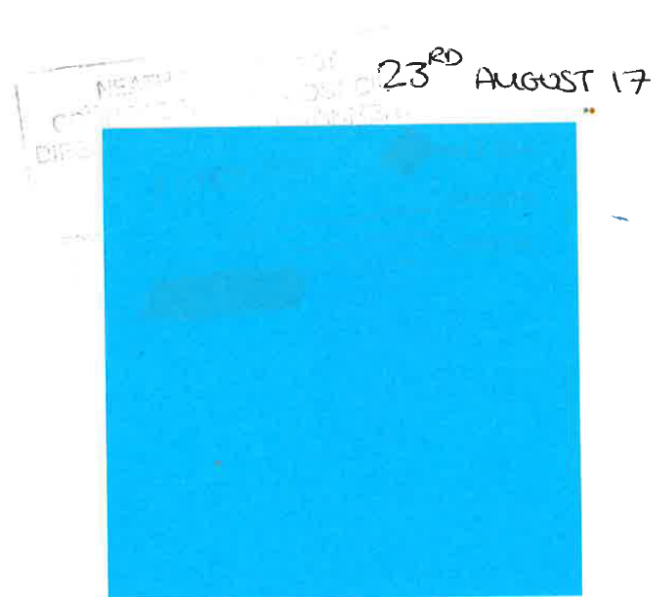
The Quays

Baglan Energy Park

Neath

SA11 2GG

Dear Sirs,



We have been moved to write to you upon receipt of your proposal for the installation of double yellow lines on the north side of Heol Y Gors from Church lane Northbound.

We appreciate and understand why you are proposing to place a parking restriction there due to the Junction to the private road (Church Lane), however, we are writing to ask you to consider shortening the length of yellow lines due to lack of parking in the area.

We have two vehicles (including a van) that we park on the road every day as we do not have off street parking and there is very little other available parking nearby due to the road next to us being a private road. The van needs to be parked outside the house for security reasons so yellow lines nearby would make this a real struggle for us to do so.

Unfortunately due to the local shop we already have many park on that stretch where you are proposing to put yellow lines and so this will make parking even more difficult for us.

We are not writing to you to object completely to the yellow lines, but just to ask you to consider shortening the length of the yellow lines to cover No. 15 Heol Y Gors, but to leave it available to park outside No. 13 and No. 11 northbound. This will allow enough room for vehicles to safely turn out of the junction.

We appreciate you reading this letter and hope to hear from you soon.

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Resolven

Proposed One Way Order and No Entry Order: Company Street and Cory Street, Resolven

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. 11 objections were received to the scheme including three petitions with a total of 70 names.
3. The Police had stated that they would not enforce the Orders unless there was unanimous public support.
4. The report outlines the objections and the recommendations for the scheme.
5. The objection letter from South Wales Police is contained in Appendix B.
6. The objection letters containing petitions and the petitions are contained in Appendix C.

Background

7. The Local Member had presented the idea of making Company Street and Cory Street one way following representations from the community.
8. However, following the consultation period there were significant objections to the proposal and therefore the Police would not support the scheme. The proposed scheme is indicated in Appendix A.

Financial Impact

9. The work will be funded by the Capital Works Programme.

Equality Impact Assessment

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

Workforce Impacts

11. There are no workforce impacts associated with this report.

Legal Impacts

12. The scheme was advertised for a 21-day period.

Risk Management

13. There are no risk management issues associated with this scheme.

Consultation

14. A consultation exercise was carried out when the scheme was advertised.
15. 11 letters of objection were received including three petitions with a total of 70 names.
16. A letter of objection was received from the Police.
17. The objection letters are contained in Appendix B.
18. The objection letters containing petition and the petitions are contained in Appendix C.
19. The objections have been discussed with the Local Member whom supports the withdrawal of the scheme.

Recommendations

It is recommended that:-

20. The proposed scheme is cancelled and removed from the Capital Works Programme.

Reasons for Proposed Decision

21. The Police would not approve of the proposed order unless there was significant public support which unfortunately there was not.

22. Implementation of Decision

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

Appendices

23. Appendix A – Plan of the proposed scheme
24. Appendix B - Letters of objection from South Wales Police
25. Appendix C – Letters of objection containing petitions and those petitions

List of Background Papers

26. None

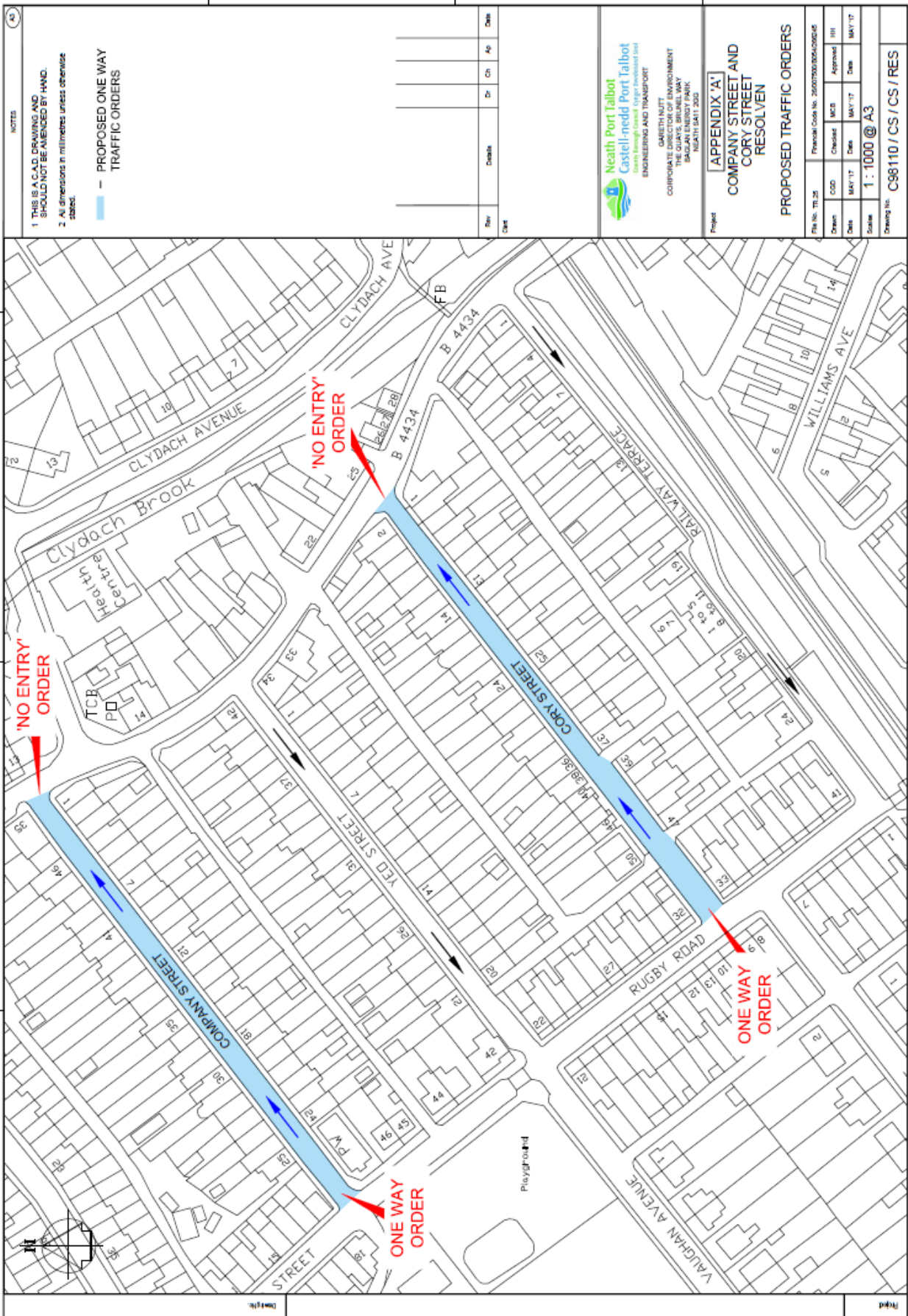
Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk

Appendix A



Appendix B

KEEPING SOUTH WALES SAFE • CADW DE CYMRU'N DDIOGEL



Your ref: D58/2333/AME

Date: 18TH July 2017

A.M. Evans,
Finance & Corporate Services,
Legal Services,
Civic Centre,
Port Talbot.
SA13 1PJ

Dear Mrs Evans,

RE: PROPOSED TRAFFIC ORDER – ONE WAY TRAFFIC AND NO ENTRY ORDERS FOR COMPANY STREET AND CORY STREET, RESOLVEN.

I refer to your correspondence dated 12th July 2017, relating to the above matter.

I am writing to inform you that the Police are concerned that local residents which may be effected by this proposal have been fully consulted and support the proposal.

Previous experience has found that during consultation it becomes apparent that residents who are adversely effected by a proposed one-way system are not supportive of its implementation.

Cont/d

GORSAF HEDDLU CASTELL NEDD
Gnoll Park Road, Castell Nedd. SA11 3BW
Teliffon: 01639 635321 Ffacsimili: 01639 640220

SOUTH WALES POLICE WESTERN BCU
Neath Police Station, Gnoll Park Road, Neath. SA11 3BW
Telephone: 01639 635321 Facsimile : 01639 640220

Chief Constable **Peter Vaughan** Prif Gwnstabl

It is submitted that once a one way system is in place without the support of some residents, inevitably non compliance occurs. In order to meet the aspirations of those residents in favour of the proposal, this becomes an enforcement issue.

To minimise the need for enforcement, and to ensure the traffic regulation order does not fall into disrepute, could the council confirm that the proposal is fully supported by the local community before the Police lend their support to this proposal.

Yours sincerely,

M. Lewis
Chief Inspector
(Operations)

Appendix C

23, Railway Terrace,
Resolven
Neath
SA11 4HG

8th August 2017



Dear Mr Griffiths

Re: Proposed new order under sections 1 and 2 of the Road Traffic Regulation Act 1984 (Resolven).

With reference to the above proposed order I would like to express my concern/objection to the introduction of the order.

My objections are based on the following observations:

1. Over the last few months I have been in consultation with the road safety team regarding what I deem to be "an accident waiting to happen" in lower Railway Terrace, Resolven. In fairness to the team they have carried out extensive speed checks over the last few months and my understanding is that some road traffic calming measures are due to be introduced at the location very shortly. (Cllr Des Davies has been involved in this process). There is a "concealed entrance" at the bottom end of Railway Terrace where children exit the rear lane and join the main thoroughway on Railway Terrace. My concerns are that children leaving the lane, whether it be on foot or on bicycles cannot see the traffic coming down the street and would have absolutely no chance should they join the road at the time that a vehicle would be coming down the street. The volume of traffic currently using the street is such that the chances of an accident happening is reduced, however should this proposed change associated with this order take place, the volume of traffic would be greatly increased and as a consequence the chance of serious accident/injury would also be greatly increased.
2. The layout of the road in Railway Terrace is unique in Resolven in that there is a Chicane half way down the street which encourages "would be boy racers" to accelerate through it and as a consequence the vehicles concerned are travelling at their fastest when passing this concealed entrance. The increased volume of traffic that this proposal would undoubtedly generate would dramatically increase the risk of an accident/incident in the area.
3. I would also like confirmation that the introduction of the road traffic calming measures that we are lead to believe are "imminent" will take place and I would appreciate your comments in respect of what effect these measures will have, based on the increased level of traffic that this scheme would generate.
4. Prior to this decision having been taken, I would assume that a study (traffic assessment figures) would have been undertaken to ascertain the volume of traffic that currently enters Cory Street. This study is crucial as it would give a good indication of the increased volume of traffic likely to enter Railway Terrace. I should be very much obliged if you could provide me with a copy of this study at the earliest opportunity.
5. At the lower end of Railway Terrace the parking facilities are on the opposite side of the road to the houses and as a consequence my grandchildren would have to negotiate the additional traffic that this scheme would generate to get into their property from a parked vehicle.

My understanding is that this new proposal has been driven by one individual (who did so whilst he was a member of the local community Councillor) whose only motivation is that on occasions he is being inconvenienced when driving up Cory Street.

F.A.O

Mr David Griffiths

Head of Engineering and Transport

The Quays,

Brunel Way,

SA11 2GG

11.8.17

NEATH PORT TALBOT	
COUNCIL	
DIRECTOR	
11 AUG 2017	
REF	P941905
FILED	
ANS'D	HHH

Attached please find a "petition" signed by all residents of Railway Terrace who have grave concerns about the proposed new order under sections 1 and 2 of the Road Traffic Regulation Act 1984 (Resolven) that would in our opinion compromise safety in the street.

We would urge you to consider our concerns at the earliest opportunity.

We the undersigned would like express our objection to the proposed new order under 1 and 2 of the Road traffic Regulation Act 1984 (Resolven).

Our objections are based on the fact that we feel that due consideration has not been given to the increased volume of traffic that this scheme would undoubtedly generate and how these risks would be mitigated.

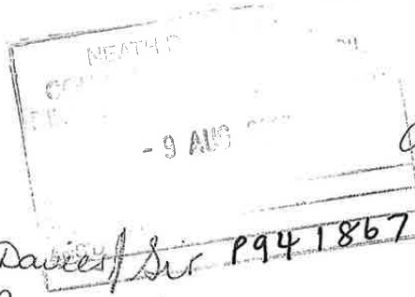
We are also concerned that a substantial risk/traffic management assessment has not taken place.

Name	Address	Signature
DARREN CASE	22 Railway Terrace	
K. Hancock	24, Railway Terrace	
LEE OSBORNE	21, RAILWAY TCE, RESOLVEN	L. Osborne
STUMP & MALL	19 Railway Tce.	
J Taylor	16 Railway Terrace, Resolven	J C Taylor
J. Jones	13 Railway Tce	J. N. Jones
J. Dunn Julie Dunn	10 Railway Tce Resolven	J A Dunn
ANDREW DUNN	10, RAILWAY TCE RESOLVEN	Andrew Dunn
GILL SAUNDERS	9 RAILWAY TCE RESOLVEN	G. Saunders
EDRYD EVANS	7 RAILWAY TERRACE	S Thomas

Margaret Harris	5, Railway Tce Railway Tce Resolven.	M. Harris
Daniel Reid	4 Railway Tce	D R
Leighton Case	23 Railway Tce Resolven	L
J Case	23, Railway Tce Resolven	J Case
M. Ansd	2 Railway Tce Resolven	M. Ansd
Donna Kendall	12 Railway Terrace	Dkendall
Lynne a OSBORNE	11 Railway Terrace.	hosborne
Judith Pretorian	15 Railway Terrace	J Pretorian
Emma Regan	3 Railway Terrace	Elegan
Gary Hemlock	24, Railway Terrace	G Hemlock
Kasha Hemlock	24 Railway Terrace	Kasha Hemlock
Clare Case	22 Railway Tce	Coase
Glennys Morris	20 Railway Tce	G Morris.

33 John Street
Resolven
Neath
SA11 4LA

August 7th, 2017.



Dear Councillor Davies / Sir

Re: Proposed 1 way system at Company / Long Street

Could you please specify what safety conditions this proposal aims to improve as I have concerns over the proposal that could prove detrimental to the street I live on.



1. If 4 out of the 5 terraces are made 1 way I envisage more traffic using John Street for access including delivery lorries and vans. I believe this will worsen road safety in an already busy street.
2. The proposed 1 way system would increase traffic passing the children's playground which already suffers from poor visibility due to an increase of parked cars and vans along the playground perimeter.
3. The junction out of Company street onto Commercial Road already has a safety issue due to bad visibility due to a layby on the left, a blind spot on the right and the addition of a bus stop directly opposite. This is why you will find most residents of the street drive down it towards Cross Street and then drive up John Street to access Commercial Road and the A465. The new proposals will force traffic to use the less safe junction and therefore would not improve road safety.

yours faithfully
Deane Sims

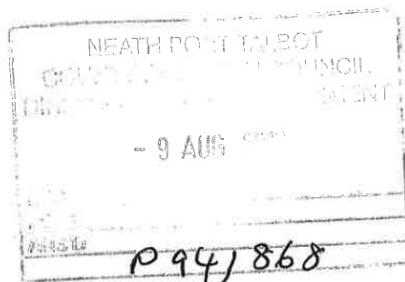
Enc: Petition.

Petition Against the Proposed One-Way Traffic Order

We, the undersigned, do NOT believe that making Company Street and Cory Street one-way streets will improve the traffic flow in the adjacent streets or that this change is necessary in the interest of road safety. We would like the traffic flow of the streets to remain two-directional.

Name (print)	Address (including post code)	Signature
EMMA RICHARDS	20 COMMERCIAL ROAD, RESOLVEN, NEATH, SA11 4HF	E.E. Richards
JONATHAN RICHARDS	20 COMMERCIAL ROAD RESOLVEN, NEATH, SA11 4HF	
MARY EVANS	42 JOHN ST RESOLVEN SA11 4LB	M.E. Evans
DIANE SIMS	33 JOHN ST RESOLVEN SA11 4LA	D. Sims
M.M.E. HARRIS	32 JOHN ST SA11 4LD	M.M.E. Harris
J.M. Cambridge	32 JOHN STREET, SA11 4LB	J.M. Cambridge
A. Evans	30 John St, SA11 4LB	A. Evans
M. Evans	30 John St SA11 4LB	M. Evans
B. Evans	1 PEN-YR-ALHT SA11 4LB	B. Evans
ROBERT SIMS	9 COMMERCIAL ROAD SA11 4HY	R. Sims
CHRIS EVANS	30 JOHN ST RESOLVEN SA11 4LB	
Justin Evans	56 John St Resolven SA11 4LB	J. Evans
JAMES EVANS	27 JOHN ST RESOLVEN	J. Evans
KEN EVANS	27 JOHN ST RESOLVEN	K.E. Evans
Katie Smith	3 COMPANY ST RESOLVEN	Katie Smith

Ms 12



45 Cory Street
Resolven
Neath
SA11 4HR

Head of Engineering & Transport
Neath Port Talbot County Borough Council
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG

7 August 2017

Dear Sir

Re: Proposed One-way system for Cory Street and Company Street

With reference to your recent letter and the Statement of Reason available from the Civic Centre, I am writing to oppose the introduction of one-way systems to Cory Street and Company Street. As the Statement of Reason is relatively vague and provides no supportive evidence for the decision, it is difficult to present any counter arguments, however I would like to highlight and present the following as my opposition to the proposed scheme:

- I have been a resident of Cory Street for thirty years and have never experienced any difficulties with the flow of traffic in the area. I also fail to see how, should the proposed changes take place, that increasing the flow of traffic in Railway Terrace, Yeo Street, Rugby Road and Cross Street will improve the flow of traffic or improve road safety. Also, concerningly, an increase in the flow of traffic in Rugby Road and Cross Street should not be encouraged as these streets provide direct access to the children's park.
- With reference to the 'safety' issue, I firmly believe that the introduction of yellow 'no parking' lines has solved safety issues on the junctions of Cory Street and Rugby Road, as cars no longer park close to the junction now allowing safe, visible access.
- The junction at the top of Cory Street (where Cory Street meets Commerical Road) can prove a difficult and sometimes dangerous junction to exit. There is a small curve in the road which does not give anyone exiting the street a clear view of traffic approaching from the right. This can result in residents trying to view approaching cars in the reflection of a nearby hairdressing establishment.

- There are also similar difficulties when leaving Company Street to Commerical Road, where a lay-by provided for residents of Commerical Street to park hinders visibility. There is a bus-stop opposite the junction which also causes problems.
- As, I am sure, the members are aware, parking in any area is a premium. Having lost approximately 12-15 parking spaces with the introduction of the yellow 'no parking' lines, if cars can only travel one way up Cory Street (to Commerical Road), trying to find a parking space, this could result in people having to travel in a cyclical direction, not only wasting petrol and increasing traffic flow but also having a detrimental effect on the environment.
- While I firmly believe that Neath Port Talbot County Borough Council has followed all the necessary policies, procedures and legal requirements, from the point of view of accountability and transparency, I think that residents of all the streets affected by the proposals, i.e. John Street, Yeo Street, Railway Terrace, Rugby Road and Cross Street (and not only Cory Street and Company Street) should have received letters from the Council, explaining the imminent changes.

Having spoken to residents of Cory Street, a large number are against the proposal. However, some believe, especially after reading the letter, '... the intention of Neath Port Talbot ...', that the decision is already "set in stone" and the Council cannot be challenged on any decisions.

I am enclosing the original copy of a petition signed by residents of Cory Street who feel the proposal should not go ahead. Some of these residents have stated that they will also be writing, or as is considered writing today, will be e-mailing the Council with their comments.

I appreciate that residents of Resolven must have requested the proposed but feel I must ask you to consider the implications of the changes on residents of the streets, a large number having spoken against the idea.

Yours faithfully



Gaynor Norton

The Proposed One-Way Traffic Order

We, the undersigned, do not believe that making Cory Street a one-way system

a. Will improve the traffic flow in the adjacent streets

b. Is necessary in the interest of road safety.

We, therefore, wish the traffic flow of the street to remain two-directional.

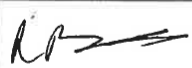



Name (print)	Address (including post code)	Signature
G. NORTON	45 CORY ST, RESOLVEN SA11 4HR	G. Norton
K JOHN	38 CORY ST RESOLVEN SA11 4HR	K John
A JOHN	38 CORY ST RESOLVEN SA11 4HR	A John
K. L. JOHN	38 Cory St, Resolven, SA11 4HR	K. L. John
C GUYHUS	36. Cory St Resolven	C Guyhus
R CRUFFITH	33 Cory St Resolven	R Cruffith
R. Amos	32 Cory Street Resolven	R Amos
C Pettison	26 Cory Street Resolven	C Pettison
W. Probert	25, Cory Street Resolven	W Probert
K Davis	23 CORY STREET RESOLVEN	K Davis
EJ DAVIS	401. Cory Street Resolven	EJ Davis
HUN DAVIES	47 CORY STREET, RESOLVEN	H. Davis
RIA MORGAN	48 CORY ST. RESOLVEN.	R. Morgan

The Proposed One-Way Traffic Order

We, the undersigned, do not believe that making Cory Street a one-way system

- a. Will improve the traffic flow in the adjacent streets**
- b. Is necessary in the interest of road safety.**

We, therefore, wish the traffic flow of the street to remain two-directional.

Name (print)	Address (including post code)	Signature
LEAH THOMAS	37 CORY STREET, RESOLVEN, SA11 4HR.	
MOLLY BENNET	41 CORY ST. RESOLVEN	M. Bennett
Colin Bennett	41 CORY ST RESOLVEN	c Bennett
Lianne Evans	27 Cory st Resolven	L. Evans
STEVEN EVANS	27 CORY ST, RESOLVEN	S Evans
DAVE TAYLOR	14, CORY ST RES	D Taylor
RYAN BAXTER	31 CORY ST RESOLVEN	
Nerys Lloyd-Baxter	31 Cory st Resolven.	
MARC COLLARD	34 Cory Street, Resolven, SA11 4HR	
Angela Sims	21. Cory st. Resolven SA11 4HR	A Sims
RJ SIMS	21 CORY ST RESOLVEN SA11 4HR	RJ Sims
R SIMS	21 CORY ST. Resolven SA11 4HR	R SIMS
A. LLEWELLYN	4, CORY ST RESOLVEN SA11 4HR	A Llewellyn

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Coedffranc Central

Proposed No Waiting at Anytime Order: Heol Compton and Villiers Road, Skewen

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for the implementation of a No Waiting at Anytime order at Heol Compton and Villiers Road, Skewen.

Executive Summary

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

Background

3. The Orders are required to prevent indiscriminate parking in the interest of highway safety. The proposed scheme is indicated in Appendix A.

Financial Impact

4. The work will be funded by the Developer.

Equality Impact Assessment

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

Workforce Impacts

6. There are no workforce impacts associated with this report.

Legal Impacts

7. To be advertised for a 21-day period.

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

10. Approval to advertise the proposed Traffic Regulation Order is granted and if no objections are received the proposal is to be implemented.

Reasons for Proposed Decision

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

Implementation of Decision

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

Appendices

13. Appendix A – Plan of the proposed scheme.

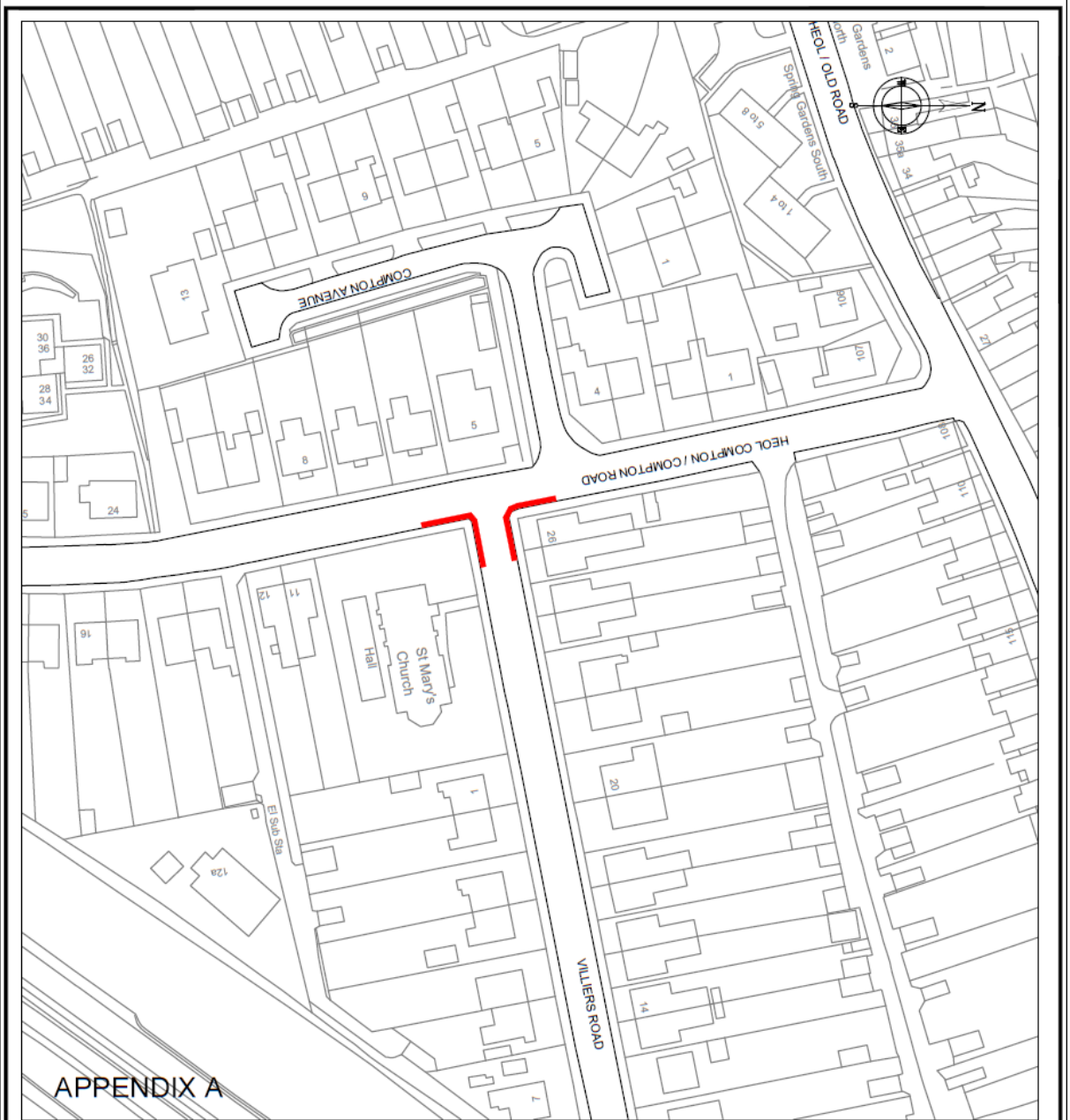
List of Background Papers

14. None

Officer Contact

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

Appendix A



APPENDIX A

NOTES

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

KEY

Proposed No waiting at any time traffic order

Rev	Details	Dr	Ch	Ap	Date



Neath Port Talbot
 County Borough Council
 Castell-nedd Port Talbot
 ENGINEERING AND TRANSPORT

GARETH NUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 THE QUAYS, BRUNEL WAY
 BRANLEIGH PARK
 NEATH SA11 2SS

Project: PROPOSED NO WAITING AT ANY TIME ORDER
 VILLIERS ROAD, SKEWEN

File No.	TR.25
Drawn	JBK
Checked	MCB
Approved	HIH
Date	Sep'17
Date	Sep'17
Date	Sep'17
Scales	1 : 1000 @ A4
Drawing No.	R35700.04

A4

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Dyffryn

Proposed No Waiting at Anytime Order and No Loading at Anytime Order: Monastery Road, Neath Abbey, Neath

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. One letter of objection was received contained in Appendix B.
3. One letter of support was received contained in Appendix C.
4. The report outlines the objection and the recommendations for the scheme.

Background

5. The Orders were advertised and one letter of objection was received contained in Appendix B and one letter of support was received contained in Appendix C.
6. The objectors do not want further parking restrictions as this will effect their business with particular reference to women parking some distance away after dark.
7. The letter of supports welcomes the proposals because the access to their property is difficult due to the on street parking opposite their entrance on the narrow Monastery Road.
8. The proposed parking restrictions have been limited to the business centre access to provide the minimum visibility needed at the junction and also to the narrow section of carriageway adjacent to the railway

bridge in order to prevent vehicles restricting traffic flow and pedestrians using the footway.

9. The Local Member has been consulted and the Member supports the scheme as advertised.

Financial Impact

10. The work will be funded by the Capital Works Programme.

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 function does not require an Equality Impact Assessment.

Workforce Impacts

12. There are no workforce impacts associated with this report.

Legal Impacts

13. The scheme was advertised for a 21-day period.

Risk Management

14. There are no risk management issues associated with this scheme.

Consultation Outcome

15. A consultation exercise was carried out when the scheme was advertised.
16. One letter of objection was received contained in Appendix B.
17. One letter of support was received contained in Appendix C.
18. The objectors do not want further parking restrictions as this will effect their business with particular reference to women parking some distance away after dark.
19. The letter of supports welcomes the proposals because access to their property is difficult due to the on street parking opposite their entrance on the narrow Monastery Road.

20. The Local Member has been consulted and the Member supports the scheme as advertised.

Recommendations

21. It is recommended that:-

The objection is over ruled and the objector is informed accordingly.

Reasons for Proposed Decision

22. To prevent indiscriminate parking in the interest of highway safety and to maintain traffic and pedestrian flow.

Implementation of Decision

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

Appendices

23. Appendix A – Plan of the original scheme
24. Appendix B – Letter of objection
25. Appendix C – Letter of support

List of Background Papers

26. None

Officer Contact

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

Appendix B

Head of Engineering and Transport.

In relation to the PROPOSED NO WAITING,LOADING OR UNLOADING AT ANY TIME TRAFFIC REGULATION ORDER MONASTERY ROAD NEATH ABBEY we would strongly object to this proposal as such action would be detrimental to our business and would inevitably lead to the closure of

We are an established Centre in Monastery Rd, and have been providing these services to local women for 11 years. With such restrictions on parking our clients would find it impossible to use our services particularly in the dark evenings as this could compromise their safety and ours if the only parking were to be under the bridge in the direction of the Monastery.

We have asked our clients for feedback on this proposal and all our members are very concerned about where they would park, their safety at night when parking and have suggested their intentions to terminate their memberships with ourselves should this happen.

We are in the process of gathering a petition signed by our members to object to this proposal. We look forward to your reply.

Yours sincerely

Appendix C

David W Griffiths
Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
NEATH
SA11 2GG

ACK'D
ANS'D

Ref: TR25/CGD/JW

Dear Mr Griffiths

I am writing to support the proposal for No Waiting, Loading or Unloading at any time in Monastery Road, Neath Abbey. I am enclosing some photographs that were recently taken of a digger parked opposite my drive. We also regularly get cars, vans and lorries parking opposite my drive. This causes great difficulties in getting in and out of my driveway. On a recent occasion a pickup truck was parked there and when my wife asked the driver to move it so she could get in the driveway she was told 'ask me nicely and say pretty please and I will move it'.

We regularly get abuse when traffic has to wait while we manoeuvre into the drive. The traffic can be travelling in both directions even though it is no entry under the railway bridge. Because the road is so narrow in front of my home, if there are cars parked on one side of the road and traffic coming under the bridge meets traffic coming down the road the the traffic coming under the bridge has to mount the kerb to pass each other.

Another observation I would like to make is the speed of the traffic in both directions. Also we feel that a sign stating the hight of the bridge be placed at the top of the road near new road as we often get articulated lorries coming down Monastery Road using car type sat navs trying to get to Neath Abbey Business Park. They insist on driving right up to the bridge, certain ones attempt to go under the bridge causing accidents, the larger ones cause chaos because they have to reverse back up Monastery Road.

I would also recommend that the no waiting and loading restriction was extended in front of the Autistic Centre (marked as builders yard) to the top of Monastery Road because at school times the single yellow line is ignored and we have traffic parked at both sides of the road causing chaos in trying to get passed.

Yours sincerely

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Dyffryn

Proposed No Waiting at Anytime Order: Penyard Road, Neath Abbey

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. One letter of objection was received which contained a petition of 46 names from 26 properties indicated in Appendix B.
3. The report outlines the objections and the recommendations for the scheme.

Background

4. The Orders were advertised and one letter of objection was received which contained a petition of 46 names from 26 properties.
5. The objectors do not wish to see increased parking restrictions due to properties having more than one vehicle. They think that the existing parking restrictions at the junction of Longford Road and Penyard Road are sufficient as there is not enough parking capacity in the street for the current demand.
6. The proposal is to extend the existing yellow lines to protect the entry and exit from the rear lane and to allow vehicles to pass on the approach to and from Longford Road due to the narrowness of Penyard Road.
7. The scheme was proposed by the Local Member in the interest of highway safety.

Financial Impact

8. The work will be funded by the Capital Works Programme.

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 function does not require an Equality Impact Assessment.

Workforce Impacts

10. There are no workforce impacts associated with this report.

Legal Impacts

11. The scheme was advertised for a 21-day period.

Risk Management

12. There are no risk management issues associated with this scheme.

Consultation Outcome

13. A consultation exercise was carried out when the scheme was advertised.
14. One letter of objection was received containing a petition of 46 names from 26 properties indicated in Appendix B.
15. The Local Member has been consulted and advised on the objections and petition received. The Local Member maintains support for the scheme as advertised.

Recommendations

16. It is recommended that:-

The objections are over ruled and the scheme is implemented as previously advertised and that the objector is informed accordingly.

Reasons for Proposed Decision

17. To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision

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

Appendices

19. Appendix A – Plan of the original scheme.
20. Appendix B – Letter of objection and petition.

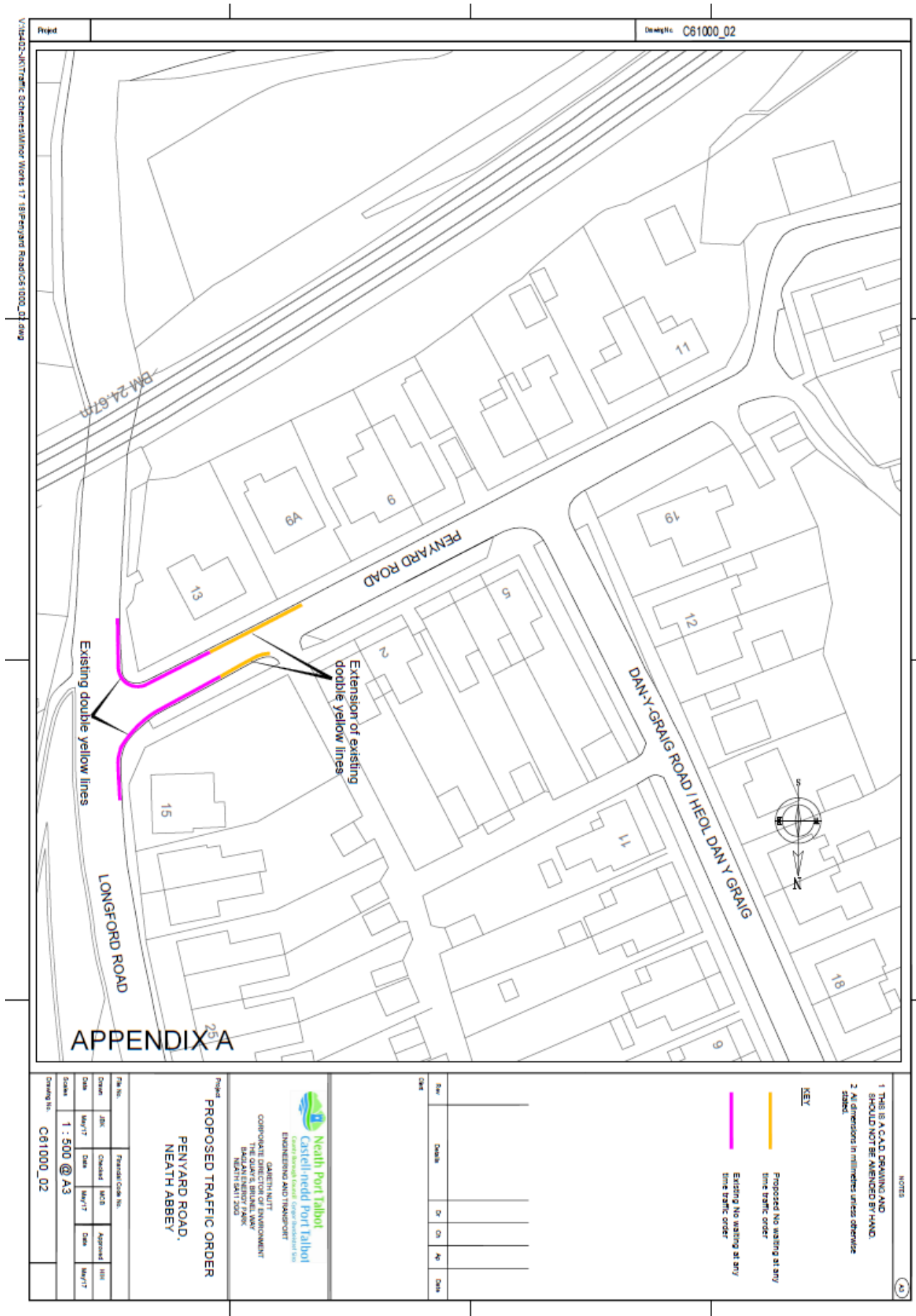
List of Background Papers

21. None

Officer Contact

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

Appendix A



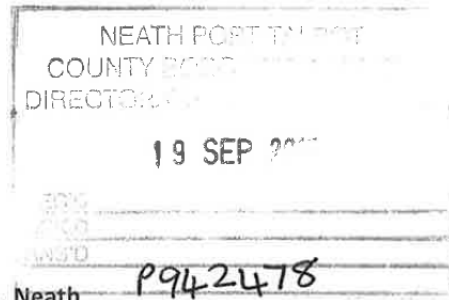
Appendix B

25 Longford Road
Neath
SA10 2ET

Head of Engineering and Transport
The Quays
Baglan Energy Park
Neath
SA11 2GG

17 September 2017

Dear Sirs,



Re: Prohibition of Waiting At Any Time - Penyard Road, Longford, Neath

I write in response to the authority's advertisement of the above scheme to raise concerns over the impact the scheme will have on local residents.

I have reviewed the plans which propose to extend the existing double yellow lines further in to Penyard road. Unfortunately the cover letter and plans do not explain the reason for the proposed scheme. Please could you provide an explanation for the proposed scheme?

The existing double yellow lines ensure that no cars can park close to the junction with Longford road ensuring safety and access to and from the main road. It is unclear what the new scheme will provide to enhance the current scheme.

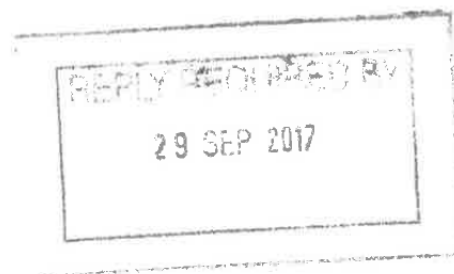
The residential area under the proposed scheme is densely populated with many residents owning more than one vehicle. The proposed scheme will reduce further the limited parking space available in the area impacting the local residents. Please can you advise if the Authority are proposing to improve parking provisions in the area prior to considering implementing the proposed scheme?

Under the current proposal I object to the scheme which will cause parking issues for local residents as noted above and cause further congestion on other roads in the area.

I have also canvassed support opposing the scheme from local residents on the attached sheet.

Yours Faithfully

Mr John Fisher



Prohibition of Waiting At Any Time – Penyard Road, Longford, Neath

We the below residents oppose the above scheme proposed by the Authority:

Name	Address	Signature
T Fisher	25 Longford Road	T Fisher
Y Fisher	25, Longford Road	Y Fisher
S Michael	27 Longford Rd	S Michael
Nathaniel Jarvis	29 Longford Rd	N. Jarvis
Danielle Jarvis	29 Longford Rd	D Jarvis
Hester Grews	21, Longford Rd	Hester Grews
Joe Burch	13 Longford Rd	Joe Burch
Carole Williams	13 Longford Rd.	Carole Williams
Natalie Lewis	1 Penyard Road	Natalie Lewis
Tony Wrayman	1 Penyard Road	Tony Wrayman
Denise Hitchings	15, Longford Road	Denise Hitchings
PETER HITCHINGS	15, LONGFORD ROAD	Peter Hitchings
EMILY HITCHINGS	15, LONGFORD ROAD	Emily Hitchings
GERAINE RANDALL	8 PENYARD RD	Geraine Randall
BECKY BERR	3 PENYARD RD.	Becky Berr
MATTHEW BUILEY	4 PENYARD RD	Matthew Builey
ANNAEL BUILEY	4 PENYARD RD	Annael Builey
Chloe Morgan	5 PENYARD RD	Chloe Morgan
Dominic Evans	5 Penyard Rd	Dominic Evans
Alex John	8 PENYARD RD	Alex John
J. John	8 PENYARD ROAD	J. John
CHRIS JOHN	8 PENYARD RD	Chris John
S BRIGHT	7 PENYARD ROAD	S BRIGHT
N JONES	31 Longford Road	N Jones
L JONES	31 Longford Road	L Jones
C. THOMAS	33 Longford Road	C. Thomas
R THOMAS	33 Longford Road	R Thomas
D. TUDOR	17 Longford Rd	D. Tudor
M TUDOR	17 Longford Rd	M Tudor
A JACKSON	21 Danysgrig Rd	A Jackson
P JACKSON	" " "	P Jackson
Joseph	20 DANYSGRIG ROAD	Joseph
John	5 Dan - Gray Rd	John
H Davis	5 Dan - Gray Rd	H Davis
Geoff Stokes	18 Danysgrig Road	Geoff Stokes
Mandy Huskaps	17 Danysgrig Road	Mandy Huskaps
TOMY HUSKAP	17 DANYSGRIG ROAD	Tomy Huskap
SHIRLEY ROBERTS	16, DANYSGRIG RD PENYARD	Shirley Roberts

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Dyffryn

Proposed No Waiting at Anytime Order: Stratton Way, Neath Abbey, Neath

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme, as indicated in Appendix A.

Executive Summary

2. One letter of objection was received because the occupants want to park on the road outside their property instead of being forced to continually reverse in and out of their narrow driveway which is difficult. The letter is indicated in Appendix B.
3. Four letters of support were received, as indicated in Appendix C.
4. The report outlines the objection and the recommendations for the scheme.

Background

5. The Orders were advertised and one letter of objection (Appendix B) and four letters of support (Appendix C) were received.
6. The objectors want to park outside their property on the highway as their driveway is narrow and difficult to reverse out of.
7. The Local Member has been consulted and advised on the feedback following the advertisement of the Legal Order. The Member supports the implementation of the scheme as originally advertised.

Financial Impact

8. The work will be funded by the Capital Works Programme.

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 function does not require an Equality Impact Assessment.

Workforce Impacts

10. There are no workforce impacts associated with this report.

Legal Impacts

11. The scheme was advertised for a 21-day period.

Risk Management

12. There are no risk management issues associated with this scheme.

Consultation Outcome

13. A consultation exercise was carried out when the scheme was advertised.

14. The Orders were advertised and one letter of objection (Appendix B) and four letters of support (Appendix C) were received.

15. The objectors want to parking outside their property on the highway as their driveway is narrow and difficult to reverse out of.

16. The Local Member has been consulted and the Member supports the scheme.

Recommendations

17. It is recommended that:-

The objection is overruled and the objector is informed accordingly.

Reasons for Proposed Decision

18. To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision

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

Appendices

20. Appendix A – Plan of the original scheme
21. Appendix B – Letter of objection
22. Appendix C – Letters of support

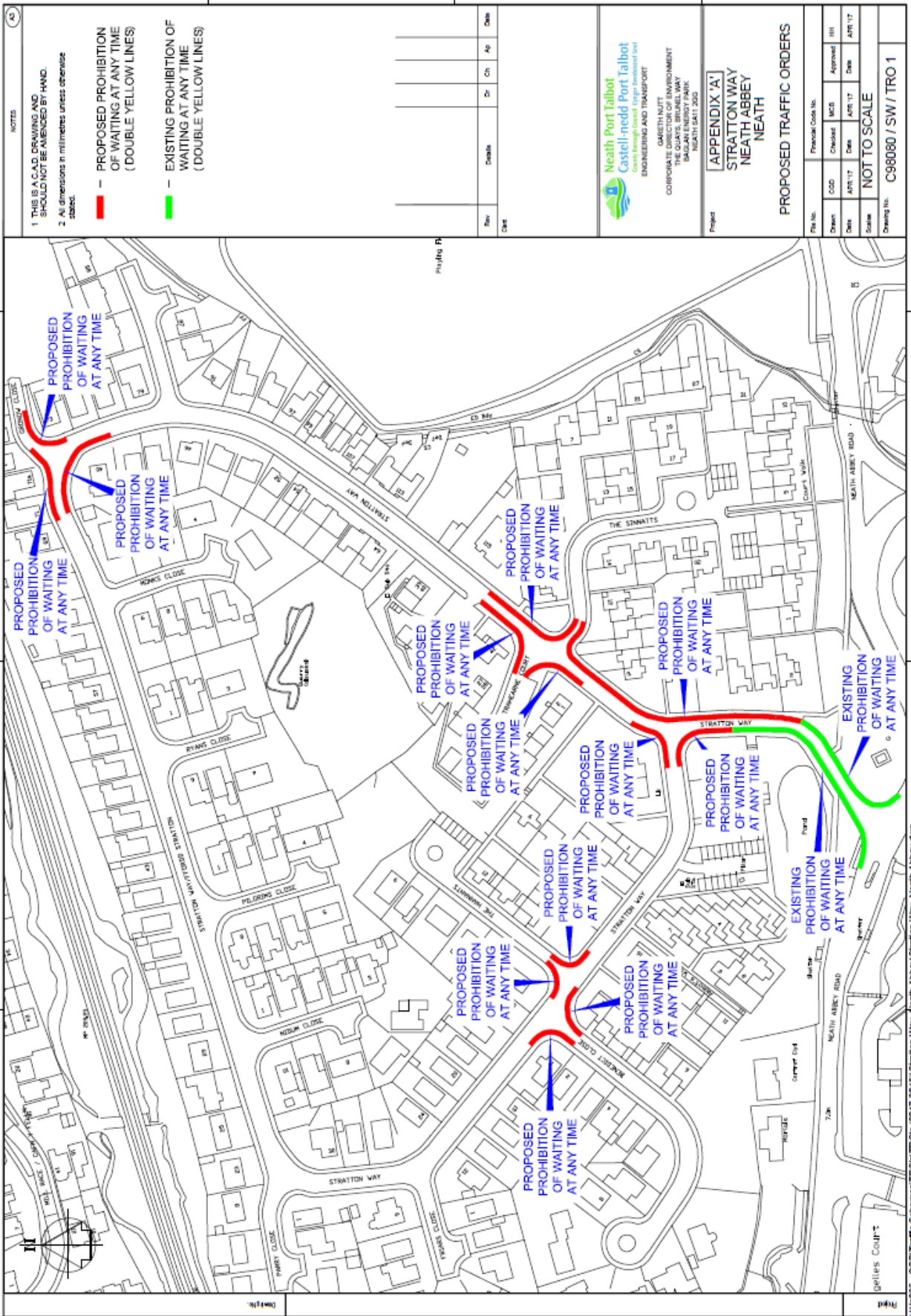
List of Background Papers

23. None

Officer Contact

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

Appendix A



Appendix B

NEATH PORT
COUNTY BOROUGH
DIRECTOR

HH

21 AUG

REC'D
ACK'D
ANS'D

P942043

Neath Port Talbot Council

Dear Sirs,

I strongly object to some of the proposals planned at Stratton Way, Court Herbert.

We live at 2, The Sinnatts, which is included in the scheme.

We have lived here for 40 years and always parked outside our house, the pavement has always been dropped, our house and driveway is narrow and set at an angle so we have to reverse out of the driveway.

which is once a day at present, if this proposal is accepted and we are forced to park on our drive, then we would have to reverse out up to 10 times a day! which is dangerous.

We have lived here 40 years and it used to be a quiet estate and not on a bus route, there has never been an accident outside our house even with cars parked on either side of the road.

Please can we be allowed to park outside our house, there will be parking opposite our house but there are driveways and a water hydrant so not much room for parking.

If this proposal goes ahead will it affect the value of my house and if so the rateable value.

Appendix C

Mr David W. Griffiths
Head of Eng & Transport
The Quays
Brunel Way
Baglan Energy Park
NEATH SA11 2GG.

NEATH
COUNTY
DIRECTORATE
17 AUG 2017
RECEIVED
ACK'D
ANS'D
NKK
P942012

Date, 16th of August, 2017.

Dear Mr Griffiths,

I refer to your council's proposal to a **No Waiting at any time Traffic Regulation Order.** For Stratton way.

I support this proposal wholeheartedly and wish you every success with this undertaking. In fact, I would like to see the proposal go even further to extend the **No waiting at any time order or double yellow lines to start of Benedict close / The Hannants.** (See yellow markings on enclosed map).

The parking on the hill is atrocious by evening and at night times. In the winter time it would possibly cause restricted access to a fire engines or Ambulance if they needed emergency access to the higher parts of the housing estate.

Due to the clearing of parked traffic from these proposed roads. I would suspect it would tempt certain drivers or motorists' to increase their speed in these places? Therefore, I would also support possible traffic calming measures to slow down the speeds some of the vehicles would do. Especially the delivery traffic. There are quite a few disabled people living on the estate that use Electric Scooters and wheelchairs. It would also eliminate some of the dangers for them people when using the roads to venture out shopping etc.

In Conclusion, I suspect there will be some objections from a certain minority of people who do not care about the obstruction and dangers caused by constant parking and illicit parking which goes on in Stratton Way. Also the partial parking on footpaths causing wheelchair and scooter users to have to traverse the roads, which again could cause them be illegal on class 1 and 2 scooters? I hope you will give preference to your proposal and possibly ignore the more minor objections and extend the restriction to the place I have marked in Yellow on the enclosed map and help to make Stratton Way a safer place for its residents. Thank you.

Yours Sincerely,

D. W. Griffiths Esq.,
Head of Engineering & Transport,
NPT Borough Council

NEATH PORT TALBOT
COUNTY BOROUGH COUNCIL
DIRECTORATE OF TRANSPORT

17 AUG 2017

Dear Sir,

P942011

Proposed No Waiting Traffic Regulation
Order, Stratton Way, Neath Abbey

My wife and I have been shown a copy of your letter of August 7th and the plan for the proposed No Waiting at Any Time scheme for Stratton Way.

We wholeheartedly support this proposal but would suggest that it does not go far enough.

We are frequently troubled by vehicles parking outside our property either wholly on the road thereby causing a potential hazard to moving traffic exiting the sharp bend at the top of Stratton Way or partially parking on the pavement itself. In this case, the pavement is partly obstructed for pedestrians and users of mobility scooters, who must then walk in the road around the parked vehicle.

We suggest that the prohibition of waiting be extended beyond 75, Stratton Way if not further. This would leave the exit from the sharp bend completely clear for traffic and pedestrians.

We look forward to receiving your comments in due course.

Yours faithfully,

W. Griffiths Esq.,
J of Engineering,
TBC,
Quays,
Lth.
255.

NO
COLL
DIRE
25 A
NRR
P942142



Dear Sir,

Proposed No Waiting Traffic Regulation
Order Stratton Way Neath Abbey

Thank you for your letter of August 17th.

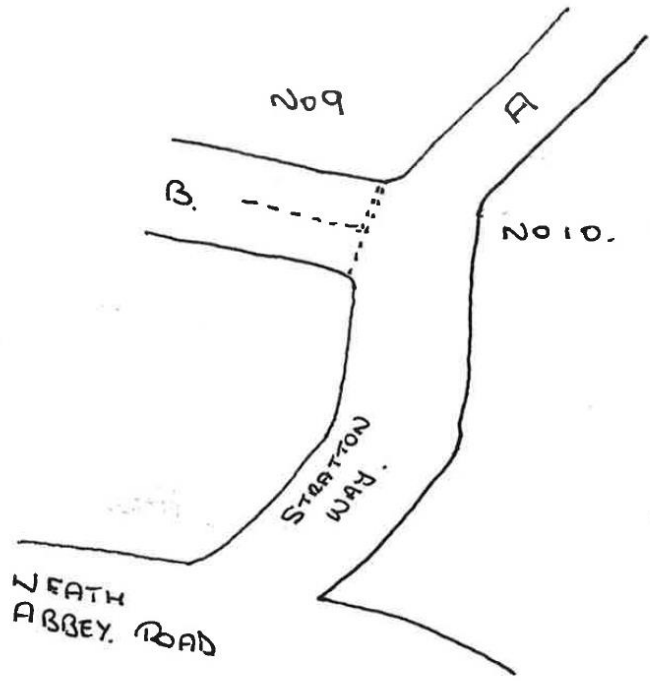
The additional measures we propose simply
involve amending your own scheme to include
an extension of the yellow lining by
approximately 30 feet.

Given the hazard caused by vehicles parking
both on and off the pavement, it would
seem sensible to incorporate a modification
to your current plan rather than to re-visit
at a later date.

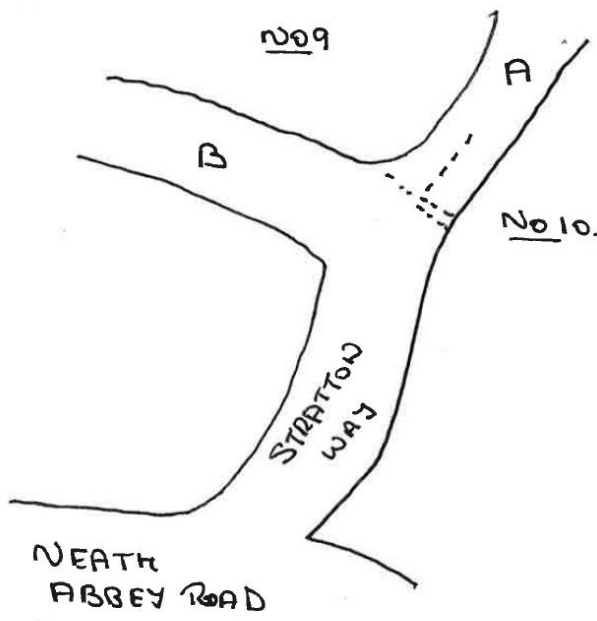
It would also be more cost effective to have
the work carried out at one go whilst the
contractors are on site.

Proposal for Stratton Way.

Firstly, I am in favour of the proposed No waiting lines, but am concerned about the speed of traffic which comes down Road A into the blind bend at N° 10 Stratton Way. What I propose is a change in the Road Marking which are shown in the sketch. Traffic Speed on Road B is restricted by virtue of Car Parking on the side of the Road.



PRESENT ROAD MARKINGS



PROPOSED ROAD MARKINGS

Having looked at the
proposed plans for traffic
screens we support
the plans. The sooner
the better!

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Aberdulais

Proposed No Waiting at Anytime Order and No Loading at Anytime Order: The Pines, Cilfrew

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. Three letters of objection were received with one letter containing a petition from 16 properties.
3. Two letters of objection are contained in Appendix C and the letter of objection containing the petition contained in Appendix D.
4. The report outlines the objections and the recommendations for the scheme.

Background

5. The Orders were advertised and three letters of objection were received including a petition from 16 properties. These are contained in Appendix C and D.
6. The objectors do not want parking restrictions directly outside their properties because the available off street parking on the driveways will not accommodate the number of family vehicles.
7. The Local Member has been consulted and the Member supports a revised scheme which is indicated in Appendix B.

Financial Impact

8. The work will be funded by the Capital Works Programme.

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 function does not require an Equality Impact Assessment.

Workforce Impacts

10. There are no workforce impacts associated with this report.

Legal Impacts

11. The scheme was advertised for a 21-day period.

Risk Management

12. There are no risk management issues associated with this scheme.

Consultation Outcome

13. A consultation exercise was carried out when the scheme was advertised.

14. Three letters of objection were received including one letter containing a petition from 16 properties.

15. The Local Member has been consulted and the Member support the revised scheme as indicated in Appendix B.

Recommendations

It is recommended that:-

16. The objections are upheld and a revised scheme advertised and if no objections are received the scheme shall be implemented.

Reasons for Proposed Decision

17. To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision

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

Appendices

19. Appendix A – Plan of the original scheme.
20. Appendix B – Plan of revised scheme.
21. Appendix C – Two letters of objection.
22. Appendix D – Letter of objection containing petition and the petition.

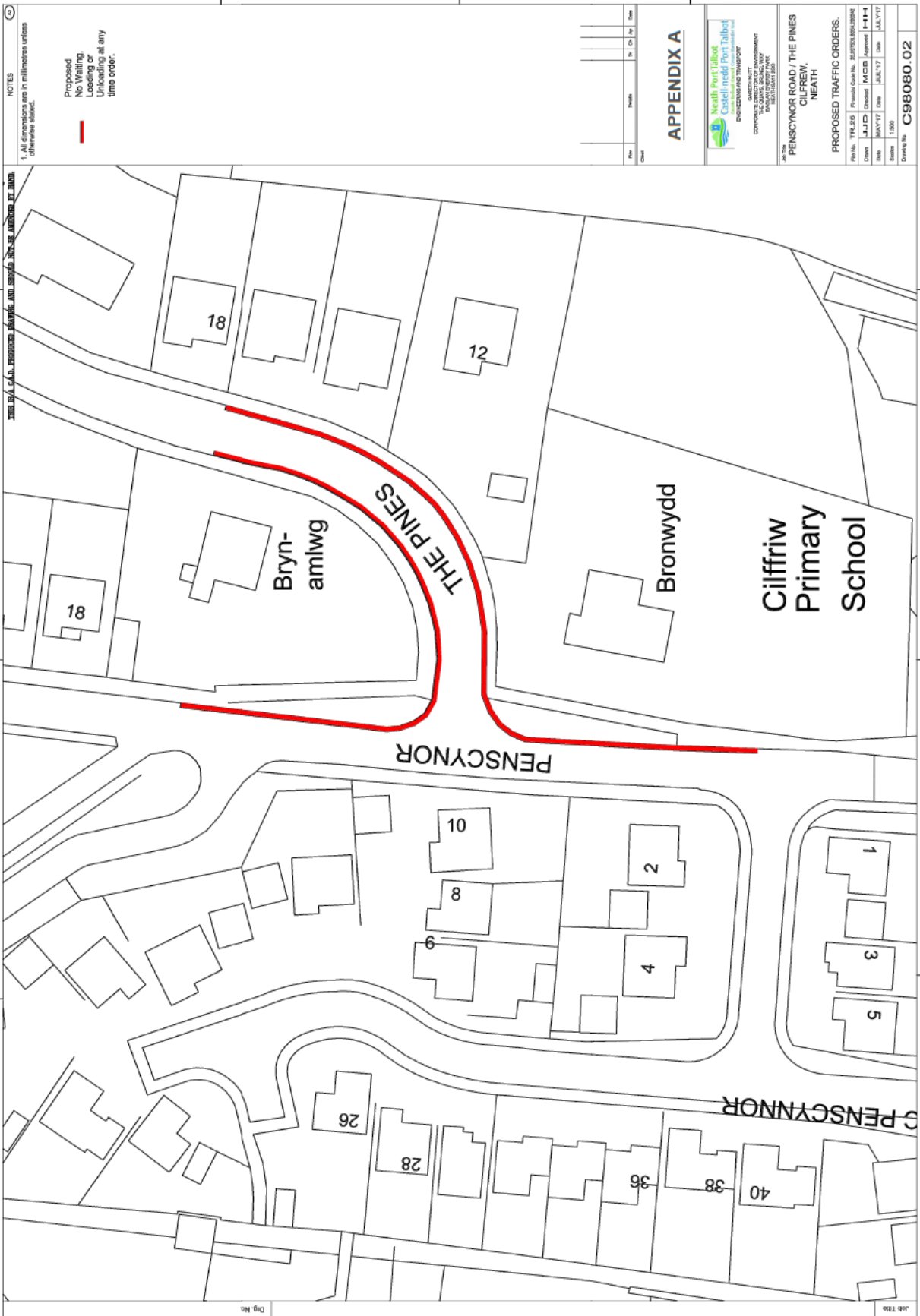
List of Background Papers

23. None

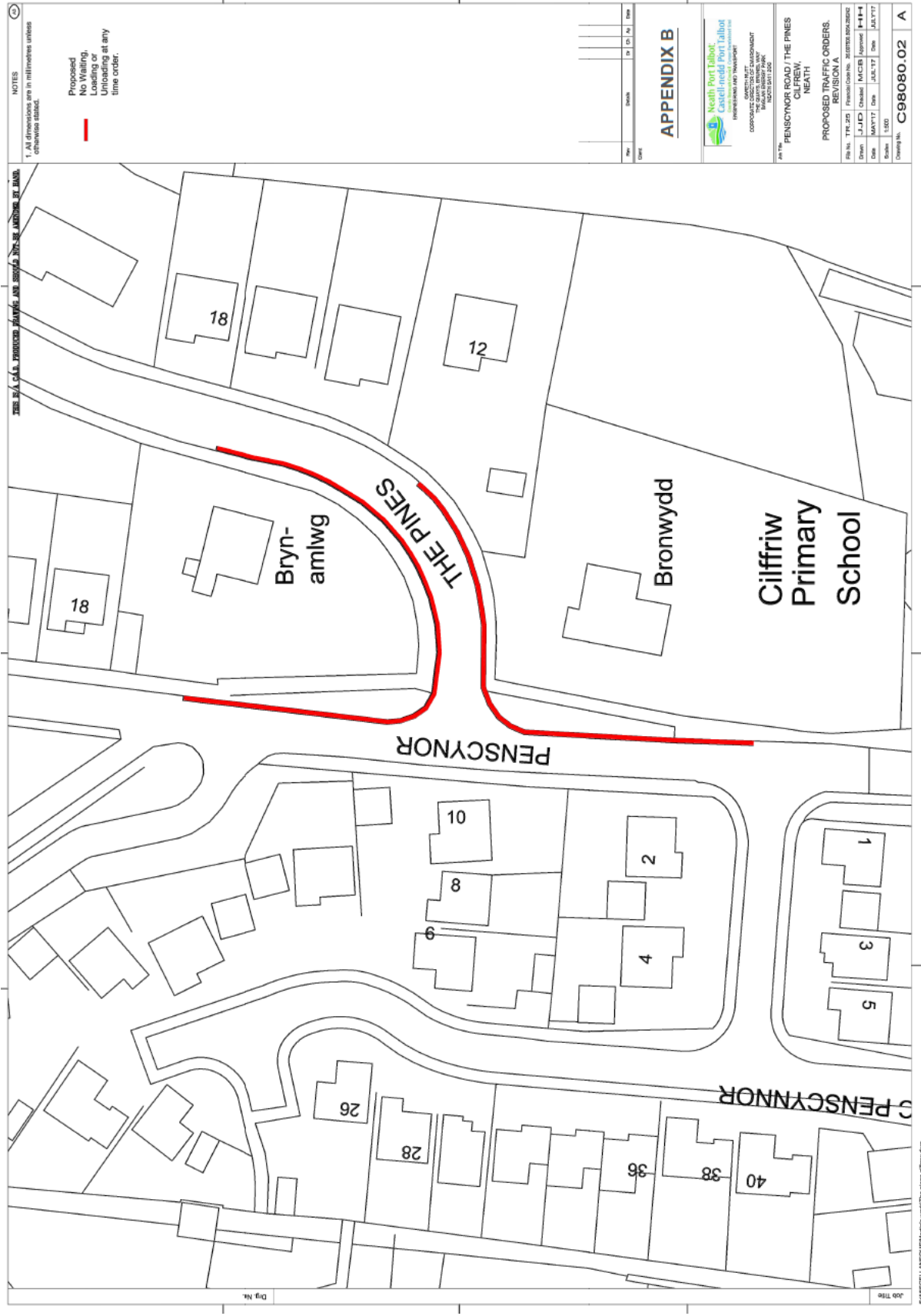
Officer Contact

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

Appendix A



Appendix B



Appendix C

To :
Mr. David W Griffiths
Head of Engineering and Transport
The Quays
Brunel Way Neath SA11 2GG

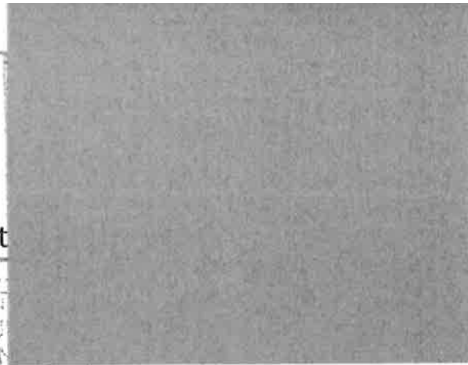
REPLY REQUIRED BY
24 AUG 2017

RECEIVED
14 AUG 2017

ACK'D
16/08/17 SD

ANS'D
8941924

WALTON COLLEGE
COUNTY BOROUGH OF
DIRECTORATE OF ENVIRON



11.08.2017

Dear Sir

Thank you for your letter of 7.08.2017 ref TR25/JJD/JW regarding the extension of parking restrictions along The Pines, Cilfrew Neath.

As a resident of an affected property, The Pines, I strongly object to the extension of the yellow lines. This measure will take away my quiet enjoyment of parking outside my own property, which I have enjoyed for 36 years.

As you are aware The Pines is situated on an incline and alternative street parking would involve a steep climb back to the property for visitors and also to myself aged 83.

Your Reason Statement is very brief and quotes indiscriminate parking and road safety. Can I request what evidence there is to support this statement. E.g. has a traffic survey been carried out.

The current street parking arrangements have been in place for a considerable number of years. Would you tell me which conditions have changed to now create a road safety hazard.

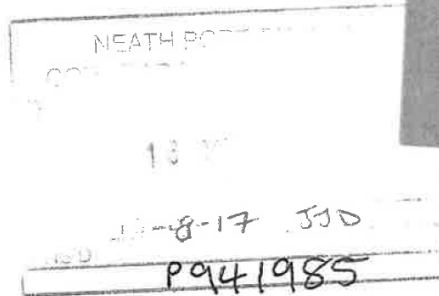
During the 36 years I have lived at The Pines I have not been aware of a history of accidents on this stretch of the road nor have I experienced problems with 'indiscriminate' parking. The Pines is a quiet cul-de-sac with a very low traffic flow.

The Highway Code requires that drivers do not park within 10 meters of a junction and this is more than adequately addressed by the existing yellow lines at the entrance to the Pines. I believe that this is more than sufficient to ensure road safety of drivers entering and leaving The Pines.

Once again can I repeat my strong objection to this proposed measure which I believe ~~it~~ is unnecessary for a quiet residential cul-de-sac and will affect the quiet enjoyment of the residents to park in front of their own property.

I look forward to your response.

Head of Engineering and Transport,
The Quays,
Brunel Way,
Baglan Energy Park,
Neath,
SA11 2GG



Dear Sir/Madam

Re: - Prohibition of Waiting, Loading or Unloading At Any Time Penscynor Road and The Pines, Cilfrew

We write to you in response to your letter dated the 7th August 2017 and strongly object to the proposed scheme.

We have signed the petition sent to you by R.P Bromage and S. Bromage of 16, The Pines and agree with all points raised by them, but we also wish to express our own concerns due to the significant impact this will have on us personally.

Firstly, the proposed scheme appears totally unnecessary as I fail to see how it is of any benefit to anyone, particularly residents of The Pines. The plan indicates that double yellow lines will be put on Penscynor Road, on the junction of The Pines and then into The Pines past numbers 12, 14 and 16.

However, as I am sure you are aware, there are already double yellow lines on Penscynor Road and on the junction of The Pines so I do not understand why these are included in the plan? Therefore in the proposed plans the only additional yellow lines will be directly outside properties 12, 14 and 16 and on the opposite side of the road.

Subsequently only residents of 12, 14 and 16 The Pines will be affected by these double yellow lines who all object in the strongest way possible to this proposal as we all park our vehicles on the road outside of our properties. We live in a four bedroom property and therefore naturally have more than one vehicle in our household. Although we have a driveway that allows us to park one of our vehicles, where do you propose we park our additional vehicle if not on the road directly outside our property? Which, may I add causes not even the slightest of obstruction. If this proposal were to go ahead it would result in us and our family parking our vehicles further down the street of The Pines which will therefore have an unnecessary, adverse effect on other residents.

I also wish to state that we pay a high band of council tax (Band F) yet this proposal will restrict us from parking outside our own house which we feel de-values our property for any future re-sale. We certainly would have been deterred from purchasing the property ourselves almost 12 months ago if these parking restrictions had already been in place.

The Pines is a small, quiet cul-de-sac and subsequently there is no through traffic. The majority of the time the only vehicles parked on the street belong to residents and cause no issues whatsoever. For a very short period of time during week days parents do park on The Pines to collect their

children from Cilfrew Primary School, as is to be expected when living in the close vicinity of a School. I am assuming this is the reason the scheme has been proposed. However, parking is always considerate and does not cause any obstruction to the highway, and as an employee of the emergency services I can confidently say that even when vehicles are parked on both sides of the road there is sufficient room for emergency service vehicles to fit through in case of an emergency.

Again, if this scheme is being proposed due to parking at school dropping off and picking up times then double yellow lines will just cause people to park further down the street where there are no parking restrictions.

Surely the purpose of double yellow lines is to restrict parking to allow traffic to run smoothly and/or to prevent obstructions on the road. Therefore they should be applied to an area on the road where these issues have been identified. However as previously stated, to my knowledge, there are no traffic flow issues or parking obstruction issues in The Pines for the reasons given previously. Every other resident I have spoken to in the street agree there are no current parking issues and no such issues are mentioned in your original letter. If you are aware of any issues then please enlighten me.

As stated previously The Pines is a small cul-de-sac and as such people drive down the street at low speeds. I would therefore be extremely shocked if any road traffic collisions occurred in the street, I am certainly not aware of any. In particular any caused by parked vehicles as I have never seen any persons park inconsiderately or dangerously on The Pines.

Finally, the cost incurred to Neath Port Talbot council for the provision of yellow lines appears totally unnecessary given the financial constraints that the local authority are experiencing at present.

I am sure you agree that I have raised several valid points and you can appreciate that the proposed scheme would have a significant negative impact on us as residents of The Pines. As stated previously the scheme does not appear to be advantageous to any local residents as there are no current parking issues, the scheme would in fact have the reverse effect by causing parking issues. I sincerely hope that common sense prevails.

I look forward to your response,

Appendix D

16 The Pines
Cilfrew
Neath
SA10 8AL
8 August 2017

Head of Engineering and Transport
The Quays
Brunel Way
Baglan Energy Park
NEATH SA11 2GG
Your ref: TR25/JJD/JW

Dear Sir,

Re: Prohibition of Waiting, Loading or Unloading at any time

Pencynor Road and The Pines, Cilfrew.

We refer to your letter of the 7th inst and wish to strongly object to the painting of double yellow lines outside our property.

We would like to point out that we have three cars in the family (one each ourselves and our son has also got a car) and with only space for one car on the drive, where do you propose we park the other two? Additionally, my parents, sister and friends visit us regularly – where are they to park? We are also having on-going building and landscape works done at the property and have builders, electricians, kitchen fitters and plumbers regularly at the property. Where are they to park?

Please will you let us know who has raised objections to parking as we ourselves nor our neighbours have ever raised any objections and it is our properties that will be affected by the yellow lines outside and will have to suffer the inconvenience and consequences now and in the future.

If, as we suspect, the situation has arisen as a result of parents picking up their children from Cilfrew Primary School between the hours of 3-4pm daily, may we suggest that instead of the yellow lines on our side of the road that “RESIDENTIAL PARKING ONLY” is painted on the road and this will solve the matter. Alternatively, a “PRIVATE ROAD” or “PRIVATE PARKING ONLY” sign be put up at the entrance of The Pines to deter public parking. Additionally, the Council could contact Cilfrew Primary to let all staff and parents know that no parking is permitted in The Pines.

It is a fact that Parc Pencynor has the same situation as The Pines at school picking up time and yet no proposal has been put forward there for yellow lines! Similarly at Catwg School, Cadoxton, there are no yellow lines at Stanley Place or Bryn Catwg!

May we again reiterate that our neighbours nor ourselves have ever raised objections to cars parking outside whilst parents pick their children up from school between 3-4pm and this is the only time when slight congestion occurs. Surely this one hour slot a day is not a problem for whoever is making the objection? Just one hour a day? It is not their property which will have the yellow lines outside nor the inconvenience this will cause long-term. Who has the right to say you cannot park outside your own property?

Furthermore, the painting of yellow lines will greatly affect the value of our property and will have an adverse effect on any future resale as purchasers will be put off by the restricted parking.

We would like to stress that this will be disruptive and inconvenient to us as a family and again object strongly to your proposals and can advise you that if this letter has no effect, then we will have no alternative but to seek legal advice.

PETITION

S. M. Bromage

N° 16

R. P. Bromage

[Signature]

N° 18

W Jenkins
Mrs. P. Paul.

N° 30
No 32.

Brian Richards

No 38.

Paul Edmunds
(Paul Eversley)

No 40

Ros Whitney.

no 42.

Kat Clegg

N° 46

[Signature]

N° 17

[Signature]

NO 17

G Mumford

NO 15.

G. MUMFORD

C. Perkins

NO 9.

H. Walker

No 7

E. Biggs

no 3

K. Griffin.

No 14

C. Richards.

NO 20.

Please find enclosed Petition signed by ourselves and our neighbours.

Kindly acknowledge receipt.

Yours faithfully,

R.P.BROMAGE and S. BROMAGE.

R.P. Bromage

S.M. Bromage

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 October 2017

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Aberavon

Proposed Prohibition of Waiting at Anytime Order: Prohibition of Waiting, Loading and Unloading at Anytime Order: Speed Cushions at Water Street and Corporation Road, Aberavon, Port Talbot

Purpose of Report

1. To obtain Members' approval to advertise the above Legal Orders for the implementation at Water Street and Corporation Road Aberavon, Port Talbot.

Executive Summary

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

Background

3. The Orders are required to prevent indiscriminate parking and reduce traffic speed in the interest of highway safety. The proposed scheme is indicated in Appendix A.

Financial Impact

4. The work will be funded by the Local Transport Network Fund from the Welsh Government (LTNF).

Equality Impact Assessment

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

Workforce Impacts

6. There are no workforce impacts associated with this report.

Legal Impacts

7. To be advertised for a 21-day period.

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

10. Approval to advertise the proposed Traffic Regulation Orders is granted and if no objections are received the proposal is to be implemented.

Reasons for Proposed Decision

11. To prevent indiscriminate parking and reduce traffic speed in the interest of highway safety.

Implementation of Decision

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

Appendices

13. Appendix A – Plan of the proposed scheme.

List of Background Papers

14. None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk Page 76

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Street Scene & Engineering Cabinet Board

20 October 2017

Report of the Head of Streetcare

M. Roberts

Matter for Decision

Wards Affected: All Wards

Review of vehicle crossover applications

Purpose of Report

- 1 To review the application process for vehicle crossovers

Background

General

- 2 Vehicle crossovers are the points at which drivers of mechanically propelled vehicles cross adopted highway, i.e. footway or verge, in order to gain access to and from the road adjacent to their property.
3. If, for example, residents wish to convert the front of their property to off-street parking, or install a new field gate to their land etc., then they need to:
 - a) Apply to the Highway Authority for permission for a vehicle crossover; and, where permission is granted;
 - b) Construct a crossover to the standard required by the Highway Authority given it will become part of the adopted highway.
- 4 Submitted applications are assessed to determine if the Council, as Highway Authority, is satisfied there is safe access and egress to and from the premises, and a new crossover would not adversely affect the movement of traffic in the highway. However premises with a frontage directly onto a classified road need to gain planning permission before a new vehicle crossover can be

installed, and in this case Highway Authority observations are sought as part of the planning application process.

The current position in NPT

5. The cost of planning applications is set nationally, whilst this council currently charges a £95 application fee in respect of unclassified roads. There was an average 87 applications per year over the last 3 years to construct a vehicle crossover on unclassified roads.
6. Where applications are approved on both unclassified and classified roads, applicants are sent a pack including a standard specification for the work, a list of statutory undertakers for plant enquires, and an indemnity form.
7. Under current policy, the applicant can choose to build a crossover themselves or employ a contractor to build an approved crossover, subject to having public liability insurance of £5 million.
8. Under Section 184 of the Highways Act 1980, the Council has powers to build a crossover over a kerbed footway or verge and as such the Council can provide applicants with a quotation to construct an approved crossover for them. Alternatively, under Section 278 of the Highways Act 1980, the Council can enter into an agreement with a landowner/developer to construct a vehicle crossover in the public highway as the Council's agent.
9. In the case of when the Council is resurfacing a footway as part of ongoing maintenance, and finds an unauthorised (and thereby illegal) crossover is present, then in the event the presence of the crossover passes the usual 'safety' assessment test then current practice is to offer construction of a crossover as part of the works for a nominal fee of £52, which at current costs is below the value of the works.

The position in Neighbouring Authorities

10. Neighbouring Local Authorities have varying processes for vehicle crossover applications as set out below.

Swansea: An application fee of £88 is charged which is non-refundable. If a crossover is approved then the works can only be

completed by the Council's direct labour organisation. The quotation provided to applicants is non-negotiable and normally in the region of £1300-£1400 for a standard crossover.

Carmarthenshire: An application fee of £135 is charged which is non-refundable. Works must be completed by 'streetworks qualified' private contractors under a licence agreement. The cost for the works is a matter between the contractor and the applicant.

Bridgend: An application fee of £114 is charged, of which £57 is for the initial application and is non-refundable). Works must be completed by private contractors registered and approved with 'Construction Line' under an indemnification. The cost for the works is again a matter between the contractor and the applicant.

Issues for Neath Port Talbot

11 The main issues for consideration are:

- Set an appropriate application fee in respect of new vehicle crossover applications on unclassified road;
- Ensuring crossovers are constructed to the appropriate standard given the Council will become responsible for ongoing maintenance
- Dealing with illegal crossings as and when they are found on footways about to undergo maintenance; and,
- Dealing with illegal crossings generally.

Setting an appropriate application fee

12 Having reviewed current costs it is proposed that the Council charge an application fee of £130 in respect of vehicle crossover applications. If the application is refused then it is proposed that £60, which is included to cover the cost of construction monitoring, be refunded.

Ensuring crossovers are constructed to the appropriate standard

13 It is necessary to determine how best to ensure, so far as is reasonable commensurate with the work, that any construction is under taken to the Council's requirements. The options here are to:

- Require that the Council's Direct Labour Organisation undertakes the work;
- Require an applicant to use a contractor approved by the Council, along with the provision of suitable public liability indemnity during the work, and conduct on-site inspection at the time of construction. (An issue with this approach is that the Council does not currently maintain an approved list of contractors for this work);
- Require an applicant to use a 'streetworks qualified' private contractor under a licence agreement; or,
- Require an applicant to use a private contractor registered and approved with 'Construction Line', along with the provision of public liability indemnity during the work (Bridgend are currently looking to review their approach)

From these options, the use of either the Council's DLO, or a 'Streetworks Qualified' private contractor working under a Licence Agreement are the preferred approaches.

14. It is proposed that this Council should require an applicant for a vehicle crossover to engage either a 'Streetworks Qualified' private contractor working under a Licence Agreement, or alternatively, the applicant can engage the Council's DLO to undertake the work in the case where a quotation for the work has been requested and provided.

Dealing with illegal crossings as and when they are found on footways about to undergo maintenance

- 14 It is proposed to revise the current charge for constructing a vehicle crossover as part of a footway resurfacing scheme. The proposed standard fee is £480.00 (for a total of up to 6 kerbs comprising 2 dropper kerbs and 4 straight drop kerbs). Additional kerbs over the standard 6 kerbs would then be charged at £100 each. [A quotation for undertaking work independent of a maintenance scheme would be more than double this amount]
15. If resident do not wish to pay for the crossing to be formalised then the Council will simply remove any obstruction such as ramps installed in the road channel line.

Dealing with illegal road crossings generally

- 17 The Council as the Highway Authority for the purposes of the Highways Act 1980 can take enforcement action relating to illegal crossovers.
- 18 It is proposed the Council continue to deal with public complaints relating illegal vehicle crossovers on a case by case basis.

Financial Impact

- 19 All costs associated with vehicle crossover applications and their construction should be covered by the applicant and as such, where charges are indicated, these have been set on the basis of recovering the Council's reasonable costs.

Equality Impact Assessment

- 20 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

- 21 There are no workforce impacts associated with this report

Legal Impact

- 22 None.

Risk Management

- 23 Failure to manage vehicle crossovers would invite a 'free for all' with potentially serious road safety implications.
- 24 Application fees and the need to construct vehicle crossovers to adoptable standards (with associated cost) may discourage people from making application for vehicle crossovers.
- 25 Vehicles habitually traversing a footway and/or verge without a proper vehicle crossover can cause damage to the highway

including trip hazard and other defects which can give rise to claims against the Council.

Consultation

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

Recommendation(s)

- 27 It is recommended that:
- a) The Council charge an application fee of £130 in respect of vehicle crossover applications. If the application is refused then it is proposed that £60, which is included to cover the cost of construction monitoring, be refunded;
 - b) The Council require an applicant for a vehicle crossover to engage either a 'Streetworks Qualified' private contractor working under a Licence Agreement, or alternatively, the applicant could engage the Council's DLO to undertake the work in the case where a quotation for the work has been requested and provided.
 - c) Revise the current charge for constructing a vehicle crossover as part of a footway resurfacing scheme to a standard fee of £480.00 (for a total of up to 6 kerbs comprising 2 dropper kerbs and 4 straight drop kerbs). Additional kerbs over the standard 6 kerbs would then be charged at £100 each. [This is less than half the price for undertaking work independent of a maintenance scheme]. Where residents do not wish to pay for the crossing to be formalised then the Council will remove any obstructions such as ramps installed in the road channel line.
 - d) The Council continue to take enforcement action in response to public complaints relating illegal vehicle crossovers on a case by case basis.

Reason for Proposed Decision(s)

- 28 To set out the Council's policy in respect of the administration of applications for vehicle crossovers

Implementation of Decision

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

Appendices

- 30 None

List of Background Papers

- 31 None

Officer Contact

- 32 Mr Steve Owen, Highway & Drainage Services Manager, Tel: 01639 686304 or email: s.owen@npt.gov.uk

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STREETSCENE AND ENGINEERING CABINET BOARD

2017/2018 FORWARD WORK PLAN

STREETSCENE AND ENGINEERING CABINET BOARD

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
1 Dec 2017	Quarter 2 Performance Monitoring (17/18)	Monitor	Quarterly	Shaun Davies/ Allison Headon
	Future of Redundant Tennis Courts and Bowling Greens	Decision	Topical	Mike Roberts
	Flood Risk Management Plan Implementation	Information		Mike Roberts
	Bridges Asset Plan	Information	Topical	Dave Griffiths/ Hasan Hasan
	HDC - Highway Technical Design Guidance	Decision	Topical	Dave Griffiths/ Dave Adlam
	Public Realm Review Following Housing Stock Transfer	Decision	Topical	Mike Roberts
	Cemetery Rules & Regulations	Decision	Topical	Mike Roberts
	Centenary Fields (Talbot Park)	Decision	Topical	Mike Roberts/ Simon Brennan

STREETSCENE AND ENGINEERING CABINET BOARD

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
19 Jan 2018	Waste Strategy Review	Decision	Topical	Mike Roberts
	Vehicle Fleet Procurement Programme 17/18	Decision	Annual	Dave Griffiths
	Road Safety Strategy Update	Monitoring	Annual	Dave Griffiths/ Joy Smith

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
2 March 2018	Quarter 3 Performance Monitoring (17/18)	Monitor	Quarterly	Shaun Davies/ Allison Headon
	Combined Highways & Neighbourhood Works Programme 17/18	Decision	Annual	Mike Roberts/Dave Griffiths
	Dog Control Order	Decision	Topical	Mike Roberts
	Management of Potholes	Information	Topical	Mike Roberts