



***STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE***

***10.00 am FRIDAY, 20 JULY 2018***

***COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE***

**PART 1**

1. To receive any declarations of interest from Members
2. To receive the Minutes of the Streetscene and Engineering Scrutiny Committee held on 25th May 2018 (*Pages 5 - 10*)
3. To scrutinise information and monitoring issues being reported by:

**Report of the Head of Engineering and Transport**

4. Overview of Community Transport in the NPTCBC Area (*Pages 11 - 14*)
5. Overview of Subsidised and Local Bus Services in Neath Port Talbot (*Pages 15 - 20*)
6. To select appropriate items from the Cabinet Board Agenda for pre-scrutiny (Cabinet Board reports enclosed for Scrutiny Members).
7. To receive the Scrutiny Forward Work Programme 2017/18. (*Pages 21 - 24*)
8. Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Section 100B (4) (b) of the Local Government Act 1972

**S.Phillips**  
**Chief Executive**

**Civic Centre**  
**Port Talbot**

**Thursday 12<sup>th</sup> July 2018**

**Committee Membership:**

**Chairperson:**        **Councillor S.M.Penry**

**Vice**                    **Councillor S. ap Dafydd**  
**Chairperson:**

**Councillors:**        A.R.Aubrey, N.J.E.Davies, R.Davies,  
W.F.Griffiths, C.James, A.McGrath, J.Warman,  
R.W.Wood, J.Hale and C.Galsworthy

**Notes:**

- (1) If Committee Members or non-Committee Members wish to have relevant items put on the agenda for future meetings, then please notify the Chief Executive/Chair eight days before the meeting.*
- (2) If non-Committee Members wish to attend for an item of interest, then prior notification needs to be given (by 12.00 noon on the day before the meeting). Non-Committee Members may speak but not vote, or move or second any motion.*
- (3) For pre scrutiny arrangements, the Chair will normally recommend forthcoming executive items for discussion/challenge. It is also open to Committee Members to request items to be raised - though Members are asked to be selective here in regard to important issues.*
- (4) The relevant Cabinet Board Members will also be invited to be present at the meeting for Scrutiny/ Consultation purposes.*
- (5) Would the Scrutiny Committee Members please bring the Cabinet Board papers with them to the meeting.*



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## STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE

(Committee Rooms A/B - Neath Civic Centre)

**Members Present:**

**25 May 2018**

**Chairperson:** Councillor S.M.Penry

**Vice Chairperson:** Councillor S. ap Dafydd

**Councillors:** A.R.Aubrey, N.J.E.Davies, R.Davies,  
W.F.Griffiths, A.McGrath, J.Warman,  
R.W.Wood and J.Hale

**Officers In Attendance** D.Griffiths, M.Roberts, Ms. S. Curran, J.Davies,  
H.Hasan and A.Lewis

**Cabinet Invitees:** Councillors E.V.Latham and A.Wingrave

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### 1. **DECLARATIONS OF INTEREST FROM MEMBERS**

The following Member made a declaration of interest at the commencement of the meeting:

Cllr R. Davies	Joint Report of the Head of Engineering & Transport And Head of Property & Regeneration re: Proposed Prohibition of Waiting, Loading and Unloading at Any Time and Traffic Calming Measures Traffic Regulation Order at Glan Yr Afon and St. David's Road, Ystalyfera as she is a member of the Board of Governors at the school.
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### 2. **MINUTES OF THE STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE HELD ON 13TH APRIL 2018**

The Committee noted the minutes.

### 3. PRE-SCRUTINY

The Committee scrutinised the following matters:

#### 3. Cabinet Board Proposals

##### 3.1 Flood Risk Management Plan Update

The Committee received information in relation to the Flood Risk Management Plan as contained within the circulated report.

Members queried how often culverts and gullies were inspected. Officers stated that the Authority was responsible for the maintenance of around 2,000 culverts and gullies and that it was difficult to visit them all regularly. Officers explained that the culverts and gullies were prioritised based on level of risk. Officers reported that gullies and culverts which were categorised as high risk were checked frequently when bad weather was forecasted in order to prevent any issues from occurring. Officers added that Mid and West Wales Fire Service also checked high risk culverts and gullies.

Members questioned the location of the flood risk area in Bryncoch South as indicated in the report. Officers stated that there were no significant flood risk issues in Bryncoch South, and that the mapping of flood risk areas were carried out by Natural Resources Wales (NRW). Officers added that NRW did not factor underground assets into their assessments, only water flowing over ground.

Members queried whether NRW were responsible for assessing flood risks throughout the county borough area. Officers informed Members that a three stage process was carried out every six years by NRW with input from the Authority to identify and review flood risk areas. Officers added that City and County of Swansea and Neath Port Talbot County Borough Council were required to keep additional flood risk management plans as both areas were considered high risk.

Members questioned why the land at Glyncorrwg had been identified as a flood risk when historically it had not experienced any flooding, particularly as it was situated on a hill. Officers explained that NRW had carried out the mapping and modelling taking into account topographical, geographical, geological and other factors. Officers

informed Members that despite being situated on a hill, some settlements could still be affected by flooding.

Following scrutiny, it was agreed that the report be noted.

### 3.2 Information on Refuse and Recycling Collections

The Committee received information in relation to the Refuse and Recycling Collections as contained within the circulated report.

Members queried why the cost for agency workers in the service was so high. Officers stated that it was important to look at the cost in context, and that the cost of waste collection and disposal equated to 50p per household per week which was 24% of the Council's revenue spend from Council Tax. Officers explained that the costs were considered average compared to other local authorities. Officers informed Members that around 100 staff were employed each day to undertake various collections, and a back fill pool was required to cover absences such as holidays, sickness, training and paternity leave. Officers informed the Committee that the number of staff volunteering for overtime to cover back logs as a result of bank holiday periods and increased demand had reduced, and agency staff were being deployed to meet the needs of the service. Officers commented that staff contracts may need to be reviewed in future with the trade unions to look at placing an expectation on permanent staff to work overtime when required in order to reduce the reliance on agency workers. Officers reported that a review was currently taking place to look at the size of the reserve pool of staff to decide whether it was adequately resourced. Officers stated that increasing the reserve pool could potentially reduce the use of agency staff.

Members commented that agency staff cost the Authority over £800k in 2017/18, and queried whether it was possible to reduce spending on agency staff and increase the number of staff employed on a permanent basis instead. Officers explained that the previous year's costs included one off costs for the change programme, and that the review on ensuring that there was adequate cover in the staff reserve pool would achieve a reduction in the use of agency staff.

Members questioned whether the Authority were looking at acquiring smaller recycling vehicles in order to access narrow lanes, as some citizens had to place their recycling bins and bags at the bottom of their lane. Members queried whether it was possible to return the bins and bags to the relevant properties. Officers informed Members that replacement vehicles and alternatives were being looked into, but there were issues with regard to manoeuvring vehicles in a small narrow space especially when the recycling equipment left out for collection decreased the space further. Members commented that recycling bins and bags placed at the bottom of lanes was an issue for many citizens as their equipment was not always returned to the same place, and sometimes their own bins and bags were not returned to them.

Members queried whether there were two recycling collection rounds arranged each day, one for the morning and one for the afternoon. Officers reported that afternoon shifts were only arranged when there were back logs and increased demand, and these were usually staffed by agency workers. Officers informed Members that a review was being carried out to optimise routes in order to reduce overlaps and duplication where possible.

Members referred to the cost of hiring agency workers, and queried whether it was possible to employ staff on a full time basis with a dual function to cover work in the Neighbourhood Management team and Recycling and Trade Waste teams when required. Officers stated that an additional budget would be required to take on the extra number of staff, and this would exceed the cost currently spent on agency workers. Officers stated that there was a difference in the salaries paid and the hours worked in the teams which would create issues and discord in the workforce.

Members questioned whether there was a system in place to assist citizens with disabilities and reduced mobility to recycle their waste. Officers stated that there was a scheme in place, but citizens had to apply for the service. Officers added that information regarding the support available would be circulated to the Committee for information.



Members requested a further update in 12 months to review the cost of agency workers in the service area.

Following scrutiny, it was agreed that the report be noted.

Item 6 – Traffic Orders at Glan Yr Afon and St. David's Road, Ystalyfera

The Committee received information in relation Traffic Orders at Glan Yr Afon and St. David's Road, Ystalyfera as contained within the circulated report.

Members queried whether there was a risk that the objectors could come forward with documentary evidence claiming rights to the land before the 5<sup>th</sup> June. Officers informed Members that it was highly unlikely that the objectors had rights to the land as the documentary evidence would have already been submitted by this stage. Officers stated that the objectors had only been residing at the bungalow for four years and were not eligible to claim ownership of the land.

Members queried whether the current owners of the bungalow were able to combine their years of residency with the previous owners, which would make them eligible to claim rights to the land. Officers informed Members that the period of residency did not transfer from one owner to the next that would enable a claim to ownership of the land, they may however be able to claim or negotiate a right of access over the land.

Members questioned whether the traffic orders would be monitored. Officers informed the Committee that the overall project was the subject of a formal independent Road Safety audit process. Officers explained that there were four stages involved; stages 1 & 2 had been completed as part of the Design Development and Planning Approval stage. Officer informed Members that the traffic orders implemented were derived from this process. Officers stated that monitoring by the Passenger Transport, Road Safety, Highways and South Wales Police who will be on site observing and monitoring the situation over the coming weeks. Officers further explained that stage three of the process would entail a review of the new arrangements over a 12 month period once the school becomes operational. Officers added that any issues encountered during this 12 month

period would form the basis of a further final stage four audit. Officers informed Members that stage four provided the Authority with the opportunity to rectify any issues, and a report would automatically be brought before Scrutiny Committee and Cabinet Board if any of the traffic orders required amendment. Officers reported that St. David's Road and part of Glan Yr Afon were not designated safe routes to school. Officers explained that the designated safe route to the school had been placed on the school's website. Officers added that the Road Safety section had been working with the primary school to inform pupils and raise awareness of the new route to school.

Following scrutiny, the Committee were supportive of the proposal to be considered by Cabinet Board.

## **CHAIRPERSON**

## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Streetscene & Engineering Scrutiny Committee

20<sup>th</sup> July 2018

### Report of the Head of Engineering and Transport

David W. Griffiths

#### **Matter for Information**

**Wards Affected:** All

#### **Overview of Community Transport in the NPTCBC Area**

#### **Purpose of the Report**

1. To provide Members with background information on third sector Community Transport (CT) organisations operating in the Neath Port Talbot area.

#### **Executive Summary**

2. There are two Community Transport schemes operating in NPTCBC. Valley areas of NPT are served by Dulais, Afan, Neath, Swansea & Amman community transport (DANSA), urban areas have Neath Port Talbot Community Transport (NPTCT). There is also a Shopmobility scheme which provides mobility scooters in Neath and Port Talbot town centres.
3. The service provided by these organisations primarily cater for the elderly, rurally isolated and residents with mobility issues.
4. Proposed changes in the recent Department for Transport (DfT) consultation on Section 19/22 permits could have a significant impact on the CT sector. There could also be a detrimental effect to CT with Welsh Government (WG) revue of the Bus Service Support Grant ((BSSG).

#### **Background**

5. NPTCT is the oldest established Community Transport scheme in the county; they have been in operation since 1985.

6. NPTCT are based at Milland Road Industrial Estate. They have five paid staff, 10 volunteers and eight vehicles.
7. The organisation operates two Town Rider schemes; they provided 670 group hires for eligible residents during 2016/17. They also undertake non-emergency patient transport contracts for the Abertawe Bro Morgannwg University Health Board (ABMU).
8. In 2017, NPTCT were unsuccessful in their Grant application for core funding from the Council.
9. DANSA is the larger of the two schemes with 22 vehicles and 29 staff. They also have two volunteers. DANSA operate out of Crynant Business Park and predominantly operate in the valley areas.
10. DANSA also operate three (demand responsive) local bus services; the X5 evening service serves Neath to Glynneath, the X26 daytime service serves Brynamman to Swansea and the 161 service operates Neath to Glynneath via Cilfrew.
11. As well as the local bus services, the organisation also has four school contracts with NPTCBC and during 2016/17 undertook 590 shopper trips and circa 300 group hires. They also have one ABMU contract which operators four times a week taking patients from the valley area to Tonna Hospital.
12. DANSA receive circa £110k in grants from the Council, £32k core funding from revenue and £78k from the region via Welsh Government's BSSG.
13. Commercial transport providers wishing to carry members of the public must apply for a Public Service Vehicle (PSV) Operator's Licence from the Traffic Commissioner (TC). The 'O' Licence is a legal requirement; this must be obtained prior to a company starting business. Similarly, Community Transport organisations operate on Community Transport Permits, there two permits CT operators providers can apply for.
14. The first is a Section 19 permit which can be issued to any organisation that operates without a view to profit. This includes, Education, Religion and Social Welfare, etc.

15. Section 22 permits are community bus permits and are issued to those bodies who run a local bus service without a view to making a profit. The bus services are open to the general public.
16. In early 2018, the DfT launched a consultation on the proposed changes in the guidance for use of the Section 19/22 permit schemes. This came about when in 2012 a legal challenge was mounted by the Bus and Coach Association (BCA). Their findings were taken to the European Union who issued infringement proceedings against the UK Government in April 2015.
17. The consultation closed early May 2018. Depending on the findings, the DfT have indicated there may be changes to the way the CT operators can use the permits. The changes proposed in the consultation could have a significant impact on the CT sector.
18. Welsh Government are also reviewing future funding of the Bus Services Support Grant (BSSG). DANSA receive over £78k from this grant. This funding could be at risk depending on the WG's review.
19. Shopmobility are based in Neath Multi Storey Car Park and Aberafan Shopping Centre. They provide scooters for eligible people to hire at reasonable rates. This service helps people with mobility issues access Neath and Port Talbot town centres.
20. Port Talbot has 19 scooters for hire and Neath has 18. Between the two locations, there are five paid part-time members of staff and three volunteers. In 2016/17 there were circa 1,600 members of the scheme. However, this has lately dropped to around 1,000 members.
21. Shopmobility currently receive a grant for core funding from NPTCBC of circa £36k.

### **Financial Impact**

22. This report is for information only. A further report will be forthcoming depending on the outcome of the DfT consultation and the funding review by WG should there be an impact on the Council's budget.

### **Equality Impact Assessment**

23. There are no equality impacts associated with this report.

### **Workforce Impact**

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

### **Legal Impact**

25. There are no legal impacts associated with this report.

### **Risk Management**

26. There are no risk management issues associated with this report.

### **Consultation**

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

### **List of Background Papers**

28. None

### **Officer Contact**

29. Peter Jackson, Integrated Transport Unit Manager  
Tel: 01639 686091 or e-mail: [p.jackson@npt.gov.uk](mailto:p.jackson@npt.gov.uk)

## NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

### Streetscene & Engineering Scrutiny Committee

20<sup>th</sup> July 2018

### Report of the Head of Engineering and Transport

David W. Griffiths

#### Matter for Information

**Wards Affected:** All

#### Overview of Subsidised and Local Bus Services in NPT

#### Purpose of the Report

1. To provide Members with background information on Commercial and Subsidised Local bus services in Neath Port Talbot.

#### Executive Summary

2. There are six commercial bus companies who operate in the County; First Cymru, South Wales Transport (Neath), Select Buses, Ridgway, 1<sup>st</sup> Call and New Adventure Travel. We also have two Welsh Government Traws Cymru services; DANSA Community Transport also operate three demand responsive routes. National Express services call into both Neath and Port Talbot.
3. The Council subsidise 15 bus routes on 10 contracts which are funded via the Bus Service Support Grant (BSSG) from Welsh Government. Without this support some communities would have no bus services.
4. BSSG is a £25m Welsh Government Grant scheme to support local bus services. The grant has two arms; the first is worth £8m, this is currently given to Local Authorities (LA) to subsidise bus routes which are not commercially viable. The second is the former Fuel Duty Rebate scheme; this portion of the grant reimburses bus operators for every kilometre the bus is in service and is worth circa £17m. Currently the reimbursement rate in South West Wales 14.5p per km.

5. Only four bus operators referred to above receive BSSG subsidy for providing bus services which are not commercially viable. The value of these contracts is circa £312k.
6. Welsh Government (WG) are currently reviewing the criteria for the requirement of LA's to access BSSG. If WG insist the grant is match funded it would put subsidised bus services in NPTCBC at risk unless new funding is identified.

## **Background**

7. There are six commercial bus operators providing bus services in the NPT area. In addition, WG's Traws Cymru services along with National Express and DANSA Community Transport on a commercial basis. First Cymru is the largest operator in the area with bus services operating out of its Port Talbot, Swansea and Maesteg depots. South Wales Transport (Neath) Ltd is the next largest and operates out of Llansamlet, Swansea. Ridgways and Select Coach and bus have depots within the County, while NAT and 1<sup>st</sup> Call both only have one service each operating in the county.
8. The Council currently subsidise 15 bus routes through 10 tendered contracts via WG's BSSG. Four of the six commercial bus companies have contracts with NPTCBC to provide these services. A list of the contract and routes are attached in Appendix A.
9. Patronage on local buses has been falling in recent years, this has led to bus companies realigning their services to enable them to maximise their income from their resources. For NPT this has seen the Bay Campus being the first area in Wales to have a 24-hour/seven-day a week bus service, albeit into Swansea.
10. In 2011, the Council's budget to subsidised bus services that were not commercially viable was circa £738k. This was made up of £319,506k from revenue and £418,580k from the Local Transport Support Grant (LTSG). The LTSG was the predecessor to BSSG. The current WG grant (BSSG) for subsidising local bus services is circa £312k.
11. In 2012, WG reduced the BSSG budget available to support Local buses by 26%. NPT had to reduce its budget by circa £100k. Over the following years, the revenue support to subsidise local bus service was systematically reduced to meet the Council's savings target.



12. The result of reducing passenger numbers combined with the reduction in funding available to support local bus services has seen a significant reduction in bus services operating in the NPT area. Bus operators are far more proactive in scrutinising and rationalising their routes now than they were in the past.
13. Some of the areas that have seen a reduction in bus services or indeed lost bus services altogether are:-
  - Forest Hill (service withdrawn)
  - Baglan Old Road (service withdrawn)
  - Swansea to Neath vis Briton Ferry (no through service)
  - Cilfrew (now operated by CT - no Saturday service)
  - Glyncoed-Blaengwynfi (services combined - now two hourly)
  - Glynneath (reduced service by two companies)
  - Pencaerua (reduced service)
  - Longford (reduced service)
  - Cimla (reduced service)
  - Westernmore (reduced service)
  - Ystalyfera (reduced service Mon, Wed, Fri only)
  - Llandarcy, Leiros Park, Fairyland (reduced service Tue, Thu, Sat only)
  - Sunday services (reduced by five routes)
  - Evening services (services withdrawn apart from one)
  - Hospital services (withdrawn; lack of patronage)
14. WG have said that going forward the BSSG will have to be matched funded from the Council's revenue budget. Currently there are no bus services subsidised from the Council's revenue budget. If this route is perused by WG it will have a significant impact on bus services in NPT unless additional funding is found.
15. There are circa 37,000 concessionary cards in circulation in NPT; this is broken down into 32,000 over 60's concessionary cards and 5,000 disabled cards.
16. During 2017, bus services subsidise by the Council saw 102,202 concessionary fare journeys and 36,234 fare paying passengers being transported.

17. It should also be noted there are proposed changes to the Concessionary Card scheme. A summary of the consultation can be found on the link under background papers.

### **Financial Impact**

18. Depending on WG review of how BSSG is going to be funded going forward, there could be a significant impact on subsidised bus services in NPT.
19. A further report will be forthcoming once there is more clarity from WG.

### **Equality Impact Assessment**

20. There are no equality impacts associated with this report.

### **Workforce Impact**

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

### **Legal Impact**

22. There are no legal impacts associated with this report.

### **Risk Management**

23. There are no risk management issues associated with this report.

### **Consultation**

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

### **Appendices**

25. Appendix A - List of subsidised bus services

### **List of Background Papers**

26. <https://beta.gov.wales/mandatory-concessionary-fares-scheme-wales>

### **Officer Contact**

27. Peter Jackson, Integrated Transport Unit Manager  
Tel: 01639 686091 or e-mail: [p.jackson@npt.gov.uk](mailto:p.jackson@npt.gov.uk)

## Appendix A

<b>Contract Number</b>	<b>Operator</b>	<b>Service Number</b>	<b>Route Description</b>			
NPT/001	First Cymru	83	Pontrhydyfen to Blaengwynfi via Glyncoirwg <b>Mon to Sat, Daytime</b>			
NPT/003	SWT(n)	256	Pontardawe to Rhos <b>Mon to Sat, Daytime</b>			
NPT/004	First Cymru	X51	Alltycham Estate <b>Mon to Sat, Daytime</b>			
NPT/005	Ridgways	66	Goytre to Port Talbot <b>Mon to Sat, Daytime</b>			
NPT/006	First Cymru	59	Efail Fach to Tonmawr <b>Mon to Sat, Daytime</b>			
NPT/007	SWT(n)	150	Leiros Park to Neath Victoria Gardens Tues, Thurs and Sat, Daytime			
		153	Fairyland Estate to Neath Victoria Gardens Tues, Thurs and Sat, Daytime			
		155	Llandarcy Village to Neath Victoria Gardens <b>Tues, Thurs and Sat, Daytime</b>			
		121	Ystradgynlais to Cilmaengwyn <b>Mon, Wed and Fri, Daytime</b>			
NPT/008	First Cymru	59	Neath Victoria Gardens to Pontrhydyfen <b>Mon to Sat, Evening</b>			
NPT/009	First Cymru	X58	Seven Sisters to Banwen(main route) Mon to Sat, Daytime			
			Onllwyn to Coelbren(additional route) <b>Mon to Sat, Daytime</b>			
NPT/010	NAT	59	Banwen to Neath Victoria Gardens Sundays and Bank Holidays			
		55	Min yr Awel to Neath Victoria Gardens <b>Sundays and Bank Holidays</b>			
NPT/011	First Cymru	59	Pontrhydyfen to Neath Victoria Gardens Sundays and Bank Holidays			
		56	Pontardawe to Neath Victoria Gardens <b>Sundays and Bank Holidays</b>			

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**Streetscene and Engineering Scrutiny Committee  
Forward Work Programme 2018/19**

<b>Date of Meeting</b>	<b>Agenda Item</b>	<b>Officer</b>
21 May 2018	Forward Work Programme Workshop	Stacy Curran
25 May 2018		
6 July 2018- MOVED to 20 <sup>th</sup> July 2018	Community Transport/Information on Bus Services	Peter Jackson
7 September 2018	Winter Preparedness	Mike Roberts
	Grit Bin Task and Finish Monitoring	Mike Roberts
19 October 2018	Parking Services Annual Report (incl. Traffic Warden data)	Steve Cook

30 November 2018	Dog Fouling Information Report	Mike Roberts
11 January 2019	Japanese Knotweed- Management and Treatment Annual Update	
22 February 2019	Programme of Maintenance of Bus Shelters	Mike Roberts
5 April 2019		
24 May 2019		

- Fly Tipping- To be included in the Performance Reports on Cabinet Agenda
- Income Generation and Budget Monitoring

- Ownership of property- Council and Tai Tarian breakdown
- Customer Contact Centre Information Report
  - What systems
  - How to utilise
  - How to report
  - What is an emergency

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