



STREETSCENE AND ENGINEERING CABINET BOARD

***Immediately Following Scrutiny Committee on
FRIDAY, 25 MAY 2018***

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

1. To agree the Chairperson for this Meeting
2. Declarations of Interest
3. To receive the Minutes of the Previous Streetscene and Engineering Cabinet Board held 13 April, 2018 *(Pages 5 - 10)*

To receive the Report of the Head of Streetcare

4. Flood Risk Management Plan Update *(Pages 11 - 18)*
5. Information on Refuse and Recycling Collections *(Pages 19 - 30)*

To receive the Report of the Head of Engineering and Transport

6. Traffic Order - Brynmorgrug, Alltwen *(Pages 31 - 34)*
7. Traffic Order - Heol Compton and Villiers Road, Skewen *(Pages 35 - 40)*
8. Traffic Order - Laurel Avenue, Laburnum Avenue and Chestnut Road, Baglan *(Pages 41 - 44)*
9. Traffic Order - B4242 Pontneathvaughan Road, Pont Nedd Fechan, Glynneath *(Pages 45 - 48)*

10. Stopping Up Order - Fairfield Way, Neath (*Pages 49 - 62*)
11. Traffic Orders - Water Street and St. David's Street, Neath (*Pages 63 - 66*)
12. Traffic Orders - Ty Fry Road, Bertha Road and road adjacent to 93 and 95 Beechwood Road, Margam and Taibach (*Pages 67 - 74*)
13. Traffic Order - Wenham Place, Neath (*Pages 75 - 78*)
14. Summary of Welsh Government Grant Approvals Received for Highways and Transport 2018-2019 (*Pages 79 - 82*)

To receive the Joint Report of the Head of Engineering and Transport and the Head of Property and Regeneration

15. Traffic Orders - Glan Yr Afon and St. David's Road, Ystalyfera (*Pages 83 - 90*)

To receive the Forward Work Programme 2018/19

16. 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

17 May 2018

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 Democratic Services staff.*
- (2) *The views of the earlier Scrutiny Committee are to be taken into account in arriving at decisions (pre decision scrutiny process).*

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EXECUTIVE DECISION RECORD
CABINET BOARD - 13 APRIL, 2018
STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Board Members:

Councillors: E.V.Latham (Chairperson) and A.Wingrave

Officers in Attendance:

S.Curran and N.Jones

1. **TO AGREE THE CHAIRPERSON FOR THIS MEETING**

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 6 MARCH, 2018**

Noted by the Committee.

3. **ROAD SAFETY GRANT SCHEME 2018-19 - YSTALYFERA**

Decision:

That approval be given to Traffic Section Officers for the Traffic Orders contained within the Ystalyfera Community Bid 2018-2019 to be advertised, in accordance with the statutory requirements, and subject to there being no objections received, the scheme be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations. Should any objections be received in respect of any schemes, these will be reported back to the Streetscene and Engineering Cabinet Board for decision.

Reason for Decision:

The schemes are necessary in the interest of road safety within the County Borough.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

4. **ROAD SAFETY GRANT SCHEME 2018-19**

Decision:

That approval be given to Traffic Section Officers for the Traffic Orders contained within the Road Safety Grant Schemes 2018-2019 to be advertised in accordance with the statutory requirements, and subject to there being no objections received, the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations. Should any objections be received in respect of any schemes, these will be reported back to the Streetscene and Engineering Cabinet Board for decision.

Reason for Decision:

The schemes are necessary in the interest of road safety within the County Borough.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

5. **TRAFFIC CAPITAL PROGRAMME 2018-19**

Decision:

That approval be given to Traffic Section Officers for the schemes contained within the Traffic Capital Programme 2018-2019 to be advertised in accordance with the statutory requirements, and subject to there being no objections received, the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations. Should any objections be received in respect of any schemes, these will be reported back to the Streetscene and Engineering Cabinet Board for decision.

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

6. **PROCUREMENT OF RECYCLING VEHICLES**

Decisions:

That procurement of the following be approved:

1. An additional adapted replacement farm/lane recycling vehicle;
2. Three appropriate trailers for recycling;
3. Two replacement freighter vehicles for recycling from traders and flats;
4. An additional Romaquip recycling vehicle.

Reason for Decisions:

To continue making progress towards achieving the forthcoming 70% recycling and composting target.

Implementation of Decisions:

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

7. **INCORPORATION COUNCIL LAND INTO THE HIGHWAY**

Decision:

That the dedication of a section of Council owned land adjacent to Water Street in Neath, as highway verge maintainable at public expense, be approved.

Reason for Decision:

To enable the land to become highway verge, facilitating the widening of Water Street.

Implementation of Decision:

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

8. **PUBLIC LIGHTING ASSET REPORT**

Decision:

That the report be noted.

9. **ACCESS TO MEETINGS**

Decision:

That pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290, the public be excluded for the following item of business which involved the likely disclosure of exempt information as defined in Paragraphs 12, 13 and 14 of Part 4 of Schedule 12A to the Local Government Act 1972.

10. **ACCEPTANCE OF A SINGLE TENDER**

Decision:

That the private report be noted.

11. **TRAFFIC CALMING REPORT - COMPLAINT**

Decision:

That the private report be noted.

CHAIRPERSON

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Streetcare

M. Roberts

Matter for Information

Wards Affected: All Wards

FLOOD RISK MANAGEMENT PLAN

Purpose of Report

- 1 To provide an update of the progress made in delivering the flood risk reduction measures specified in the Authority's Flood Risk Management Plan (FRMP), available at <https://www.npt.gov.uk/6789>.
- 2 To provide a summary of the actions associated with the FRMP that are programmed to be undertaken during the 2018/19 financial year.

Executive Summary

- 3 This report provides an update on the flood risk reduction measures that have been undertaken to date in line with the Authority's FRMP along with those that are programmed to be undertaken throughout the 2018/19 financial year.

Background

- 4 The FRMP was prepared by NPTCBC and published in December 2015, in consultation with its flood risk partners in its role as Lead Local Flood Authority (LLFA) to provide a coordinated response to flood risk within our communities.
- 5 The plan was the final process in a series of actions laid out under the Flood Risk Regulations 2009 which required the preparation of:

- A Preliminary Flood Risk Assessment
 - Flood Hazard and Flood Risk Maps
 - A Flood Risk Management Plan
- 6 The plan sets out how NPTCBC will, in conjunction with stakeholders as appropriate, manage flood risk over the next 6 years to ensure that economic, social and environmental benefits are maximised against the context of available resources.
- 7 The plan highlights the areas most at risk of flooding from surface water and ordinary watercourses within the County Borough, draws conclusions from these risks, and sets out the proposed flood risk mitigation measures.
- 8 The flood risk mitigation measures are categorised as follows:
- County wide actions - The Authority recognises that the risk of flooding is greater in some areas than others, however the FRMP illustrates that the risk of flooding exists within all communities in Neath Port Talbot. Therefore it is essential that actions are undertaken to manage this risk on a county wide scale.
 - Local community level actions - Local level actions are identified within the FRMP for each electoral ward. These actions are undertaken on a priority basis, with the areas identified as being at highest risk, ranking as the highest priority.
 - Statutory duties – In addition to measures selected by the Authority to manage flood risk, there are specific duties under The Flood and Water Management Act 2010 (FWMA) that are undertaken in line with the FRMP to reduce flood risk.
 - Flood risk reduction schemes – Drainage construction schemes are undertaken when informed by investigation work.

Progress made in the implementation of measures to date

County wide actions

- 9 The FRMP identifies 7 specific measures that can be implemented across the Borough. Below is a list of those measures with a brief update on the work that has been undertaken to implement them to date.

- a. Flood warning service – Officers have worked closely with the Authority’s contracted weather forecasters to set up catchments for which rainfall levels can be forecasted. Investigations are now ongoing as to the best way to provide warnings to the public through this system.
- b. Survey work – This is a measure that is undertaken continuously by officers when new or unmapped drainage infrastructure is identified.
- c. Derive hydrology for catchments – Officers have undertaken this measure within a number of communities to date as it fits in with the local level survey work and flood risk assessments that are being undertaken in the communities at highest risk of flooding (see below).
- d. Carry out investigations of accumulations of surface water – A desktop exercise has been undertaken by officers to review areas indicated to be at risk of flooding by the updated flood map for surface water. Where the level of flood risk was unexpected further field investigations have been undertaken to examine the level of risk and gain a better understanding of the flooding mechanisms.
- e. Flood asset inspections – Asset condition inspections have been undertaken and will continue to be undertaken on the Authority’s critical and high priority flood defence structures.
- f. Flood asset maintenance – The Highway and Drainage Section continue to undertake both proactive and reactive maintenance of drainage assets within the Borough.
- g. Liaison with owners of significant flood assets – Upon becoming aware of a significant flood asset that is not owned by the Authority, officers have liaised closely with owners to ensure that they are aware of their responsibility and where appropriate, a maintenance schedule is in place.

Local community level actions

- 10 Table 1 below identifies the progress that has been made in delivering the local level actions and subsequent production of flood risk assessments in the wards that have over 200 people at

risk of being flooded (according to the flood risk and hazard maps upon which the FRMP is based).

Table 1 - Local Level Actions and Flood Risk Assessment Progress

Wards	Survey Work Progress	Flood Risk Assessment Progress
ABERAVON	Completed	Completed
NEATH EAST	Completed	Completed
GLYNNEATH	Near Completion	In Progress
NEATH NORTH	Not Started	Not Started
TAIBACH	Not Started	Not Started
BAGLAN	Partially Complete	Not Started
BLAENGWRACH	Near Completion	Not Started
BRITON FERRY W	Near Completion	Not Started
BRITON FERRY E	Completed	In Progress
YSTALYFERA	Partially Complete	Not Started
BRYN & CWMAVON	Not Started	Not Started
BRYNCOCH SOUTH	Not Started	Not Started
GLYNCORRWG	Near Completion	Not Started

Statutory duties

- 11 Section 21 of the FWMA places a duty on the Authority to maintain a register of structures and features that have a significant impact on flood risk. Officers have dedicated time to surveying these structures and created a comprehensive database. This database has been made available to all officers of the Council.
- 12 Section 19 of the FWMA requires the Authority to undertake investigations into significant flooding. A significant amount of officer time has been dedicated to investigating the flood event of 3rd September 2016 which affected numerous communities throughout the Borough. Three Section 19 flood investigation

reports have since been published on the Authority's website, available at <https://www.npt.gov.uk/8057>.

Flood risk reduction schemes

- 13 There are a number of different types of flood risk reduction schemes that the Highways and Drainage Section have delivered since the adoption of the FRMP:
- a. Flood and coastal erosion risk management grant funded schemes – The Authority prepared 9 project appraisal reports for various high risk locations that were identified by the Preliminary Flood Risk Assessment in 2011. Since 2015, these have been updated to account for updated and improved flood risk mapping. Through this process, 4 of the 9 have proved to have low benefit cost ratios and are therefore no longer financially viable schemes. The remaining 5 schemes are being taken forward for either further investigation or schematic design.
 - b. To date, the Authority has been successful in obtaining grant monies to part fund and complete 4 small scale schemes, those being Jersey Park Neath Abbey (Phase 1 and 2), Old Road Neath Abbey and Woodland Park Glynneath.
 - c. A number of capital drainage schemes have been completed each year since 2015. These have been informed by the FRMP and undertaking in areas at high risk of flooding.

2018/19 Implementation Plan

- 14 Since the completion of the FRMP document in 2015, each year the Highways and Drainage Section have produced an annual Flood Risk Management Delivery Plan. The plan sets out the measures that are programmed to be implemented in the particular financial year. Outlined below is a summary of the measures that are programmed to be implemented during the 2018/19 financial year.

County wide actions

A continuation of work in relation to:

- Flood Warning Service
- Survey Work
- Flood Asset Inspections

- Flood Asset Maintenance
- Liaison with Owners of Significant Flood Assets

Local community level actions

- 15 The focus for this financial year is to ensure that the local actions and survey work are completed in as many of the communities listed in Table 1 as possible, and the subsequent flood risk assessments are undertaken and reports produced. The survey work that is required to complete the local level actions and produce flood risk assessments is time consuming and can be problematic, especially in urban areas where traffic management can be an issue. Therefore, as we have found in previous years, it can be difficult to estimate the time that it will take to complete them. If resources and work priorities do not allow for the work set out in the programme to be completed, the highest priority actions will be undertaken first in line with the FRMP, that is:
- Glynneath – Complete Survey and Flood Risk Assessment
 - Baglan – Complete Survey
 - Blaengwrach – Complete Survey and Flood Risk Assessment
 - Briton Ferry West - Complete Survey and Flood Risk Assessment
 - Briton Ferry East – Complete Flood Risk Assessment

Statutory duties

- 16 The two duties under the Act that may require implementation this financial year are:
- Schedule 1 Designation of Features - Upon identification of a third party structure/feature which is deemed as having significant flood defence value, the process outlined under Schedule 1 of the Act will be undertaken. The features that require designation will become more apparent as a result of the local community level actions.
 - Section 19 Investigation of Significant Flood Events - This process involves carrying out and publishing flood event investigations as detailed in Section 19 of the FWMA 2010.

Flood risk reduction schemes

- 17 There are a number of different types of flood risk reduction schemes that are programmed to be undertaken this financial year. They are:
- a. 2 No. flood and coastal erosion risk management grant funded schemes have had funding awarded and are to be taken to the end of the design stage –
 - Rock Street, Glynneath.
 - Grandison Brook, Briton Ferry.
 - b. 2 No. small scale grant funded schemes will be delivered should the grant applications be successful –
 - Varteg Road, Ystlayfera property level protection scheme.
 - Graig Road, Cilmaengwyn culvert improvement scheme.
 - c. 9 No. drainage capital programme schemes are programmed for delivery –
 - B4282 Bryn to Cwmavon - upgrading works to drainage systems.
 - A4107 at Cynonville - upgrading works to drainage systems.
 - A4109 Glynneath Bank - upgrading works to drainage systems.
 - 316 Heol y Gors, Cwmgors - culvert & headwall upgrade.
 - Gellionen Road, Pontardawe - culvert, headwall & carriageway upgrade.
 - A474 Rhydyfro to Cwmgors - upgrading works to drainage systems.
 - 37 Commercial Road, Rhydyfro - culvert re-lining works.
 - A474 at Ty'n y Cwm Lane, Rhos - culvert & headwalls upgrade.
 - Ystalyfera Bypass - upgrading works to drainage systems.
 - d Various minor drainage improvement schemes will be undertaken. The number that are able to be completed will also be dependent on resource availability.

Financial Impact

- 18 There are no financial impacts associated with the recommendations of this report

Equality Impact Assessment

19 There are no equality impacts associated with this report.

Workforce Impact

20 There are no workforce impacts associated with this report.

Legal Impact

21 There are no legal impacts associated with this report.

Risk Management

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

Officer Contact

23 Mr Steve Owen, Highways & Drainage Services Manager; Tel: 01639 686304 or email: s.owen@npt.gov.uk

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Streetcare

M. Roberts

Matter for Information

Wards Affected: All Wards

Information on Refuse and Recycling Collections

Purpose of Report

- 1 The purpose of this report is to provide information to Members regarding the delivery of the Council's refuse and recycling collection services.

Executive Summary

- 2 This report provides an update for Members on the following issues:
 - i. Service configuration;
 - ii. Staffing of collection rounds;
 - iii. The cost of refuse and recycling;
 - iv. Route optimisation;
 - v. Overtime;
 - vi. Numbers of missed collections reported to the council;
 - vii. Update on management of change regarding Bank Holiday collections;
 - viii. Enforcement of the 'Side Waste' policy; and,
 - ix. Trials of Personal Protective Equipment (PPE)

Background

- 3 Neath Port Talbot County Borough Council, as a Waste Collection Authority, has a statutory duty to collect refuse and recycling. The Council currently provides fortnightly collections for refuse and garden waste, and weekly collections of recyclables including food

waste. During 2017 this equated to some 5,000,000 collections of refuse and recycling from households in the County Borough.

Service Configuration - Refuse

- 4 The Council's fleet of refuse service vehicles is currently as follows:

- 7 'split back' two compartment front line freighters
- 2 'narrow track' single compartment front line freighters
- 2 caged tippers
- 2 spare 'split back' freighters
- 1 spare 'narrow track' freighter
- 1 spare caged vehicle
- 1 tail-lift tipper used for wheeled bin deliveries

The spare vehicles provide cover for 6 weekly safety inspections, scheduled maintenance and breakdowns.

In addition to the above, an additional single compartment freighter and a caged tipper are hired in during the growing season to assist with green waste collections.

- 5 11 refuse collection rounds run every day, Monday to Friday. 'Split-back' freighters are used on 7 of these rounds and the vehicles provide for the collection of refuse plus a second material (i.e. green waste for most of the year and cardboard or refuse over the Christmas period). There are also two 'narrow track' rounds for areas with more limited access, supported by the hired vehicles detailed above in the growing season. In addition, there are two 'safari' rounds for collections from farms and other places with difficult access (e.g. Aberavon gated lanes).

Service Configuration - Recycling

- 6 The Council's kerbside recycling collection service, branded 'Recycle+', is carried out using a fleet of 23 purpose built 'kerbsort' collection vehicles. Different sizes of vehicle are used to ensure that, as far as possible, a consistent level of service is delivered to all communities across the County Borough. The vehicles come in standard 5.0m, 4.3m and 'narrow access' 3.5m wheelbase sizes. There are currently 21 recycling rounds per day, carried out Monday to Friday, including two 'narrow access'

rounds. There are two spare vehicles to cover inspections, maintenance, and breakdowns. There is also 1 'transit tipper' vehicle used for delivery of recycling kit. It is noted that the budget for 2018/19 includes for the introduction of a further vehicle and crew as kerbside recycling continues to expand and a further spare vehicle is being purchased. The initial purchase of both new vehicles is being grant funded by Welsh Government.

- 7 In addition to the above, the service also operates 1 recycling 'safari' round for collections from farms and other places with difficult access. Properties on this round are still on the old 'clear sack' recycling system but are expected to be converted to kerbsort 'Recycle+' collections around June. New tailored vehicles are currently being built to facilitate this change which are also being grant funded by Welsh Government under the Collaborative Change Programme. Members are reminded that the Environment & Highways Cabinet Board under the former administration has previously resolved that on completion of the 'Recycle+' roll-out, the current 'side waste' restriction will be tightened and no side waste will be collected alongside wheeled bins. Furthermore, in black bag areas the number of refuse sacks will be restricted to three.

Service Configuration – Trade Waste

- 8 Trade refuse collections are carried out as part of our domestic refuse collections with the additional support of 1 single compartment freighter and 1 large 'tipper' vehicle for the collection of recyclable material and food waste from our larger trade recycling customers.
- 9 It is noted that changes are going to have to be made to the current dedicated trade recycling collections to align them with domestic collection arrangements further to recent changes to waste regulations so that for example glass is collected separately. Again vehicle changes are being made to facilitate this using grant funding from Welsh Government.

Staffing of refuse and recycling collection rounds

- 10 The refuse and recycling collection rounds are staffed by 33 and 65 full time employees respectively.

- 11 In addition to the standard crew numbers, there is an additional resource pool of 14 employees that can be drawn upon to provide cover for sickness and holiday leave. Any level of absence above this level is covered by agency staff engaged through the Council's corporate agency contract. In 2017, the number of agency staff days and the reasons for their requirement is provided below:

Recycling collections

Sickness absence/phased returns	1,090
Holiday leave	1,274
Afternoon shift	1,263
Recycle+ roll out	6
Paternity leave	18
Hospital appointments	1
Agency staff inductions	37
LGV training cover	35
'Other'	1,153
Sub Total	4,877

Refuse collections

Sickness absence/phased returns	451
Holiday leave	566
Green waste collections	318
Jury service	6
Hospital appointments	5
Paternity leave	5
'Other'	1,389
Sub Total	2,740

Total: **7,617**

'Other' includes, for example, cover for OHU appointments, staff required for gritting and winter maintenance, training courses, cover for HGV drivers and cover for Supervisors whilst on other work.

On average 27 agency staff are currently being required on a daily basis and the reasons for this is under review.

- 12 In some instances, the volumes of recycling presented at the kerbside exceeds the levels that can be collected on the standard

rounds and 'late shifts' may be implemented to get recycling off the streets. Occasionally this can also be required for refuse collections.

Cost of refuse and recycling

- 13 The total cost for the provision of the refuse and recycling collections is funded from a combination of contributions from Council Tax, grant funding from Welsh Government, and trade waste income.
- 14 In 2017/18 the total budget for waste collection and disposal was £6.995M which, based on 64,000 households and only 24% of council revenue spend coming from Council Tax, equated to £26.23 per household per year, or 50 pence per household per week (less than 8% of 'Band D' Council Tax in Briton Ferry).
- 15 The latest benchmarking for 2016/17 indicates that of the other 21 Councils in Wales, in respect of the net Waste Services costs per household 9 are cheaper, 3 have an equivalent cost and 9 are more expensive.

Route optimisation

- 16 The refuse and recycling collection rounds have evolved over time, adapting to accommodate changes to the fleet, alterations to recycling collection arrangements, and new housing developments. A process has therefore been ongoing to review and optimise the rounds.
- 17 Whilst introducing the 'Recycle+' kerb-sort recycling service, the Waste Supervisors undertook a review of the collection rounds which indicated that there was significant amount of travelling time and distance between collections, i.e. one vehicle might collect from a number of different areas on any one day thereby creating unnecessary "non-productive" travel.
- 18 In particular, the review also identified that more collections were being made on a Thursday compared to any other day of the week, often giving rise to problems at the end of the day which cascaded into collections on Friday. Subsequently, an exercise to balance the recycling collection rounds during the week along with corresponding refuse collections was undertaken resulting in increased service reliability on Thursdays and Fridays. Further

optimisation work is ongoing but before completing this process it is necessary to complete the ongoing waste strategy review so that any implications of service delivery changes resulting from the review can be taken into account. Whilst household recycling is still expanding, through optimisation it is hoped that the number of refuse rounds can be reduced by one as the rounds are 'speeding up' with the reduction of side waste, but completion of the review is again required in case there are any changes to green waste collections which would add to collection times.

- 19 As identified previously, an additional narrow access 'kerb-sort' vehicle is on order and an extra recycling round is going to be added to the service in 2018/19. With the addition of this vehicle, the work currently allocated to the 2 narrow access rounds will be shared across 3 rounds to increase service reliability and reduce overtime on this part of the service.

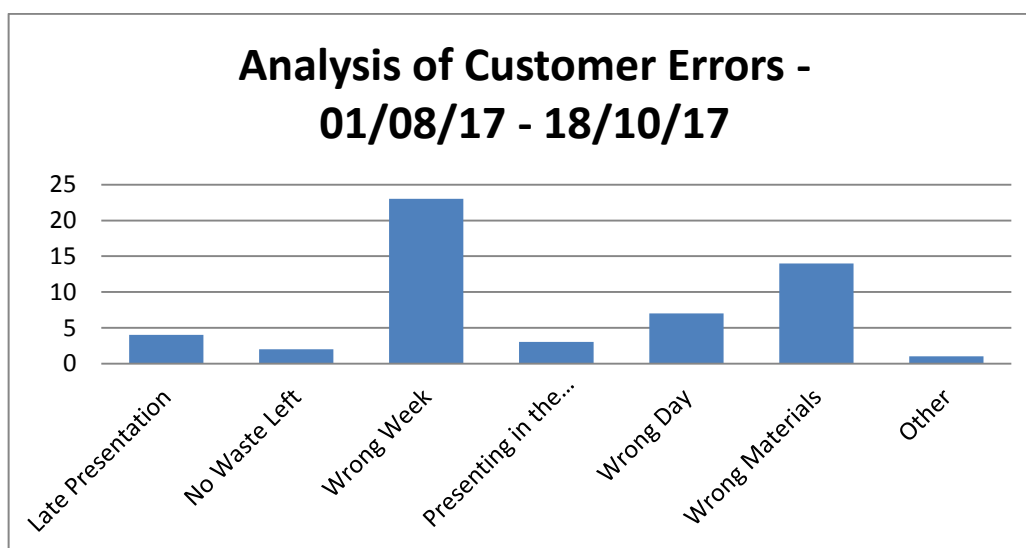
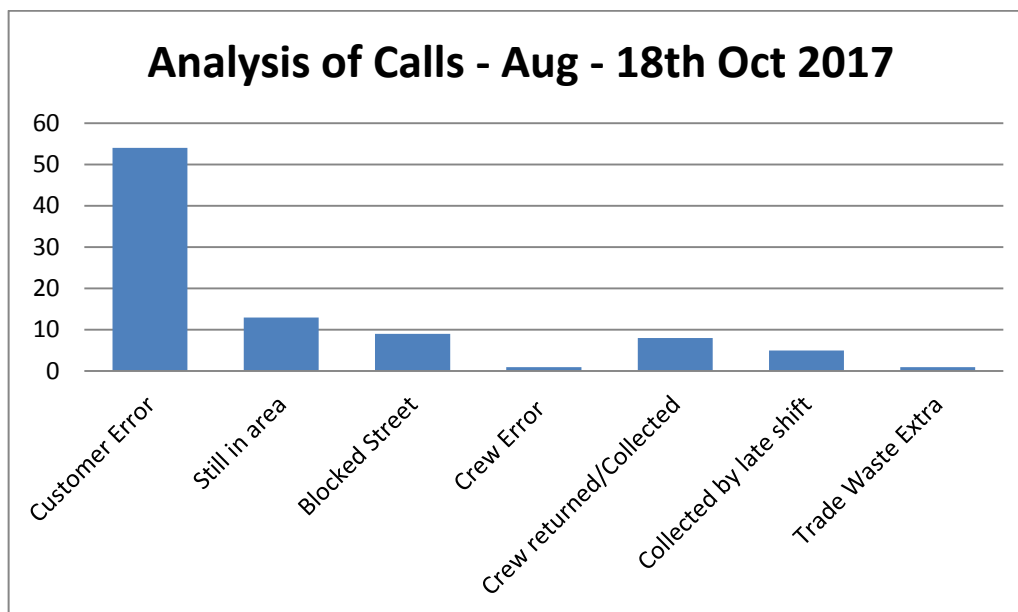
Overtime

- 20 There are two main reasons for overtime working with respect to collection services: catch-up days follow bank holidays and work to complete rounds further to bad weather, breakdowns, road closures or quantities of waste/work.
- 21 Total overtime expenditure in 2017/18 was circa £152,000 of which some £70,000 is associated with the normal catch-up days.
- 22 The overtime payments in the previous year amounted to £230,000 before balancing of the rounds during the week.

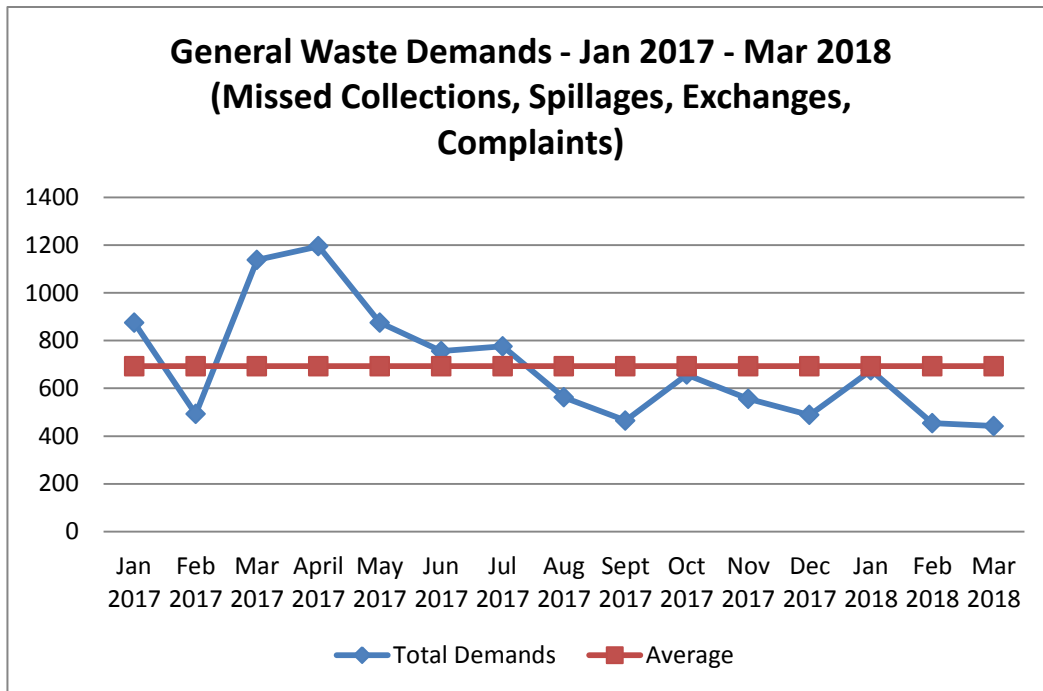
Numbers of missed collections reported to the Council

- 23 Currently all 'missed' collection calls are recorded together regardless of the nature of the call.
- 24 Further to the circa 5,000,000 collections undertaken in 2017, a total of 7,065 collection related calls were received by the Council, which equates to 0.14% of the number of collections. It is noted the number of calls should be considered in the context of the service changes that were made during 2017, including the changes to collection days as part of rebalancing the weekday collections and a further roll-out of 'Recycle+'.

- 25 Since August 2017 officers have started to analyse calls that have been reported as a missed collection and the graphs below shows the results of data analysis carried out during August to October.



- 26 The above shows that by far the greatest number of calls concerning 'missed collection' relate to errors by residents such as putting out waste on the incorrect week.
- 27 The graph below also indicates that we have improved the delivery of our service - the number of requests received for missed collections and spillages etc. has reduced during the last year.



28 Members have enquired how much it costs to go back for a missed collection but it is not possible to calculate a meaningful value.

Update on Management of Change regarding Bank Holiday collections

29 It is an historic practice to not collect refuse and recycling on Bank Holidays. In order to catch up, the collections following national holidays are generally made one day late, or sometimes two days late over the Christmas period. This means ultimately working the Saturday or weekend after the holiday to complete the catch up. Good Friday is an exception, where historically it has been possible to put arrangements in place to allow collection and tip-off of refuse and recycling on the day.

30 The working of catch up days on weekends following public holidays is currently voluntary and collection staff can choose whether or not to work them. The trend over recent years has however been fewer and fewer staff volunteering to work on the weekend following a Bank Holiday and it has now reached an extent where the numbers of additional agency staff and staff drawn from other service areas are not 'bridging the gap' required to maintain service provision.

31 Discussions have been held with the Trade Unions and staff and various attempts have been made to resolve the situation. In the absence of a satisfactory solution management have formally

consulted with staff under the Council's Management of Change arrangements regarding the working of 'catch-up' days becoming a contractual requirement of employment. In response to the consultations the unions submitted an alternative four day working week proposal which has been evaluated and rejected. A meeting is arranged with staff to finalise the change process and if staff are all contractually obliged to work the 'catch-up' days it is proposed to introduce a staff rota for staff to take periods such as Christmas or New Year week off as annual leave if they want to.

Enforcement of 'Side Waste' Policy

- 32 Following the Environment and Highways Scrutiny Committee of January 2016 which last considered the challenging statutory recycling and composting targets and approved the current side waste restriction, Officers have started an on-going programme of education and enforcement of the policy.
- 33 Initially work was centred on the crews identifying the 'gross abusers', that is properties regularly presenting excess waste of over 10 bags. These have received visits from officers and, for example, a number of traders operating from home have been identified which have been required to enter requisite trade waste agreements.
- 34 There is now a need to take forward enforcement action more generally and it is proposed, subject to support as part of the ongoing waste strategy review, to ramp up enforcement against those residents presenting excess waste where not covered by the Council's exemption scheme. This is proposed to be done after the side waste restriction is tightened and no side waste is allowed to be presented alongside wheeled bins (and three bags maximum in black bag areas).
- 35 As part of the increased enforcement, householders will first be advised of the policy and the weekly recycling service that is available and, in the case of excessive non-recycling and compostable waste, information on the exemption scheme. Any 'unauthorised' residual waste after a period of transition will then be left uncollected by the crews and ultimately fixed penalty notices will be issued to the residents that do not recycle and persistently present excess waste or fly tip.

Trials of new Personal Protective Equipment (PPE)

- 36 Periodically, personal protective equipment is reviewed and the workforce has noted certain concerns with some of the PPE currently provided. Consequently, trials of wet weather clothing from different manufacturers are currently being undertaken and it is likely revised clothing will shortly be issued.
- 37 Supervisors and staff have also been looking at current footwear issued and although meeting the necessary BS EN standards the footwear has been found to be not fully water resistant and these have now been replaced by better quality waterproof footwear. Since issuing the new footwear some ten months ago, supervisors have received no complaints from the collection staff.
- 38 Following a number of issues with some of the kerb-sort vehicle compartment doors, “bump caps” have been added as essential PPE, which have been introduced pending a longer term solution from the vehicle manufacturers.
- 39 As part of more general health and safety measures, additional awareness training has recently been provided to all staff with respect to substances such as asbestos, needle stick injuries, and the potential dangers from power lines.

Financial Impact

- 40 The PPE trials may result in more expensive protective clothing being provided.
- 41 Efficiencies due to further route optimisation will result in a reduction in costs such as overtime.

Equality Impact Assessment

- 42 There are no equality impacts associated with this report.

Workforce Impact

- 43 The on-going management of change process relating to Bank Holiday service provision is intended to bring about changes to workforce terms and conditions to secure services around Bank Holiday periods going forward.

Legal Impact

- 44 There are no legal impacts associated with this report.

Risk Management

- 45 The waste and recycling collection service is one of the most prominent visible services areas and service performance has implications for the Council's reputation. Furthermore, the Council has legal obligations to fulfil. The Council's waste strategy, service delivery arrangements, and service performance therefore need to be kept under periodic review.

Sustainable Development

- 46 Improvements made to waste collections increase the efficiency of the service, help ensure that the services offered to our communities and businesses are resilient and reliable, boost our recycling performance, and thereby contributes to delivering the wider goals of the Wellbeing of Future Generations (Wales) Act and Environment Act.

Consultation

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

List of Background Papers

- 48 E&H Scrutiny Committee – No Side Waste Policy, 28th January 2016

Officer Contact

- 49 Mr Andrew Lewis, Waste and Neighbourhood Services Manager.
Tel: 01639 686021 or e-mail: a.lewis@npt.gov.uk

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Alltwen

Proposed No Waiting At Any Time Order: Brynmorgrug, Alltwen

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the implementation of a No Waiting At Any Time Order on Brynmorgrug and Lon Hir and Edward Street Link Lane; see Appendix A.

Executive Summary

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

Background

3. The scheme is necessary to prevent indiscriminate parking in the interest of road safety.

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 Impact

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

Legal Impacts

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

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

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

Reasons for Proposed Decision

11. The scheme is necessary to prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

List of Background Papers

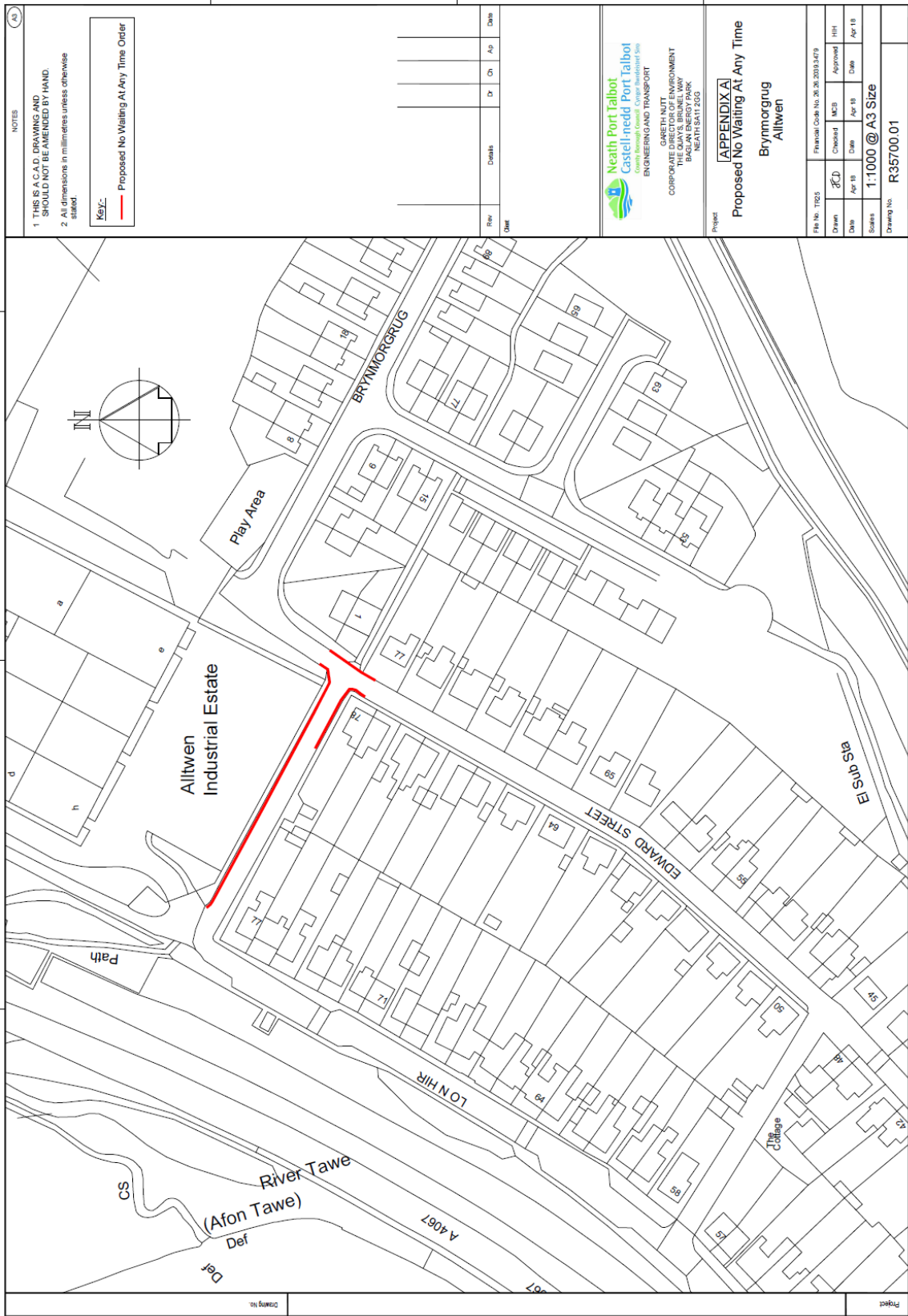
14. None

Officer Contact

15. Mr J C Davies – Senior Engineer Traffic
Tel. No. 01639 686479
email: j.davies15@npt.gov.uk

16. Mr M Brumby – Project Manager Highways
Tel. No. 01639 686013
email: m.brumby@npt.gov.uk

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 Order

Rev	Details	Dr	Ch	App	Date

Neath Port Talbot
 Castell y Castell Port Talbot
 Greenly Renewable Growth | Energy Sustainable Solutions
 ENGINEERING AND TRANSPORT

GARETH NUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 1000 WENTWORTH ROAD
 BACLAN ENERGY PARK
 NEATH SA11 2GG

Project: **APPENDIX A**
Proposed No Waiting At Any Time
Brynmorgrug
Alltwen

Drawn	Checked	MCB	Approved	HH
Date	Date	Date	Date	Date
Apr 18	Apr 18	Apr 18	Apr 18	Apr 18

Scale: **1:1000 @ A3 Size**
 Drawing No: **R35700.01**

File No: TR25 Financial Code No: 26.26.2019.3.479

V:\15180-JCD\Traffic Schemes\T.R.O.Schemes\2018\Brynmorgrug_Alltwen\R357.00.01.dwg

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Coed Ffranc Central

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

Purpose of Report

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

Executive Summary

2. Two letters of objection were received to the scheme.
3. The report outlines the objections and the recommendations for the scheme.
4. The objection letters are contained in Appendix B.

Background

5. Following a Planning Application it has been conditioned that Traffic Regulation Orders be implemented on Villiers Road and Compton Road, Skewen.
6. The proposed scheme is as indicated in Appendix A.

Financial Impact

7. The work will be funded by the Developer.

Equality Impact Assessment

8. 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

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

Legal Impacts

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

Risk Management

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

Consultation

12. A consultation exercise was carried out when the scheme was advertised.
13. Two letters of objection were received.
14. The objection letters are contained in Appendix B.
15. Letter No.1 – The letter recognises the advice of the Highway Code in that vehicles should not park on or within 10 metres of a junction. The objector is requesting a reduction in length of the proposed order of 5 metres to assist with on-street parking.

However, there is available on-street parking adjacent to the gable end of no. 26 Villiers Road on Compton Road.

16. Letter No.2 – The letter objects to the removal of two on street parking spaces and lost spaces due to the construction of a new entrance to the new community centre.

Junction protection was recommended to protect the junction from indiscriminate parking because it is envisaged there may be an

increase in on-street parking demand. The new development is a Community Centre, thereby, attracting a range of usage.

17. The local members have been consulted on the objections received and they support the scheme as advertised.

Recommendations

It is recommended that:-

18. The objectors are over ruled, that the scheme is implemented as advertised and that the objectors are informed accordingly.

Reasons for Proposed Decision

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

Appendices

20. Appendix A – Plan of the proposed scheme.
21. Appendix B – Letters of objection.

List of Background Papers

22. None

Officer Contact

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

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	Cn	Ap	Date

Neath Port Talbot
Castell-nedd Port Talbot
County Borough Council / Cyborch Bwrdeistref Sirol
ENGINEERING AND TRANSPORT

GARETH NUTT
CORPORATE DIRECTOR OF ENVIRONMENT
THE QUAYS, BRUNEL WAY
BAGLAN ENERGY PARK
NEATH SA11 2GG

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

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

APPENDIX A

Appendix B

**Villiers Road
Skewen
NEATH**

26 February 2018

Dear Sir

**Proposed parking restrictions on the junction between Villiers Road and
Compton Road, Skewen**

Firstly let me acknowledge that parking restrictions are desperately needed here, the present situation is completely unacceptable. I also recognise that the Highway Code advises that a space of 10 metres should be allowed at junctions, but I do object to the proposal as it stands.

H11

arah McCluskie

From:
Sent: 20 February 2018 16:35
To: Environment
Subject: Yellow Lines Skewen

Dear Sir or Madam

I am writing this mail after reading a notice that was attached to a telegraph pole at the end of our road informing the residents that you plan to install double yellow lines approx 10mts into Villiers Road on both sides also around the corners into Compton Road the same distance.

This has come as a surprise to myself and neighbours who live at the road to which this plan will certainly cause problems considering you will be taking away 2 parking places directly outside of houses if placed on both sides of the road.

I have made enquires with all the neighbours including Compton Road and it seems that there was no one who asked for these to be installed but after approaching the site manager that is in charge of an ongoing development opposite my house these was part of a planning application for the community hall they are presently building on the grounds of the old St Mary's Church, I viewed those plans when they was originally on display and I would have noticed and objected to double yellows on both sides of the road as this will certainly have a knock on effect and cause friction with the residents who are directly affected considering the main entrance to the new development has also been planned houses this is going to be first come basis as far as parking is concerned.

Considering that at the moment we have had no problems well at least in the 35yrs+ I have lived here and also we

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Baglan

Proposed No Waiting at Any Time Order: Laurel Avenue, Laburnum Avenue and Chestnut Road, Baglan

Purpose of Report

1. To obtain Members' approval to advertise the Legal Order for the implementation of a No Waiting at Any Time Order at Laurel Avenue, Laburnum Avenue and Chestnut Road, Baglan – see Appendix A.

Executive Summary

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

Background

3. The scheme is necessary as a consequence of the proposed development of the former stables at Baglan Park, Baglan (P2015-0905) to prevent indiscriminate parking in the interest of road safety.

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

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

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

Reasons for Proposed Decision

11. The scheme is necessary to prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A - Plan

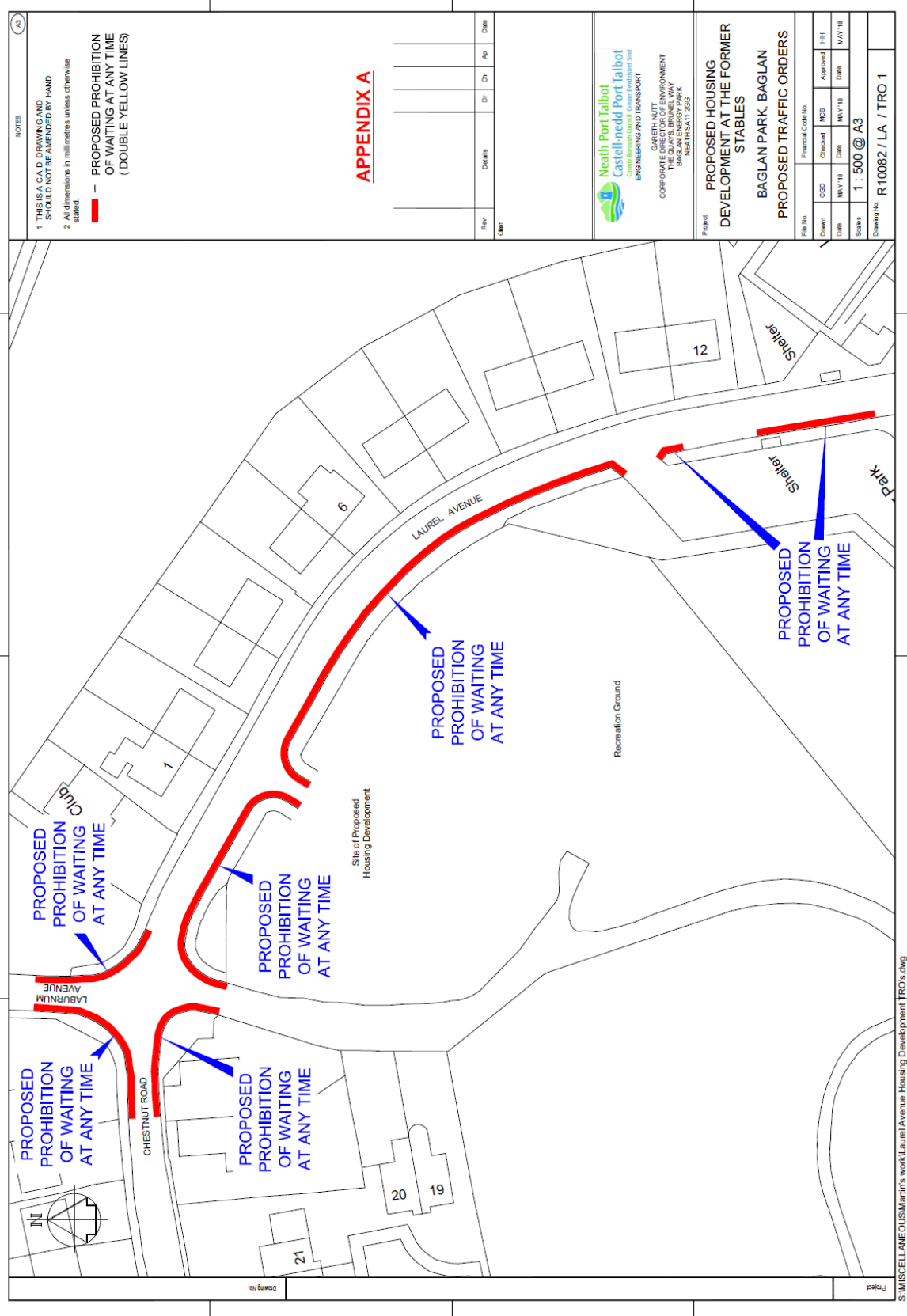
List of Background Papers

14. None

Officer Contact

15. Mr M Brumby – Project Manager Highways
Tel No. 01639 686013
Email: m.brumby@npt.gov.uk

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.

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

APPENDIX A

Rev	Details	Dr	Ch	Ap	Date



ENGINEERING AND TRANSPORT
 GARETH J. NUTT
 CORPORATE TRANSPORT MANAGER
 THE QUAYS BRUNEL WAY
 BAGLAN ENERGY PARK
 NEATH SA11 2SS

Project: **PROPOSED HOUSING DEVELOPMENT AT THE FORMER STABLES**
 BAGLAN PARK, BAGLAN
 PROPOSED TRAFFIC ORDERS

File No.		Financial Code No.	
Drawn	CCS	Checked	MCB
Date	MAY '18	Date	MAY '18
Scale	1 : 500 @ A3	Approved	JHL
Drawn No.	R10082 / LA / TRO 1	Date	MAY '18

Project: S:\MISCELLANEOUS\Martin's work\Laurel Avenue Housing Development\TRO's.dwg

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Glynneath

Proposed No Waiting at Any Time Traffic Regulation Order and No Parking on Footway Traffic Regulation Order at the B4242 Pontneathvaughan Road, Pont Nedd Fechan, Glynneath

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for No Waiting at Any Time Traffic Regulation Order and No Parking on Footway Traffic Regulation Order at the B4242 Pontneathvaughan Road, Pont Nedd Fechan, Glynneath.

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 Welsh Government and European Rural Development Programme grant

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 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.

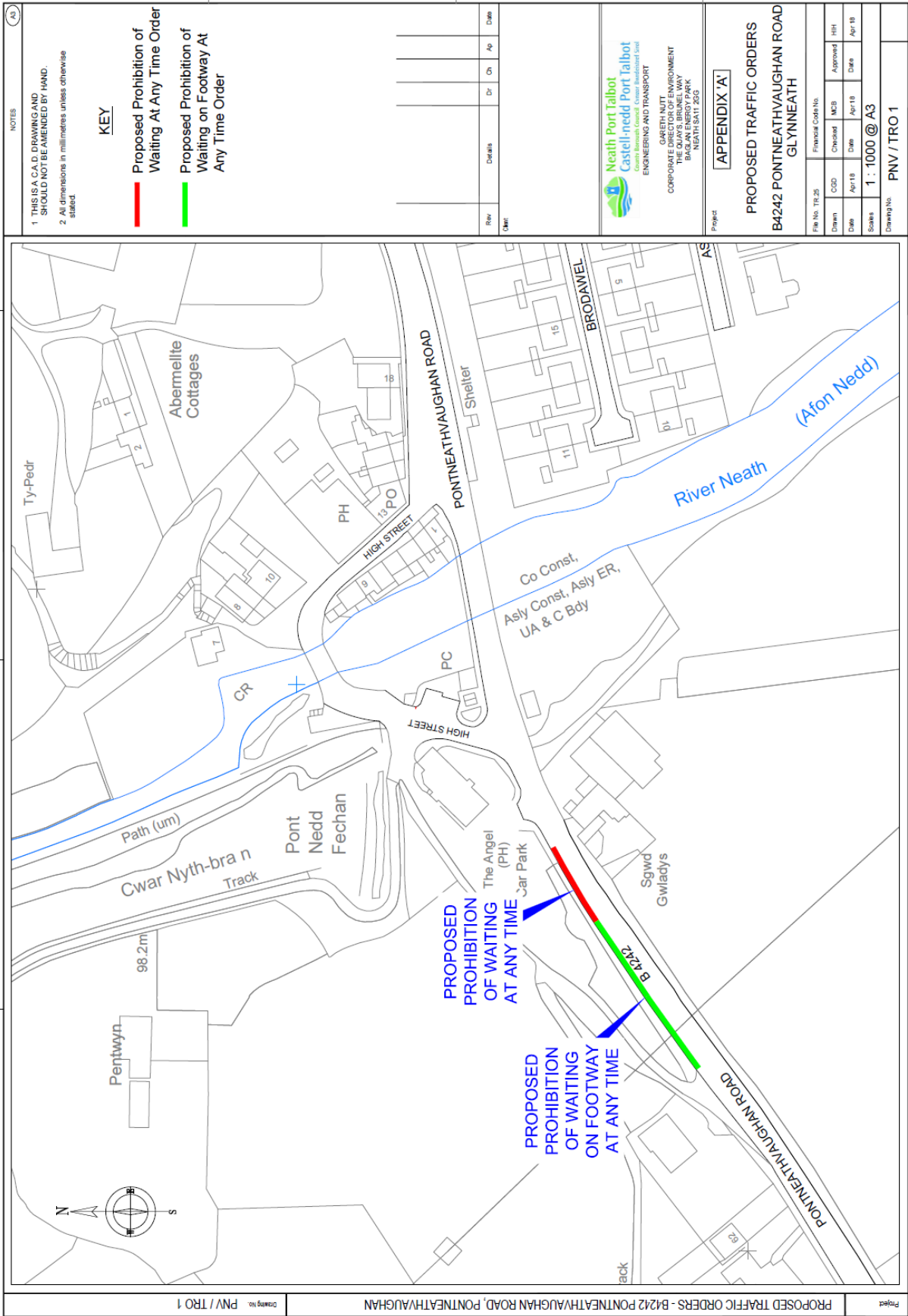
List of Background Papers

14. None

Officer Contact

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

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 Prohibition of Waiting At Any Time Order

Proposed Prohibition of Waiting on Footway At Any Time Order

Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell-nedd Port Talbot
 County Borough Council, Centre Institutional Road
 ENGINEERING AND TRANSPORT

GARETH NUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 PLANNING AND TRANSPORT
 BAGLAN ENERGY PARK
 NEATH SA11 2SG

Project: **APPENDIX 'A'**

PROPOSED TRAFFIC ORDERS
B4242 PONTNEATHVAUGHAN ROAD
GLYNNEATH

File No. TR 25	Financial Code No.
Drawn	CDD
Checked	MCB
Approved	HH
Date	Apr 18
Date	Apr 18
Date	Apr 18
Scale	1 : 1000 @ A3
Drawing No.	PNV / TRO 1

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Neath North

Neath Town Centre Redevelopment – Stopping Up Order and Diversion of the Highway under Section 247 of the Town and Country Planning Act 1990

Purpose of Report

1. To seek authorisation for the Director of Environment or Head of Engineering to sign the application for a 'Stopping Up' Order for Fairfield Way, Neath and duly submit the application to Welsh Government for their approval.

Executive Summary

2. Authorisation to submit an application for a 'Stopping Up' Order for Fairfield Way, Neath.

Background

3. Following the demolition of the old Civic building, multi-storey car park, retail units and Law Court, and subsequent construction of new civic building, multi-storey car park and retail units, the Council has aspirations to develop the remaining area. Stopping up Fairfield Way would allow the site to be made available for future development.

4. To enable Fairfield Way to be stopped up, Water Street will become two way. The following works will be necessary:-

- Widening the carriageway to the front of the Civic Building.
- Installing traffic signals on the junction with Gnoll Park Road and St. David's Street.

- Replacement of existing disabled and residential on street parking with 14 residents' parking spaces and two disabled spaces.
- Provision of a new vehicle turning area.
- Relocation of the pedestrian crossing point on Gnoll Park Road to become part of the signal controlled junction.
- Relocation of loading bay.
- For legal reasons, the Council must authorise the relevant Director or Head of Service to sign the application.

Financial Impact

5. There is no financial impact associated with this report.
6. Consequences of not approving the authorisation required will seriously affect the highway works necessary to allow Neath Town Centre Redevelopment Scheme to commence.

Equality Impact Assessment

7. 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 Impacts

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

Legal Impacts

9. All of the land required for the proposed alterations to Water Street is designated as highway or highway verge. The works can therefore be undertaken under permitted development rights. There is no requirement for planning approval.

Risk Management

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

Consultation

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

Recommendation

It is recommended that:-

12. Authority is delegated to the Director of Environment and the Head of Engineering & Transport to submit an application for a Stopping Up and Diversion of Highways under Section 247 of the Town and Country Planning Act 1990 to the Welsh Government.

Reason for Proposed Decision

13. To allow development of the Neath Town Centre Redevelopment. Stopping up Fairfield Way would allow the site to be made available for future development.

Implementation of Decision

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

Appendices

- | | | |
|------------|---|---|
| Appendix 1 | – | Order Plan |
| Appendix 2 | – | Application form S247 Stopping Up of Diversion of Highways 2015 |
| Appendix 3 | – | Proposed development plan |

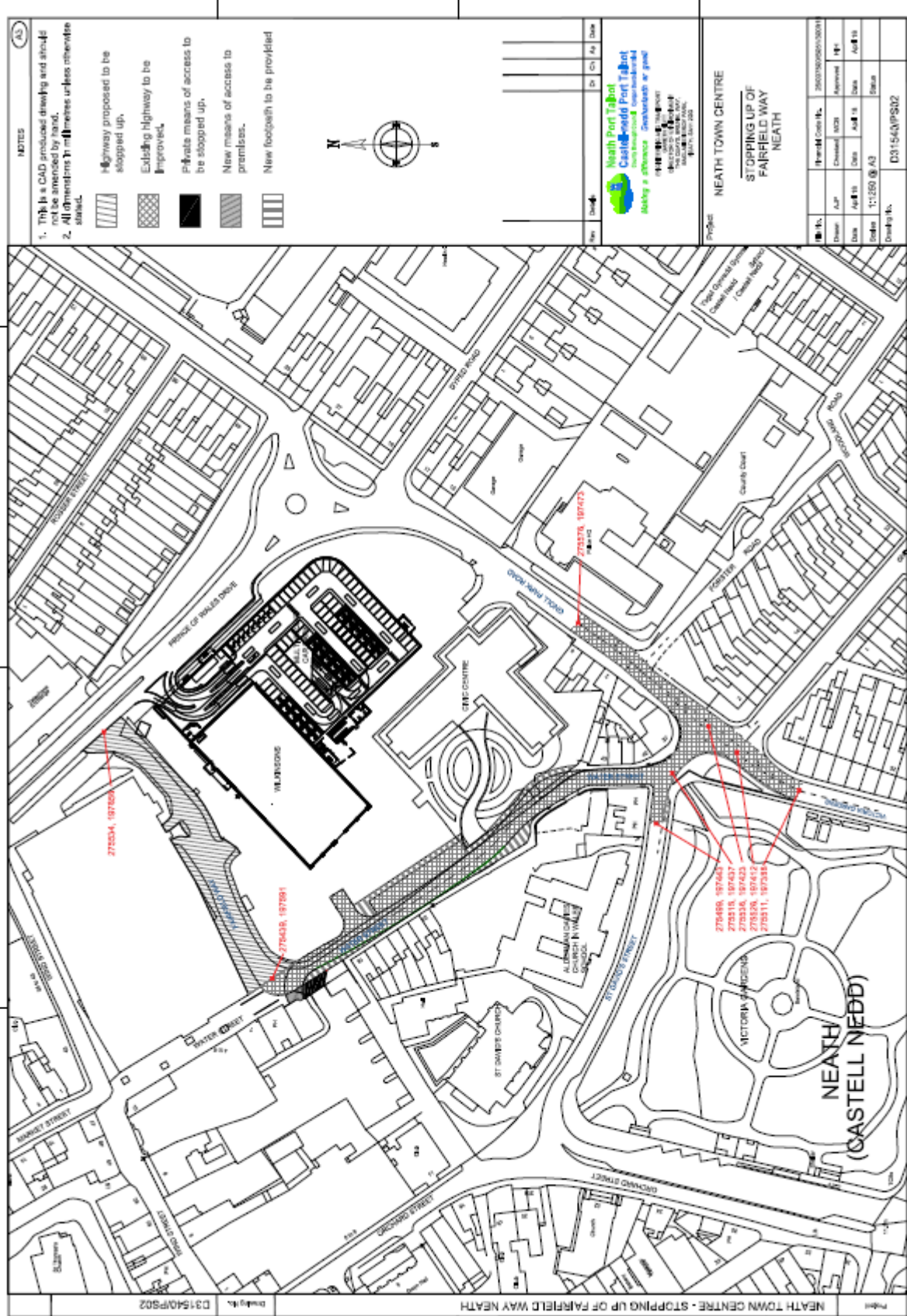
List of Background Papers

15. None

Officer Contact

16. Mrs Amanda J. Phillips – Programme & Commissioning Manager
Tel: 01639 686483 or e-mail: a.phillips2@npt.gov.uk

Appendix 1



Appendix 2

Last update: Aug 2015



Llywodraeth Cymru
Welsh Government

TCPA 247 (2015)

Stopping Up and Diversion of Highways Section 247 of the Town and Country Planning Act 1990

Important

- You have no authority to stop up or divert a highway until the notice announcing that the Welsh Ministers have made an Order is published. Not only is it an offence to obstruct or interfere with a highway before this is done, but it may also make it impossible for the Welsh Ministers to make an Order.
- Please read the guidance notes at the end of this form before answering any questions.
- Please ensure all the necessary enclosures accompany this form (see guidance note)

A - Names and Addresses

Please give:

the address of the place where
the highway(s) is/are situated

FAIRFIELD WAY, NEATH

the name, address
and telephone number
of the Council Planning Department
for the highway(s) concerned

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

THE QUAYS, BRUNEL WAY, BAGLAN ENERGY PARK

Postcode SA11 2GG Telephone: 01639 686868

the name, address
and telephone number
of the Council Highways Department
if different from above

AS ABOVE

Postcode: Telephone:

(Named contact also, if available)

the name of the Community
or Town Council and
the address of its Clerk
(if none, put 'none')

NEATH TOWN COUNCIL 10-12 ORCHARD STREET NEATH

Postcode: SA11 1DU Telephone: 01639 642726

the developer's full name,
address and telephone number

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

THE QUAYS, BRUNEL WAY, BAGLAN ENERGY PARK

Postcode: SA11 2GG Telephone: 01639 686868

the applicant's full name, address, postcode
and telephone number if not the developer

AS ABOVE

Postcode: Telephone:

the agent's full name, address
and telephone number
(if none, put 'none')

NONE

Postcode: Telephone:

the names of two local newspapers and
the days on which they are published

WESTERN MAIL - DAILY
SOUTH WALES EVENING POST - DAILY

a contact name, address and telephone number of a local
public office where the public may inspect the Order and
deposited plan free of charge

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

THE QUAYS, BRUNEL WAY, BAGLAN ENERGY PARK

Postcode: SA11 2GG Telephone: 01639 686868

(The office would usually be expected to be open during
normal business hours. Prior agreement with the Office
should be sought)

B - The Development
 Describe briefly the development, which necessitates the proposed stopping up, or diversion. You should also attach a statement justifying this stopping up or diversion, either as an appendix or as a covering letter.

FOLLOWING THE:
 - DEMOLITION OF THE OLD CIVIC BUILDING, MULTI STOREY CAR PARK, RETAIL UNITS AND LAW COURT; &
 - THE CONSTRUCTION OF A NEW CIVIC BUILDING, MULTI STOREY CARPARK AND RETAIL UNITS.
 NPTCBC HAS ASPIRATIONS TO DEVELOP THE REMAINING AREA. STOPPING UP FAIRFIELD WAY WOULD ALLOW THE SITE TO BE MADE AVAILABLE FOR FUTURE DEVELOPMENT.

- Who granted planning permission for this development?
- What is the date of this permission?
- On what date is work on the development expected to start?
- Is there a related compulsory purchase Order, or other statutory action? Yes No

If 'Yes', please give details.

C - Highway to be stopped up or diverted

- Is it:
 all purpose highway bridleway footpath or cycle track
 (including footways and verges)
- What is its name?
 and classification number? (if any)
- Description of each section

	(Maximum if appropriate) Length (metres) / Width (metres)		Area in square metres if irregular in shape	Terminal points	
				From	To
1	118 m	22 m	1611 m ²	E 275439 N 197591	E 275534 N 197656
2					
3					
4					

- Who owns the land on either side of each section?

1	NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
2	
3	
4	

D - Consents

- Please confirm in writing that the consent of every person having an interest in the land to be developed whether adjoining or under the highway to be stopped up necessary to enable the development to be carried out has been obtained. If 'Yes', please attach these consents.

If 'No', please attach any consents received and give particulars below of those that you have yet to obtain.

YES.

- LAND UNDER HIGHWAY TO BE STOPPED UP (FAIRFIELD WAY) IS OWNED BY NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
- ADJOINING LAND IS OWNED BY NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
- LAND UNDER HIGHWAY TO BE IMPROVED (WATER STREET) IS UNREGISTERED BUT IS ADOPTED HIGHWAY. CONSENT HAS NOT BEEN SOUGHT FROM THE ADJOINING LAND OWNERS.

(Continue on a separate sheet)

WARNING - IF THERE IS NO EVIDENCE TO THE CONTRARY, THEN IT IS PRESUMED THAT THE OWNERS OF THE ADJOINING LAND OWN THE SUB-SOIL OF THE HIGHWAY, UP TO THE CENTRE LINE. THE MAKING OF AN ORDER MAY BE DELAYED OR FRUSTRATED IF YOU FAIL TO OBTAIN CONSENT FROM THE OWNER OF THE SUB-SOIL. EVEN IF AN ORDER IS MADE A DEVELOPMENT MAY BE FRUSTRATED IF CONSENT HAS BEEN WITHHELD.

E - New highway to be provided (if any)

- Will it be:
all purpose highway bridleway footpath or cycle track

- Has the highway authority been asked to accept responsibility for maintaining the new highway? Yes No

If 'Yes', please attach copies of any correspondence.

- Who owns the land to be dedicated as new highway?

- If the applicant will not own or control the land to be dedicated, has the landowner's consent been given to the proposed dedication? Yes No

- Describe highway to be provided and give approximate measurements (maximum length and maximum width)

F - Highway to be improved (if any)

● Is it: all purpose highway bridleway footpath or cycle track

● What is its name?
and classification number? (if any)

● Description of highway(s) to be improved including terminal points and approximate measurements (maximum length and maximum width).

The following highway improvements will be made:

- Water Street will become a two way single carriageway.
- There will be a new turning area created (on highway verge) at the end of Water Street to permit vehicles to turn.
- Water Street will be locally widened to allow two vehicles to pass.
- New traffic signals will be installed at the junction of Water Street and B4434.
- Pedestrian crossing point on St Davids Street will be moved to E 275504 N 197442
- Pedestrian crossing point on B4434 will be moved to E 275549 N 197439.

WATER STREET	200m in length.	Terminal points E 275536 N 197423 TO E 275439 N 197591.
ST DAVIDS STREET	21m in length.	Terminal points E 275499 N 197443 TO E 275499 N 197443.
B4434 GNOLL PARK ROAD	79m in length.	Terminal points E 275526 N 197412 TO E 275576 N 197473.
VICTORIA GARDENS	28m in length.	Terminal points E 275526 N 197412 TO E 275511 N 197388.

G - Applying in anticipation of planning permission in accordance with Section 253 of the Act
(Normally only applicable to Local Authority or Statutory Undertakers unless (D) or (E) applies)

● If you are applying in anticipation of planning permission, then please state:

(A) the name of the local authority or statutory undertaker which is applying

(B) the date on which it applied

or (C) the date on which the local authority or statutory undertaker applied to a government department for deemed planning permission under section 90 of the Act or section 2 of the Opencast Coal Act 1958

or (D) the date on which the application was referred to the Welsh Government under section 77 of the Act

or (E) the date on which an appeal was made to the Welsh Government under Section 78 of the Act

H - Undertaking and declaration

- I declare that:

I understand that authority to stop up or divert a highway is conferred solely by the publication of a notice announcing that an Order has been made:

Except to the extent authorised by or under some other statutory provision, the highway(s) to be stopped up or diverted is/are in no way obstructed and is/are fully available for use.

- I undertake that:

Except to the extent authorised as above, such highway(s) shall in no way be obstructed before the Order comes into operation.

- All the information given in this form is, to the best of my knowledge and belief, true and accurate.

- I apply for an Order to authorise the stopping up or diversion of the highway(s) described above.

Signed

Name

Position

Date

Last update: Aug 2015

Please check that you have enclosed everything specified in the guide then send your application to:

Orders Branch
Transport
Welsh Government
Cathays Park
Cardiff CF10 3NQ

Failure to submit all necessary documentation will result in your application being delayed. Your attention is drawn to the guidance notes within this application form.

Check List – Items to be submitted with the application (please 4 to check enclosures)

- Approved planning permission – (Order cannot be made without it)
- One** set of the plans approved by the above planning permission, including the approved site layout plan.
- One** copy of existing ground floor plan indicating the approved site boundary edged red and the existing highway boundary within the approved site edged blue.
- One** copy of existing highway layout taken from an up to date Ordnance Survey map scale 1/1250 or 1/500 as appropriate.
- Four** copies of proposed Order plan, showing the highway to be stopped up or diverted to scale as above (see guidance note).
- One** copy of Section 106 agreement (if applicable).
- One** copy of Compulsory Purchase Order details (if applicable).
- S253 relevant documents to be submitted (if applicable).
- Copies of correspondence with statutory undertakers.
- Copies of correspondence with highway authority including their approval to the proposal together with a plan.
- Photograph(s) of the location may be helpful (*optional*).

Guidance Notes

To be read before completing the application form for stopping up or diversion Orders

These notes relate to Orders under Section 247 of the Town and Country Planning Act 1990

Definitions

- 'Highway' means land over which the public have certain rights of way. Highways may be classified as follows:

'all-purpose highway' means one over which the public have rights of way on foot and with vehicles, and over which they may exercise an animal that can use a bridleway:

'carriageway' means a way forming all, or part of, a highway (other than a cycle track) over which the public have a right of way for the passage of vehicles;

'footway' means that part of an all-purpose highway over which the public have a right of way on foot only;

'bridleway' means a highway over which the public have rights of way on foot and on horseback, or when leading horses, with or without a right to drive any sort of animal along that highway. There is no other right of way on a bridleway, except in certain circumstances for non-motorised bicycles.

'footpath' means a highway over which the public have a right of way on foot.

'cycle track' means a way forming all, or part of, a highway, over which the public have a right of way on pedal cycles, with or without a right of way on foot. There is no other right of way on a cycle track.

Welsh Ministers' Powers

- Under section 247 of the Act, the Welsh Ministers may, by Order, authorise the stopping up or diversion of any highway, if it is satisfied that it is necessary to do so to enable development to be carried out in accordance with planning permission granted under part III of the Act, or to be carried out by a government department.

Therefore a copy of the relevant planning permission must be submitted before an application can proceed – see advice under "Enclosures".

- In the case of footpaths and bridleways, section 257 of the Act empowers a local planning authority to make a stopping up or diversion

Order if satisfied that it is necessary to do so to enable development to be carried out in accordance with planning permission granted under Part III of the Act, or to be carried out by a government department.

- Where an application for the stopping up or diversion of all-purpose highways also affects a footpath the Welsh Ministers may make the Order stopping up or diverting all-purpose highways and footpath.

Enclosures

- When the Welsh Government is considering an application to stop up or divert a highway, it must be able to understand the effect of the development on the highway. Also, it needs to know that the local highway authority have been fully consulted on the proposed stopping up or diversion. Therefore, it requires a letter and related plan confirming that the local highway authority agree to the proposed stopping up or diversion.
- It is essential that measurements be accurately described in the Order schedule, measurements must be to scale. It should be possible to scale the measurements from the approved plan and the Order plan and for both to agree.
- You should send the following items with your application:

a copy of the planning permission granted under part III of the Act, together with any plans. **Applicants are reminded that an Order can only be made if Welsh Ministers are satisfied that it is necessary to do so in order to enable the development for which permission has been granted to be carried out. Where only an outline permission has been granted it may not be possible to meet this test.**

a copy of the approved site layout plan with the site boundary edged red and the existing highway within that site edged blue.

copies of correspondence with the highway authority.

copies of correspondence with statutory undertakers.

a plan showing the highway to be stopped up or diverted.

Last update: Aug 2015

Applying in anticipation of planning permission in accordance with Section 253

Copy of the application for planning permission and relevant plans, a copy of the appeal, CPO or submission to the Welsh Assembly Government.

Submission of plans for incorporation in Order

- The following will be required:

4 copies of an up to date plan, or plans A3 or A4 size based on Ordnance Survey and drawn to a scale of 1/1250 or 1/500 or to other suitable scales.

The plans should show existing highway(s) clearly labelled and be marked to show the details of stopping up etc as indicated below. It is also important that sufficient of the surrounding area appears on the plan to enable the location to be easily identified. Where locations to which reference is made in the form do not appear on the plan, their direction and the distance in metres from the end of the highway to be stopped up should be indicated.

plan(s) to be marked as follows:

- a) The highways proposed to be stopped up or diverted should be shown by zebra hatching.



- b) any new highway (all-purpose highways, footpaths or bridleways) pursuant to the Order should be shown by stipple:



- c) Any existing highway to be improved pursuant to the Order should be shown by crossing hatching over the affected length. The cross hatching should also include any widening or realignment.



- d) Any private means of access to premises or footpath to be stopped up should be shown in solid black:



- e) Any new means of access to premises should be shown by thin diagonal hatching:



- f) New footpath to be provided:



- g) **All plans must clearly show a North point**, preferably prepared so that North is shown parallel with the vertical side of the plan:

- h) The terminal points of the lengths of highway proposed to be stopped up or diverted must be clear on the plans:

- i) Highways such as footpaths and bridleways must be identified in Orders in words eg "the footpath/bridleway leading to North Street from "West Road". Sufficient information should be given on the plans to enable an adequate description to be prepared:

- j) An unmarked copy of the above plan is required.

- Measurements – metric, taken from a terminal point(s) clearly identifiable on the plan.
- No other details are required.

Timescale for making an Order

- Once the details of an application have been agreed, it can take a **minimum of 5 months** to make an Order providing there are no objections:

If objections are received and cannot be resolved within a reasonable timescale, it will normally be necessary for the Welsh Assembly Government to hold a local inquiry. **In such cases the period before a decision is taken will be considerably longer, possibly a year or even longer in some cases.**

Objections

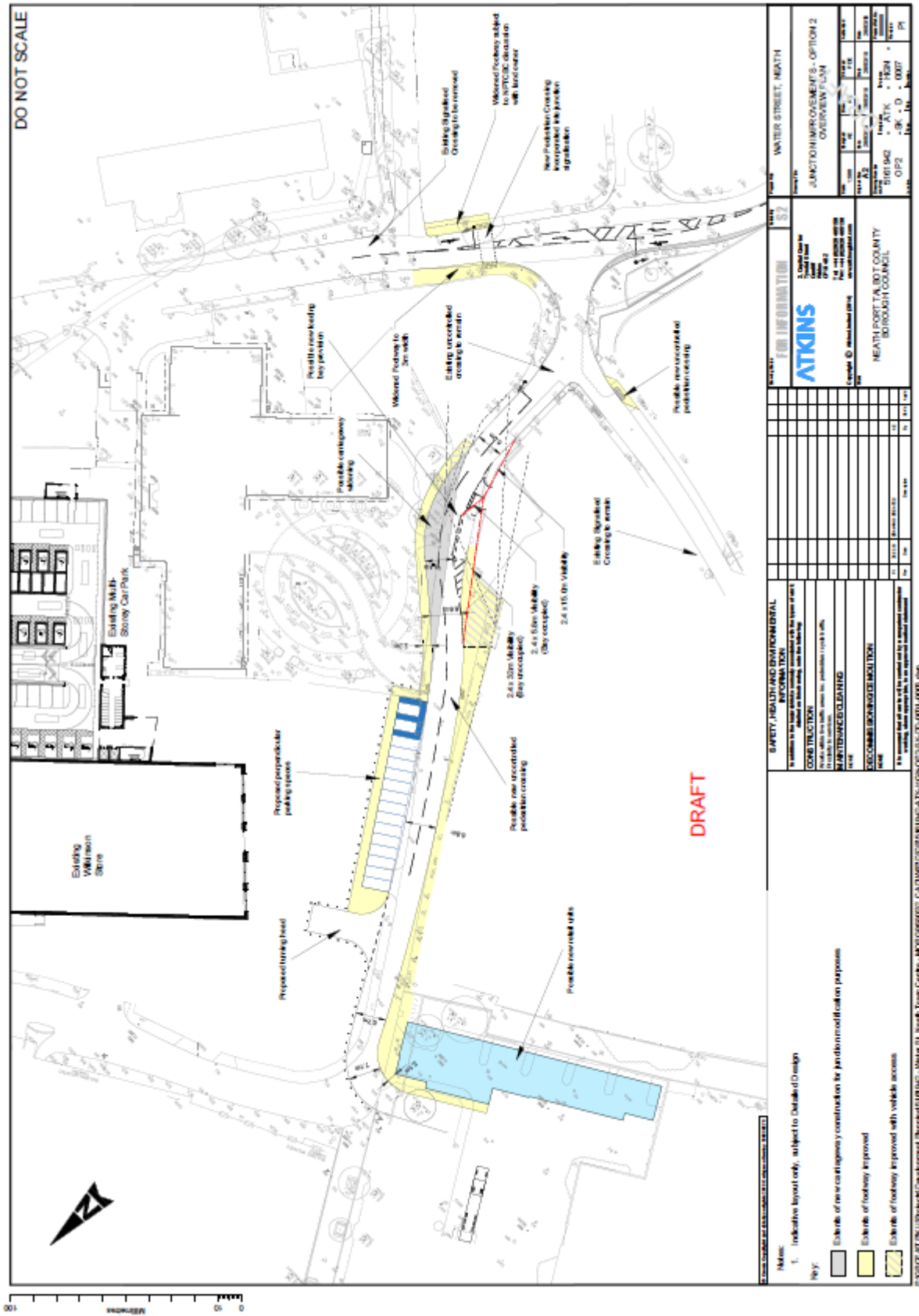
- If any objections to the proposed Order are made to the Welsh Government, they will be copied to the applicant so that he may, if he wishes, negotiate with the objectors with a view to resolving the objections. Where objections cannot be resolved within a reasonable timescale, it will normally be necessary for the Welsh Government to hold a local inquiry.

Return of form

- One completed copy of form TCPA 247(2015) (together with all the necessary enclosures) should be sent to:

Orders Branch
Transport
Welsh Government
Cathays Park
Cardiff
CF10 3NQ.

Appendix 3



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Neath North

Proposed Traffic Regulation Orders at Water Street and St. David's Street, Neath

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for Water Street and St. David's Street, Neath, as indicated in Appendix A.

Executive Summary

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

Background

3. The Orders are needed to assist with the proposed Neath Town Centre development. The proposal is to stop up Fairfield Way and make Water Street two way. The Orders are required to prevent indiscriminate parking and prevent a right turn manoeuvre into St. David's Street in the interest of highway safety. The proposed scheme is indicated in Appendix A.

Financial Impact

4. The work will be funded by NPTCBC Regeneration.

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, that the proposal is to be implemented.

Reasons for Proposed Decision

11. To prevent indiscriminate parking and prevent a right turn manoeuvre into St. David's Street in the interest of highway safety.

Appendices

12. Appendix A – Plan of the proposed scheme.

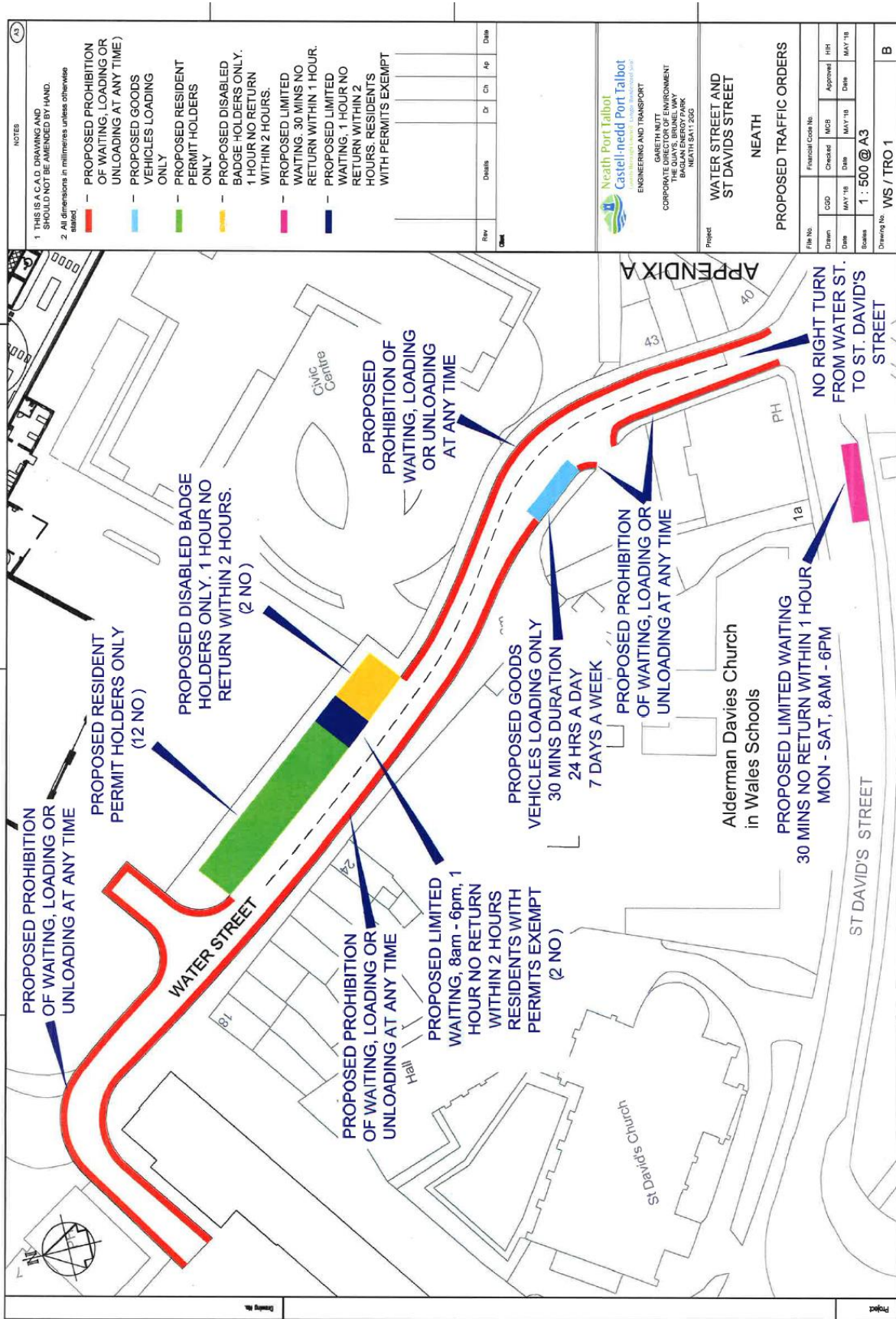
List of Background Papers

13. None

Officer Contact

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

Appendix A



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Margam and Taibach

Proposed Traffic Orders: Ty Fry Road and Bertha Road and road adjacent to 93 & 95 Beechwood Road, Margam and Taibach

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for the implementation of a No Waiting, Loading or Unloading at Any Time Order on Ty Fry Road, Bertha Road and the road adjacent to 93 & 95 Beechwood Road, a One Way and No Entry Order on Bertha Road and three plateaus on Bertha Road, Margam; see Appendices A, B, C & D.

Executive Summary

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

Background

3. Following a Planning Application it has been conditioned that Traffic Orders be implemented on roads leading to and from the new school located off Bertha Road, Margam. The scheme is necessary to prevent indiscriminate parking and assist in the flow of traffic in the interest of road safety.

Financial Impact

4. The work will be funded by the Strategic School Improvement Programme (SSIP).

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

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

10. Approval is given for the proposed measures to be advertised as indicated on the attached plans (Appendices A, B, C & D) and subject to there being no objections, for the Orders to be implemented.

Reasons for Proposed Decision

11. The scheme is necessary to prevent indiscriminate parking and to assist in the flow of traffic in the interest of road safety.

Implementation of Decision

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

Appendices

13. Appendix A – Plan
- Appendix B – Plan
- Appendix C – Plan
- Appendix D - Plan

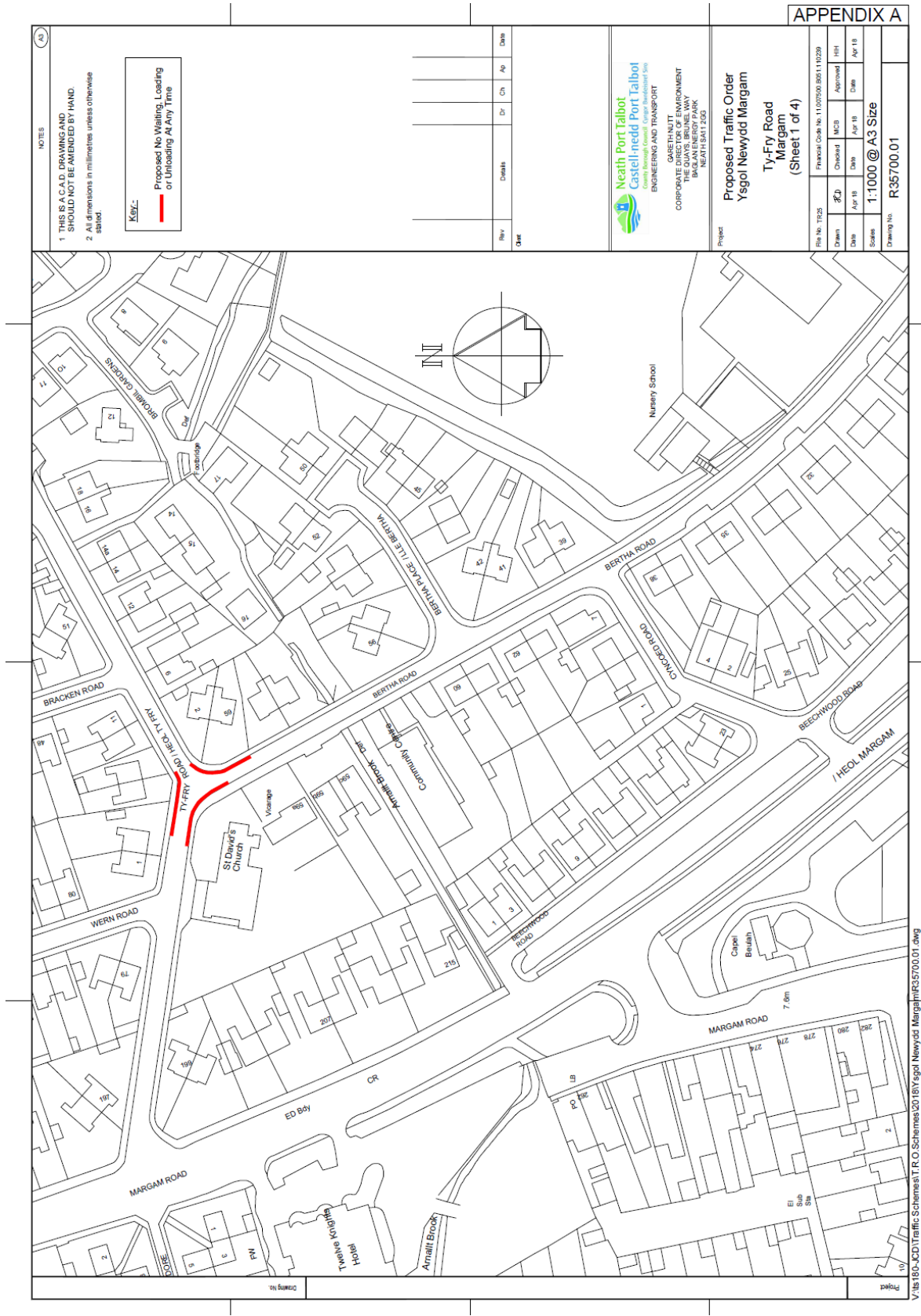
List of Background Papers

14. None

Officer Contact

15. Mr J C Davies – Senior Engineer Traffic
Tel. No. 01639 686479
email: j.davies15@npt.gov.uk
16. Mr M Brumby – Project Manager Highways
Tel. No. 01639 686013
email: m.brumby@npt.gov.uk

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, Loading or Unloading At Any Time

Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell y Castell
 Local Enterprise Zone

ENGINEERING AND TRANSPORT

GARETH NUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 TRAFFIC MANAGEMENT
 18 GLOAN BROW PARK
 NEATH SA11 2GG

Proposed Traffic Order
Ysgol Newydd Margam
 Ty-Fry Road
 Margam
 (Sheet 1 of 4)

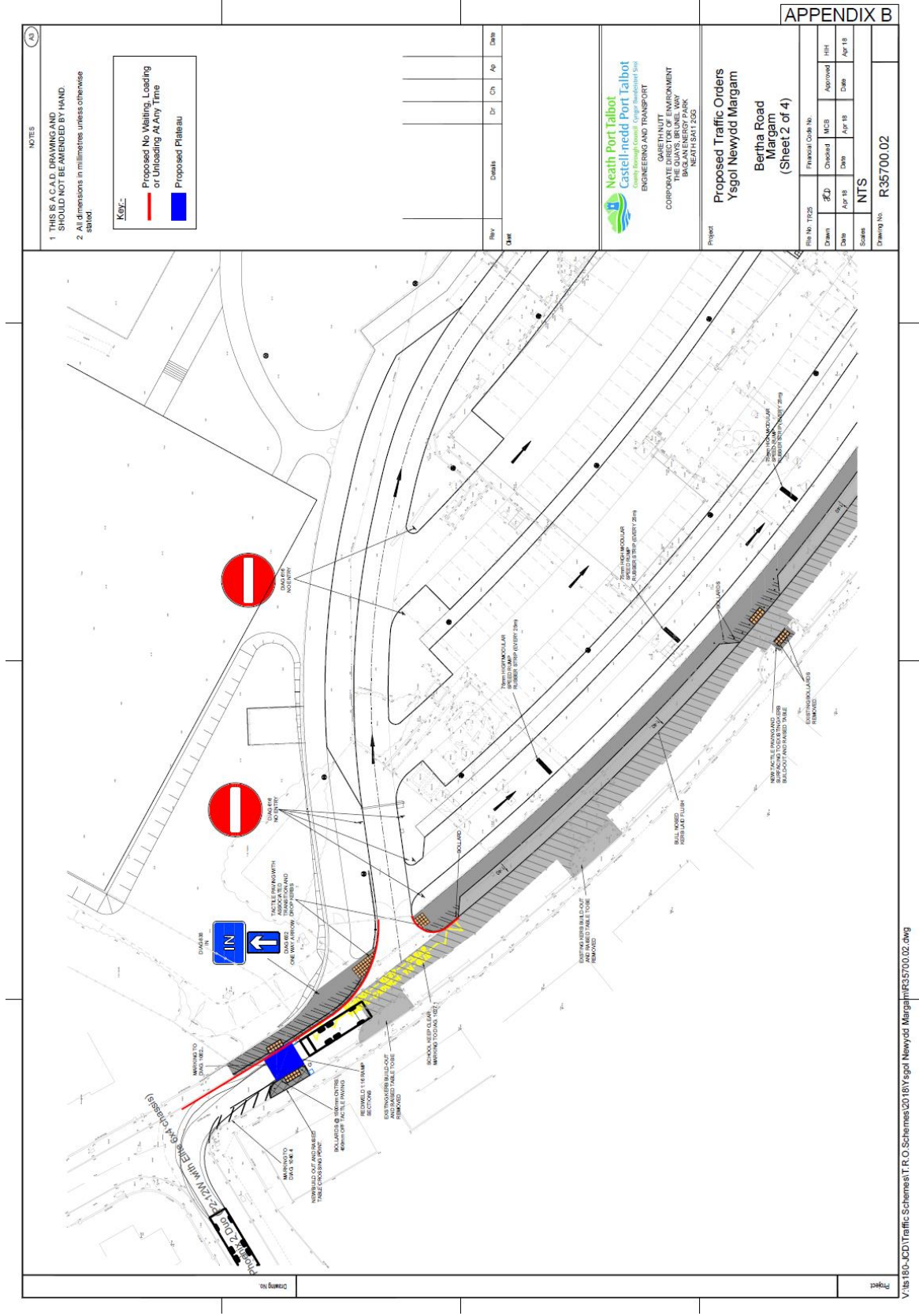
Project

Drawn	Checked	MCB	Approved	HH
Date	Date	Date	Date	Date
Apr 18	Apr 18	Apr 18	Apr 18	Apr 18

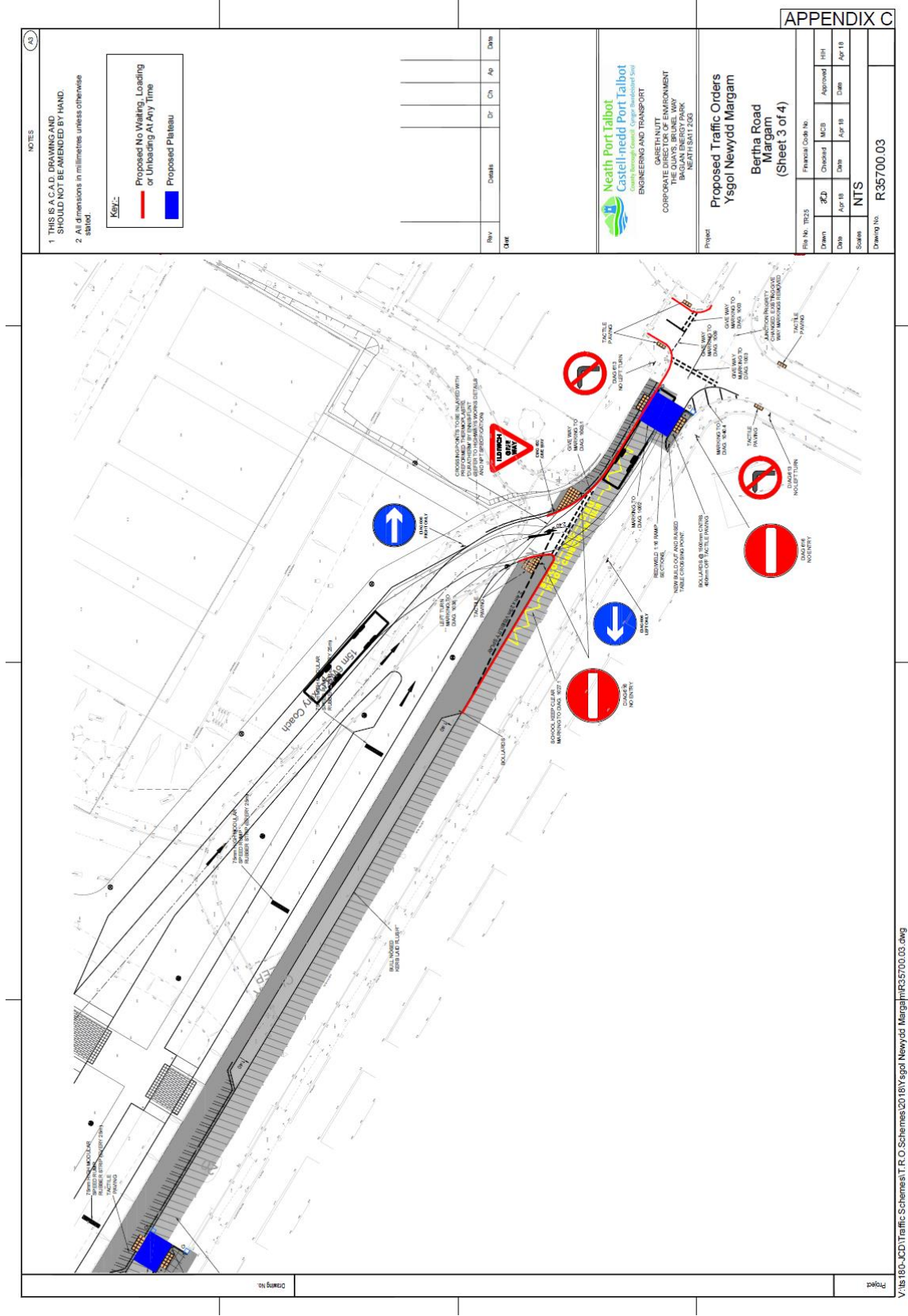
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 Drawing No: R35700.01

V:\18180-JCD\Traffic Schemes\T.R.O. Schemes\2018\Ysgol Newydd Margam\R35700.01.dwg

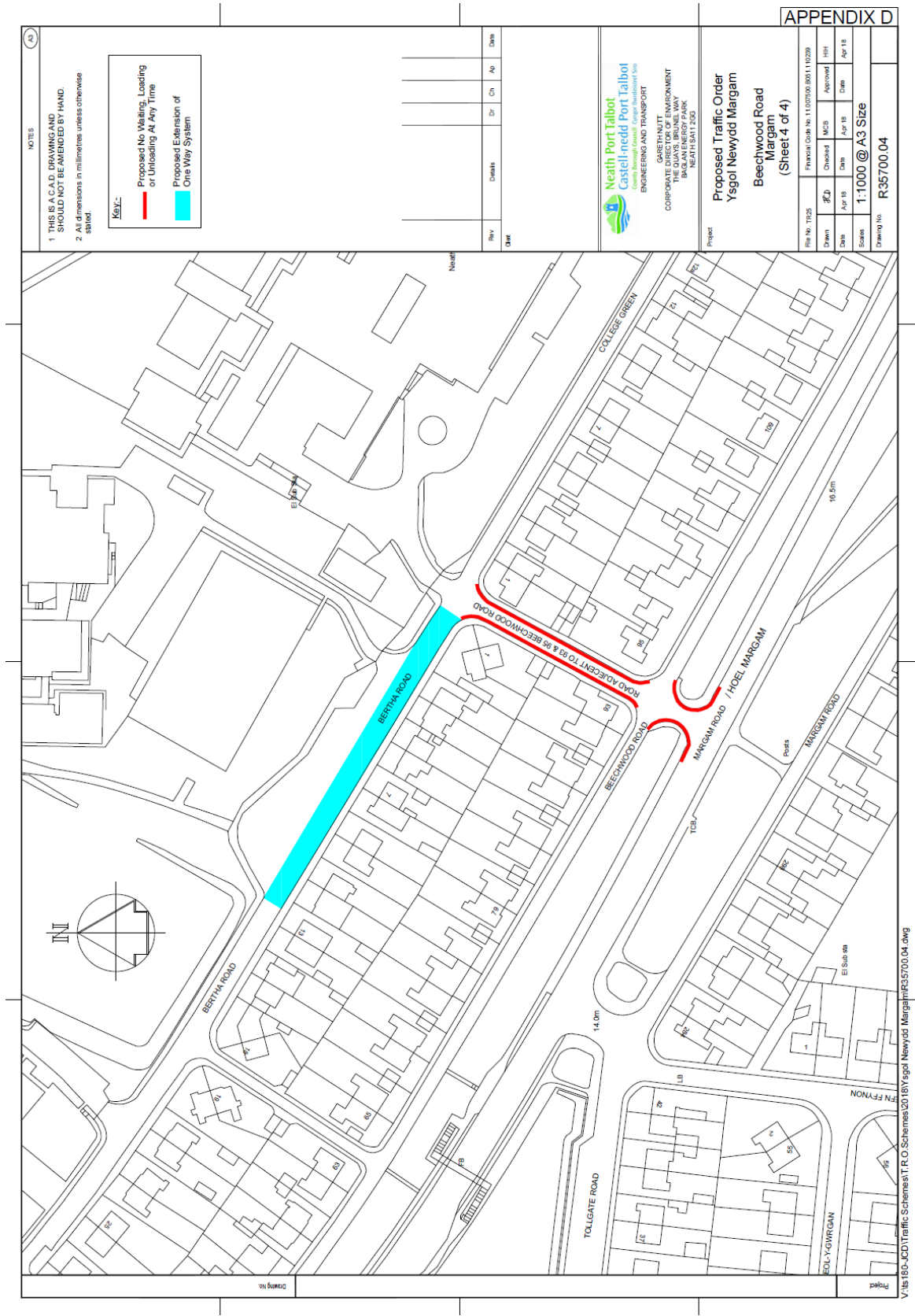
Appendix B



Appendix C



Appendix D



NOTES

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

Key:

- Proposed No Waiting, Loading or Unloading At Any Time
- Proposed Extension of One Way System

Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell y Castell
 ENGINEERING AND TRANSPORT

GARETH JUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 TRAFFIC MANAGEMENT
 180 JAVAN BROW PARK
 NEATH SA11 2GG

APPENDIX D

Proposed Traffic Order
Ysgol Newydd Margam
 Beechwood Road
 Margam
 (Sheet 4 of 4)

Project

Drawn	Checked	MCB	Approved	HTH
Date	Date	Date	Date	Date
Apr 18	Apr 18	Apr 18	Apr 18	Apr 18

Scale: 1:1000 @ A3 Size
 Drawing No: R35700.04

V:\18-180-ICD\Traffic Schemes\T.R.O Schemes\2018\Ysgol Newydd Margam\R35700.04.dwg

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Neath North

Proposed No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at Hafod Residential Home, Wenham Place, Neath

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at Hafod Residential Home, Wenham Place, Neath.

Executive Summary

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

Background

3. The Orders are a planning condition of the Planning Application P2017/0637 as a consequence of the redevelopment of the Hafod Residential Home site at Wenham Place, Neath. 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.

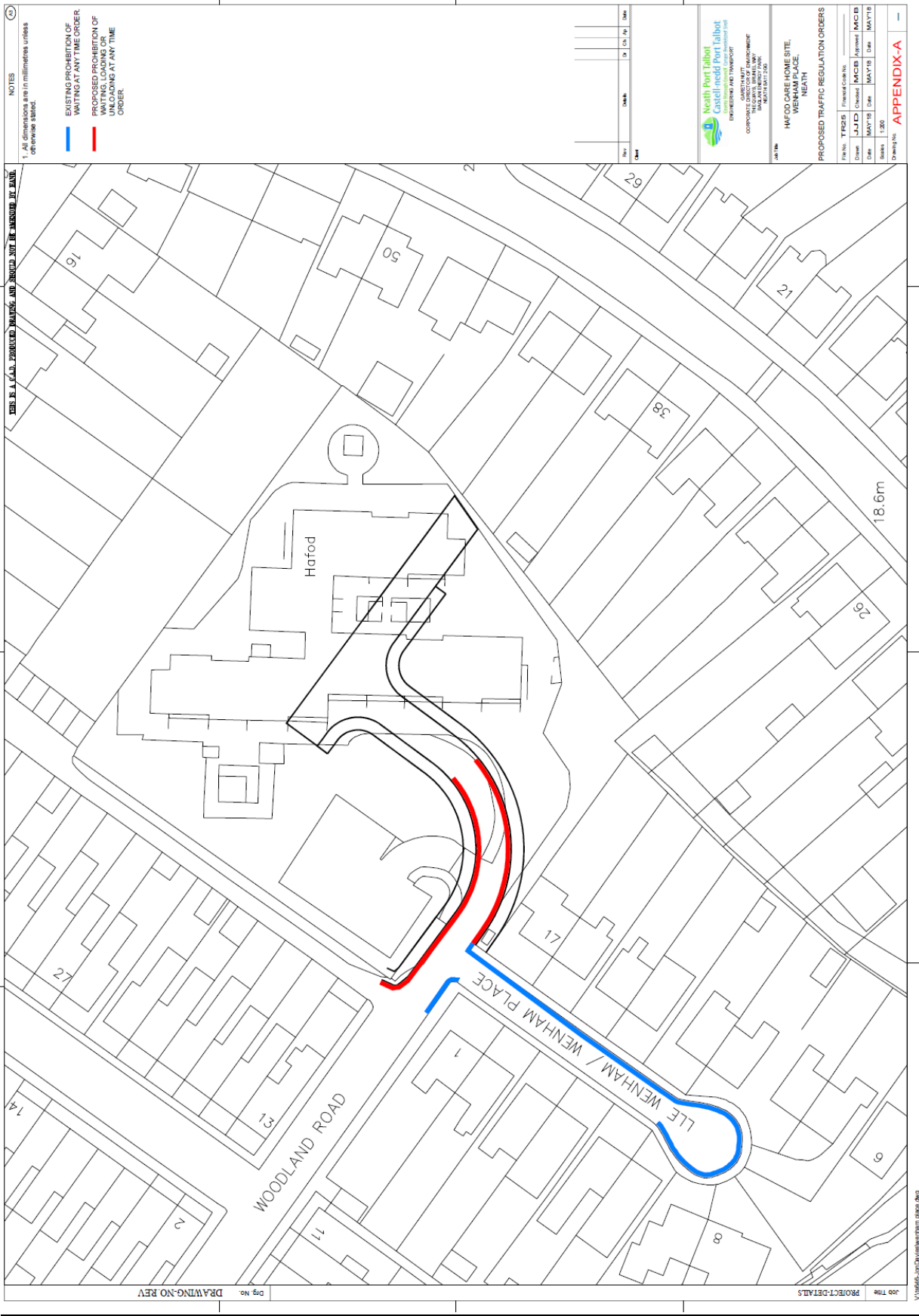
List of Background Papers

14. None

Officer Contact

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

Appendix A



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Information

Wards Affected: All wards

Summary of Welsh Government Grant Approvals received for Highways and Transport 2018/2019

Purpose of Report

1. To inform Members of Welsh Government grant approvals received for Highway and Transport related schemes for the financial year 2018/2019.

Executive Summary

2. To inform Members of the Welsh Government grant allocation for Highway and Transport related schemes for 2018/2019.

Background

3. On 17th April 2018, the Welsh Government announced grant approvals received for Highway and Transport related schemes for the financial year 2018/2019 to the total value of £1,171,084.
4. The funding is allocated as follows:-
 - Safe routes in Communities of up to £185,000
 - Local Transport Fund including Active Travel of up to £235,000.
 - Local Transport Network Fund of up to £210,000.
 - Road Safety Capital of up to £468,000.
 - Road Safety Revenue of up to £73,084.

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

Bid Category	Bid £	Received £
---------------------	------------------	-----------------------

Safe Routes in Communities		
Ystalyfera Community	185,000	185,000
Sub Total	185,000	185,000

Local Transport Fund (LTF)		
Active Travel Scheme Design	235,000	235,000
Sub Total	235,000	235,000

Local Transport Network Fund (LTNF)		
Junction Improvements Neath	310,000	210,000*
Sub Total	310,000	210,000

*additional 100,000 indicative funding for 2019/20

Road Safety Capital		
A4109 Crynant to Dyffryn Cellwen	256,000	256,000
B4286 Port Talbot to Pontrhydyfen	212,000	212,000
Sub Total	468,000	468,000

Road Safety Revenue		
Pass Plus Cymru	10,074	10,074
Motorcyclist Training	22,010	22,010
Kerbcraft	22,000	22,000
National Standards Cycle Training	15,000	15,000
Megadrive	4,000	4,000
Drive for Life	2,516	0
Sub Total	75,600	73,084

Road Safety Revenue is restricted by population and casualty statistics.

5. The grant has been accepted by the Director of Finance and the Director of Environment, who have Delegated Powers for this purpose.

Financial Impact

6. All of the funding has to be claimed in full by 30th April 2019, otherwise any unclaimed funding will no longer be available.

Equality Impact Assessment

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

Workforce Impact

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

Legal Impact

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

Risk Management

10. All the funding has to be claimed in full by 30th April 2019, otherwise any unclaimed funding will no longer be available.

Consultation

11. There is no requirement under the Constitution for external consultation on this item.
12. It should be noted that the LTNF project features in the approved Local Transport Plan 2015-2020.
13. It should be noted that the Active travel routes have been identified in the Integrated Network Map.

Officer Contact

14. Mrs Amanda J. Phillips – Programme and Commissioning Manager
Tel: 01639 686483
E-mail: a.phillips2@npt.gov.uk

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25 May 2018

Joint Report of:

Head of Engineering & Transport – D. W. Griffiths

And

Head of Property & Regeneration – S. Brennan

Matter for Decision

Wards Affected: Ystalyfera

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

Purpose of Report

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

Executive Summary

2. Two letters of objections were received to the scheme.
3. The report outlines the objections and the recommendations for the scheme.
4. The objection letters are contained in Appendix B.

Background

5. Following a Planning Application, it has been conditioned that Traffic Regulation Orders be implemented on Glan Yr Afon and St. David's Road, Ystalyfera. The scheme is necessary in order to reduce traffic speed and to keep the turning area free from parked vehicles in the interest of road safety.
6. Previously a One Way and No Entry Traffic Regulation Order on Glan Yr Afon has been approved by this Cabinet Board.

Financial Impact

7. The work will be funded by the Council's Capital Programme as part of the Strategic Schools Improvement programme (SSIP).

Equality Impact Assessment

8. 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

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

Legal Impacts

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

Risk Management

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

Consultation

12. A consultation exercise was carried out when the scheme was advertised.
13. Two letters of objection were received.
14. The objection letters are contained in Appendix B.
15. Letter No. 1 – The letter does not object to the traffic calming measures. The main objection is to the creation of the turning area as annotated on the plan in Appendix A. This is based on the premise that the Council has not produced documentary evidence of the registration of the land with the Land Registry.

However, the Council has paper Title to the land in question as it is included in the Conveyance dated 3rd February 1892 to the Council; this is indicated in Appendix C. This plan is Land Registry compliant which depicts the extent of the land demised by the Conveyance and is within the Council's ownership. The land coloured green

reflects the land currently registered to the Council at the Land Registry under Title Number CYM264840. The land coloured red reflects the land transferred by the Conveyance and owned by the Council which was mistakenly omitted from the Council's Title at first registration by the Land Registry.

On 28th March 2018 an application was submitted to the Land Registry for the land coloured red to be registered to the Council. The Land Registry acknowledged this application on 29th March 2018 and will shortly review and process the same.

The registration of the lane is now a matter for the Land Registry to adjudicate upon. However, as the Council retain paper Title to the land we reserve the right to deal with the lane as required for the School development.

16. Letter 2 – The letter acknowledges that the traffic calming measures will reduce traffic speed but not the volume. The letter objects to the creation of the turning area adjacent to the property shown on the plan in Appendix A, again with reference to registration of the land with the Land Registry.
17. The Local Member has been consulted, but having taken advice on a conflict of interest and is unable to formally participate in any decision.

Recommendations

18. It is recommended that:-

The objectors are over ruled, that the proposed scheme is implemented as advertised and that the objectors are informed accordingly.

Reasons for Proposed Decision

19. To reduce traffic speed and keep the turning head area shown on the plan in Appendix A free from parked vehicles in the interest of road safety.

Implementation of Decision

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

Appendices

21. Appendix A - Plan of the proposed scheme.
22. Appendix B - Letters of objection.
23. Appendix C - Land Registry compliant plan which depicts the extent of the land demised by the Conveyance which is within the Council's ownership.

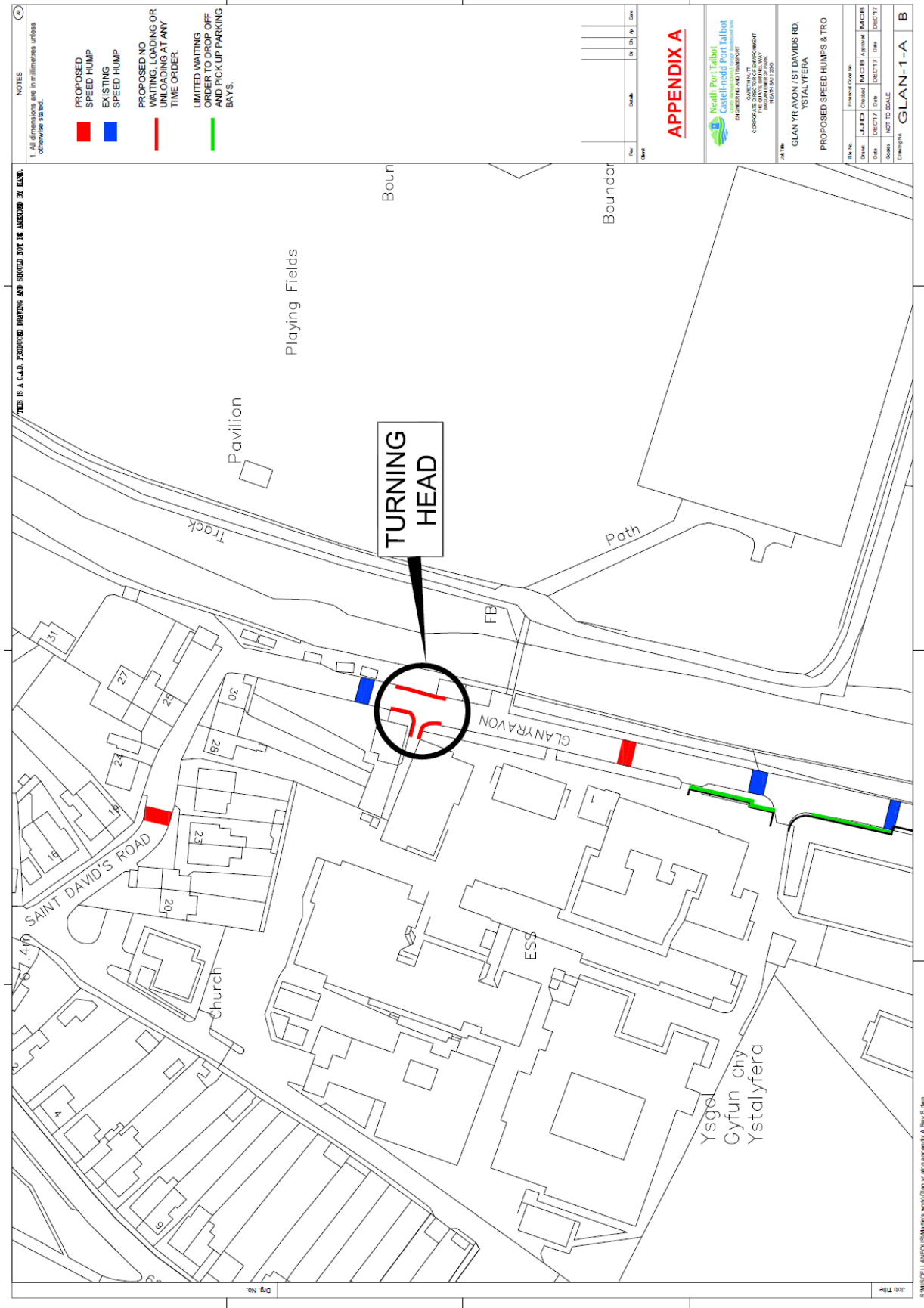
List of Background Papers

24. None

Officer Contact

25. Mr Martin Brumby, Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk
26. Mr David Phillips, Property and Valuation Manager
Tel. No. 01639 686980
Email d.phillips@npt.gov.uk

Appendix A



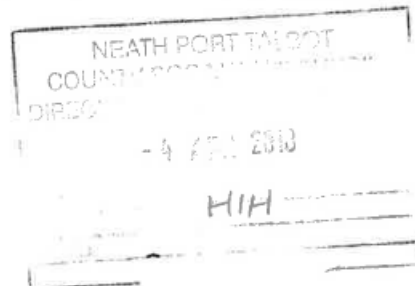
Appendix B

Environment

From:
Sent:
To: Environment
Subject: Objection to: Prohibition of waiting, loading and unloading at any time and Traffic calming measures - Glanyrafon and St. David's Road, Ystalyfera

As residents Glanyrafon, Ystalyfera, we object to the above for the reasons as follows:

- In a letter, dated 23/3/18, Mr. D. Griffiths stated that 'The Council has paper title to the land in question as it is included in the conveyance dated 3rd February 1892'. The area, where the yellow lines are proposed, and the prohibition of waiting, loading and unloading, as well as a No Stopping sign attached to the existing telegraph pole, is an unadopted lane, which NPTCBC have refused to maintain until the conveyancing documents were found.
- The boundary between the adopted highway, and unadopted lane, is clear on the NPTCBC online map 'Adopted Highway'. This lane is not shown on the NPTCBC online map 'Rights of Way'. The visual boundary is evident.
- In a phone call to the Land Registry, on Thursday 29th March 2018, the owner of ' - enquired about the change in registration of this lane. The Land Registry informed that nothing has changed, and that this lane remains unregistered. Therefore, yellow lines cannot be placed in this area until the necessary documentary evidence of registration to NPTCBC is produced.
- The proposed 'No loading at any time', and 'No stopping' signs, to be mounted on the existing telegraph pole would require permission from the owner of as the telegraph pole is mounted on land, as shown on the Title Plan.



Sent from Mail for Windows 10

Click [here](#) to report this email as spam.

Dear Mr Griffiths

Thank you for your letter dated 13th March 2018.

I wish to object to the proposed:

Prohibition of waiting, loading and unloading at any time and Traffic Calming measures

An application by N.P.T.C. to the freehold of the lane was declined by the Land Registry in June 2017. This is still as is.

Evidence to support maintenance and access of property via the lane was submitted to the Land Registry.

Access and maintenance has always been that of the bungalow owner.

Road calming measures will not ease the flow of traffic, just slow it down.

Proposed 2-way traffic to the bungalow will cause grid-lock, congestion, again

I suggest one way traffic from either direction.

Resident, pedestrian and motorist safety is the issue, and unless you see the impact on a daily basis, you would appreciate the views of the residents.

Appendix C



NOTES NODIADAU	
 <p>Neath Port Talbot Castell-nedd Port Talbot</p>	
<p>Property & Regeneration Eiddo ac Adfywio</p> <p>Gareth Nutt B.Sc (hons) M.Sc., DHS, FRICS Director of Environment The Quays, Seaside Way Park Road, Park Neath SA11 2GG www.npt.gov.uk</p>	
<p>Project Proiect</p>	
<p>Drawing Title: Tertl Lliniadau</p> <p>Land at Ysgol Gyfun Ystalyfera Ynysdarren Road Ystalyfera</p>	
<p>Scales Dafod A4 @ 1:1250</p>	<p>Beik Adolygu</p> <p>N</p>
<p>Drawing No. Rhif gan Dynnu 18-0210</p>	

STREETSCENE AND ENGINEERING CABINET COMMITTEE

2018/2019 FORWARD WORK PLAN (DRAFT)

STREETSCENE AND ENGINEERING CABINET COMMITTEE

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	CDG/CMB	Contact Officer/Head of Service
6 July 2018	Quarter 4 Performance Monitoring (17/18)	Monitor	Quarterly		Allison Headon
	Traffic Orders	Dec	Topical		Dave Griffiths
	Management of Potholes	Information	Topical		Mike Roberts
7 Sept 2018					

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Agenda Annex

STREETSCENE AND ENGINEERING CABINET COMMITTEE

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	CDG/CMB	Contact Officer/Head of Service
19 Oct 2018	Christmas Parking 2018	Decision	Annual		Dave Griffiths

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To be programmed in:

- List of Approved Contractors (as needed)
- Budget only meetings
- Business Plans
- Quarterly Performance Monitoring (2018/19)
- Road Safety Grant Schemes for 2018-2019 – Decision – Annual - Dave Griffiths/ Martin Brumby
- Traffic Orders – As Needed