



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

YN DILYN Y PWYLLOR CRAFFU

DYDD GWENER, 24 MAI 2019, DYDD GWENER, 24 MAI 2019

CANOLFAN DDINESIG SIAMBR Y CYNGOR – PORT TALBOT

1. Periodi cadeirydd
2. Datganiadau o fudd
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 20*)
4. Blaenraglen Waith (*Tudalennau 21 - 22*)
5. Caffael Cerbydau (*Tudalennau 23 - 28*)
Adroddiad y Pennaeth Cynllunio a Gwarchod y Cyhoedd
6. Man Parcio i Bobl Anabl Arfaethedig: Rhif 16 Heol Varteg, Ystalyfera, SA9 2EJ (*Tudalennau 29 - 32*)
Adroddiad Pennaeth Peirianeg a Thrafnidiaeth
7. Man Parcio i Bobl Anabl Arfaethedig: Rhif 52 Rhodfa'r Parc, Sgiwen, SA10 6SA (*Tudalennau 33 - 36*)
Adroddiad Pennaeth Peirianeg a Thrafnidiaeth
8. Mesurau Arafu Traffig Arfaethedig: Wern Road, Sgiwen (*Tudalennau 37 - 40*)
Adroddiad Pennaeth Peirianeg a Thrafnidiaeth
9. Cynlluniau Grant Diogelwch Ffyrdd 2019-2020: Gorchmynion Traffig Arfaethedig a Llwybrau Diogel mewn Cymunedau (*Tudalennau 41 - 44*)

Adroddiad Pennaeth Peirianeg a Thrafnidiaeth

10. Rhaglen Cyfalaf Traffig 2019-2020: Gorchmynion Traffig Arfaethedig (*Tudalennau 45 - 50*)
Adroddiad Pennaeth Peirianeg a Thrafnidiaeth
11. Llywodraethu Rhanbarthol Trafnidiaeth (*Tudalennau 51 - 56*)
Adroddiad Pennaeth Peirianeg a Thrafnidiaeth
12. Eitemau brys
Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Statutory Instrument 2001 No 2290 (as amended).
13. Mynediad i gyfarfodydd
To resolve to exclude the public for the following items pursuant to Regulation 4 (3) and (5) of Statutory Instrument 2001 No. 2290 and the relevant exempt paragraphs of Part 4 of schedule 12A to the Local Government Act 1972.

Rhan 2

14. Gweithredu ar frys: 1284 (*Tudalennau 57 - 66*)
Ardoddiad Preifat ar y Cyd gan Bennaeth Peirianeg a Thrafnidiaeth a Phennaeth Strydlum
15. Gweithredu ar frys: 1285 (*Tudalennau 67 - 82*)
Ardoddiad Preifat ar y Cyd gan Bennaeth Peirianeg a Thrafnidiaeth a Phennaeth Strydlum

S.Phillips
Prif Weithredwr

Canolfan Ddinesig
Port Talbot

15 May, 2019

Aelodaeth Pwyllgor:

I'w benderfynu gan y cyngor

EXECUTIVE DECISION RECORD**22 FEBRUARY 2019****STREETSCENE AND ENGINEERING CABINET BOARD****Cabinet Members:**

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

Officers in Attendance:

D.Griffiths, M.Roberts, P. Jackson and N.Headon

Invitees:

Councillor S.Pendry (Scrutiny Chairperson)

Councillor S.Ap.Dafydd (Scrutiny Vice Chairperson)

1. APPOINTMENT OF CHAIRPERSON

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

2. MINUTES OF THE PREVIOUS STREETSCENE AND ENGINEERING CABINET BOARD HELD ON 11 JANUARY, 2019**Decision:**

That the Minutes of the 11 July 2019, be approved.

3. FORWARD WORK PROGRAMME 2018/2019

Noted by Committee.

4. **HOUSEHOLD WASTE RECYCLING CENTRE, LOWER CWMTWRCH**

Decisions:

1. That Members endorse the Head of Terms with Powys County Council (Powys) for sharing their facility at Lower Cwmtwrch, as detailed in Appendix 1 of the circulated report;
2. That the Head of Streetcare, in consultation with the Head of Legal Services be given delegated authority to finalise and enter into the Inter-Authority Agreement;
3. That Officers continue dialogue with Powys regarding maximising the use of Lower Cwmtwrch going forward, with respect to the utilisation of vehicles operating in the upper Swansea Valley.

Reason for Decisions:

To deliver the previously agreed savings strategy with respect to Household Waste Recycling Centre (HWRC) provision in the upper Swansea Valley.

Implementation of Decisions:

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

Consultation:

The item has been subject to internal and public consultation as part of the Council's Forward Financial Plan process.

5. **FORSTER ROAD PERMIT SCHEME**

Decision:

That the new off-street Car Parking Order for Forster Road, Neath (as detailed in Appendix A of the circulated report) be advertised, and subject to there being no objections, the Order be implemented with enforcement from Monday to Sunday.

Reason for Decision:

To stop indiscriminate parking.

Implementation of Decision:

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

Consultation:

Consultation will take place when the legal process is complete and the Off-Street Order is advertised.

6. **PROGRAMME OF MAINTENANCE OF BUS SHELTERS**

That the report be noted.

7. **KEY PERFORMANCE INDICATORS 2018/2019 - QUARTER 3 PERFORMANCE (1 APRIL - 31 DECEMBER, 2018)**

The Head of Engineering and Transport to liaise with Officers to review the PI's.

That the report be noted.

8. **DISAGGREGATION OF SURPLUS BUS SERVICES SUPPORT GRANT (BSSG)**

Decisions:

1. That the funding of £35k additional Welsh Government Bus Services Support Grant (BSSG) be shared as requested by the schemes and the remaining surplus shared equally between D.A.N.S.A., Shop Mobility and Neath Port Talbot Community Transport, as detailed in the circulated report;
2. If any organisation fails the financial verification the remaining BSSG be shared equally between the two remaining organisations.

Reason for Decisions:

By sharing the available monies as requested by the organisations, each scheme can update their computers, software and phone systems. The monies can also be used to update web sites and develop social media platforms.

Implementation of Decisions:

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

9. **HARBOURSIDE CAR PARK - WELSH LANGUAGE STANDARD**

Decision:

That the expenditure for the upgrade of Pay and Display Machines within the authority's car parks, as detailed in the circulated report, for the financial years 2019/20 and 2020/21, in order to comply with the Welsh Language Measures (Wales) 2011, be approved.

Reasons for Decision:

To comply with the Welsh Language Commissioner's determination on this matter.

Implementation of Decision:

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

10. **VEHICLE AND HEAVY PLANT FLEET PROCUREMENT PROGRAMME 2019/20**

Decision:

That the Fleet Procurement Programme for 2019/20, as detailed in Appendix A of the circulated report, be approved.

Reason for Decision:

The replacement vehicles and plant will have a higher euro standard which will enable the fleet to be more fuel efficient by producing better MPGs and reducing the carbon footprint of the Council by lower emissions. Integrated Transport has also undertaken a vehicle efficiency exercise to establish

vehicle/plant usage within sections with the possibility of introducing full electric and Ultra Low Emission vehicles (ULEV) and plant into the fleet to further reduce carbon emissions emitted from Authority Fleet vehicles. This will be done in conjunction with future infrastructure improvements within the Authority and through partnership working with other Local Authorities and companies.

The specifications are developed to accommodate the Authority's Health and Safety requirements and will be discussed with user sections, manufacturers and health and safety section to ensure the correct vehicles are procured.

Implementation of Decision:

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

11. **LIST OF APPROVED CONTRACTORS - SWARCO TRAFFIC LIMITED**

Decision:

That the following Contractor be included on the Approved List of Contractors in the categories below:-

<u>Firm</u>	<u>Category</u>
SWARCO Traffic Ltd.	111

Reason for Proposed Decision:

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

Implementation of Decision:

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

Consultation:

The Approved List of Contractors is promoted on Neath Port Talbot web pages through local events.

12. **LIST OF APPROVED CONTRACTORS - D.G. CARVELL
GROUNDWORKS LTD**

Decision:

That the following Contractor be included on the Approved List of Contractors in the categories below:-

<u>Firm</u>	<u>Categories</u>
D.G.Carvell Groundworks Ltd	15, 16, 71, 76, 85

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

The Approved List of Contractors is promoted on Neath Port Talbot web pages through local events.

13. **TRAFFIC ORDER/S: A474 PENYWERN ROAD, BLAENWERN,
LEIROS PARC DRIVE AND RAVENSWOOD CLOSE, BRYNCOCH,
NEATH**

Decisions:

1. That the request to extend the proposed Traffic Regulation Order on Ravenswood Close, Neath be rejected, and the resident in question be informed accordingly;
2. That the above objection be overruled in part, and a section of the proposed Prohibition of Waiting at Any Time Order be reduced as

indicated in Appendix B of the circulated report, and the objector be informed accordingly;

3. That the Traffic Order be amended as above and implemented on site.

Reason for Decisions:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decisions:

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

Consultation:

A consultation exercise was undertaken in November/December 2018.

14. **TRAFFIC ORDER: B4434 GNOLL PARK ROAD, NEATH**

Decision:

That the Traffic Regulation Order for Gnoll Park Road, Neath (Appendix A of the circulated report), be advertised, and subject to there being no objections, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

15. **TRAFFIC ORDER: WATER STREET, NEATH**

Decision:

That the Legal Order for Water Street, Neath (Appendix A of the circulated report), be advertised, and subject to there being no objections the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking and provide a school bus in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

16. **TRAFFIC ORDER/S: WATER STREET AND FAIRFIELD WAY, NEATH**

Decision:

That the revocation of the Legal Traffic Regulation Orders at Water Street and Fairfield Way, Neath (Appendix A to the circulated report), be advertised, and subject to there being no objections the revocations be implemented.

Reason for Decision:

To assist with the stopping-up of Fairfield Way and implement Water Street as a two-way street in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

17. **URGENT ITEMS**

Because of the need to deal now with the matters contained in Minute No. 18 and 19 below, the Chairperson agreed that these could be raised at today's meeting as urgent items pursuant to Statutory Instrument 2001 No. 2290 (as amended).

Reason:

Due to the time element

18. **TRAFFIC ORDER - EXPERIMENTAL PROHIBITION OF DRIVING ORDER: ROAD ADJACENT TO 63 AND 65 BEECHWOOD ROAD, MARGAM**

Decision:

That the Traffic Regulation Order for experimental Prohibition of Driving Order, on the road adjacent to 63 and 65 Beechwood Road, Margam (Appendix A to the circulated report), be advertised and the Order be in place for a maximum of 18 months.

Reason for Decision:

The Traffic Order be implement to provide a safe route for pedestrians in the interest of road and pedestrian safety.

Implementation of Decision:

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

19. **CONCESSIONARY BUS TRAVEL SCHEME**

Decision:

That the Chief Executive and the Director of Environment are granted delegated power to determine whether or not the Authority should enter into agreement with Welsh Government, for the purpose of the reissue of concessionary cards, and to execute such agreement with Welsh Government following any such determination to do so.

Reason for Decision:

To allow the bulk re-issue of bus passes.

Implementation of Decision:

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

CHAIRPERSON

EXECUTIVE DECISION RECORD

5 APRIL 2019

STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Members:

Councillors: E.V.Latham (Chair) and P.D.Richards

Officers in Attendance:

M.Roberts, A.Lewis and N.Headon

Invitee:

Councillor: S.M. Pendry (Scrutiny Chair)

1. **APPOINTMENT OF CHAIRPERSON**

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

2. **FORWARD WORK PROGRAMME 2018/19**

Noted by Committee.

3. **COMBINED HIGHWAYS AND NEIGHBOURHOOD WORKS PROGRAMME 2019/2020**

Decision:

That the Highways and Neighbourhood Works Programme expenditure for 2019/2020, as set out in Appendix A of the circulated report, be approved.

Reason for Decision:

To maintain assets for which the Council is responsible and address community concerns in relation to same.

Implementation of Decision:

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

Consultation:

Consultation has taken place with Local Ward Members as part of developing the programme.

4. **NEW FIXED PENALTY NOTICE IN RESPECT OF FLY TIPPING**

Decisions:

1. That the adoption of the use of Fixed Penalty Notices for The Householders Duty of Care Regulations (Wales) 2019 in accordance with the Environmental Protection Act 1990 Section 34ZB, be approved.
2. That delegated authority be granted to the Director of Environment and the Head of Streetcare to issue Fixed Penalty Notices under the new legislation, and to appoint named competent Waste Enforcement Officers to issue such Fixed Penalty Notices on their behalf.
3. That an early payment incentive of £150 (reduced from £300) be offered if payment was settled within ten days of the Fixed Penalty Notice being issued.

Reason for Decisions:

The adoption of Fixed Penalty Notice's for "Householders Duty of Care" with respect to small scale fly tipping of household waste will improve the Authority's effectiveness in tackling fly tipping and allow officers to deal with small scale fly tipping more proportionately and efficiently. Any monies accrued as a result of issuing notices will help to offset the associated investigatory costs/removal costs of fly-tipped waste and reduce the amount of case files submitted to the Authority's Legal Section.

Implementation of Decisions:

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

5. **STREET LIGHTING ENERGY SAVING PROJECT**

Decision:

That approval be granted to spend the £982,172.40 Salix funding from Welsh Government, and proceed with the public lighting energy saving project.

Reason for Decisions:

To reduce energy usage and reduce further costs.

Implementation of Decision:

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

6. **LIST OF APPROVED CONTRACTORS - KELTBRAY LTD.**

Decision:

That the following Contractor be included on the Approved List of Contractors in the category below:-

<u>Firm</u>	<u>Category</u>
Keltbray Ltd	31 – Asbestos

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

The Approved List of Contractors is promoted on Neath Port Talbot web pages through local events.

7. **TRAFFIC ORDER: FFOREST HILL, GER-YR-AFON, ABERDULAIS**

Decision:

That the Traffic Regulation Order for Fforest Hill, Ger-Yr-Afon, Aberdulais, Appendix A of the circulated report, be advertised, and subject to there being no objections, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

8. **TRAFFIC ORDER: 20 BRYN MORGRUG, ALLTWEN**

Decision:

That the Traffic Regulation Order for 20 Bryn Morgrug, Alltwen, Appendix A of the circulated report, be advertised, and subject to there being no objections, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

CHAIRPERSON

Mae'r dudalen hon yn fwriadol wag

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)	Contact Officer/Head of Service
4 July 2019	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
20 September 2019	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths
	3 Year Review of Grit Bin Provision in NPT	Information	Topical	Dave Griffiths

Tudalen19

Eitem yr Agenda4

STREETSCENE AND ENGINEERING CABINET COMMITTEE

To be programmed in:

- List of Approved Contractors (as needed)
- Budget only meetings
- Quarterly Performance Monitoring (2018/19)
- Road Safety Grant Schemes for 2018-2019 – (Decision/Annual) Dave Griffiths/ Martin Brumby
- Traffic Orders – As Needed
- 3 Year Review of Grit Bin Provision in NPT (due Aug/Sept 2021)

Tudalen20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
24th May 2019

Report of the Head of Planning and Public Protection
N. Pearce

Matter for Decision

Wards Affected: All Wards

Vehicle Procurement

Purpose of the Report:

To seek authorisation to procure a 4x4 vehicle to assist the environmental monitoring work undertaken by the Environmental Health service.

Executive Summary:

Whilst there are a variety of vehicles available within the council's fleet, those which are currently available within the pool car system are more general purpose cars and vans and are not necessarily suitable for off road purposes. Given the terrain visited by the officers within the general environmental health service to undertake their monitoring activities both in a regulatory capacity and an income generating capacity, a 4x4 vehicle is required. This report highlights

the costs and benefits of procuring such a vehicle to enable the efficient and effective delivery of our services.

Background:

Environmental Health undertakes a wide variety of different duties. Within the last year, as part of the council's programme for income generation, the insourcing of environmental monitoring has taken place.

The first site where such monitoring takes place is at Giants Grave which is a closed land fill site at Briton Ferry. This site is vast and undulating and the service has for the last year relied on use of all wheel drive vehicles from the council's car pool. These vehicles are required 3 days a week. Unfortunately such vehicles are not suitable for the terrain being encountered by the officers. As a consequence one such vehicle was recently accidentally damaged following a grounding incident which resulted in £1,590 worth of damage.

Investigation into the suitability of the use of the all wheel drive vehicles for the environmental monitoring at Giants Grave concluded that a dedicated off road vehicle was essential. The dedicated use of a 4x4 vehicle will help officers deliver the environmental monitoring responsibilities safely and could also be made available for other users if and when they are required to access sites 'off road'.

For example, Environmental Health are required to visit a number of farms and off-road locations to carry out statutory functions relating to private drinking water sampling and air quality monitoring. At the moment, officers use the all wheel drive vehicles from the car pool.

When the vehicle is not used for off road work it will be available for officers in planning and public protection to utilise instead of booking a pool vehicle.

Having considered the needs of the service and sought professional advice from an off road driving instructor, it is considered that an Isuzu D max double cab with Truckman top or similar is an appropriate vehicle. It is anticipated, based on experience from other services, that this vehicle will have a 9 year life span.

There are two methods for securing a new vehicle:

- Outright Purchase - Can be used to acquire new or pre-owned vehicles or items of plant. Monthly charges to cover management and maintenance will need to be budgeted for.
- Contract Hire – A lease arrangement can be secured for a two year rolling period however this will include strict criteria relating to condition and damage at the end of the lease period for which there can be additional financial penalties. There will also be additional Fleet charges to be budgeted for.

The outright purchase of the vehicle based on previous purchases by other services will cost in the region of £23,665, with an additional annual charge of £2,376 for servicing, safety checks, road tax, insurance and tracker. After 9 years it is anticipated to have a residual value of £3-4k.

To lease such a vehicle on a two year lease will cost £3,493.96 (exc VAT) per year. If this is extrapolated over a 9 year period it will amount to a cost of £31,445 with no residual value at the end of this period. The same additional costs for servicing, safety checks, road tax, insurance and tracker will also apply to the lease vehicle.

Therefore the breakdown of costs over the 9 year period are as follows:

	Outright purchase	Lease vehicle
Vehicle costs	£23,665	£31,445
Additional costs	£21,384	£21,384
Residual value	£3 - 4,000	£0

Financial Impacts:

The most cost effective method of securing such a vehicle over a nine year period is through outright purchase, as this will cost £7,780 less than leasing a vehicle. With the outright purchase option, the Council will also be able to sell the vehicle for the residual value of between £3 - 4,000, which is not available for the leasing option.

Therefore the end cost could be between £10,780 to £11,780 less than the leasing option. In addition the leasing option, may incur additional penalty payments associated with potential damage which may further increase the cost of leasing.

During 2018/19, Environmental Health spent £6,681.61 using vehicles from the car pool for Giants Grave, Air Quality Monitoring and Private Water Supplies visits. If we have our own vehicle, this annual cost will be saved.

Integrated Impact Assessment:

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties (under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Well-being of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment has indicated that a more in-depth assessment is not required. The outright purchase of a 4x4 vehicle will not adversely impact upon either the 7 wellbeing goals or the 5 ways of working as defined within the Wellbeing of Future Generations Act.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

No implications.

Risk Management Impacts:

If an appropriately designed vehicle is not purchased the use of pool cars which are not suitable for off road driving will potentially result in damage to those vehicles the costs of which will be borne by the service, in addition to potentially placing the drivers at risk of injury.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

It is recommended having regard to the first stage Integrated Impact Assessment which has been undertaken, that the service procures through outright purchase an Isuzu D max double cab with Truckman top or similar.

Reasons for Proposed Decision:

The continued use of vehicles within the council's car pool which are not fit for the purpose required to deliver both regulatory and income generating services, is neither cost effective nor does it adequately protect the health and safety of staff undertaking such duties.

Implementation of Decision:

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

List of Background Papers:

- Estimate of price for Outright purchase from Fleet Services
- Quote from leasing Company

Officer Contact:

Celvin Davies – Team Leader General Environmental Health and Housing

Tel: (01639) 685613

Email: c.davies13@npt.gov.uk

Nicola Pearce – Head of Planning and Public Protection.

Tel: (01639) 686681

Email: n.pearce@npt.gov.uk

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

24th May 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Ystalyfera

Proposed Individual Disabled Parking Place: No.14 Varteg Road, Ystalyfera, SA9 2EJ

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for the implementation of an individual disabled parking place (IDPP) bay at No.14 Varteg Road, Ystalyfera, SA9 2EJ.

Executive Summary

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

Background

3. The Orders are required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The proposed scheme is indicated in Appendix A.

Financial Impact

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

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 the proposal be implemented, if no objections are received.

Reasons for Proposed Decision

11. To allow the successful applicant to maintain their independence and quality of life.

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.

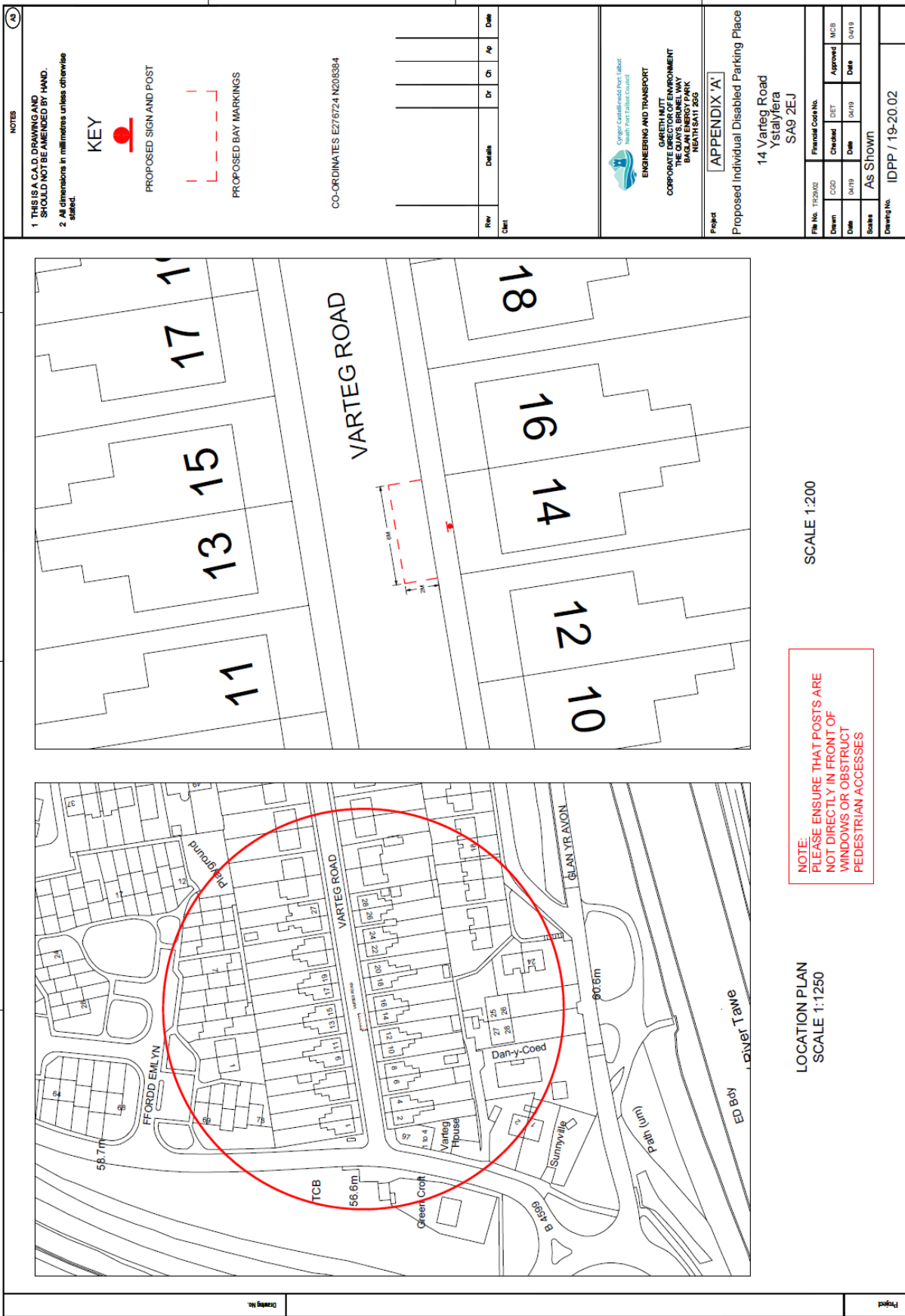
List of Background Papers

14. None

Officer Contact

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

Appendix A



NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

24th May 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Coedffranc North

Proposed Individual Disabled Parking Place: No. 52 Park Avenue, Skewen, SA10 6SA

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for the implementation of an individual disabled parking place (IDPP) bay at no.52 Park Avenue, Skewen, SA10 6SA.

Executive Summary

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

Background

3. The Orders are required allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The proposed scheme is indicated in Appendix A.

Financial Impact

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

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 the proposal to be implemented, if no objections are received.

Reasons for Proposed Decision

11. To allow the successful applicant to maintain their independence and quality of life.

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.

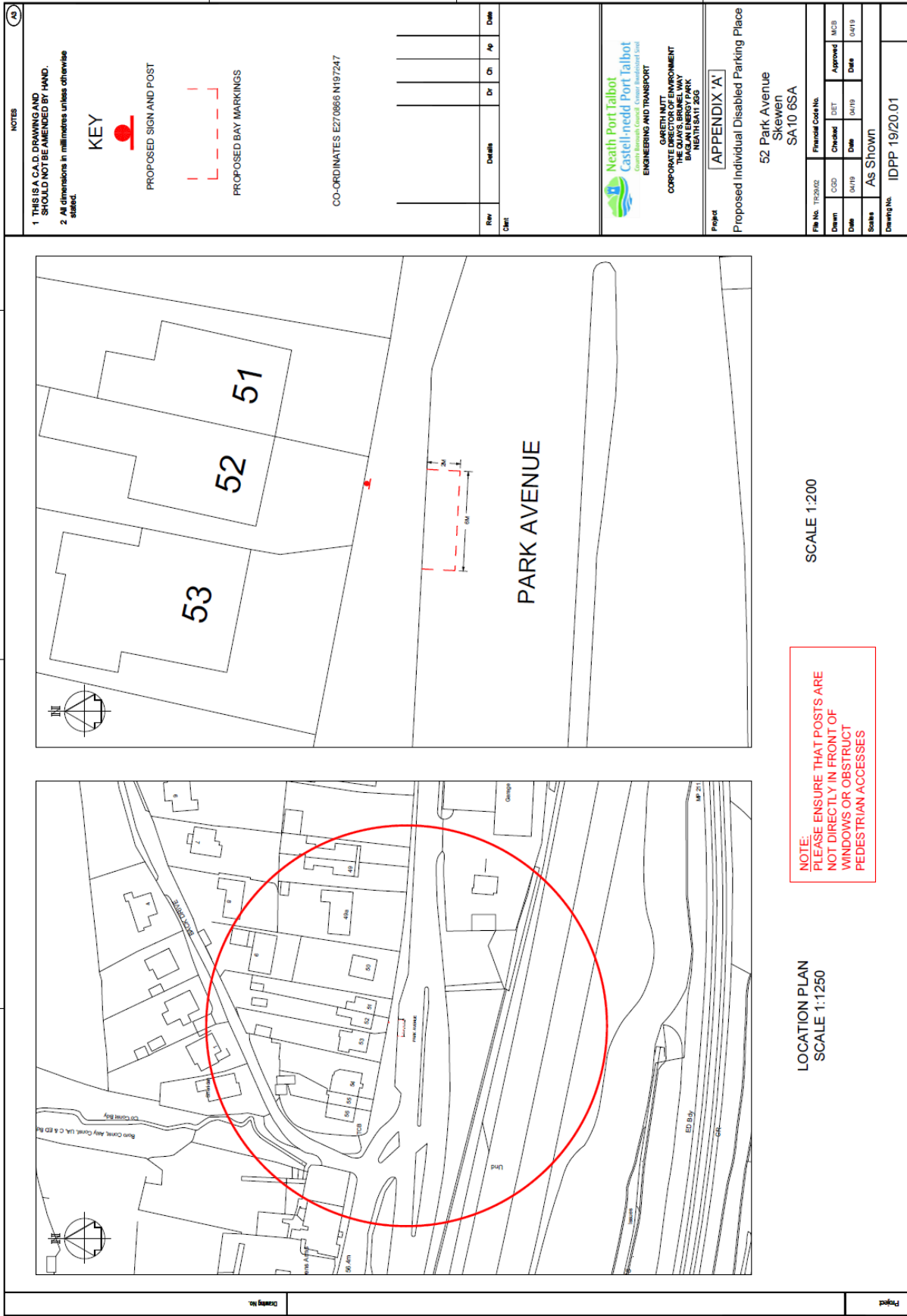
List of Background Papers

14. None

Officer Contact

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

Appendix A



Mae'r dudalen hon yn fwriadol wag

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board 24th May 2019

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

Matter for Decision

Wards Affected: Coedffranc West and Coedffranc Central

Proposed Traffic Calming Measures: Wern 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. A total of 113 properties received hand delivered letters as part of the statutory consultation outlining the proposals. There were three letters of objection and one letter of support.
3. The report outlines the objections and the recommendations for the scheme.

Background

4. An informal public consultation was carried out in April 2018 giving residents the opportunity to comment on a wider traffic calming scheme on Wern Road. Following the informal public consultation the proposed scheme was reduced to two sets of speed cushions on Wern Road near the junction of Wern Road and Christopher Road. This scheme was then advertised as a statutory consultation. A total of 113 properties received hand delivered letters outlining the proposals to which we received 3 letters of objection and 1 letter of support during the 21 day consultation period that ended on the 1st May 2019.
5. The proposed scheme is as indicated in Appendix A.

Financial Impact

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

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 function does not require an Equality Impact Assessment.

Workforce Impacts

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

Legal Impacts

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

Risk Management

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

Consultation

11. The Council received four letters in response to the statutory consultation. Three letters of objection and one letter of support. A summary of the content of these letters is given below:-

- One letter of objection refers to an increase in air pollution, noise pollution, concern regarding future maintenance and increased traffic collisions as a result of vehicles swerving into the middle of the carriageway to negotiate the speed cushions.
- One letter of objection refers to the position of the speed cushions. It is felt the proposed position will cause problems accessing their driveway.
- One letter of objection refers to the number of speed cushions already in the area, increased parking issues, speed cushions obstructing visibility, noise pollution and preference for a controlled crossing.

A response to the above objections is given below:-

- The local members approved the implementation of speed cushions adjacent to the junction of Christopher Road and Wern Road as advertised Appendix A.
- The scheme is designed to reduce speed and improve safety for pedestrians crossing at the junction.
- The speed cushions proposed are the narrow width, low height soft rubber type reducing any perceived noise or vibration. Buses and HGV's should be unaffected with only the cars needing to slow down to traverse the cushions which in turn will reduce the speed of other larger vehicles.

12. The Local Members have been consulted and support the scheme as advertised.

Recommendations

It is recommended that:-

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

Reasons for Proposed Decision

14. To reduce speed in the interest of highway safety.

Appendices

15. Appendix A – Plan of the proposed scheme.

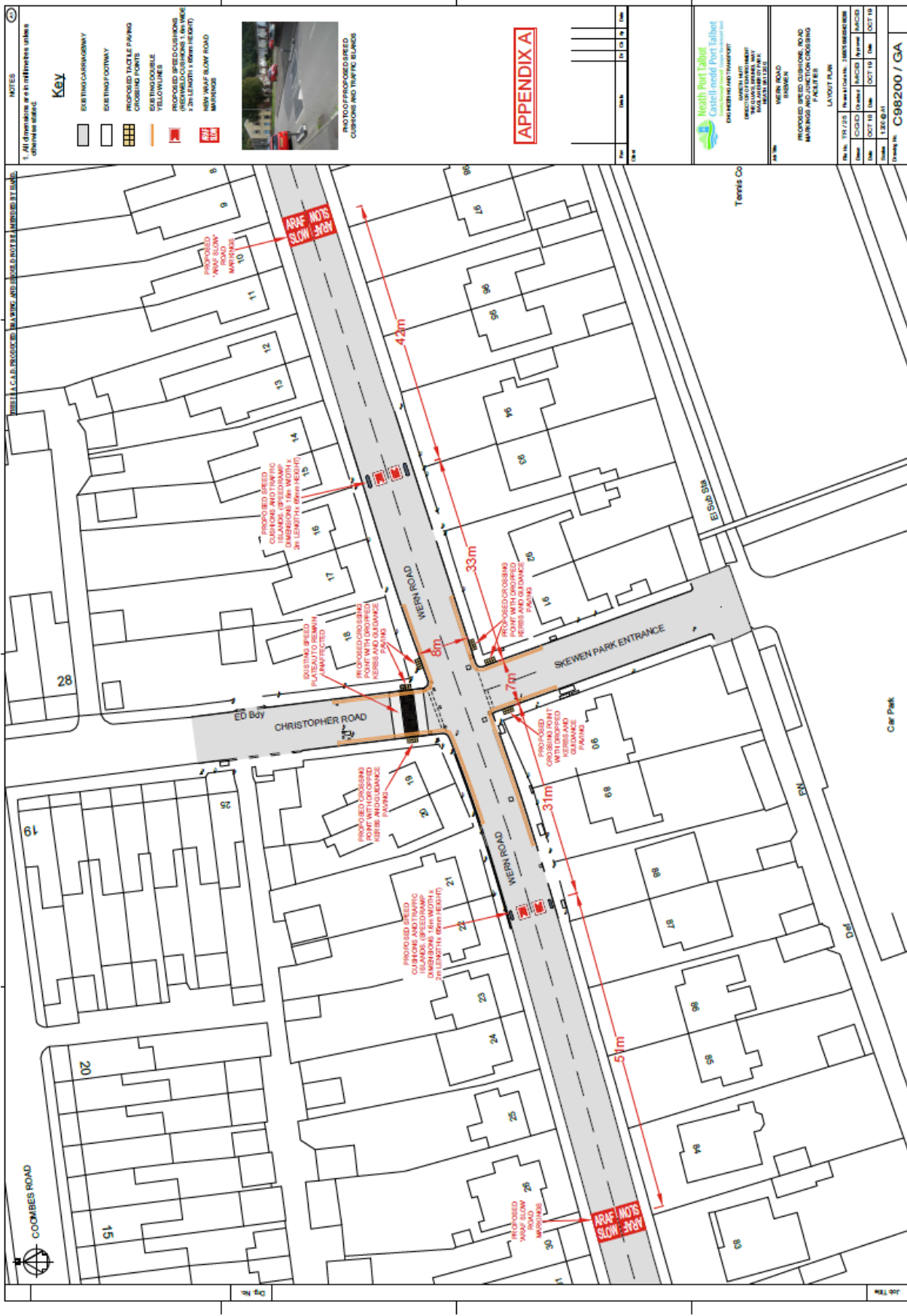
List of Background Papers

16. None

Officer Contact

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Appendix A



NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

24th May 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Ystalyfera, Pontardawe and Gwaun Cae Gurwen

Road Safety Grant Schemes 2019-2020: Proposed Traffic Orders and Safe Routes in Communities

Purpose of Report

1. To obtain Members' approval to advertise the Traffic Orders contained within the Road Safety Grant schemes and Safe Routes in Communities for 2019-2020 financial year, subject to Grant approvals. Brief descriptions of which are identified in Appendix A.

Executive Summary

2. The Road Safety Grant schemes and Safe Routes in Communities are approved by Welsh Government and consist of road safety measures. The proposals if implemented require various Legal Orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

Background

3. Following the bid process and subject to Welsh Government funds, permission has to be sought from Members for approval to advertise any schemes prior to making Legal Orders.

Financial Implications

4. The work will be funded by Welsh Government Road Safety Grant 2019-2020 and Safe Routes in Communities.

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. Not applicable.

Legal Impact

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

Risk Management

8. There are no service risk management issues associated with these Road Safety Grant schemes.

Consultation Outcome

9. Initial consultation on each scheme contained in Appendix A will be carried out with the Local Member(s) for each Ward affected by a scheme prior to the formal consultation process undertaken with the public and any other affected bodies.

Recommendation(s)

It is recommended that:-

10. Subject to Welsh Government Grant approval, permission be given to Traffic Section Officers, for the Orders contained within Appendix A, list of schemes for 2019-2020, to be advertised in accordance with the statutory requirements. That the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these will be reported back to the Streetscene and Engineering Board for a decision.

Reasons for Proposed Decision

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

Implementation of Decision

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

Appendices

13. Appendix A – Summary Road Safety Grant and Safe Routes in Communities Grant Schemes 2019-2020.

List of Background Papers

14. None

Officer Contact

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Appendix A

Summary Road Safety Grant and Safe Routes in Communities Grant Schemes 2019-2020

- Ystalyfera Community Bid (SRiC)
- A474 Cwmgors to Pontardawe
- 20mph zone in the Melyn and road safety measures at Old Road, Dan y Graig, Hillside, Neath

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

24th May 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: All

Traffic Capital Programme 2019-2020: Proposed Traffic Orders

Purpose of Report

1. To obtain Members' approval to advertise the traffic schemes contained within the Traffic Capital Programme for 2019-2020 financial year; brief descriptions of which are identified in Appendix A.

Executive Summary

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

Background

3. Following confirmation of the Traffic Capital Programme, permission has to be sought from members for approval to advertise any schemes prior to making Legal Orders.

Financial Implications

4. The work will be funded by the Capital Works Programme 2019-2020.

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. Not applicable.

Legal Impact

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

Risk Management

8. There are no service risk management issues associated with these Road Safety Grant schemes.

Consultation Outcome

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

Recommendation(s)

It is recommended that:-

10. Approval is given to Traffic Section Officers, for the schemes contained within the Traffic Capital Programme 2019-2020 to be advertised in accordance with the statutory requirements. That the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these will be reported back to the Streetscene and Engineering Board for a decision.

Reasons for Proposed Decision

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

Implementation of Decision

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

Appendices

13. Appendix A – Summary of the proposed schemes for the Traffic Capital Programme 2019-2020.

List of Background Papers

14. None

Officer Contact

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Appendix A

<u>Scheme</u>	<u>Scope of Proposals</u>
Dulais Fach Road, Tonna	Road safety scheme
Bryngolau (School Lane), Alltwen	Extension of double yellow lines
Rutherglen Roundabout, Baglan	Improvements to guard railings
Heol y Felin/Edward Street/ School Street/Cefn Gelli/Heol Wenallt	Signs & lines
Briton Ferry East	Area review – signs, lines and parking
Heol Pantglas/Main Road/Neath Road junctions	New footway & crossings
Llygaur yr Haul junction, Bryncoch	Disabled crossings
A4230 Cadoxton	Road safety measures (based on Feasibility Study)
Trevallen Avenue/Castle Drive (shops)/Greenwood Drive, Cimla	Parking restrictions
Bethlehem Road, Skewen	Residents parking
Winifred Road, Skewen	Extend yellow lines to assist buses turning
New Road, Skewen	Speeding issues (Feasibility Study)
Nant y Celyn, Crynant	Sign required (vehicles turning in error)
Cefn Bryn Brain, Cwmllynfell	Road safety measures at entrance to village
Heol y Fedw (adj.no.18), Cymmer	Disabled crossings
Penyard Road	Additional yellow lines
High Street, Glynneath (from traffic lights to Angel pub)	Disabled crossings
Gwaun Cae Gurwen area review	Signs, lines & parking (near level crossing)
Margaret Terrace, Blaengwynfi	Speed restriction either side of play area
Llwyncelyn Road, Tairgwaith	Continuation of footway (22-30)
Neath Town Square	Additional regulatory signing
Cimla Road, Cimla	Extend existing yellow lines as far as no.134

Onllwyn area review	Signs, lines & parking
Cwmtawe Comprehensive, Pontardawe	Road safety scheme
Ty Draw Street, Port Talbot	Parking restrictions
Cory Street/Company Street, Resolven	Reduction of yellow lines
Southern entrance to Delffordd	Disabled crossings
Consolidation of School Orders	Road safety
Ffordd yr Ysgol, Sandfields	Parking measures
Golden Avenue, Sandfields	Replace speed bump
Nant y Celyn, Seven Sisters	Unsuitable for HGVs sign required
Elba Avenue/Brymbo Avenue/ Wilden Avenue, Taibach	TROs required
Dyffryn Road/Field Terrace, Taibach	Speeding issues
New Street/Whittington Street	Disabled crossings
Swansea Road	Traffic calming measures

Mae'r dudalen hon yn fwriadol wag

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

24th May 2019

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: All Wards

Transport Regional Governance

Purpose of Report

1. To seek Members' endorsement in principle, to align transport governance proposals to the City Deal Board.

Executive Summary

2. The current regional working arrangements have been in place since the Welsh Government ceased financial support for the former South West Wales Integrated Transport Consortium (SWWITCH) in 2014. SWWITCH was a formally constituted body where decisions were based on a consensus arrangement. Decisions were made by the Executive Board Members, each with voting rights at regional level, with policy decisions approved by the constituent Local Authorities. The arrangement functioned effectively from the period of inception in 2005 to the point that it came to an end in 2014.
3. Since 2014, the four constituent authorities, Carmarthenshire, Neath Port Talbot, Pembrokeshire and the City and County of Swansea have continued to work together; with the respective authority's Executive Board Members continuing to meet periodically. There are no formal governance arrangements in place and Members have no decision making powers.

Background

4. The current arrangements are not considered to be suitable for the region to have sufficient influence at national level and place the region in a vulnerable position when competing for funding with other areas of Wales. More substantive regional governance arrangements will help ensure the

region builds on its record of effective collaboration to develop transport policy and strategy and the delivery of transport projects that were prioritised in the respective transport plans.

Moving Forward

5. There are major developments likely to happen over the next 12 to 24 month period, which will have an impact on regional transport planning and delivery. It will be important for the region to have a higher profile to influence the level of transport investment for the region and to ensure democratic input to regional and national policy. The developments include:-
 - The Welsh Government has indicated, it would like to see a more robust governance arrangement for the current collaborative working arrangements for transport in South West Wales.
 - The Welsh Government intend to establish Joint Transport Authorities, initially to plan and manage the delivery of public transport.
 - Projects that are being delivered under the City Deal to improve the economic performance of the region, will change the nature of movement of people and goods as the projects come on stream.
 - The Metro Project, currently being led by the City and County of Swansea, has work-streams that are moving forward. Such projects include the development of public transport including bus and rail and a review of regional transport strategies. All will require regional decisions to be made as the projects develop.
 - The delivery the Economic Regeneration Strategy 2013-30 and vision for the region, i.e. “By 2030, South West Wales will be a confident, ambitious and connected City Region, recognised internationally for its emerging knowledge and innovation economy.”
6. Given the significance of the City Deal arrangements to deliver the regional economic strategy and ambitions, it is suggested that it would be appropriate to align the governance arrangements for transport closely to the City Deal Governance structure.
7. It is therefore proposed that a new sub board for transport is set up to be constituted of the respective Executive Board Member with responsibility for transport, from each local authority. The purpose of the Transport Board

would be to consider all transport policy and strategy matters for the City Deal Board and to respond to national government proposals around policy development, with due regards to the emerging Joint Transport Authorities.

8. It is proposed that the Transport Board would make decisions on transport policy and strategy to be ratified by the City Deal Board and approved by the constituent Councils.
9. The proposal is framed to support and help the City deal improve peoples' lives in all parts of South West Wales, both urban and rural, by raising aspirations, improving services, boosting skills and creating well paid employment opportunities across the region. From a transport perspective, the proposed vision for Transport is consistent with that set out in the Joint Transport Plan for South West Wales i.e. "To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of travel."
10. The proposed objectives of the Board are:
 - To co-ordinate the delivery of an integrated transport strategy for the Region, seeking to influence the development and use of more sustainable forms of accessible public modes of transportation through an appropriate mix of transport projects and supporting policies in the transport and related fields
 - To promote the essential role of transport in economic and land use planning, and to influence land development to make the necessary provision for transport across the Region.
 - To improve connectivity, the efficiency and reliability of the movement of people and goods within and beyond South West Wales on the local and regional networks to support economic growth across the City Region.
 - To improve access for all to a wide range of services and facilities including employment, and business, education and training, health care, tourism and leisure activities.
 - To improve the sustainability of transport by improving the range and quality of and awareness about, transport options, including those which improve health and well-being.

- To improve transport integration between services and modes of transport in South West Wales.
 - To implement measures which will protect and enhance the natural and built environment and reduce the adverse impact of transport on health and climate change.
 - To improve road safety in South West Wales.
 - To respond and comment on National proposals and policy development.
11. The proposal to align transport with the City Deal Governance is the first stage of the process. Should the proposal be approved the next stage would be to seek approval from the City Deal Board and constituent Councils. Should approval be provided by the respective organisations, formal governance arrangements and the structures will be developed and presented to the City deal Board and constituent Councils.

Financial Impacts

12. There are currently no financial implications.

Equality Impact Assessment

13. A Screen 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

14. There are no workforce implications other than Officer time.

Legal Impacts

15. There are no legal implications at this stage.

Risk Management

16. There are no risk management implications associated with this scheme.

Consultation

17. There is no requirement for external consultation on this item.

Recommendations

18. It is recommended that Members endorse in principle:-

- The proposal to align transport governance to the City Deal Board.
- To present the proposal to the City Deal Board for consideration.

(Should the City Deal Board be mindful to approve the proposal, more formal governance arrangements will be presented for future approval).

Reasons for Proposed Decision

19. To strengthen Regional Arrangements i.e. relating to transport policy development on a more formal arrangement.

Implementation of Decision

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

Appendices

21. None

List of Background Papers

22. None

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