



STREETSCENE AND ENGINEERING CABINET BOARD

***Immediately Following Scrutiny Committee on
FRIDAY, 20 JULY 2018***

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

1. Appointment of Chairperson
2. Declarations of Interest
3. Minutes of Previous Meeting (*Pages 3 - 10*)
4. Quarter 4 Performance Monitoring (*Pages 11 - 22*)

*Joint Report of the Head of Engineering and Transport and the
Head of Streetcare*
5. Waste Strategy Review (*Pages 23 - 38*)

Report of the Head of Streetcare
6. Individual Disabled Parking Place - Brytwn Road, Cymmer
(*Pages 39 - 42*)

Report of the Head of Engineering and Transport
7. Individual Disabled Parking Place - St Helier Drive, Port Talbot
(*Pages 43 - 46*)

Report of the Head of Engineering and Transport

8. Traffic Order - A474 Neath Road, Rhos, Pontardawe (Bryn Bach Farm Development) (Pages 47 - 50)

Report of the Head of Engineering and Transport

9. Traffic Order - Old Road and Tyla Road, Briton Ferry (Pages 51 - 56)

Report of the Head of Engineering and Transport

10. Traffic Orders - Beaconsfield Street, Glebeland Street and Church Road, Cadoxton, Neath (Pages 57 - 64)

Report of the Head of Engineering and Transport

11. Traffic Orders - Ty Fry Road, Bertha Road and the Road adjacent to 93 and 95 Beechwood Road, Margam (Pages 65 - 70)

Report of the Head of Engineering and Transport

Forward Work Programme 2018/19 (Pages 71 – 72)

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

S.Phillips
Chief Executive

Civic Centre
Port Talbot

12 July 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).

EXECUTIVE DECISION RECORD
CABINET BOARD - 25 MAY 2018
STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Board Members:

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

Officers in Attendance:

D.Griffiths, M.Roberts, S.Curran, J.Davies and T.Davies

Chair and Vice Chair of Scrutiny:

Councillors: S.Penry and S.ap.Dafydd

1. **APPOINTMENT OF CHAIRPERSON**

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

2. **MINUTES OF THE PREVIOUS STREETSCENE AND ENGINEERING CABINET BOARD HELD 13 APRIL, 2018**

Noted by the Committee.

3. **FLOOD RISK MANAGEMENT PLAN UPDATE**

Decision:

That the report be noted.

4. **INFORMATION ON REFUSE AND RECYCLING COLLECTIONS**

Decision:

That the report be noted.

5. **TRAFFIC ORDER - BRYNMORGRUG, ALLTWEN**

Decision:

That the Legal Order for the implementation of a No Waiting At Any Time Order on Brynmorgrug and Lon Hir and Edward Street Link Lane, Alltwn, be advertised and subject to there being no objections, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of road 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.

6. **TRAFFIC ORDER - HEOL COMPTON AND VILLIERS ROAD, SKEWEN**

Decision:

That the objections be over ruled, the scheme be implemented as advertised (No Waiting at Any Time Order at Heol Compton and Villiers Road, Skewen, as detailed at Appendix A to the circulated report) and the objectors informed accordingly.

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:

This item has been subject to external consultation.

7. **TRAFFIC ORDER - LAUREL AVENUE, LABURNUM AVENUE AND CHESTNUT ROAD, BAGLAN**

Decision:

That the Legal Order for the implementation of a No Waiting at Any Time Order at Laurel Avenue, Laburnum Avenue and Chestnut Road, Baglan (Appendix A to 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 road 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 - B4242 PONTNEATHVAUGHAN ROAD, PONT NEDD FECHAN, GLYNNEATH**

Decision:

That 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, be advertised, (Appendix A to 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.

9. **STOPPING UP ORDER - FAIRFIELD WAY, NEATH**

Decision:

That authority be delegated to the Director of Environment and the Head of Engineering and 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, for Fairfield Way, Neath.

Reason for Decision:

To allow development of the Neath Town Centre Redevelopment.

Implementation of Decision:

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

10. **TRAFFIC ORDERS - WATER STREET AND ST. DAVID'S STREET, NEATH**

Decision:

That the Traffic Regulation Orders for Water Street and St. David's Street, Neath (as detailed at Appendix A to the circulated report), be advertised, and subject to there being no objections, the Orders be implemented.

Reason for Decision:

To prevent indiscriminate parking and prevent a right turn manoeuvre into St. David's 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.

11. **TRAFFIC ORDERS - TY FRY ROAD, BERTHA ROAD AND ROAD ADJACENT TO 93 AND 95 BEECHWOOD ROAD, MARGAM AND TAIBACH**

Decision:

That 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 and 95 Beechwood Road, a One Way and No Entry Order on Bertha Road and three plateaus on Bertha Road, Margam (as detailed at Appendices A, B, C and D to the circulated report) be advertised, and subject to there being no objections, the Orders be implemented.

Reason for Decision:

To prevent indiscriminate parking and to assist in the flow of traffic in the interest of road 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.

12. **TRAFFIC ORDER - WENHAM PLACE, NEATH**

Decision:

That the Legal Orders for No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at Hafod Residential Home, Wenham Place, Neath, (as detailed at Appendix A to the circulated report) be advertised, and subject to there being no objections, the Orders 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.

13. **SUMMARY OF WELSH GOVERNMENT GRANT APPROVALS RECEIVED FOR HIGHWAYS AND TRANSPORT 2018-2019**

Decision:

That the report be noted.

14. **TRAFFIC ORDERS - GLAN YR AFON AND ST. DAVID'S ROAD, YSTALYFERA**

Decision:

That the objections be over ruled, the proposed scheme be implemented as advertised (Prohibition of Waiting, Loading and Unloading at Any Time and Traffic Calming Measures Traffic Regulation Order at Glan Yr Afon and St. David's Road, Ystalyfera, as detailed at Appendix A to the circulated report) and the objectors be informed accordingly.

Reason for Decision:

To reduce traffic speed and keep the turning head area (as shown at Appendix A to the circulated report) free from parked vehicles in the interest of road safety.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

CHAIRPERSON

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Street Scene and Engineering Cabinet Board

20 July 2018

Joint Report of

Head of Engineering & Transport – D. W. Griffiths

Head of Streetcare – M. Roberts

Matter for Monitoring

Wards Affected: ALL

Street Scene and Engineering Performance Indicators for Quarter 4 of 2017/18

- 1 Quarterly Performance Management Data 2017-2018 – Quarter 4 Performance (1st April 2017– 31st March 2018)

Purpose of the Report

- 2 To report quarter 4 performance management data for the period 1st April to 31st March 2018 for Environment. This will enable the Street Scene and Engineering Cabinet Board and Scrutiny Members to discharge their functions in relation to performance management.

Executive Summary

- 3 Section 1 of the appendix includes key points of performance per service area. Section 2 includes the performance data and, where relevant, comments. Section 3 provides compliments and complaints data. The Board should scrutinise, in particular, performance within Waste Management, Transport and Highways, Public Protection and Private Sector Renewal. On the whole performance demonstrates improvement in line with what was planned to be delivered.

Background

4 The role of Scrutiny Committees was amended at the Annual Meeting of Council in May 2010 to reflect the changes introduced by the Local Government (Wales) Measure 2009; Environment will:

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

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

Financial Impact

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

Equality Impact Assessment

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

Workforce Impacts

7 During 2016/17, the Environment Directorate saw a further downsizing of its workforce (by 7 employees) as it sought to deliver savings of 1.6 million in the year.

Legal Impacts

8 This progress report is prepared under:

1. The Local Government (Wales) Measure 2009 and discharges the Council's duties to "make arrangements to secure continuous improvement in the exercise of its functions".

2. The Neath Port Talbot County Borough Council Constitution requires each cabinet committee to monitor quarterly budgets and performance in securing continuous improvement of all the functions within its purview.

Risk Management

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

Consultation

- 10 No requirement to consult.

Recommendations

- 11 Members monitor performance contained within this report.

Reasons for Proposed Decision

- 12 Matter for monitoring. No decision required.

Implementation of Decision

- 13 Matter for monitoring. No decision required.

Appendices

- 14 Appendix 1 - Quarterly Performance Management Data 2017–2018 Quarter 4 Performance (1st April – 31st March 2018)

Officer Contact

- 16 Joy Smith, Road Safety and Business Performance Manager
Tel. No: 01639 686581 email: j.smith@npt.gov.uk



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

Quarterly Performance Management Data 2017-2018 – Quarter 4 Performance (1st April to 31st March 2018)

Report Contents:

Section 1: Key points.

Section 2: Quarterly Performance Management Data and performance key

Section 3: Compliments & Complaints Data

Section 1: Key Points

Waste Management

Having achieved the current statutory recycling and composting target of 58%, the Council is now reviewing its waste strategy to ensure the 2019/20 target of 64%, and the 2024/25 target of 70%, are met.

Overall performance has dropped slightly this year which is a trend expected to be seen across Wales. National issues affecting performance have included a reclassification of wood waste by Natural Resources Wales, whilst local issues have included some reduction in green waste composting and an overall increase of 2000 tonnes in the total amount of waste with, in particular, an increase in the amount of non-recyclable waste presented at our HWRCs. Whilst the overall recycling percentage has dropped, the performance of the kerbside recycling service continues to increase. Furthermore, Welsh Government grant funding has been secured to assist with the final roll-out of the kerbside service to farms and lanes this year, and also for new vehicles and receptacles so we can enhance arrangements offered to commercial customers and residents in flats. In addition, there is grant funding to extend the “re-use shop” at the Briton Ferry HWRC.

At the time of writing this report, some “incinerator bottom ash” recycling information in respect of Refuse Derived Fuel sent to cement kilns etc. is outstanding, which may slightly improve the final performance figure.

Transport and Highways

The Council continues to progress its lighting renewal contract and is on target to finish in 2018. The calculation of the PI has been temporarily suspended until software changes are implemented which will correct a problem that has been identified in the data collection, i.e. the current software counts planned replacement of working lamps which are approaching life expectancy as a ‘not working’ fault which is not correct.

Welsh Government has, via the National Fraud Initiative along with Applied Card Technologies, identified approximately 28,000 deceased bus pass holders across Wales and cancelled the passes. This has had a significant impact on the number, which has reduced by 3,571 cards. In addition, First Cymru have switched on a piece of software on their ticket machines that identifies inactive cards (termed as hotlisted cards) this will have further impact on the reduction of concessionary cards in circulation, as most routes in the County are operated by their business.

Street Scene & Countryside Management

Whilst the Council’s performance as measured by the indicator is lower than the Welsh average, the Council’s focus on pursuing prosecutions against fly tippers appears to be having a positive effect on the number of incidents in the County Borough. It is due to the proactive work of the waste enforcement section, and in particular the 15 day statutory notice period where the Refuse Disposal (Amenity) Act 1978 is employed as part of addressing fly tipping, that many fly tips are not cleared within the 5 day period. This Council has always taken the view that it is better in the longer term to try and tackle fly tipping at source rather than simply remove fly tips quickly whatever the circumstances.

Section 2: Quarterly Performance Management Data and Performance Key

2017/2018 – Quarter 4 Performance (1st April 2017 – 31st March 2018)

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

(PAM) Public Accountability Measures – a revised set of national indicators for 2017/18. Following feedback from authorities the revised performance measurement framework was ratified at the WLGA (Welsh Local Government Association) Council on 31 March 2017. These measures provide an overview of local government performance and how it contributes to the national well-being goals. This information is required and reported nationally, validated, and published annually.


Page 16

All Wales - The data shown in this column is the figure calculated using the base data supplied by all authorities for 2016/2017 i.e. an overall performance indicator value for Wales.


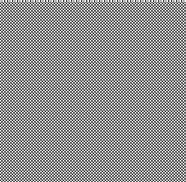
(Local) Local Performance Indicator set by the Council and also includes former national data sets (such as former National Strategic Indicators or Service Improvement Data – SID's) that continue to be collected and reported locally.

	Performance Key
☺	Maximum Performance
↑	Performance has improved
↔	Performance has been maintained
V	Performance is within 5% of previous year's performance
↓	Performance has declined by 5% or more on previous year's performance - Where performance has declined by 5% or more for the period in comparison to the previous year, an explanation is provided directly below the relevant performance indicator.
—	No comparable data (data not suitable for comparison /no data available for comparison)
	No All Wales data available for comparison.
1 st – 6 th	2016/17 NPT performance in upper quartile (top six of 22 local authorities) in comparison with All Wales national published measures (NSI & PAM's).
7 th – 16 th	2016/17 NPT performance in mid quartiles (7 th – 16 th) in comparison with All Wales national published measures (NSI & PAM's).
17 th – 22 nd	2016/17 NPT performance in lower quartile (17 th – 22 nd) in comparison with All Wales national published measures (NSI & PAM's).


1. Environment & Transport – Waste Management

No	PI Reference	PI Description	NPT Actual 2015/16	All Wales 2016/17	NPT Quarter 4 2016/17 (Full Year)	NPT Quarter 4 2017/18	Direction of Improvement
1	WMT/012 (Local)	The percentage of local authority collected municipal waste used to recover heat and power.	29.20%		33.40% (23,165 / 69,355 tonnes)	31.10% (22,211 / 71,394 tonnes)	↓
2	WMT/010i (Local)	The percentage of local authority municipal waste: Prepared for re-use.	0.45%		0.44% (308 / 69,355 tonnes)	0.34% (245 / 71,394 tonnes)	↓
Page 18	PAM/030 (formerly WMT/009b)	Percentage of municipal waste reused, recycled or composted (*Subject to validation)	58.32%	63.81% 	62.77% (43,534 / 69,355 tonnes)	60.65% (43,303 / 71,394 tonnes)	V
4	WMT/010ii (Local)	The percentage of local authority municipal waste: Recycled	37.68%		45.44% (31,515 / 69,355 tonnes)	45.13% (32,217 / 71,394 tonnes)	V
		a) Incinerator Bottom Ash recycling rate	1.97%		3.44% (2,386 / 69,355 tonnes)	3.18% (2,268 / 71,394 tonnes)	V
		b) Kerbside dry recycling rate	16.40%		18.31% (12,700 / 69,355 tonnes)	18.99% (13,557 / 71,394 tonnes)	↑
		c) Household Waste Recycling Centres dry recycling rate	19.31%		23.69% (16,430 / 69,355 tonnes)	22.96% (16,392 / 71,394 tonnes)	V

1. Environment & Transport – Waste Management (Cont.)

No	PI Reference	PI Description	NPT Actual 2015/16	All Wales 2016/17	NPT Quarter 4 2016/17 (Full Year)	NPT Quarter 4 2017/18	Direction of Improvement
5	PAM/031 (formerly WMT/004b)	Percentage of waste sent to landfill	14.04%	9.5% 	10.87% (7,539 / 69,355 tonnes)	11.00% (7,859 / 71,394 tonnes)	V
6	WMT/010iii (Local)	The percentage of local authority municipal waste: Collected as source segregated bio-wastes and composted or treated biologically in another way.	19.88%		16.89% (11,711 / 69,355 tonnes)	15.19% (10,842 / 71,394 tonnes)	↓

2. Environment & Transport – Transport and Highways

No	PI Reference	PI Description	NPT Actual 2015/16	All Wales 2016/17	NPT Quarter 4 2016/17 (Full Year)	NPT Quarter 4 2017/18	Direction of Improvement
7	THS/007 (Local)	The percentage of adults aged 60 or over who hold a concessionary bus pass.	92.1%	87.0% 	93.75% (35,070 / 37,409)	85.17% (32,224 / 37,836)	↓
		The percentage of adults over 60 who hold a bus pass has decreased from quarter 4 last year due to data cleansing and introduction by bus operators of technology to remove inactive cards but has increased slightly from quarter 3 17/18 due to a slight increase in cards issued.					
8	THS/009 (Local)	The average number of calendar days taken to repair street lamp failures during the year.	1.55		1.93	—	—
		The calculation of the PI has been temporarily suspended until software changes are implemented which will correct a problem that has been identified in the data collection.					

2. Environment & Transport – Transport and Highways (Cont.)

No	PI Reference	PI Description	NPT Actual 2015/16	All Wales 2016/17	NPT Quarter 4 2016/17 (Full Year)	NPT Quarter 4 2017/18	Direction of Improvement
9	PAM/020 (formerly THS/012a)	Percentage of A roads in poor condition	4.5%		4.1%	4.5%	∇
10	PAM/021 (formerly THS/012b)	Percentage of B roads in poor condition	2.6%		2.4%	2.9%	∇
11	PAM/022 (formerly THS/012c)	Percentage of C roads in poor condition	5.9%		5.4%	5.3%	↑

3. Environment & Transport - Street Scene

No	PI Reference	PI Description	NPT Actual 2015/16	All Wales 2016/17	NPT Quarter 4 2016/17 (Full Year)	NPT Quarter 4 2017/18	Direction of Improvement
12	STS/005a (Local)	The cleanliness Indicator	70.5		68.85	68.44	∇
13	PAM/010 (formerly STS/005b)	Percentage of streets that are clean	93.57%	96.6% 15 th	94.14%	93.17%	∇
14	PAM/011 (formerly STS/006)	Percentage of fly tipping incidents cleared in 5 days	67.67%	95.37% 21 st	69.68%	72.64%	↑

Section 3: Compliments and Complaints

2017/2018 – Quarter 4 (1st April to 31st March 2018) – Cumulative data for Street Scene & Engineering Board

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

Page 21	PI Description	Full Year 2015-16	Quarter 4 2016/17 (Full Year)	Quarter 4 2017/18	Direction of Improvement
1	<u>Total Complaints - Stage 1</u>	31	19	10	↑
	a - Complaints - Stage 1 upheld	15	5	2	
	b -Complaints - Stage 1 <u>not</u> upheld	16	14	8	
	c -Complaints - Stage 1 partially upheld	0	0	0	

No	PI Description	Full Year 2015-16	Quarter 4 2016/17	Quarter 4 2017/18	Direction of Improvement
2	<u>Total Complaints - Stage 2</u>	5	5	7	↓
	a - Complaints - Stage 2 upheld	2	1	1	
	b - Complaints - Stage 2 <u>not</u> upheld	3	4	6	
	c- Complaints - Stage 2 partially upheld	0	0	0	
Page 22	<u>Total - Ombudsman investigations</u>	0	4	0	↑
	a - Complaints - Ombudsman investigations upheld	0	0	0	
	b - Complaints - Ombudsman investigations <u>not</u> upheld	0	4	0	
4	Number of Compliments	23	58	43	↓
<p>Complaints: There has been a significant reduction in the number of Stage 1 complaints reported compared to last year whilst there has been a small increase in the number of Stage 2 complaints received. The number of Ombudsman investigations is also reduced.</p> <p>Compliments: There has also been a decrease in the number of compliments recorded.</p> <p>Welsh Language: There were no Welsh Language complaints received.</p>					

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Streetcare

M. Roberts

Matter for Decision

Wards Affected: All Wards

Waste Strategy Update

Purpose of Report

1. To agree actions further to two all-member seminars to enhance the Council's waste strategy with a view to meeting the next statutory 'recycling' target of 64% in 2019/20 and continuing to make progress towards the 70% target in 2024/25.

Executive Summary

2. All-Member seminars have been held in November 2017 and May 2018 to consider issues with a view to agreeing actions to ensure continued progress with successfully meeting the statutory recycling targets.
3. This report contains a series of proposals as a result of those seminars, including further endorsement of some decisions taken by the former administration which have been pending the ongoing review. The proposals are primarily aimed at increasing the Council's recycling performance to help ensure the Council continues to meet the increasing statutory targets.

Background

4. The Council's 'recycling' performance at the end of 2017/18 was 60.65% (subject to NRW's validation). There is therefore clearly a need to make changes to the Council's strategy to ensure the forthcoming statutory targets are met. To this end an all-Member

seminar was held on 23rd November where the current context and issues were discussed, and a further seminar on 24th May where proposed measures to improve performance were discussed. From the debate at those meetings, Officers have drafted this report containing proposed actions for endorsement.

5. Failure to achieve the statutory recycling targets can be subject to a fine by Welsh Government of £200 for every tonne the target is missed in every year the target is missed. For Neath Port Talbot this is currently estimated to amount to a potential fine of around £143,000 per 1% the target is missed.

Proposed Actions

Household and Trade Recycling Service Improvements

6. Measure 1: Further to decisions previously taken by Cabinet Board, the first proposed action is to complete roll-out of 'Recycle+' kerb-sort recycling collections to the last two 'farm/lane rounds'. To facilitate this three tailored vehicles and associated recycling equipment are on order. Delivery is expected in the summer with rollout to follow.

Financial Implications: None - WG grant funding has been secured for this measure. The new tailored vehicles will replace three standard tippers in the fleet on lease hire, and the money currently paid on lease hire will be paid into the Council's Vehicle Renewal Fund so money is available for replacements at the end of their working life. Existing staff will crew the vehicles.

7. Measure 2: It is proposed to change the current two vehicles (1 small and 1 large) dedicated to trade waste recycling collections to two new split-back freighter vehicles with bin lifts to expand the range of separate recycling material collections on offer to larger trade customers and also to provide facility for new communal single material recycling collection points where appropriate for blocks of flats.

Financial Implications: None - WG grant funding has been secured for the purchase of the vehicles and existing payments into the renewals fund will continue, so replacements can be purchased on life expiry. Existing staff will crew the vehicles.

8. Measure 3: As part of the digital service improvement programme it is proposed to introduce an electronic 'link' between the Council Tax and Recycling Services so that when the occupiers of a property change the new residents can be visited and provided with recycling info and equipment. Similarly, it is proposed to have a link between the Business Rates Section and the Trade Waste Service.

Financial Implications: Officer time would be required and would need to be accommodated and programmed within existing resources.

9. Measure 4: Offer a 'waste audit' to the Council's larger residual waste producing trade customers to help them recycle more where possible.

Financial Implications: Officer time would be required and would need to be accommodated and programmed within existing resources.

Make changes to green waste collections

10. Measure 5: Implement a change to the way green waste is collected at the kerb side by changing from single use bags to re-usable sacks similar to those used in several other council areas. Just prior to the Local Government elections in 2017 the then Environment and Highways Cabinet Board resolved to make such a change and to provide two bags free of charge to each household with the need, and that a charge of £2.50 should be made for replacements. This matter has been held in abeyance until now pending the review of the waste strategy. Whilst the Welsh Government's 'collection blueprint' directs councils toward charging for green waste collections, the proposal just to charge for additional and replacement sacks was felt to be the best compromise given the Council needs the contribution that green waste tonnage makes towards recycling performance and residents wish to be able to dispose of green waste at the kerbside free of charge. However following Member discussion at the seminar it is now proposed to amend the previous decision and to reduce the cost of replacement/additional sacks to £1.00. The proposal will still reduce the cost to the Council of providing receptacles, reduce plastic use, and make it cheaper and easier to

dispose of green waste which otherwise has to be 'de-bagged' prior to composting, with a potential for shredded plastic contaminating the compost and getting into the environment. As set out in the 2017 report, green waste would continue to be collected all year round, but the small amount of green waste collected during the period December to February inclusive would not be kept separate or composted. This minimises the risk of significant uneven loading issues in the split back collection vehicles during this period and allows the vehicle capacity to be maximised for residual collections over the 'heavy' Christmas and New Year period. It proposed that bags will start to be issued after Christmas with the new service coming into force from 1st April 2019.

Financial Implications: WG grant funding has been secured for the initial provision of re-usable sacks and the charge will cover the purchase cost of future sacks.

Increase side waste restriction

11. Measure 6: It is proposed to cease accepting the presentation of 'side waste' alongside wheeled bins, or more than three black sacks in bag areas. The current limit is up to one additional bag with a wheeled bin or four black sacks in bag area. This decision has already been taken by the previous administration but has been held in abeyance as with the green waste change given the tightening of the side waste restriction was agreed to be implemented on completion of the kerb sort recycling service and, as above, there are two 'farm rounds' still to be converted. As noted above, the last two rounds are expected to be converted later this year and it is proposed the new 'no side waste' requirement (or 3 bag limit in black sack areas) will be introduced from Monday 1st April 2019.

Financial Implications: Reduced side waste will help 'speed up' the rounds and, along with reduced residual waste for disposal with higher recycling, will lead to reduced costs.

12. Measure 7: Maintain the current 'exemption' scheme for additional waste where the amount of non-recyclable waste produced by a household exceeds the permitted wheeled bin capacity or bag limit.

Financial Implications: Whilst there will no doubt be a small flurry of new applications alongside a tightening of the restrictions, as the exemption scheme is already in place any financial implications from the associated administration are expected to be small.

13. Measure 8: Use feedback from collection crews to identify and investigate locations where householders may be operating a business from their home and putting trade waste out for household collection.

Financial Implications: None – this work will be accommodated within existing resources. Any new trade waste agreements resulting from the work will increase income to the council and pay for associated management of the trade waste.

Enforcement of side waste policy

14. Measure 9: It is proposed to ramp up enforcement activity against those residents presenting excess waste where not covered by the Council's exemption scheme when the 'no side waste' restriction/ three bag limit in black sack areas). 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 persistently present excess waste, with an initial focus on those not participating in recycling in some form.

[It is noted the side waste restriction, as previously agreed, does not apply to Christmas week collections. Under the current 'side waste' limits there has been 1,663 applications for exemption of which 1,007 have been approved, 464 partially agreed, 118 declined, and 74 were duplicate applications]

Financial Implications: See measure 10.

15. Measure 10: It is proposed that two additional enforcement officers dedicated to enforcing the 'no side waste' policy be appointed.

Financial Implications: Including vehicles the cost would be £38,500 per annum per officer. In the absence of any additional funding there would need to be a re-prioritising of resources however a corresponding budget pressure has currently been flagged corporately for consideration as part of the ongoing budget round. In due course, further waste diversion from general disposal should lead to savings.

Household Waste and Recycling Centres

16. Measure 11: Introduce 'bag splitting' for residual waste at our HWRCs through the introduction of residual waste presentation/challenge areas to maximise the level of diversion from landfill at these sites. Given the level of waste that passes through the Council's sites, they make an important contribution to achieving the required diversion of waste from landfill. In 2017/18 just over 15,000 tonnes of waste passed through our HWRC's with over 11,700 tonnes of this already being recycled. 'Challenge' areas have already been introduced in neighbouring authorities and these have increased recycling rates at those centres. Waste has however increased at our Briton Ferry and Cymmer centres last year alongside the introduction of the challenge areas in Swansea and Bridgend Council sites. By this Council likewise introducing the challenge areas our recycling rate is expected to increase and disposal costs should decrease, whilst cross border movement of waste would be deterred. The waste presentation areas also provide a useful point for raising awareness about what can and cannot be recycled.

Financial Implications: WG grant funding is available to fund the site changes at Council owned sites which are necessary to introduce the waste presentation areas. Operationally, any extra costs are expected to be self-funding though savings in disposal costs.

17. Measure 12: it is proposed to maintain current opening hours at our HWRCs. It is recognised that some Board Members have asked for longer opening hours to be reinstated, particularly at the Briton Ferry site. However it is noted that previous feedback from the Council's site operator FCC, and a previous on-site survey, identified that opening hours beyond that of neighbouring facilities promotes the cross border inflow of waste, adversely impacting on the Council's budget and recycling performance.

The current opening hours are:

Briton Ferry: 8.30 – 17.00hrs seven days a week except Christmas day, Boxing Day and New Year's Day;

Pwllfawatin: 09.00 – 17.00hrs seven days a week except Christmas day, Boxing Day and New Year's Day;

Cymmer: 11.00 – 17.00hrs seven days a week except Christmas day, Boxing Day and New Year's Day;

In the second all-member seminar, the Deputy Leader whilst chairing the discussions offered Members a window of opportunity to express their views in writing on any specific opening proposals which would be reviewed by the Cabinet Member with responsibility for waste, who would then give direction to officers as to any specific proposals to be costed with the service provider. Two submissions have been received, both in support of the status quo.

Financial Implications: None associated with the status quo.

18. Measure 13: Close the Council's lowest performing HWRC which is at Pwllfawatin in the Swansea Valley and move to a replacement higher performing purpose built joint facility with Powys on the border at Lower Cwmtwrch delivering both service savings to the council and higher recycling. This proposal has previously been agreed by this Board on 2nd March 2018 as part of delivering current FFP savings requirements for implementation on 1st April 2019.

Financial Implications: A saving of up to £100,000 is anticipated from this change and is already incorporated into the Council's Forward Financial Plan.

Additional Collection Services

19. No new collection services are proposed at present. It is believed a new expanded collection service for all absorbent hygiene products (AHP), beyond the 'hygiene' collections already provided, would not currently provide value for money given the cost.
20. To help encourage households to take part in food waste collections it was suggested, subject to any legal obstacles, to pilot

a 'food waste loyalty lottery' for households participating in food waste recycling. It was envisaged households wishing to participate would register on-line and, having declared they are a food waste recycler and wish to take part in the lottery, the householder would have been issued a unique ID number sticker to put on their kerbside caddy. An ID number would then have been drawn each week from the database at random and the household checked for bin presentation during the week, if food waste was presented for collection then a cash prize would have been awarded. However, there would be a financial cost, and given severe financial pressures and that the priority is to increase enforcement, no proposal is included in this report.

Education Awareness Raising

21. Measure 14: It is proposed to expand and increase the focus of education and awareness raising towards reducing food waste and diverting food waste from landfill, subject to budget availability. As set out in the presentations at the all-member seminars, analysis has shown that food waste now makes up the largest proportion of residual waste by weight and if all households separated all their food waste for composting then the Council could almost reach the long term 70% without taking any other measures. As such tackling food waste presents one of the biggest opportunities to delivering the statutory targets.

Financial Implications: None The two additional enforcement officers will raise awareness as part of their enforcement work whilst other existing staff will continue with activity to promote recycling and composting.

22. Measure 15: To help address any concerns residents may have with external storage of food waste it is proposed to introduce a more secure external food waste collection bin for all new and replacement food bins, as demonstrated in the most recent seminar.

Financial Implications: There will be a very modest increase (34 pence) in the cost of future external food waste caddies but given diverting additional food waste is the biggest opportunity open to the Council then all measures need to be taken to increase participation in the service.

23. It is noted that another measure considered in the most recent seminar in relation to awareness raising was the potential promotion of reusable nappies through a voucher/cash back scheme to help cover the cost of purchasing 'real' nappies and associated paraphernalia such as nappy buckets. Whilst it was acknowledged that the use of 'real' nappies only suits some people it was recognised that waste reduction is at the top of the waste hierarchy and reusable nappies help to reduce waste overall. Furthermore, many nappies take a very long time to break down if they end up in landfill. Members queried whether, taking account of the cost, priority should be given to such a measure and as such no proposal is included in this report given the priority to increase enforcement. For information, since the seminar further research has been undertaken with respect to the Swansea Council scheme which received 88 applications last year against a birth rate of around 2,500. Based on the same percentage it is envisaged if this Council had a similar scheme it would receive around 52 applications in a year and, assuming a £100 voucher, the cost would be about £5,200 per year.

Other measures

24. Measure 16: It is proposed to introduce more recycling litter bins in town centre and other places of high foot fall.

Financial Impact – There is £20k of grant funding available for this.

25. Measure 17: For most of the County Borough, trade customers are offered residual collections fortnightly and recycling collections weekly in line with domestic collections. The exception is the town centres of Pontardawe and Port Talbot which have a weekly collection, and Neath Town Centre where two collections a week are offered. Of the 149 businesses in Neath that have a Council trade waste agreement only 8 have collections twice a week and one of these is Neath Civic Centre. As such it is proposed, subject to issuing 3 months notice, to offer 'once a week' collections in Neath as with Pontardawe and Port Talbot. It is also proposed to change the collection day in Neath to improve the integration of trade services with general recycling collections.

Financial Impact: The change is expected to reduce costs to the Council and address some abuse that is taking place by some traders that are taking advantage of the fact that the Council's

waste vehicle is passing through the town on two occasions during the week. Some or all of the 7 businesses currently purchasing twice weekly collections may move to private sector providers.

28. Measure 18: Expansion of the re-use shop at Briton Ferry HWRC to allow Enfys, the current charity based there, to expand the service.

Financial Impact – There is grant funding available for this.

29. Measure 19: Introduce checks to van permit requests for HWRC's, plus limit the number of permits to 12 per year. Whilst the online van permit system has proved to be easy to use, there are currently no checks to ensure that the person applying for a van permit is the resident of that address, or any address within NPT.

Recent onsite checks carried out by Waste Enforcement Officers at Briton Ferry has shown that the current system is being abused, with many vans arriving at the site with online permits but are actually from neighbouring authorities.

As part of the process aligned to Measure 13, the system currently used by Powys at their Lower Cwmtwrch site involves residents providing evidence such as utility bills etc. that they are Powys residents prior to van permits being issued.

Financial Impact – None, checks will either be automated or existing staff will carry out manual checks.

Financial Impact

- 30 See individual measures above.

Equality Impact Assessment

- 31 For new measures involving a public facing service change 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 assessments it has been determined that the associated measures do not require an Equalities Impact Assessment.

Sustainable Development

32. In line with Well Being of Future Generations legislation as part of identifying the proposed measures consideration has been given to the national well-being goals as set out below:

It is noted that, in general, the Council's waste services are provided in line with Welsh Government's 'Collection Blueprint' as far as meets local need.

A prosperous Wales

- Collecting increased quantities of high quality recyclables in line with latest WG guidelines helps create opportunities for investment in local green growth industry.
- Investing in our waste and recycling collection infrastructure helps the creation of industry and jobs
- Working with the volunteers of Enfys Foundation helps boost the 'third' sector economy.

A resilient Wales

- Investing and strengthening our waste and recycling infrastructure and enforcing our policies leads to a consistency of service across the county borough and stronger more cohesive communities.

A healthier Wales

- Poor management of waste is a risk to public health. The proper management of waste and enforcement of our policies reduces the risk to public health of disease, and vermin. Services include - weekly collections of food waste and other recyclables in robust and closable containers, access to regular waste collections at the kerbside for both household and trade waste in robust closable containers (where practicable), together with services for larger items and the wide range of wastes received at our HWRCs.

A more equal Wales

- In order to maximise access to our waste services across all our communities, services are mostly delivered "at the kerbside" and is not dependent on residents having access to private transport.

We also offer additional support to those not able to present at the kerbside.

A Wales of cohesive communities

- The roll out of a consistent collection service across the county borough helps create a Wales of cohesive communities.

A Wales of vibrant culture and thriving Welsh language

- We will produce literature and correspondence in accordance the Council's Welsh Language Standards and there will be opportunities for people to engage and contribute bilingually.

A globally responsible Wales

- Increasing reuse and high quality recycling reduces demand on finite natural resources.
- Reducing the amount of waste sent to landfill reduces the potential for local and global pollution in terms of leachate and greenhouse gases, and
- We will continue to encourage behavioural changes through our education initiatives with schools and community groups.

Workforce Impact

33 There are no workforce impacts associated with this report.

Legal Impact

34 There are no legal impacts associated with this report.

Risk Management

35. Failure to achieve the statutory recycling targets may mean the Council is subjected to a fine by Welsh Government of £200 per tonne for every tonne the target is missed in every year the target is missed. For Neath Port Talbot this is currently estimated to amount to a potential fine of around £143,000 per 1% the target is missed. The waste and recycling collection service is also one of the most prominent visible services areas, and failure to achieve statutory recycling performance targets may have implications for the Council's reputation.

Consultation

- 36 There is no requirement under the Constitution for external consultation on this item. Two all Member Seminars have been held to develop these proposals.

Recommendation(s)

- 37 It is recommended that the proposed measures within the report which are summarised below are approved for implementation;
- Measure 1: Complete roll-out of 'Recycle+' kerb-sort recycling collections;
 - Measure 2: Change the current two vehicles dedicated to trade waste recycling to two new split-back freighter vehicles with bin lifts for trade waste and flats;
 - Measure 3: Introduce an electronic 'link' between the Council Tax and Recycling Services. Similarly, it is proposed to have a link between the Business Rates Section and the Trade Waste Service;
 - Measure 4: Offer a 'waste audit' to the Council's larger residual waste producing trade customers to help them recycle more where possible;
 - Measure 5: Change the collection of green waste from single use bags to re-usable sacks, supplying 2 bags per household with the need, with a charge of £1.00 for replacement/additional sacks. Green waste will be collected all year round, but the small amount of green waste collected during the period December to February would not be kept separate or composted.
 - Measure 6: Cease accepting the presentation of side waste alongside wheeled bins, or more than three black sacks in bag areas.
 - Measure 7: Maintain the current 'exemption' scheme for additional waste where the amount of non-recyclable waste produced by a household exceeds the permitted wheeled bin capacity or bag limit;
 - Measure 8: Identify and investigate locations where householders may be operating business from their homes and putting trade waste out for household collection;
 - Measure 9: Increase enforcement activity against residents presenting excess waste where not covered by the Council's

exemption scheme when the 'no side waste' restriction in measure 6 is implemented;

- Measure 10: Appoint two additional enforcement officers dedicated to enforcing the 'no side waste' policy
- Measure 11: Introduce 'bag splitting' for residual waste at our HWRCs through the introduction of residual waste presentation/challenge areas to maximise the level of diversion of landfill;
- Measure 12: Maintain current opening hours at our HWRC's;
- Measure 13: Close the HWRC at Pwllfawatkin and move to a replacement higher performing purpose built joint facility with Powys on the border at Lower Cwmtwrch;
- Measure 14: Expand and increase the focus of education and awareness raising towards reducing food waste;
- Measure 15: Introduce more secure external food waste collection bin for all new and replacement food bins;
- Measure 16: Introduce additional recycling litter bins in town centres and other areas of high foot fall;
- Measure 17: Change trade collections in Neath Town Centre to once a week in line with Pontardawe and Port Talbot collections. It is also proposed to change the collection day to improve integration of the trade service with general recycling collections;
- Measure 18: Expansion of the re-use shop at Briton Ferry to allow Enfys to expand service;
- Measure 19: Introduce checks to van permit requests for HWRC's and limit number of permits to 12 per year.

Reason for Proposed Decision(s)

- 38 To take action to ensure the Council remains on course to achieve the increasing statutory recycling targets.

Implementation of Decision

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

List of Background Papers

- 40 Environment & Highways Scrutiny Committee report of 28th January 2016 – Side Waste Restriction

- 41 Environment & Highways Cabinet Board Report of 16th February 2017 – Review of Kerbside Collection of Garden Waste
- 42 Streetscene & Engineering Cabinet Board Report of 1st December 2017 – Procurement of recycling
- 43 Streetscene & Engineering Cabinet Board Report of 2nd March 2018 – Pwllfawatkin HWRC Contract

Officer Contact

- 44 Mr. Andrew Lewis, Waste and Neighbourhood Services Manager, email a.lewis@npt.gov.uk, telephone 01639 686021

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Cymmer

Proposed Individual Disabled Parking Place: No. 25 Brytwn Road, Cymmer

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.25 Brytwn Road, Cymmer.

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 the independence and quality of life for person requiring assistance. 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 if no objections are received the proposal is to be implemented.

Reasons for Proposed Decision

11. To allow the successful applicant to maintain the independence and quality of life of the person requiring assistance.

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.

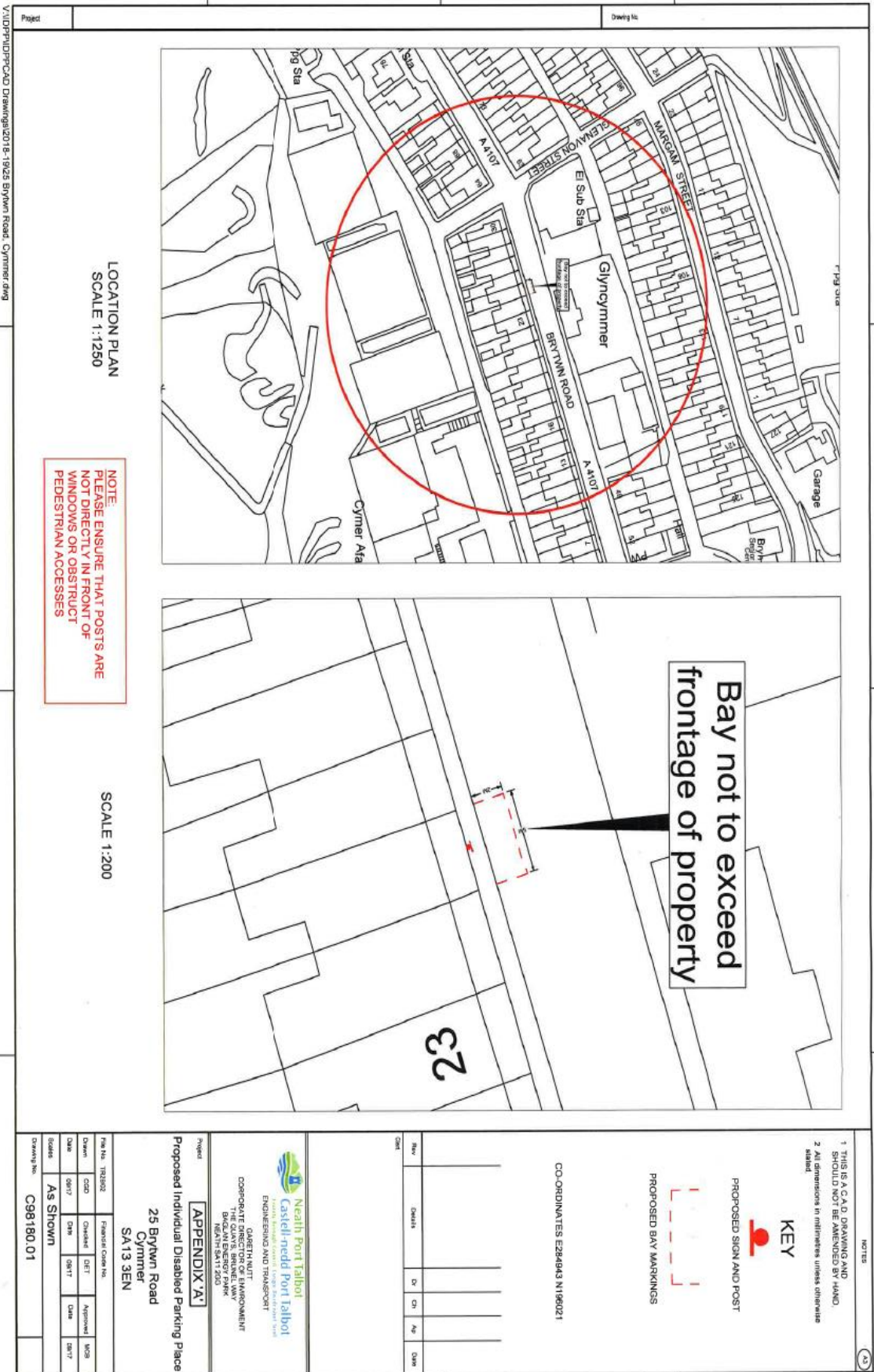
List of Background Papers

14. None

Officer Contact

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

Appendix A



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Sandfields West

Proposed Individual Disabled Parking Place: No. 17 St Helier Drive, Sandfields, Port Talbot

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.17 St Helier Drive, Sandfields, Port Talbot.

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 the independence and quality of life for person requiring assistance. 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 if no objections are received the proposal is to be implemented.

Reasons for Proposed Decision

11. To allow the successful applicant to maintain the independence and quality of life of the person requiring assistance.

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.

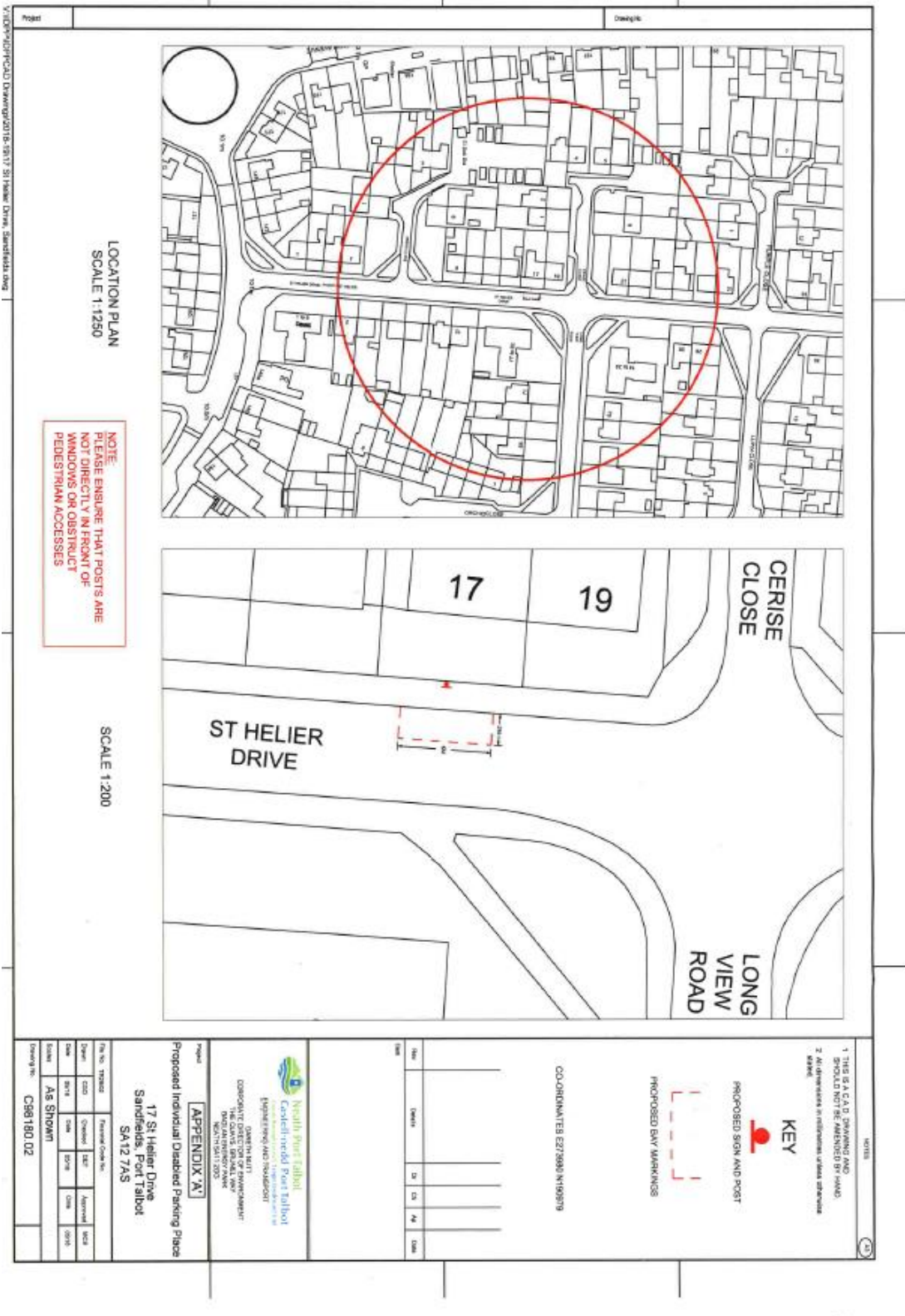
List of Background Papers

14. None

Officer Contact

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

Appendix A



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Rhos

Proposed No Waiting at Any Time Traffic Regulation Order at A474 Neath Road, Rhos, Pontardawe (Bryn Bach Farm Development)

Purpose of Report

1. To obtain Members' approval to advertise the Legal Orders for No Waiting at Any time traffic regulation order at A474 Neath Road, Rhos, Pontardawe.

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 P2014/0393 as a consequence of the proposed housing development at A474 Neath Road, Bryn Bach Farm, Rhos, Pontardawe. The orders are required to prevent indiscriminate parking in the interest of highway safety. The proposed scheme is indicated in Appendix A.

Financial Impact

4. The work will be funded by the Developer.

Equality Impact Assessment

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

Workforce Impacts

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

Legal Impacts

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

Risk Management

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

Consultation

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

Recommendations

It is recommended that:-

10. Approval to advertise the proposed traffic regulation order is granted and if no objections are received the proposal is to be implemented.

Reasons for Proposed Decision

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

Implementation of Decision

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

Appendices

13. Appendix A – Plan of the proposed scheme.

List of Background Papers

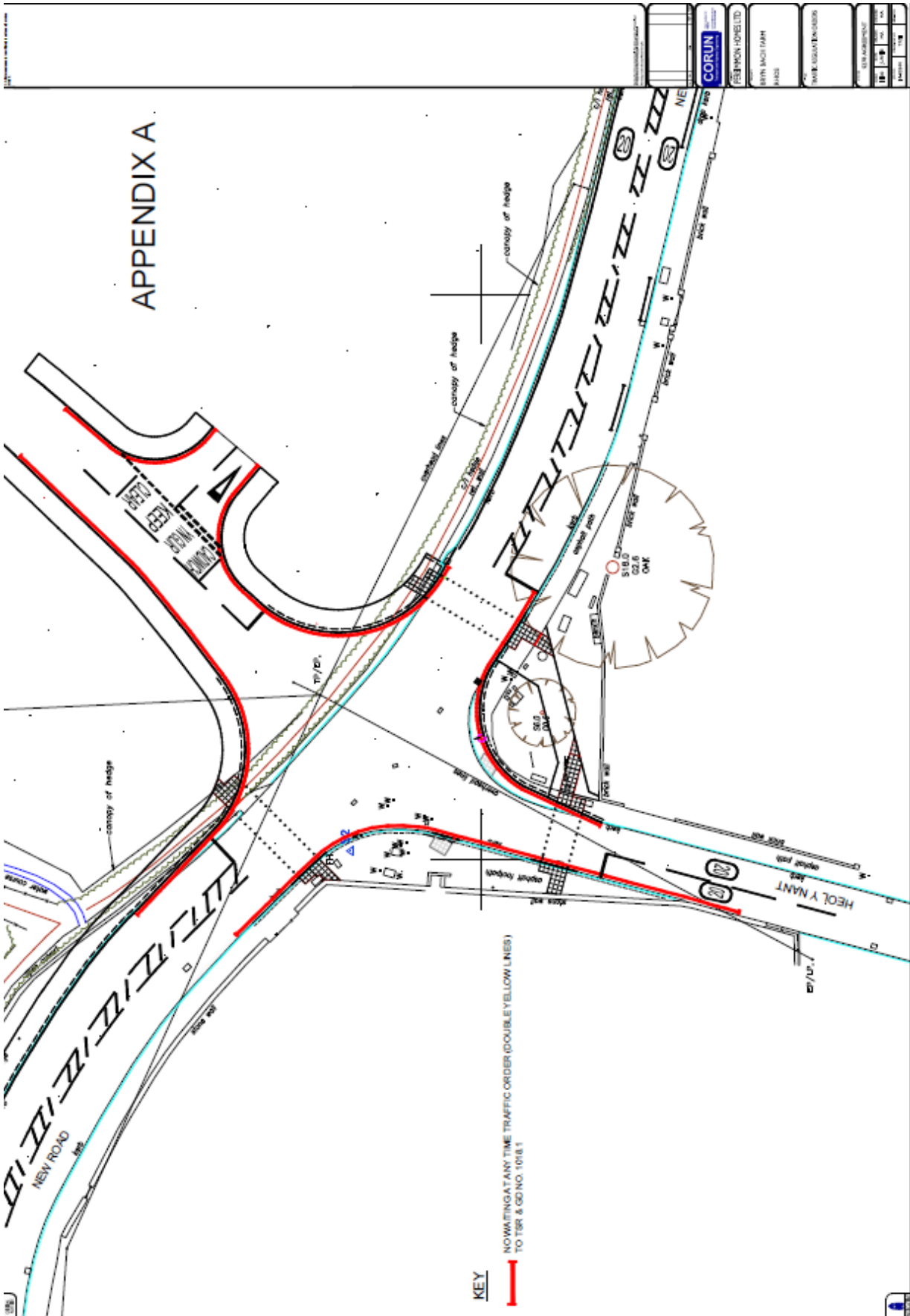
14. None

Officer Contact

Mr James Kane, Engineering & Transport
Tel. No. 01639 686465

Email j.kane@npt.gov.uk

Appendix A



NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Briton Ferry East

Proposed Prohibition of Waiting at Any Time Order and Limited Waiting Order at Old Road and Tyla Road, Briton Ferry

Purpose of Report

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

Executive Summary

2. One letter of objection was received which objected to the proposed limited waiting order in the parking bays adjacent to the school.
3. The objection letter is indicated in Appendix B.
4. The report outlines the objection and the recommendations for the scheme.

Background

5. Traffic Regulation Orders were proposed for the above scheme as a planning condition associated with the school redevelopment on Old Road and Tyla Road in order to prevent indiscriminate parking in the interest of road safety.

Financial Impact

6. The work will be funded by the Developer.

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

12. One letter of objection was received which objected to the proposed limited waiting order located in the new parking bays adjacent to the school. The objector does not have a driveway and is therefore requesting residents parking which is not part of the proposal. A residents parking scheme will be considered as a separate issue.

13. The letter of objection is as indicated in Appendix B.

14. The Local Member has been informed and supports the scheme as advertised.

Recommendations

It is recommended that:-

15. The objection is over ruled, that the scheme is implemented as previously advertised and that the objector is informed accordingly.

Reasons for Proposed Decision

16. To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision

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

Appendices

18. Appendix A – Plan of the scheme.
Appendix B– Letter of objection.

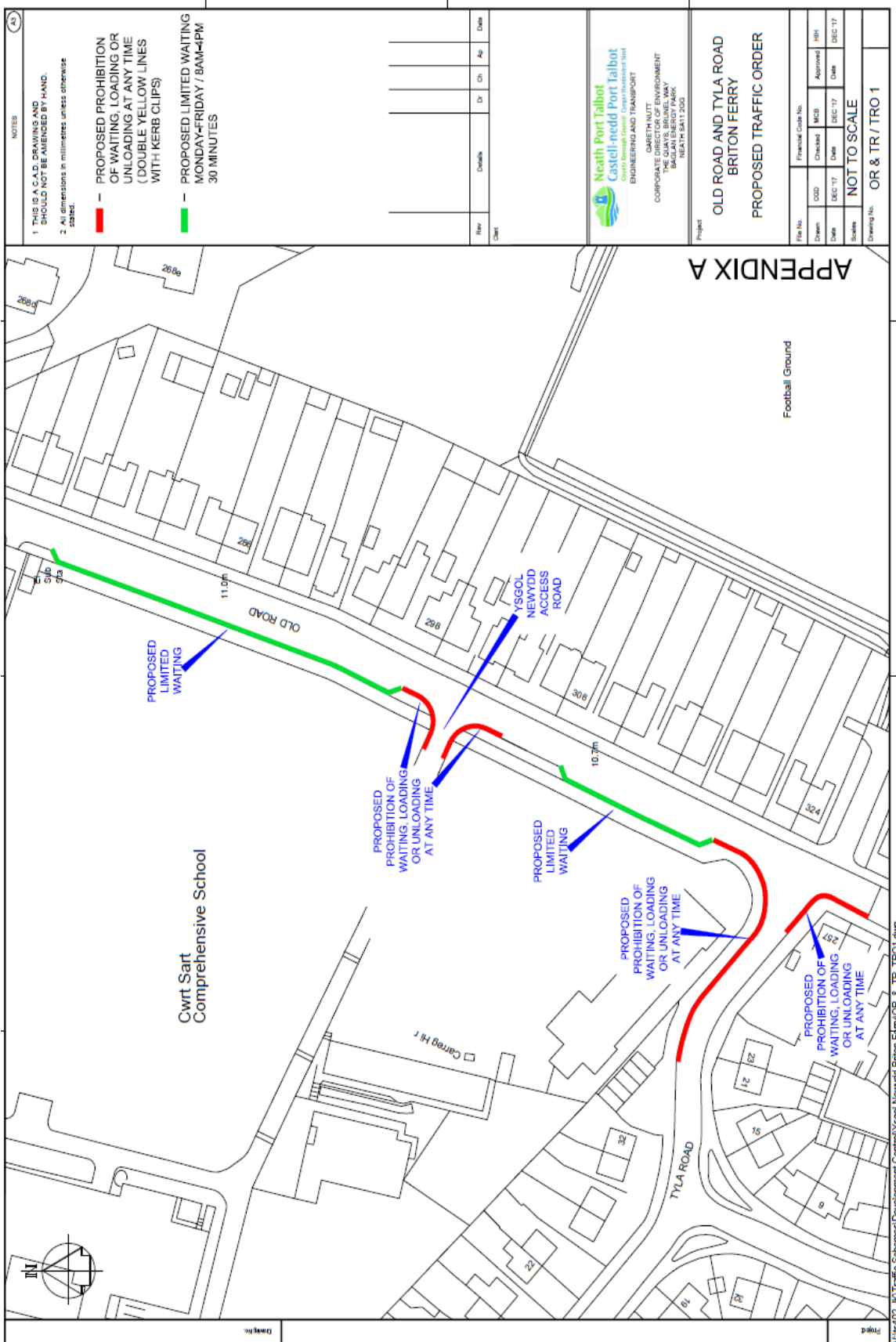
List of Background Papers

19. None.

Officer Contact

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

Appendix A



Appendix B

FAO: David W Griffiths. Head of Engineering and Transport

Briton Ferry
Neath

14 May 2018

Dear Mr David Griffiths

Re: Old Road and Tyla road, Briton Ferry, Neath. No Waiting, Loading or Unloading at Any Time and Limited Waiting

I would like to add my comments to the above mentioned consultation, as a long standing resident of the Old Road, Briton Ferry.

My family and I have resided at the property for 36 years, our children have grown up there and attended Cwrt Sart, the former Comprehensive School.

Over the years, as a result of school traffic, supporters parking for various games, training sessions and tournaments at Briton Ferry football club, along with the steady increase in the number of cars per household, we struggle on a regular with parking outside of our house. As the construction of a new super primary school is now well underway, the additional challenges of parent parking will return.

We are one of only properties on the Old Road, that does not have a drive-way and have for many years raised this issue with local Councillors.

Your proposed limited waiting time marked in green on the plan, will be located directly opposite my property and will exacerbate our issues with parking.

As a long standing resident and member of the local community, I would be extremely grateful if you would consider allocating residents parking at mine and the other properties without driveway access.

I am sending a copy of my letter to the local councillor as well as to the AM for Neath, Jeremy Miles AM.

I look forward to your earliest response.

Yours sincerely,

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Cadoxton

**Prohibition of Waiting, Loading and Unloading at Any Time:
Beaconsfield Street, Glebeland Street and Church Road, Cadoxton,
Neath**

Purpose of Report

1. For Members to consider the objection received following the advertisement of the above scheme, as indicated in Appendix A.

Executive Summary

2. Two letters in support of the proposals were received; see Appendix B.
3. Two letters were received objecting to the scheme.
4. The report outlines the objections and the recommendations for the scheme.

Background

5. The Local Member and residents have raised concerns of indiscriminate parking on Beaconsfield Street, Glebeland Street and Church Road. The visibility exiting the side road of Beaconsfield Street onto Church Road is restricted.

Financial Impact

6. The work will be funded from 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 has been advertised for a 21-day period.

Risk Management

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

Consultation

11. A consultation exercise was undertaken in May/June 2018.

12. Two letters in support of the proposals were received.

13. Two letters were received objecting to the scheme:-

Letter 1 – The objector states that deliveries to their property will be restricted and this will affect their business.

Letter 2 – The objector is in support of the scheme in general, but would like the Traffic Order stopped short of their garage to allow for them to park outside their property due to ill health in the family.

14. After discussion with the Local Member, it was decided to shorten the length of the Traffic Order on Beaconsfield Street to 4 metres on both sides from 6 metres to minimise impact on parking.

15. Also, after considering the points outlined in Letter 2, it has been decided to shorten the Traffic Order on Glebeland Street as requested.

Recommendations

It is recommended that:-

16. The objection in Letter 1 be overruled and the objector be informed accordingly. However, the Traffic Order on Beaconsfield Street to be shortened to 4 metres from 6 metres as agreed with the Local Member to minimise the impact on parking and deliveries in the area whilst

maintaining the Traffic Order as advertised on Church Road to enhance visibility at the junction (see Appendix C).

17. The objection in Letter 2 to be upheld and the Traffic Order on Glebeland Street to be shortened as requested (see Appendix C). The objector to be informed accordingly.

18. The Traffic Order to be amended as above and implemented on site.

Reasons for Proposed Decision

19. To prevent indiscriminate parking in the interest of highway 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 in support of scheme.

23. Appendix C – Revised scheme plan.

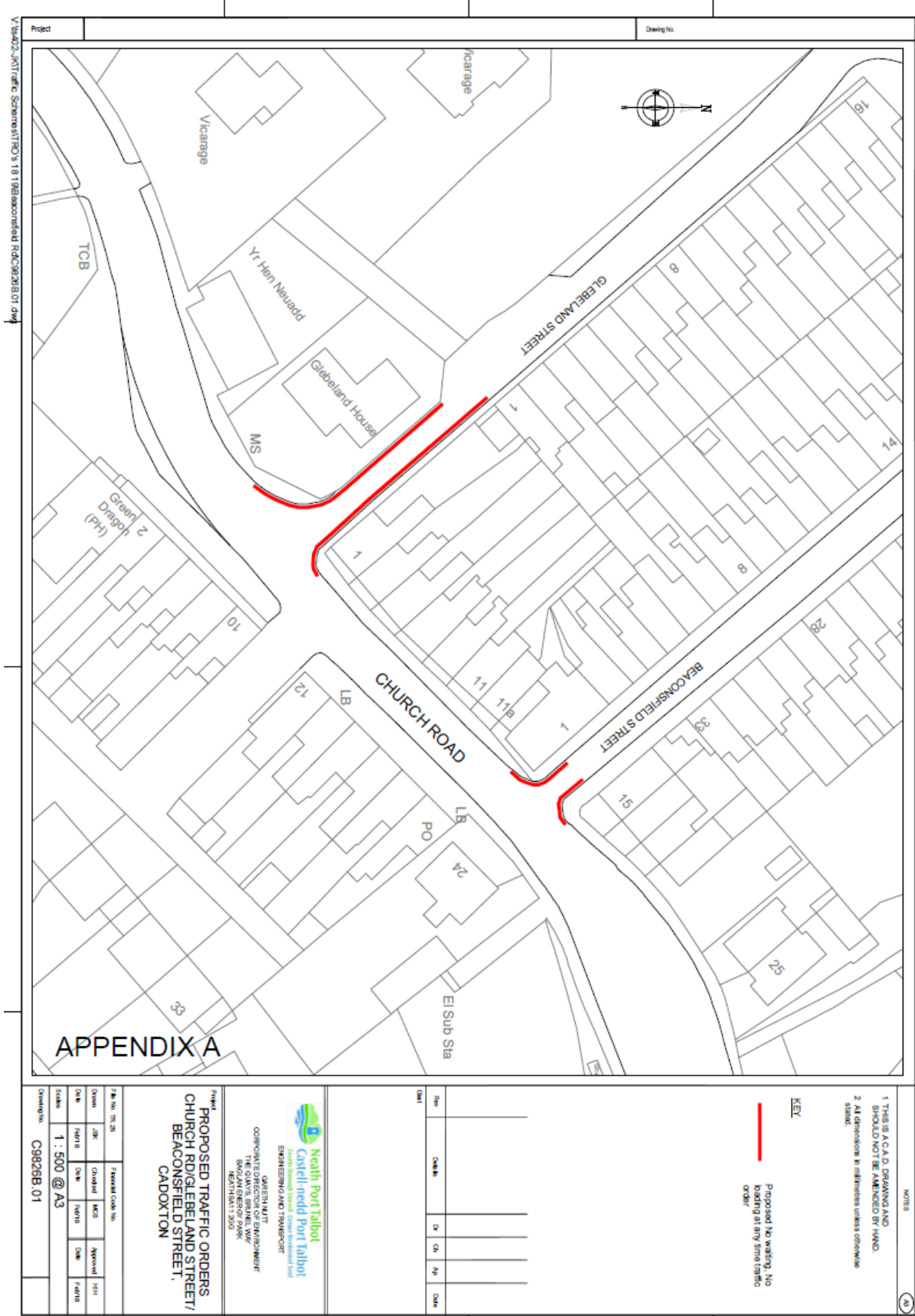
List of Background Papers

24. None

Officer Contact

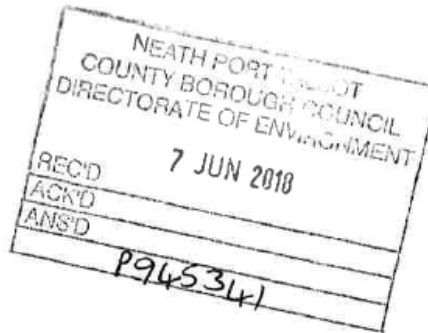
25. Mr James Kane, Engineering & Transport
Tel. No. 01639 686465
Email j.kane@npt.gov.uk

Appendix A



Appendix B

Appendix B



04.06.18

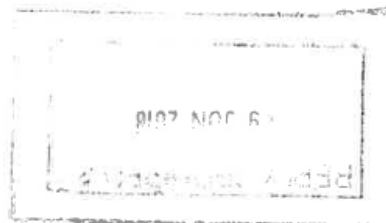
Your Ref:TR25/JBK/JW Traffic Controlling – Cadoxton, Neath

Dear Mr Kane

I am a resident of Glebeland Street, Cadoxton and would like to say I am totally in support of your plans for double yellow lines at the entrance of the turning continuing to house number one. I have witnessed cars parked on the right-hand side of the entrance half up on the pavement causing larger vehicles struggling to fit through the already narrow entrance. I have witnessed an ambulance being obstructed, delivery lorries and less than confident inexperienced drivers either getting stuck or trying to reverse back out in a failed attempt.

Over the years I have noticed that the main culprits parking their cars along this tight entrance live in Church Road not even Glebeland Street! I have spoken to them about moving them in the past due to safety reasons but have been met by a barrage of abuse.

Another thing I would like to mention is people driving down the street from the top end even though it's a one-way street. Again, I have witnessed many near misses with cars entering the street only to be met with a car driving towards them. In fact, yesterday afternoon I stopped 5 cars coming from the Golf Club and informed them they were driving the wrong way down a one-way street but they either just laughed at me or shrugged their shoulders and kept on driving. If there is any money left in the budget after the double yellow lines are in place would it be possible for new one-way signs to be put up please or for it to be painted on the road?



Appendix B

Dear Mr Kane,

P945342

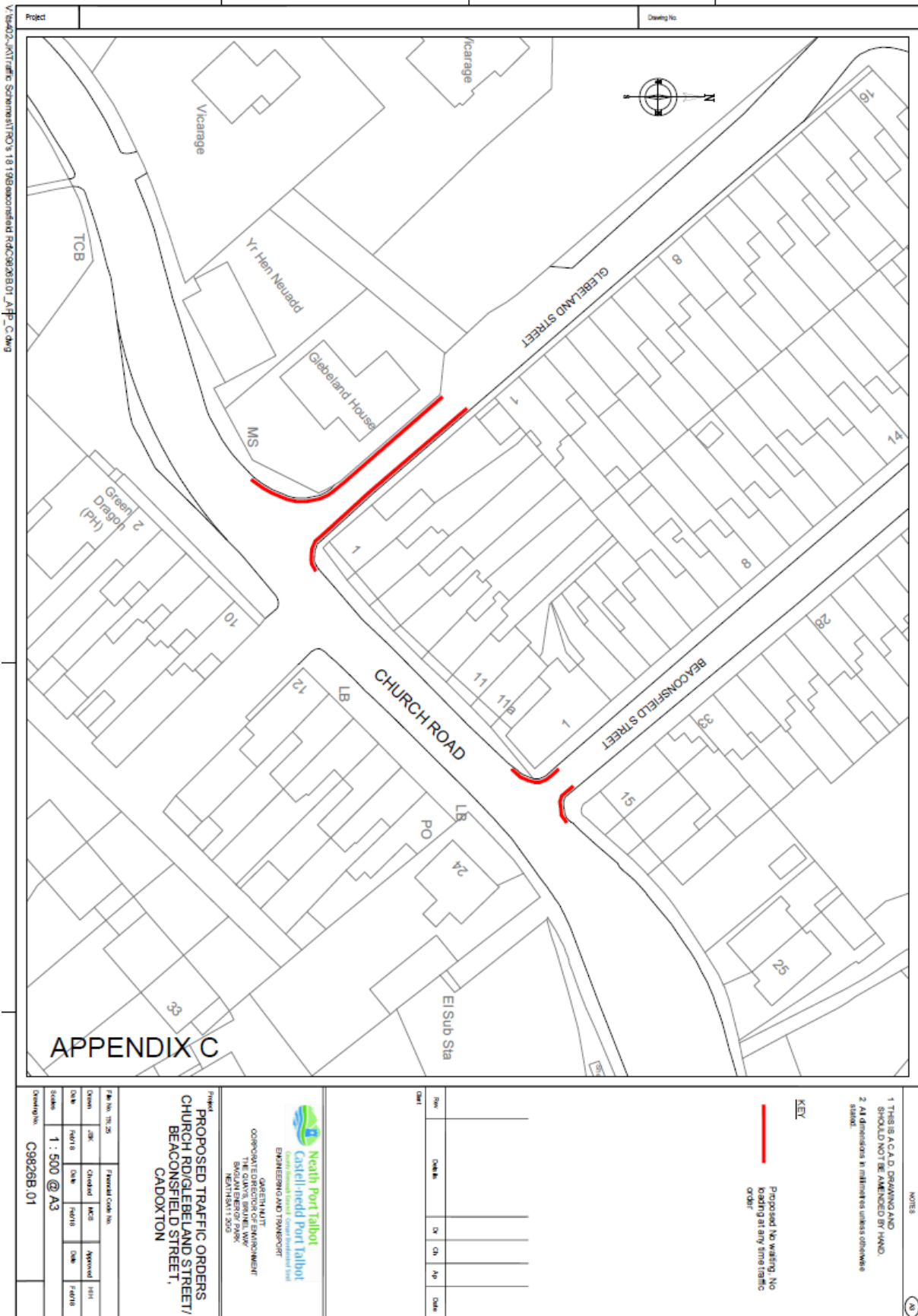
Yes finally! What myself and family have been waiting for - Double yellow lines as you drive into Glebeland Street.

Thank goodness common sense has prevailed after all these years of near misses and the worry of the emergency services ^{not} being able to drive through with ease and confidence.

My only worry would be how it will be policed as I would us as residents report cars parked on the double yellow lines to the police - Evidence on this would be helpful - In the meantime I will speak to our councillor Mrs Anita Annette Windgrave

Let's hope residents parking is next on your agenda, as theres a big problem with people who park here but dont actually live here, they are people visiting the green dragon pub can be seen leaving their cars and walking over.

Appendix C



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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20 July 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: Margam

Proposed Traffic Orders:-

Ty Fry Road, Bertha Road and the Road adjacent to 93 & 95 Beechwood Road, Margam

Purpose of Report

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

Executive Summary

2. One letter was received in respect of the proposal.

The report outlines the objection and the recommendations for the scheme.

Background

3. In June 2018, the proposals were advertised and at the same time a consultation exercise was undertaken to all properties directly affected by the scheme Appendix B

Financial Implications

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

Equality Impact Assessment

5. No requirement for an Equality Impact Assessment.

Workforce Impacts

6. Not applicable

Legal Impacts

7. The scheme has been advertised for a 21 day period.

Risk Management

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

Consultation

9. This item has been subject to external consultation.

List of consultees:-

Councillor R Jones (Leader)

Residents affected by the scheme

10. As part of the consultation exercise a letter drop was undertaken to all residents within the immediate vicinity of the proposals. During the consultation process one letter was received in respect of the proposals.

11. Letter from Resident

States that the resident is elderly and suffers breathlessness very quickly after the minimum of strain. The gradient at the side of the property is too steep to carry any weight up the pavement. In order to move the rubbish from the front garden to the back garden the resident uses a vehicle to access gates at the side of the property. The resident states that the proposed restrictions would make it difficult to carry out the above.

The proposed order will prohibit loading taking place alongside the residents' property. By restricting the loading order for an hour in the morning and an hour in the afternoon on a weekday will keep the road clear for school buses and permit residents to load and unload at other times of the day and all weekend.

Recommendations

12. It is recommended having due regard to the Equality Impact Assessment that:-
 - a) The objection be upheld in so far as it relates to the west side of the Road Adjacent to 93 & 95 Beechwood Road and the objector informed accordingly.
 - b) All other legal orders to be implemented as previously advertised.
 - c) To obtain Members approval to advertise an amended loading and unloading scheme (west side) for the Road Adjacent to 93 & 95 Beechwood Road, Margam (Appendix C).
 - d) Subject to there being no objections for the scheme to be implemented

Reasons for Proposed Decision

13. To permit loading and unloading to take place at certain times of the day and week and prevent indiscriminate parking in the interest in road safety

Implementation of Decision

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

Appendices

15. Appendix A – Consultation Plan
Appendix B – Consultation Letter
Appendix C – Amended Consultation Plan

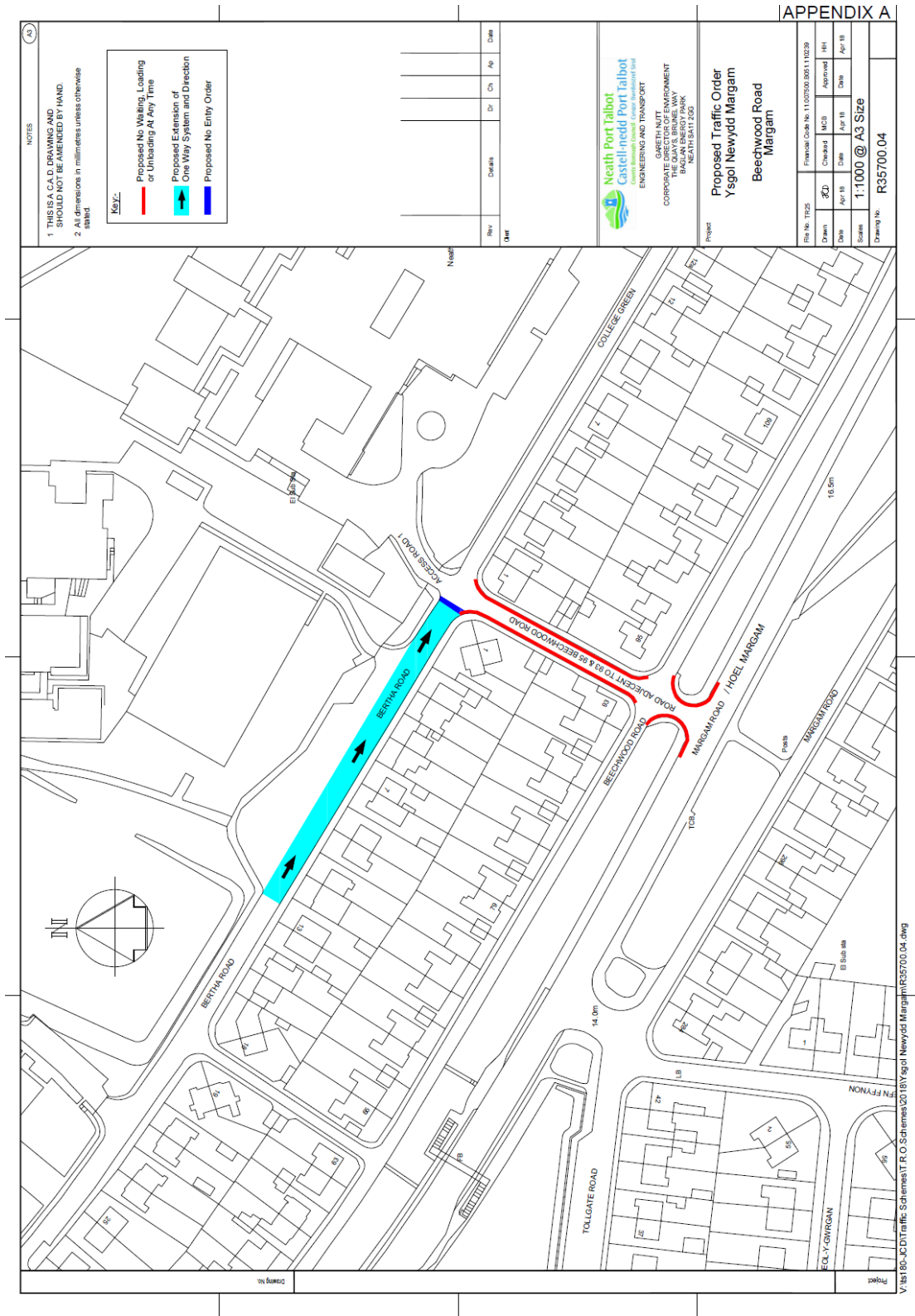
List of Background Papers

16. TR25

Officer Contact

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

Appendix A



Appendix B



14 June 2018 Date Dyddiad
01639 686479 Direct Line Rhif Ffôn
environment@npt.gov.uk email ehost

Mr JC Davies Contact Cyswllt
TR25/JCD/ST Your Ref Eich Cyf
Our Ref Ein Cyf

The Occupier

APPENDIX B

Dear Sir/Madam,


Re: Proposed Traffic Orders – Ty Fry Road, Bertha Road, Beechwood Road and Margam Road, Margam

Neath Port Talbot County Borough Council intend to advertise the above scheme. A copy of the plan is attached.

A copy of the proposed Order, Statement of Reasons and an appropriate plan may be inspected during normal working hours at the main reception desk in the The Quays, Baglan.

Any objections / support or comments should be forwarded as soon as possible in writing to the address below and must be received no later than 5th July 2018.

Yours faithfully


For **HEAD OF ENGINEERING AND TRANSPORT**

Environment
Yr Amgylchedd

www.npt.gov.uk

David W Griffiths
Head of Engineering & Transport
The Quays, Brunel Way, Baglan Energy Park,
Neath SA11 2GG
Tel: 01639 686868 Fax: 01639 686100

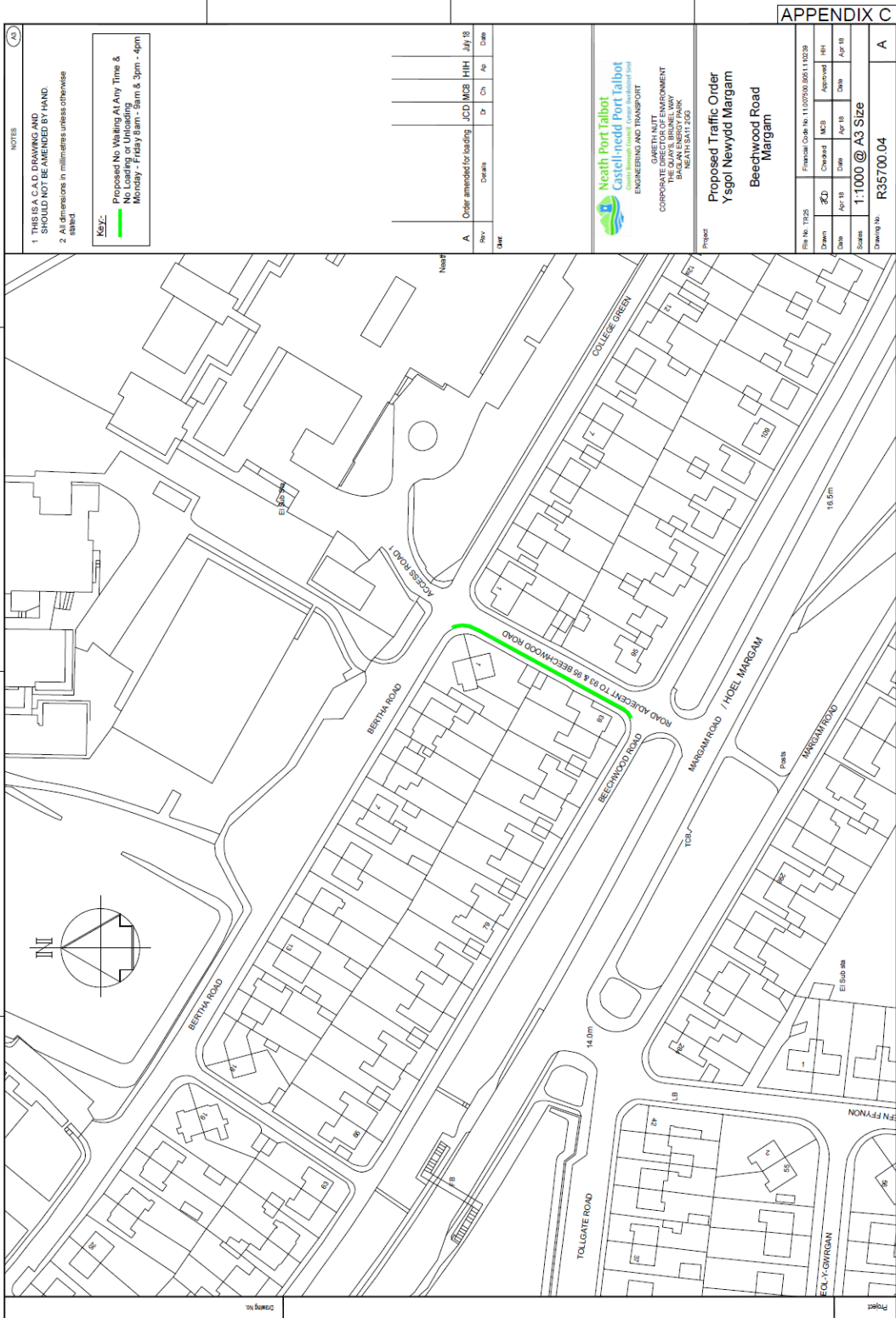
The Council welcomes
correspondence in English or Welsh

David W Griffiths
Pennaeth Peirianeg a Chludiant
Y Ceiau, Ffordd Brunel, Parc Ynni Baglan,
Castell-nedd SA11 2GG
Ffôn 01639 686868 Ffacs 01639 686100

Mae'r Cyngor yn croesawu gohebiaeth
yn y Gymraeg neu'r Saesneg



Appendix C



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
7 Sept 2018	Quarter 1 Performance Monitoring	Monitor	Quarterly	Allison Headon
	Management of Potholes	Information	Topical	Mike Roberts

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

STREETSCENE AND ENGINEERING CABINET COMMITTEE

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
30 Nov 2018	Quarter 2 Performance Monitoring	Monitor	Quarterly	Allison Headon