



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

***Yn syth Yn dilyn y Pwyllgor Craffu ar
DYDD GWENER, 20 MEDI 2019, DYDD GWENER, 20 MEDI 2019***

***YSTAFELLOEDD PWYLLGORA A/B-CANOLFAN DDINESIG
CASTELL-NEDD***

1. Penodi Cadeirydd
2. Datganiadau o fudd
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 8*)

Blaenraglen Waith ar gyfer 2018/19

4. Clefyd Coed Ynn (*Tudalennau 11 - 26*)
Adroddiad gan Bennaeth Gofal Strydoedd
5. Asesu Henebion (*Tudalennau 27 - 54*)
Adroddiad gan Bennaeth Gofal Strydoedd
6. Parcio dros gyfnod y Nadolig 2019 (*Tudalennau 55 - 62*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
7. Rhestr o Gontractwyr Cymeradwy (*Tudalennau 63 - 76*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
8. Gorchymyn Traffig - Penyard Road, Neath Abbey, Neath
(*Tudalennau 77 - 86*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
9. Gorchymyn Traffig - Penscynor, Cilfrew (*Tudalennau 87 - 94*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth

10. Gorchymyn Traffig - Main Road, Bryncoch, Neath (*Tudalennau 95 - 106*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
11. Gorchymyn Traffig - Burrows Road, Skewen (*Tudalennau 107 - 114*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
12. Gorchymyn Traffig - Ystalyfera (*Tudalennau 115 - 126*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
13. Gorchymyn Traffig - A48 Margam, Port Talbot (*Tudalennau 127 - 134*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
14. Gorchymyn Traffig - Heol Y Coedcae, Y Clos and Gwernant, Cwmllynfell (*Tudalennau 135 - 142*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
15. Gorchymyn Traffig - Park Avenue, Skewen (*Tudalennau 143 - 150*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
16. Gorchymyn Traffig - Hillside, Highbury Court, Cook Rees Avenue & Westernmoor Road, Neath (*Tudalennau 151 - 160*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
17. Gorchymyn Traffig - Bryncoch, Neath (*Tudalennau 161 - 170*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
18. Gorchymyn Traffig - Seaward Avenue and Seaward Close, Sandfields, Port Talbot (*Tudalennau 171 - 178*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
19. Gorchymyn Traffig - St. Illtyd's Drive, Baglan, Port Talbot (*Tudalennau 179 - 186*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
20. Gorchymyn Traffig - Tyn y Twr, Bwlch Road, Baglan (*Tudalennau 187 - 194*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
21. Gorchymyn Traffig - Briton Ferry, Melin and Neath (*Tudalennau*

195 - 206)

Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth

22. Eitemau brys

S.Phillips
Prif Weithredwr

**Canolfan Ddinesig,
Port Talbot**

12 September, 2019

Aelodau'r Cabinet:

Cynghowyr: E.V.Latham a/ac A.Wingrave

Nodiadau:

- (1) Os nad yw unrhyw aelod o Fwrdd y Cabinet yn gallu bad yn bresennol, gall unrhyw aelod arall o'r Cabinet gyflenwi fel aelod etholiadol ar y pwyllgor. Gofynnir i'r aelodau wneud y trefniadau hyn yn uniongyrchol ac yna i hysbysu is adran y pwyllgor..*
- (2) Ystyrir barn y Pwyllgor Craffu blaenorol wrth wneud penderfyniadau (proses craffu cyn penderfynu)*

Mae'r dudalen hon yn fwriadol wag

EXECUTIVE DECISION RECORD
STREETSCENE AND ENGINEERING CABINET BOARD
5 JULY, 2019

Cabinet Members:

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

Officers in Attendance:

D.Griffiths, N.Pearce, M.Roberts, S.Curran and T.Davies

1. **APPOINTMENT OF CHAIRPERSON**

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

2. **MINUTES OF PREVIOUS MEETING**

Decision:

That the Minutes of the 24 May, 2019, be approved.

3. **KEY PERFORMANCE INDICATORS 2018/2019 - FULL YEAR 2018-19
(1 APRIL 2018 - 31 MARCH 2019)**

Decision:

That the monitoring report be noted.

4. **SUMMARY OF WELSH GOVERNMENT GRANT APPROVALS RECEIVED FOR HIGHWAYS AND TRANSPORT 2019/2020**

Decision:

That the report be noted.

5. **TRAFFIC ORDER: HIGH STREET, CHAIN ROAD, CHURCH CRESCENT AND EMPIRE AVENUE, BLAENGWRACH**

Decision:

That the Legal Orders for the proposed No Waiting, Loading or Unloading at Any Time Traffic Regulation Orders at the B4242 at High Street, Chain Road, Church Crescent and Empire Avenue, Blaengwrach, as detailed at Appendix A to the circulated report, be advertised, and should no objections be received, the Orders 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:

This item will be subject to external consultation when the scheme is advertised.

6. **TRAFFIC ORDER: TY DRAW PLACE AND GLAN AFAN, PORT TALBOT**

Decision:

That the Proposed Revocation, Prohibition of Waiting at Any Time, Prohibition of Waiting, Loading or Unloading at Any Time, Limited Waiting 2 Hours No Return 4 Hours, Resident Permit Holders Only, Prohibition of Entry and Prohibition of Waiting Mon to Sat – 8am to 6pm at Ty Draw Place and Glan Afan, Port Talbot, be implemented as previously advertised and the objector informed accordingly.

Reason for Decision:

To allow the safe passage of vehicular traffic along Ty Draw Place into the new development at Glan Afan and to prevent indiscriminate parking in the interest 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.

7. **TRAFFIC ORDER: STATION ROAD, PORT TALBOT**

Decision:

That the Proposed Revocation of Orders comprising Limited Waiting except Resident Permit Holders, No Stopping except Taxis, Disabled Driver Parking Place to be substituted by new Limited Waiting except Residents Permit Holders and No Stopping except Taxis, Full-Time Taxi Rank and Disabled Drivers Parking Places Orders respectively in Station Road, Port Talbot, be implemented as previously advertised and the objector informed accordingly.

Reason for Decision:

To implement a full-time Taxi Rank for four vehicles at the lower end of Station Road, Port Talbot and a part-time evening Rank between Ty Draw Place and Grove Place 6.00pm to 8.00am in order to assist the public with public transport provision.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

8. **TRAFFIC ORDER: 23 VERNON STREET, BRITON FERRY, NEATH, SA11 2PE**

Decision:

That the Legal Orders for the implementation of an Individual Disabled Parking Place (IDPP) bay at 23 Vernon Street, Briton Ferry, Neath, SA11 2PE be advertised, and should there be no objectors, the IDPP implemented.

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation when the scheme is advertised.

CHAIRPERSON

STREETSCENE AND ENGINEERING CABINET COMMITTEE

2019/2020 FORWARD WORK PLAN

STREETSCENE AND ENGINEERING CABINET COMMITTEE

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DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
25 October 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
6 December 2019	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths
	Performance Indicators – Streetcare	Information	Topical	Mike Roberts

Atodiad i'r Agenda

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 January 2020	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths

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To be programmed in:

- Traffic Order (as Needed)
- List of Approved Contractors (as needed)
- Budget only meetings
- Quarterly Performance Monitoring (2018/19)
- Road Safety Grant Schemes – (Decision/Annual) Dave Griffiths/ Martin Brumby
- 3 Year Review of Grit Bin Provision in NPT (due Aug/Sept 2021)
- Update of HAMP & HMP with new Code of Practice – *TBC (For Decision)*
- EMREC - TBC



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

20th September 2019

Report of the Head of Streetcare – Mike Roberts

Matter for Decision

Wards Affected: All Wards

Ash Dieback

Purpose of the Report:

To advise members on the potential future environmental and financial impact of Chalara Ash Dieback disease which is currently affecting a large number of trees on local authority and private land.

Executive Summary:

Chalara Ash Dieback is a fungal disease affecting Ash trees throughout the UK. The position in Wales is that due to the micro-climate the disease appears to be more advanced. The exact number of Ash trees within Neath Port Talbot or their condition is not known and a survey will be required to quantify their number and distribution in detail. A number of trees affected by this disease have already been felled.

This report identifies the need for an Ash Dieback Action Plan and the funding for works associated with this.

Background:

Ash is the 3rd most common tree in the UK with an estimated 60 million outside woodlands. There are an estimated 140,000 Ash trees in NPT. A large number of these trees are within areas of limited access and low risk but there are a significant number adjacent to the highway network. The split of this figure between council and private land is unknown in the absence of detailed surveys, but the Council's Arboricultural Officer estimates that the Council may have an interest in around 10% of the trees by virtue of land ownership or location (more detail is given in Appendix A). The overall number of trees was calculated by Dr. Charles Hipkin who is an ecologist / botanist working in Swansea University. It is believed he obtained the information from Oliver Rackam's books and literature. Until his recent death Rackam was considered by many academics to be the top UK expert on British trees and woodlands.

Ash dieback is the most significant disease to affect UK trees since the Dutch Elm Disease epidemic of the 1970's. Ash dieback was first officially recorded in the UK in a plant nursery in Buckinghamshire in 2012. It has now spread across the majority of the UK and is expected to lead to the decline and death of the majority of Ash trees.

The following link to BBC news <https://www.bbc.co.uk/news/uk-wales-47483197> confirms the climate related rapid spread of the disease with Wales being the hardest hit area in the UK where 80% of all Ash trees are already infected to various degrees.

A Dr Kirby of the Plant Sciences Department at Oxford University recently stated that a large number of Ash trees in Wales are near public highways. A recent tragic incident near Pontyberem in Carmarthenshire highlighted the issue with dying Ash trees. A large Ash tree collapsed on to a public highway landing on a passing delivery

van which killed the driver. Previous to its collapse the tree was showing symptoms of advanced crown dieback and basal decay. Although the collapse of the tree was not fully attributable to Ash dieback, if dead and dying Ash trees are not removed then collapsing trees could become a much more common occurrence.

Welsh local authority representatives and other stakeholders attended a recent event organised by the Welsh Government at the National Botanic Gardens to discuss the development and implementation of Ash Dieback Action Plans (ADAP'S). The representative for NPT was Nick Thomas, Senior Country Park Officer.

Due to Ash dieback a small number of Ash trees have already been removed within the last 12 months but the number of removals is expected to increase significantly over the coming years.

Due to the health and safety risks and the large number of trees involved which are often in urban areas and adjacent to public highways in rural areas a number of organisations and local authorities are in the process of developing an ADAP's.

The elements involved in an ADAP are:

- Awareness/anticipation: raising awareness about Ash dieback and the issues it may cause.
- Planning/assessment: preparing and developing the ADAP to help to manage the problems caused by the disease.
- Action/response to Ash dieback: undertaking actions e.g. tree removal to remedy the problems caused by the disease.
- Adaptation and recovery from the disease: landscape restoration.

Financial Impacts:

The additional surveys / inspections, enforcement actions and work to remove large dead and dying trees will incur significant costs for labour, mobile elevated working platforms, timber handling equipment, traffic management, stump grinding in some locations and replanting.

Having completed surveys, Leicestershire County Council have recently reported the requirement for £5,000,000 over 15 years to deal with the estimated 500,000 trees within that council area. Based on this there would be an estimated budget requirement of £1.4m over 15 years in Neath Port Talbot. £75k has been flagged as a budget pressure for next year to fund surveys, action plan production and initial urgent work. On completion of the surveys and action plan a further report will be presented for consideration

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. A summary is included below.

Valleys Communities Impacts:

Whilst the exact numbers and locations of the trees are unknown at this time, there will inevitably be higher numbers within rural wards.

Workforce Impacts:

There will be an increase in demand on resources over the coming years to deal with Ash Dieback.

Legal Impacts:

The authority has a legal duty to ensure that trees on council owned land are in a safe condition. It also has duties in relation to the safety of highways.

Risk Management Impacts:

If no action plan is developed the process of dealing with any dangerous trees will be reactive which will result in higher costs along with an increased risk of personal injury, property damage and insurance claims. If organisations such as local authorities wait until trees start to fail due to Ash Dieback they may well become overwhelmed with tree removal work. In addition to its direct impact the disease may have an impact and present a risk to other services requiring the free movement of people and vehicles or the management of storm water etc.

The following are examples of how Ash dieback may impact a corporate risk assessment.

Health and safety:

- Potential for death or injury to the general public and staff working on trees
- Increased health and safety issues on roads, parks, cemeteries, schools, footpaths
- Risks to statutory functions and service delivery
- Risks to staff and visitors from infected trees on adjoining land
- Risks from falling trees and branches on to local authority infrastructure

Reputational damage:

- Potential for disruption e.g. road closures due to tree work and falling trees
- Political risks as a result of negative press over the management of Ash dieback
- Public anxiety / anger
- Strained relationships with land owners and managers as increased costs fall on the private land owners.

Environmental impacts:

- Landscape changes with impacts on recreation and tourism
- Losses to ecosystem services e.g. reduction in air quality, increased flooding, loss of visual screens next to roads, biodiversity loss.
- Risks to protected species / sites through alteration of habitat structure, stability and composition
- Loss of carbon storage and sequestration
- Loss of biodiversity from the decline or extinction of species which are largely or entirely dependent on Ash.

Economic impacts:

- Increased liabilities
- Inability to undertake necessary works due to lack of trained staff
- The generated tree waste is not classed as controlled waste but due to the volume of chippings and timber it is inevitable that there will be additional disposal costs.
- Increased costs for management and organisation.

- Increasing prices as a result of market competition for skilled contractors
- Increasing direct and indirect costs due to increased flood risk and soil erosion.
- Costs of replanting to retain ecosystem services provided by Ash trees e.g. flood reduction, habitat for biodiversity, shelter.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

It is recommended that the Council:

1. Develop an action plan including tree surveys to identify tree distribution, affected trees and the degree of infection.
2. Fell and dispose of trees as required based on the findings of the surveys and associated risk assessment.
3. Via social media and other channels, the Council raise awareness of the disease and encourage members of the public to report trees which appear to be in poor health.
4. Liaise with private landowners who have trees near public highways, public footpaths and local authority property.
5. Pursue funding and carry out replacement tree planting to reduce the impact on biodiversity and local landscapes with suitable species such as Oak, Birch, Alder and Sycamore.

Reasons for Proposed Decision:

To manage the onset of Ash Dieback throughout the county borough ensuring that works are prioritised and carried out in a timely manner.

Implementation of Decision:

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

Appendices:

None

List of Background Papers:

None

Officer Contact:

Name: Andrew Lewis

Designation: Waste and Neighbourhood Services Manager

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Direct dial: 01639 686021

Initial Assessment on the scale of activity required by the Council

As stated in the report there are an estimated 140,000 Ash trees in Neath Port Talbot. A large number of these trees will be on private property which will not have any impact on the authority's land, buildings, infrastructure or highways.

Highways

The A , B, C and unclassified highway network in Neath Port Talbot consists of the following.

<i>Class</i>	<i>Length (km)</i>
A	140.05
B	63.42
C	53.14
U	598.90
Total	855.51

Due to dead and dying Ash trees it is advisable to survey all land adjacent to all classes of highway. The depth of the survey on both sides of the highway should allow for the tallest Ash trees which is 30 metres. The total length of highway multiplied by the depth provide an anticipated total inspection area of 256 hectares in relation to highways.

Country Parks

There are four country parks in NPT, Margam, the Gnoll, Craig Gwladys and Afan Forest Park. Margam is managed by the Education Directorate. The Gnoll and Craig Gwladys are managed by the Environment Directorate. The Afan Forest Park is managed by Natural Resources Wales but the car park area and visitor centre is

managed by the Estates section of the Environment Directorate. This car park area has a number of Ash trees which are currently in decline.

Tree inspections have previously been undertaken but these were for the general safety and condition of the trees within the parks and were prior to the current impact of Ash Dieback.

Ornamental Parks

There are a total of 14 ornamental parks. The majority of these parks have varying numbers of Ash trees.

Playgrounds

There are 44 playgrounds across the authority and there are a significant number of Ash trees in the vicinity of them which will be the subject of early inspection.

Allotments

Of the 5 allotment sites there are Ash trees of varying size and condition near the perimeters of a number of the sites.

Public open spaces

There are numerous public open spaces across the authority e.g. Cimla Common which will require an inspection.

Cemeteries

There are 8 operational cemeteries and 2 non-operational cemeteries. There are Ash trees within or adjacent to the majority of the sites.

Canals

The 2 canals, the Neath canal from Resolven to Glynneath and the Swansea canal nature reserve at Ynysmeudwy have a large number of Ash trees adjacent to the towpath and waterway.

Woodlands

There are 9 woodlands managed by the authority. These woodlands have public access and Rights of Way and have a significant number of Ash trees within their boundaries.

Schools

There is a total number of 73 nursery, primary, junior and comprehensive schools. All trees in schools are inspected for their health and safety on a two year cycle with approximately 50% of the schools being inspected each year. The effects of Ash dieback disease will be evaluated during these programmed inspections and therefore will not require a specific survey for the Ash disease. However there will be additional costs to remove the infected trees.

Summary

Until accurate detailed surveys are undertaken the total number of Ash trees can only be estimated based on local knowledge in association with the above.

Furthermore, it should also be noted that the stated number of trees will include different age classes from semi mature to over mature specimens.

The initial estimate by the Council's Senior Country Parks Officer is that the total number of Ash trees on local authority maintained sites will be in the region of 14,000.

Mae'r dudalen hon yn fwriadol wag

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Ash Dieback – environmental and financial impact
Service Area: Streetcare Services
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				

Sexual orientation		✓				
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4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity	✓					Ash trees that are felled due to infection will be replaced with native stock.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	✓					Ash trees that are felled due to infection will be replaced with native stock.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		Ash trees affected by the disease will be identified and works prioritised to remove these before they become a danger.
Integration - how the initiative impacts upon our wellbeing objectives	✓		Felled trees will be replaced to ensure that they continue to provide improved air quality.
Involvement - how people have been involved in developing the initiative	✓		There has been no requirement to involve others in developing the initiative, the proposal does though include measure to involve the public and land owners in identifying possible diseased trees.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		There are options being considered to join up with other local authorities to identify possible financial assistance.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		It is not possible to prevent the spread of this disease, this initiative will aim to prevent the effects of the disease becoming uncontrollable.

7. Declaration - based on above assessment (tick as appropriate):


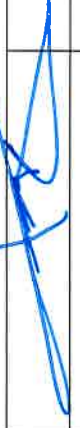
A full impact assessment (second stage) **is not** required

Reasons for this conclusion

The implementation of the recommendations supports and embraces this assessment process.

A full impact assessment (second stage) **is** required

Reasons for this conclusion

	Name	Position	Signature	Date
Completed by	Andrew Lewis	Waste & Neighbourhood Services Manager		13/6/19
Signed off by	Mike Roberts	Head of Service/Director		17/6/19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Committee

20th September 2019

Report of the Head of Streetcare – Mike Roberts

Matter for Decision

Wards Affected: All Wards

Report Title: Memorial Testing Policy

Purpose of the Report:

To seek member approval for a Memorial Testing Policy.

Executive Summary:

A memorial testing policy is proposed to formalise current procedures and provide a clear and consistent approach to the inspection of memorials within all cemeteries managed by the authority. It sets out the reasons for inspections whilst providing guidance on what is and is not permitted for service users and visitors.

Background:

The authority is responsible for 9 Cemeteries, these being Margam, Goytre, Cymmer, Ynysymaerdy, Llantwit, Onllwyn, Giants Grave, Carmel and Godregraig.

The proposed policy has been produced to set out the council's position with regards to memorial safety, the responsibilities of the Council, its contractors, memorial masons and grave owners as well as the actions that will be taken to minimise risk to the users of council managed cemeteries across the borough.

Whilst Neath Port Talbot County Borough Council has overall responsibility for the safety of the cemeteries, including risks from unstable memorials, it does not own the memorials. The owner of the memorial will be the grave owner. In many cases there is no identifiable owner.

The Health & Safety Executive (HSE), Institute of Cemeteries and Cremation (ICCM) and the Local Authorities Cemetery Order 1997 (LACO) sets out standards that all burial authorities in England and Wales must adhere to.

The authority acknowledges that the management of cemeteries is very emotive and families frequently contact the authority to discuss matters during very difficult times. However, it is important that whilst dealing with the needs of families sensitively and providing assistance during these difficult periods, the authority also has clear guidance that provides a consistent approach throughout all of its cemeteries. It is therefore considered essential that a memorial testing policy is in place that balances the needs of family members and loved ones, with the need to maintain a safe environment for all.

Whilst providing guidance for families, the proposed policy also sets out expectations on Memorial Masons.

Only memorial masons that are registered to BRAMM (a national organisation) are permitted to work in authority cemeteries, and the benefit of this registration is set out for families within the proposed Policy.

Inspections for memorials will be carried out by a suitable qualified person. A survey has identified that whilst the majority of memorials are below 70"/1778 mm in height there are 1456 memorials that are higher and will need more specialist inspection. Inevitably some memorials will from time to time be identified as requiring immediate action such as staking and banding or, as a last resort, laying down to make safe.

Financial Impacts:

The proposed safety inspections for memorials less than 70"/1778 mm in height will be carried out at no cost by existing trained cemetery staff. External expertise will be bought in where required with respect to larger memorials.

There is currently a specific reserve of £40,000 set aside for memorial inspections and mitigation measures, including the inspection of larger memorials and works to make safe.

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. A summary is included in Appendix 1.

The implementation of the Recommendations supports and embraces this assessment process.

Valleys Communities Impacts:

Four of the cemeteries are within valley communities.

Workforce Impacts:

Consultation has been undertaken with the relevant workforce regarding the process.

Legal Impacts:

Implementing this policy will allow the authority to meet its legal obligation as set out by Health & Safety Executive (HSE), Institute of Cemeteries and Cremation (ICCM) and the Local Authorities Cemetery Order 1997 (LACO).

Risk Management Impacts:

Failure to have a formalised process in place to inspect and make safe cemetery memorials leaves cemetery visitors and the authority exposed to potential risks.

Consultation:

There is no requirement for external consultation on this item. It is noted that, in essence, the report only seeks to formalise ongoing custom and practice and raise awareness of Council policy.

Recommendations:

It is recommended that:

- The memorial testing policy included as Appendix 2 is adopted by the council.

- The memorial testing policy be added to the cemetery rules and regulations.
- A link to the policy is placed within the relevant section on the authority's website.
- The Director of Environment and Head of Streetcare be delegated authority to take decisions in respect of repairing memorials of historic significance where the owner cannot be traced.

Reasons for Proposed Decision:

To provide a clear and consistent approach to the management of memorials within this authority's cemeteries.

Implementation of Decision:

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

Appendices:

Integrated Impact Assessment – Appendix 1
Memorial Testing Policy – Appendix 2

List of Background Papers:

None

Officer Contact:

Andrew Lewis
Waste and Neighbourhood Services Manager
E-mail: a.lewis@npt.gov.uk
Tel: 01639 686021

Mae'r dudalen hon yn fwriadol wag

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Memorial Testing Policy
Service Area: Streetcare Services
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	x	
Staff	x	
Wider community	x	
Internal administrative process only		x

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		x				
Disability		x				
Gender Reassignment		x				
Marriage/Civil Partnership		x				
Pregnancy/Maternity		x				
Race		x				
Religion/Belief		x				Deceased persons of all religions and beliefs can be buried by their families in the Council's public cemeteries

						who are equally entitled to erect memorials. All memorials will be subject to similar assessment and treatment.
Sex		x				
Sexual orientation		x				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		x				Contact with the council will be as per council policies
Treating the Welsh language no less favourably than English		x				All information provided will be bilingual

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5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		x				There will be minimal disturbance to the environment
To promote the resilience of ecosystems, i.e. supporting protection of		x				

the wider environment, such as air quality, flood alleviation, etc.						
---	--	--	--	--	--	--

6. Does the initiative embrace the sustainable development principle (5 ways of working):

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	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	x		This will assist in making the cemeteries a safe place to visit
Integration - how the initiative impacts upon our wellbeing objectives	x		This initiative will have a positive impact on the following wellbeing objectives: 1.7 Children and young people are safe and feel safe 2.3 People are safe and feel safe 3.5 To protect, conserve and enhance our natural environment
Involvement - how people have been involved in developing the initiative	x		People have not been involved in developing the initiative which is a health and safety requirement, however the initiative proposes to have open days to involve people in the delivery of the process
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	x		Officers have worked with other authorities via the South Wales Bereavement Forum in developing this initiative
Prevention - how the initiative will prevent problems occurring or getting worse	x		The initiative will identify unsafe memorials at an early stage preventing them developing into a hazardous position

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	x
Reasons for this conclusion – There is a statutory duty to ensure that the cemeteries are safe places to visit. This initiative is required to achieve this and does not adversely impact on any protected characteristics.	
The implementation of the Recommendations supports and embraces this assessment process.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Andrew Lewis	Waste and Neighbourhood Services Manager		
Signed off by	Mike Roberts	Head of Service		

MEMORIAL TESTING POLICY



Neighbourhood Services

DRAFT

APPROVED BY

DATE July 2019

EDITION/VERSION

REVIEW DATE

Mae'r ddogfen hon hefyd ar gael yn Saesneg.

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INTRODUCTION

It is the aim of the Council to provide the highest standards within its Cemetery Service to meet the needs of the bereaved and those who visit the Council's cemeteries.

A memorial testing policy is important for the safe management of the Council's cemeteries and to maintain a safe environment for everyone who visits.

Neath Port Talbot Country Borough Council reserves the right to make any amendments, alternations or additions to the Memorial testing policy as and when necessary.

For the avoidance of doubt, nothing within this document shall prejudice or affect the Council's rights, powers, duties and obligations in the exercise of its functions as a Local Authority.

On request, a copy of this policy will be issued and a copy will be available on the Council's website.

In this Policy, except where the context otherwise requires, the following expressions shall have the meanings hereby assigned to them.

"The Cemetery" shall mean:

- Carmel Cemetery, Heol Hir, Gwaun Cae Gurwen
- Godre'r graig Cemetery, Graig Road, Godre'r graig
- Onllwyn Cemetery, Wembley Avenue, Onllwyn
- Llantwit Cemetery, Llantwit Road, Neath
- Ynysymaerdy Cemetery, Ynysymaerdy Road, Briton Ferry, Neath
- Goytre Cemetery, Goytre Road, Goytre, Port Talbot
- Margam Cemetery, Longlands, Margam
- Cymmer Cemetery, Eastern Avenue, Croeserw
- Giants Grave, Briton Ferry, Neath

Should anyone have any queries in relation to the Memorial testing policy, they should, in the first instance, contact the Cemeteries Office cemeteries@npt.gov.uk or call 01639 686121/686122. Any complaints will be dealt with in accordance with the Council's Corporate Comments, Compliments and Complaints Policy.

Bereavement Services
2019

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CEMETERY INFORMATION

Addresses

The Council has responsibility as a burial authority for nine cemeteries located at:-

CEMETERY	ADDRESS	POSTCODE
Carmel Cemetery	Heol Hir	SA18 1PL
Cymmer	Eastern Avenue	SA13 3NT
Godre'r'graig	Graig Road	SA9 2NY
Goytre	Goytre Road	SA13 2YN
Giants Grave	Giants Grave Road	SA11 2ND
Ynysymaerdy	Ynysymaerdy Road	SA11 2TL
Llantwit	Llantwit Road	SA11 3LB
Margam	Longlands Lane	SA13 2NR
Onllwyn	Wembley Avenue	SA10 9HG

Contact

Cemeteries Office
Neath Port Talbot Country Borough Council
The Quays
Brunel Way
Briton Ferry
SA11 2GG
cemeteries@npt.gov.uk
Tel: 01639 686122

Cemetery Office Opening Hours

Monday to Thursday
Friday

8.45am to 4.00pm
8.45am to 3.30pm

BACKGROUND

This policy has been produced to set out Neath Port Talbot County Borough Council's (the council) position with regards to memorial safety, the responsibilities of the Council, its contractors, memorial masons and Grant of Right Holders (grave owner) as well as the actions that will be taken to minimise risk to the users of Council managed cemeteries across the Borough.

Since Victorian times memorials have been erected on graves as a permanent reminder of those buried within. It is often incorrectly assumed that memorials are permanent structures, installed to high standards, and will last forever without any need for maintenance. Memorials which have become unsafe have cost the lives of six people nationally in recent years, most of whom have been children, and there have been numerous accidents ranging from bruising to severe crush injuries. Local authorities have to tackle general degradation as well as neglect and in some cases poor workmanship. Primary responsibility for Health and Safety in council owned cemeteries lies with Neath Port Talbot County Borough Council as the Burial Authority in control of its cemeteries. The Council is required to control the risks associated with any Cemetery for which it has responsibility.

Whilst Neath Port Talbot County Borough Council has overall responsibility for the safety of the cemeteries, including risks from unstable memorials, it does not own the memorials. The owner of the memorial is the grave owner. But in many cases there is no identifiable owner.

Responsibilities for Memorial Safety

The following parties have responsibility for memorial safety in Council managed cemeteries:

- **The Council** has health and safety responsibilities to its employees, contractors and visitors to its cemeteries. The council has a responsibility to staff (Section 2 Health and Safety at Work Act 1974). The Management of Health & Safety at Work Regulations 1999 places a legal duty on the Council to assess the risks from cemetery structures and work activities and ensure the risks are controlled.

- **A Monumental Mason** has the responsibility to work in accordance with the council's conditions and specifications for memorials as laid down in the Cemeteries Rules & Regulations and in accordance with current standards available within the industry i.e. British Standard 8415 and the British Register of Accredited Memorial Masons (BRAMM) Blue Book
- **An Owner**, the Grant of Right Holder (or successor in title) of a memorial has the responsibility to maintain it so as not to present a hazard.

Reasons for memorial instability may include:

- Accidental Damage
- Animal activity (e.g. burrowing by rabbits, moles, foxes etc.)
- Insect activity (e.g. ants nests)
- Encroaching tree roots
- Inadequate fixings
- Inferior materials
- Lack of maintenance
- Poor Workmanship
- Subsidence
- Vandalism
- Weather/storm damage
- Decay through aging

FREQUENCY

An inspection programme has been drawn up and is in place for all cemeteries. This is a '5 year rolling programme approach' which the Health and Safety Executive describe as reasonable.

Notification & Signage

Prior to any Memorials being inspected, reasonable steps will be taken by the Council to inform grave owners, Grant of Right Holders and members of the public of the intention to inspect memorials and address risk from unsafe memorials.

This will involve:

- Giving advance general notice in a local newspaper at least 28 days in advance of any inspection regime commencing, and /or
- Making media announcements giving details of the assessment locations and methodology at least 28 days prior to the commencement of any inspections.
- The Council's Website providing information about how the testing is carried out.
- Displaying signage in prominent locations in the cemetery providing details of what is happening.
- Publicised 'Open days' to provide an opportunity for the public to observe inspection processes.

TESTING PROCESS

Method Statement

Memorial inspections should only be carried out by competent persons who have attended industry training in memorial works. Staff will also be competent in the use of equipment and techniques involved in the making safe of unstable memorials and also in the use of memorial stability testing devices.

In most cases inspection, testing and recording will be carried out by a team of two. One trained inspector and one recorder.

Inspection Equipment Required

The following equipment is required to carry out inspections:

- An appropriate angle measuring device.
- Recording sheet (Appendix A)

Personal Protective Equipment

Inspectors should have the following equipment:

- Safety Footwear
- Safety Helmet (where relevant) for larger memorials
- Gloves
- Wet Weather Clothing
- Hi Visibility Clothing

Method of Work

The management of memorial safety is based on a risk assessment approach. As a priority, this will involve attempting to identify those memorials that present any immediate and significant hazard and making them safe.

Action will also be taken to deal with memorials identified as being unstable but not an immediate hazard, in order to prevent these memorials becoming a risk to safety in the future.

The council will apply a proportionate approach to testing in each cemetery which will mean that any memorial less than 24"/610mm inches in height will not be tested, however if any hazards are identified, immediate action will be taken and the grave owner contacted.

For each memorial, the inspector will record the name of the interment, cemetery name, plot number and grave number.

Visual Inspection

The inspector will stand to the side of the memorial and visually inspect without touching the memorial and record the following:

- Cemetery Name
- Plot Number
- Grave Number
- Name of interred

Inspector to commence a more detailed inspection looking for the following:

- Signs of weathering and erosion on the memorial
- Intrusion of vegetation
- Are joints intact
- Signs of soil erosion around memorial base
- Cracks, splits or damage to the memorial, its kerbs and foundation (where applicable)
- Loose vases or pots
- Any deterioration to grave surrounds or rails
- Obvious or severe leaning (10 degrees or greater)

Manual Inspection

Whilst stood to the side of the memorial, the inspector will start to apply hand pressure to the memorial at a suitable point to establish and record any initial movement. This pressure should be firm and progressive, but not excessive.

Is any movement:-

- ❖ At the foundation?
- ❖ Between the foundation and plinth?
- ❖ Between plinth and base or joints in memorial?
- ❖ Are Dowels or ground anchors fitted?
- ❖ Is the foundation base of satisfactory size and material?

A Memorial which has been erected to BS8415 standards may have some movement in the joint, but this will be restricted by the dowel pins between all the components.

It is at this point the result of pass or fail is recorded. If the memorial fails the inspection process then it will be noted where the memorial has failed and a risk assessment as to the next step in terms of making safe will be carried out. This method of inspection is appropriate and can be used for memorials up to 70"/1778mm in height. Memorials above this height will require the expertise of a relevant qualified person.

Load Testing of Memorials

Whilst this is not recommended by the Ministry of Justice as routine practice, a confirmatory load test of memorials which have failed the Manual inspection might be considered. This would be carried out by a competent tester, using a calibrated stability tester and would accurately quantify the manual test and will be recorded where carried out.

Where mechanical testing is undertaken the tester will again, where possible stand to the side of the memorial (as per the manual test) and will gently and progressively increase the load on the memorial, centrally at the top edge or approx 1 metre up the stone. As soon as unacceptable movement occurs, load is removed from the memorial. The load figure will be retained on the electronic screen and will be recorded on the inspection report sheet.

Classifications of Memorials

After undergoing the testing process, memorials will be classified into three categories.

- ❖ (High risk) – Poses immediate hazard and should be made by safe by appropriate means i.e. Stake and band, Pocketed or Laid Down (last resort). Kerbsets to be laid within the grave space.
- ❖ (Medium risk) – No immediate hazard, however due to concerns about a longer-term stability, requires re-inspection within twelve Months.
- ❖ (Low risk) – Good condition, no attention required and re inspect in 5 years.

For Memorials identified as High risk the inspector should record this on the inspection sheet then add what work they have carried out to address the risk or what work needs to be urgently arranged. The inspector will then re-evaluate the risk and record with the probability of the Hazard now becoming a Medium Risk or Low Risk.

UNSAFE MEMORIALS

Initial Action

The assessment process may be upsetting for Grant of Right Holders and visiting families. Neath Port Talbot County Borough Council regrets any distress that it may cause. However, it is better that the memorial is assessed rather than it is left to pose a potential hazard to others.

Where a memorial is classified as High Risk immediate action will be taken to temporarily support it in the first instance (where permitted to do so) by carefully staking and banding the memorial to make safe. If the Council is unable to stake and band to make safe it may “pocket” the memorial (a method of excavating and lowering the memorial into a slot in the ground to a depth of 1/3 of the height so that an inscription generally remains visible). At the same time, a notice will be attached to inform anyone of the reason for the work undertaken and who to contact for further information. (Appendix B).

The Laying down of a memorial will only be undertaken as a last resort with the inscription details face up.

Kerbset memorials will be laid within the grave space, with inscription details face up.

Memorials over 70"/1778mm in height will require the expertise of a relevant qualified person. The use of specialised equipment may be required which is to be operated by trained personnel only.

After this, the information is passed to the Cemeteries Officer for contact to be made with the Grave Owner. All inspection details will be entered into the Council's Cemeteries database.

Notification and Further Action

Where a memorial has been identified as being unsafe and action taken to remove the immediate risk, the following actions as a minimum will be taken:

- A Letter will be sent to the last known grave owner.
- Owners will then need to arrange the necessary remedial work with a memorial mason, for which the mason is likely to charge a fee. The Cemeteries Officer can supply a list of memorial masons. All works must

be carried out by a BRAMM registered mason and to BS8415 standards, and applied for through the Council's Memorial application Process.

- If no contact is made by the grave owner within a period of 1 month, a second and final letter will be sent.
- Owners of memorials that have been temporarily supported will have 6 months to contact the council and carry out repairs. Should no repairs be made, the council may "pocket" the memorial as described in the Initial Action above. Pocketing allows for memorials to remain upright maintaining some grave and cemetery uniformity. This measure can be reversed if at some point a relative wishes to have the memorial reinstated to its original condition.
- Where a grave owner cannot be traced the memorial will simply be made safe by the most economical means. If it is felt that the memorial is of historic significance or its maintenance is important to preserve the character or ambience of the Cemetery, the Council may consider carrying out the repairs, above that required to simply make safe, subject to funds being available. Any repairs would need to be sanctioned in accordance with Delegated Authority granted to officers by the Council.

No attempt should be made to carry out any work on any memorial except by a properly qualified BRAMM memorial mason

Future installations

Although some deterioration to stonework, foundations and fixings due to weathering and the passage of time is inevitable, the Council requires that in order to minimize these effects, all installations comply to BS: 8415.

Memorial Masons

Only Memorial Masons registered with the British Register of Accredited Memorial Masons (BRAMM) may submit an application to undertake any memorial works in the Cemetery. Persons wishing to carry out any memorial works must satisfy themselves that the memorial masons they engage are BRAMM registered.

The BRAMM registration scheme is intended to:-

- ✓ Protect the interests of memorial owners in respect of unsatisfactory workmanship

- ✓ Standardise the quality of fabrication and installation methods
- ✓ Ensure Monumental Masons comply with the Council's Health and Safety Regulations
- ✓ Ensure minimum levels of public liability and employer's liability insurance cover are held by all Monumental Masons
- ✓ Ensure that any memorial installed or repaired will pass a future stability test.

All work to memorials shall be carried out to BS:8415. The Council shall be informed of dates and times of intention to carry out all works on memorials.

Where possible all work on memorials is to be completed by the mason before they are admitted to the Cemetery and no labour of any kind (beyond that of affixing) will be allowed within the Cemetery, unless at the discretion of the Council.

The ownership, upkeep, maintenance and all repairs, (including those required following stability tests carried out by the Council), of a memorial remain the responsibility of the rights holder for the grave. Headstones, crosses, plaques, kerb sets or other structures shall be kept in good order and repaired to the satisfaction of the Council and at the expense of the grave owner. In default of their being so kept, the Council may carry out the necessary work and recover the cost from such owners, or remove the same.

No memorial is to be installed or structural or restorative works carried out to an existing memorial in the Cemetery unless a permit has been granted by the Council.

The Council reserves the right to instruct any person who places any memorial in a Cemetery without prior permission, or who places a memorial which exceeds any of the dimensions referred to in the preceding rules, to remove the memorial from the Cemetery.

The Council may carry out a check or test of a memorial, including all extensions and inscriptions, to verify compliance with the submitted application form. The Memorial Mason will be requested to immediately take whatever action is necessary to ensure compliance should any failings be identified.

Comments, Compliments & Complaints Procedure

Comments, Compliments and complaints procedure

The Council operates its own comments, compliments and complaints procedure, details of which are available on www.npt.gov.uk/1454 or from the Cemeteries Office.

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Memorial Safety Inspection record

Cemetery.....

Date Completed..... Inspectors Name.....

Grave Identification		Comment	Risk	Risk	Risk	Action Taken			Risk	Risk	Risk	1st Letter Sent to	Sent Date	Reply	Outcome	2nd Letter sent to	Sent date	Final Outcome
Plot/ Grave No	Internment details		H	M	L	LD	SB	P	H	M	L							

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Scoring Key	
L	No faults, record and review within 5yr period.
M	Memorial to be reviewed in 12 months.
R	Safety Concerns requiring immediate action.

LD - Memorial Laid Down
 SB Stake & Banding
 P Pocketting

Assessment Review Date

RHYBUDD / WARNING

Aseswyd bod y gofeb hon yn anniogel ac wedi'i chefnogi dros dro. Peidiwch â chyffwrdd os gwelwch yn dda.

Cysylltwch â Swyddfa'r mynwentydd 01639 686122

This memorial has been assessed as unsafe and temporarily supported. Please do not touch.

**Please contact the Cemeteries Office
01639 686122**



ENVT2008



Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board 20th September 2019

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

Matter for Decision

Wards Affected: Neath North, Port Talbot & Pontardawe

Christmas Parking 2019

Purpose of the Report:

To seek Members' approval for the Christmas parking arrangements for 2019 in the Authority's town centres Pay & Display car parks (excluding The Gnoll, Afan Forest Park and Aberavon Seafront car parks).

Executive Summary:

The report sets out proposals to consider free Christmas car parking over the festive season.

Background:

It was agreed last year that the Council offer free car parking in all the Authority's Pay & Display car parks from Saturday 15th December 2018 to Tuesday 1st January 2019 inclusive.

It is proposed this year the Council offers free car parking from Saturday 14th December 2019 to Wednesday 1st January 2020.

Financial Impacts:

Free Christmas parking is estimated to cost circa £40,000 for the town centres' car parks this year, based upon the current tariff structure which has to be absorbed by the consolidated Parking Management Account.

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, attached at Appendix A, has indicated that a more in-depth assessment is not required. A summary is included below:-

There is no reason for a full integrated impact assessment as the free car parking initiative will benefit all car park users.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

No implications.

Risk Management Impacts:

Any potential loss of income would need to be absorbed by the Parking Account.

Consultation:

There is no requirement for consultation on this item. Signage will be placed on-site informing members of the public.

Recommendations:

It is recommended that:-

Free Christmas parking is agreed in Neath, Port Talbot and Pontardawe Pay & Display car parks from Saturday 14th December 2019 to Wednesday 1st January 2020 inclusive (excluding The Gnoll, Afan Forest Country Park and Aberavon Seafront car parks).

Reasons for Proposed Decision:

Free parking over the festive period is likely to attract Christmas shoppers to our town centres supporting local businesses.

Implementation of Decision:

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

Appendices:

Appendix A - First Stage IIA

List of Background Papers:

None

Officer Contact:

Steve Cook, Parking Manager
Tel. No: 01639 763968
Email: environment@npt.gov.uk

Appendix A

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Free Christmas Car Parking 2019	
Service Area:	Parking Services
Directorate:	Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff	✓	
Wider community	✓	
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				Free car parking for all users.
Disability		✓				Free car parking for all users.
Gender Reassignment		✓				Free car parking for all users.
Marriage/Civil Partnership		✓				Free car parking for all users.
Pregnancy/Maternity		✓				Free car parking for all users.
Race		✓				Free car parking for all users.
Religion/Belief		✓				Free car parking for all users.
Sex		✓				Free car parking for all users.
Sexual orientation		✓				Free car parking for all users.

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	✓					There will be an effect with air quality as we are encouraging more vehicles in to the town centre.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people		✓	This is a short term initiative that is undertaken every year to promote the town centres.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The initiative will help with the economic growth over the period.
Involvement - how people have been involved in developing the initiative	✓		Local elected members have been involved in this initiative as well as Cabinet Members and the Leader.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Discussion have been undertaken with the Aberavon Shopping Centre Manager and also with Neath Inspired.
Prevention - how the initiative will prevent problems occurring or getting worse		✓	

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
There is no reason for a full integrated impact assessment as the free car parking initiative will benefit all car park users.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Steve Cook	Parking Manager		29.8.19
Signed off by	David W. Griffiths	Head of Engineering & Transport		29.8.19

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

20th September 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: All

List of Approved Contractors

Purpose of the Report

To seek Members' approval to amend the List of Approved Contractors.

Executive Summary

To seek approval for Contractors to be included on the List of Approved Contractors and for Contractors that have not completed the Health and Safety renewal checks to be removed from the list.

Background

Members will be aware that on previous occasions, reports concerning the List of Approved Contractors have been presented to Cabinet Board.

The process gives local companies an opportunity to provide goods and services to the Council.

The full list of categories is set out in Appendix A for your information.

Financial Impacts

No implications.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

The report is seeking approval to include additional contractors and remove a contractor from the existing List of Approved Contractors.

This does not affect any group of people and or impact the Welsh language, biodiversity or the five ways of working.

Valleys Communities Impacts

No implications.

Workforce Impacts

No implications.

Legal Impacts

No implications.

Risk Management Impacts

No implications.

Consultation

There is no requirement for external consultation on this item.

Recommendations

It is recommended that:-

The Approved list is amended as follows:-

Firms to be **added** to the List of Approved Contractors

The following firms have applied to be included on the list and have passed the required assessments:-

<u>Firm</u>	<u>Categories</u>
MS Group t/a Architectural Stone	25, 36
Alternative Power Solutions	111
A & R Cleaning Services	105
Ark Fencing & Landscaping supplies	84
Bell Decorating Group Ltd	20
Borley Engineering Services Ltd t/a CMB West Ltd	39, 40
C K Communications Ltd	3, 47
Core Surveys Ltd	31
Glebe Contractors	77
ICE Electrical	41, 42, 43, 44
J2R Demolition Ltd	31, 79
Leftfield Environmental Ltd	31
Lewis Ashley Services Ltd	10
Lucion Environmental Ltd	31
McAvoy Group Ltd	10, 111
Metric Group Ltd	110, 111
Nationwide Platforms Ltd	2, 9, 111
Nicholls Colton Group Ltd	78, 111
Novus Property Solutions Ltd	12, 15, 16, 17, 18, 19, 20, 22, 25, 26, 35, 36
Oakdale Haulage Ltd	111
Pearson's Landscapes Ltd	64, 77
Phillips Services (Wales) Ltd	47, 48, 57, 62, 109, 111
Premier Modular Ltd	10
R Hills Construction Ltd	71, 76, 77, 84, 85, 89

Smart Platforms Rental Ltd	88, 98
S R Middleton & Son Roofing Ltd	17b, 17d, 17e
Tom Pritchard Contracting Ltd	2, 6, 77, 79, 85, 102
Coating & Blasting Services Ltd	17e, 25, 36, 89, 105, 111
Warmserve Plumbing & Heating Ltd	37, 38, 45, 46
Brushdale Environmental Ltd	111

Firm to be **removed** from the List of Approved Contractors

The following firm has failed to demonstrate that they are able to meet the required Health and Safety standards:-

<u>Firm</u>	<u>Categories</u>
Tremco Roofing UK Ltd	17a, 17b, 17c, 17d, 17e

Reasons for Proposed Decision

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process.

These recommendations to be adopted for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

Implementation of Decision

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

Appendices

Appendix A – List of Categories for List of Approved Contractors

Appendix B – First Stage IIA

List of Background Papers

None

Officer Contact

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Amanda Phillips, Programme & Commissioning Manager

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Appendix A

General Services

1. Signs
2. Plant Hire
3. Security
4. Clinical Waste
5. Pest Control
6. Re-Cycling
7. Waste Disposal (e.g. Car, Computers, Steel)
8. Crowd Control
9. Traffic Management
10. Portable Buildings
11. Scaffolding

Building Construction / Maintenance

12. Building Construction £50,000 - £200,000
13. Building Construction £200,000 - £1m
14. Building Construction over £1m
15. Minor Building Works below £50,000
16. Works of Adaptation below £5,000
17. Re-Roofing
 - a) Felt & Asphalt below £10,000 / above £10,000
 - b) Tiles & Slate below £10,000 / above £10,000
 - c) GRP
 - d) High Performance Coverings
 - e) Sheeting & Cladding
18. Supply & Installation of Floor Finishes
 - a) Flexible Sheet, Tiles, Carpets
 - b) Jointless
 - c) Rigid Tiles, Slabs, Mosaics
 - d) Wood
19. Plastering
20. Painting & Decorating
21. Supply & Installation of Windows/Doors (Windows to BS 7412, Doors to PAS 23/1, PAS 24/1 to BS 7950 Kitemark Scheme)
 - a) PVCU (using Aluplast System)
 - b) Timber
 - c) Aluminium
 - d) Steel
 - e) Roller Shutter

- f) Security Doors
- g) Automatic Doors
- 22. Suspended Ceilings
- 23. Welding / Fabrication below £5,000
- 24. Welding / Fabrication above £5,000
- 25. Stonework Repair / Restoration / Cleaning
- 26. Glazing & Safety Filming
- 27. Wall Tie Replacement
- 28. External Wall Insulation
- 29. Damp Proofing / Dry Rot / Woodworm Treatment
- 30. Cavity Wall and / or Loft Insulation
- 31. Asbestos Handling & Removal, Asbestos Surveys & Asbestos Consultancy Services
- 32. Window Blinds
- 33. Shop Fitters – Specialist Joinery
- 34. Refurbishment of Laboratories
- 35. Clearance of Void properties
- 36. Works to Listed Buildings

Mechanical & Electrical Engineering

- 37. Domestic (including Housing) Plumbing & Central Heating below £50,000
- 38. Domestic (including Housing) Plumbing & Central Heating above £50,000
- 39. Commercial Heating & Ventilating below £100,000
- 40. Commercial Heating & Ventilating above £100,000
- 41. Domestic (including Housing) Electrical Installation below £50,000
- 42. Domestic (including Housing) Electrical Installation above £50,000
- 43. Commercial Electrical Installations below £100,000
- 44. Commercial Electrical Installations above £100,000
- 45. Gas Boiler Maintenance
- 46. Maintenance of Building Management Systems for Heating & Ventilation

Mechanical & Electrical Specialist Services

- 47. CCTV
- 48. Intruder Alarms
- 49. Fire Alarms
- 50. Warden Call System
- 51. Lifts
- 52. Swimming Pool Plant Equipment
- 53. Water Systems Cleaning & Chlorination
- 54. Ductwork System Cleaning & Sterilisation
- 55. Domestic & Commercial Kitchen Equipment Maintenance

56. Supply & Installation of Specialist Kitchen Equipment / Fittings
57. Installation, Testing & Maintenance of Local Exhaust Ventilation (LEV)
58. Water Systems – Risk Assessment
59. Supply & Installation of Pipework & Ductwork Installation
60. Supply, Installation and / or Servicing of Automatic Door Systems
61. PA Systems / Sound Systems
62. Stage Lighting
63. Service / Repair of Kilns
64. Supply, Installation & Servicing of Leisure Services Equipment
65. Specialist Steelwork (stainless Steel & Fabricated Works)
66. Lightning Conductors
67. Fire Fighting Equipment including Hose Reels
68. Smoke / Fire Detectors
69. Stage Equipment including Curtains, Gantry and Special Effects etc.
70. Computer / Telephone Cabling

Civil Engineering

71. Civil Engineering £0 – £25,000
72. Civil Engineering £25,000 – £250,000
73. Civil Engineering £250,000 – £1m
74. Civil Engineering over £1m
75. Land Reclamation
76. Sewers & Drainage
77. Hard & Soft Landscaping
78. Ground Investigation
79. Demolition
80. Surfacing, Carriageway & Footways
81. Surface Dressing
82. Road Markings & Reflective Road Studs
83. Carriageway Slurry Surfacing & Footways
84. Fencing
85. Gabion & Blockstone
86. Steel Fabrication below £25,000
87. Steel Fabrication above £25,000
88. Bridge Works, New & Maintenance

Civil Engineering Specialists

89. Concrete Repairs
90. Diving Inspections & Works within Water
91. Bridge Deck Expansion Joints
92. Bridge Deck Water Proofing

93. Soil Nailing
94. Sewer Relining
95. Sewer Surveys
96. Safety Fencing
97. Bridge Parapets (Manufacture & Installation)
98. Access Plant for Inspection
99. Bridge Parapet Painting
100. Painting of Structural Steelwork
101. Arboriculturalist
102. Weed-spraying
103. Weather Forecasting
104. Playground Equipment
105. Specialist Cleaning
106. Synthetic Pitches and Sports Facilities
107. Bus/Cycle Shelters
108. Traffic Signals
109. Street Lighting
110. Street Furniture
111. Specialist Contractor not listed above – please specify type of work

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary:	List of Approved Contractors – Approval to add & remove contractors from the Council's List of Approved Contractors
Service Area:	Procurement
Directorate:	All

2. Does the initiative affect:

	Yes	No
Service users		✓
Staff		✓
Wider community		✓
Internal administrative process only	✓	

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The addition of firms onto the List of Approved Contractors will enable firms to be procured in accordance with NPT's procurement rules.
Integration - how the initiative impacts upon our wellbeing objectives	✓		Approving additional Firms onto the List of Approved Contractors will enable NPT to procure works with the Firm. This will allow the firms to provide employment opportunities, allowing people to take advantage of the wealth generated through securing decent work. The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.
Involvement - how people have been involved in developing the initiative	✓		The contractor has been assessed to determine their suitability to be included on the approved list. External financial checks have been undertaken. Various departments have undertaken checks on the Contractors for insurance, Technical Ability, Quality, Environmental, Health and Safety.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Several departments have been involved in checking that Contractors are suitable to undertake works for the category(ies). The approved list is available for use by all departments in the Authority wishing to undertake works.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The List of Approved Contractors allows local contractors the opportunity to undertake works for NPT.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
The report is seeking approval to include additional contractors and remove a contractor from the existing List of Approved Contractors. This does not affect any group of people and or impact the Welsh language, biodiversity or the five ways of working.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Amanda Phillips	Programme & Commissioning Manager		28.8.19
Signed off by	Hasan Hasan	Engineering Manager		28.8.19

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Dyffryn

**Traffic Regulation Order for Prohibition of Waiting at Any Time:
Penyard Road, Neath Abbey, Neath**

Purpose of the Report:

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

Executive Summary:

Two letters objecting to the scheme were received.

The Local Member has requested that the scheme is amended.

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

Background:

The Local Member and residents have raised concerns of indiscriminate parking on Penyard Road particularly on the approach to the access road to Ty Canol Farm.

Financial Impacts:

The work will be funded by the Capital Works Programme.

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, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Orders will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in May 2019.

Two letters of objection to the scheme were received.

The objection letters are summarised as follows:-

Letter 1 – the resident objects to the scheme stating that they would be unable to park their vehicle near their home causing severe difficulty for themselves and their family.

Letter 2 – the objector has concerns that they and members of their family will no longer be able to park outside their property. They have no off-street parking facilities.

After a site meeting with the Local Member, it was decided to amend the proposals as indicated in Appendix B.

Recommendations:

It is recommended that:-

The objection is overruled in part, that the Traffic Order be amended as agreed on site with the Local Member (as indicated in Appendix B), the Traffic Order be re-advertised as above and barring any objections be implemented on site, and the objectors be informed of the decision.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Traffic Orders Penyard Road, Longford, Neath

Appendix B – Plan: Proposed Traffic Orders Penyard Road, Longford, Neath (amended following objections)

Appendix C – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

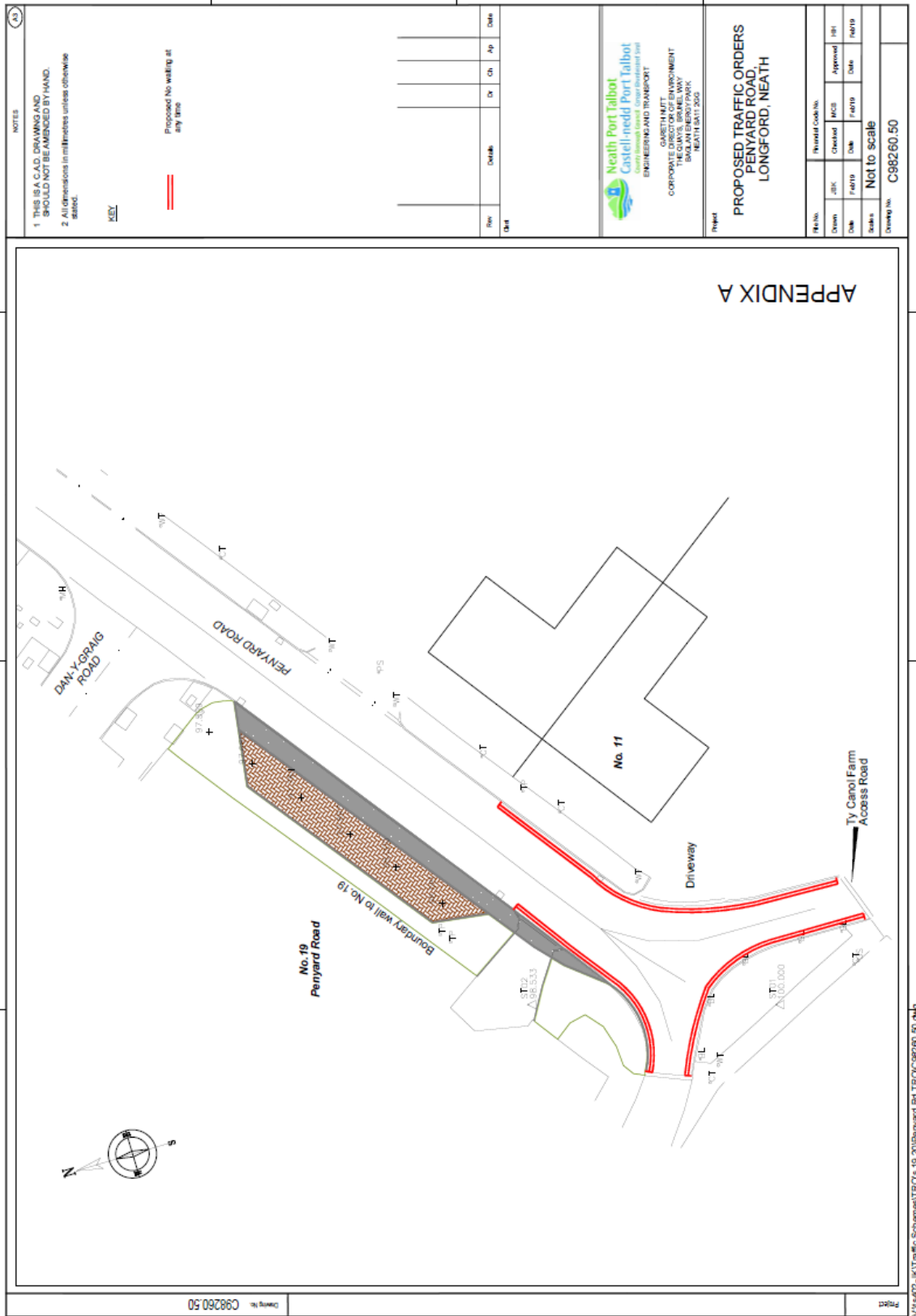
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A

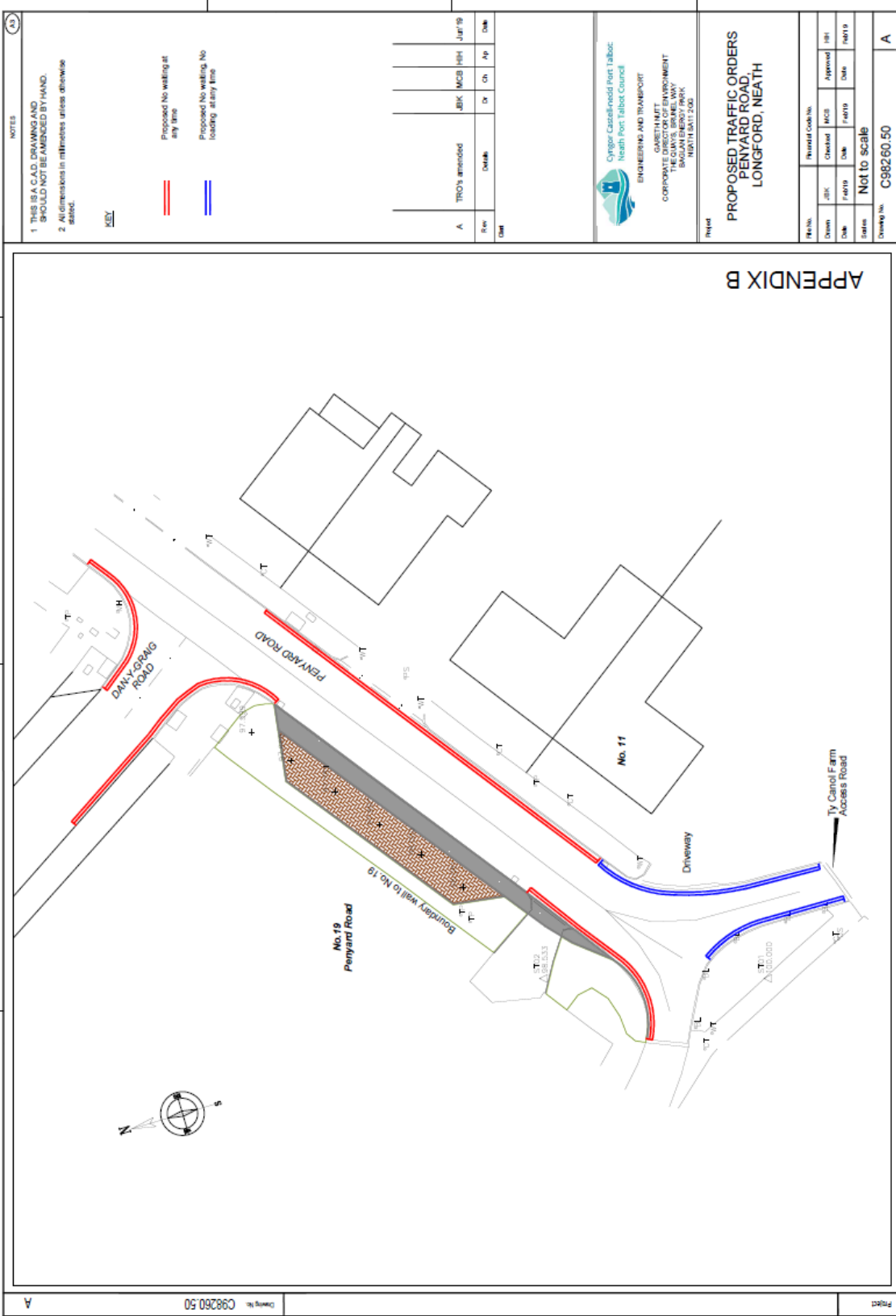


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Project

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Appendix B



Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Penyard Road, Neath Abbey, Neath – Proposed Traffic Regulation Orders
Service Area: Dyffryn
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:


	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local member for Dyffryn and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local member for Dyffryn and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation orders will provide a benefit for the local community.	
A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering		12.8.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Aberdulais

Traffic Regulation Orders for Proposed No Waiting, Loading or Unloading at Any Time & Proposed No Waiting at Any Time Order: Penscynor, Cilfrew

Purpose of the Report:

To obtain Members' approval to advertise the Legal Orders for the proposed No Waiting, Loading or Unloading at Any Time and Proposed No Waiting at Any Time Traffic Regulation Orders at Penscynor, Aberdulais.

Executive Summary:

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

Background:

The Orders are required as a consequence of indiscriminate parking preventing safe entry/exit to Penscynor Lane.

Financial Impacts:

The work will be funded by the Local Members' Community Fund.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Orders provide a benefit to the public by preventing indiscriminate parking in the interest of road safety.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

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

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Traffic Order – Penscynor, Cilfrew

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

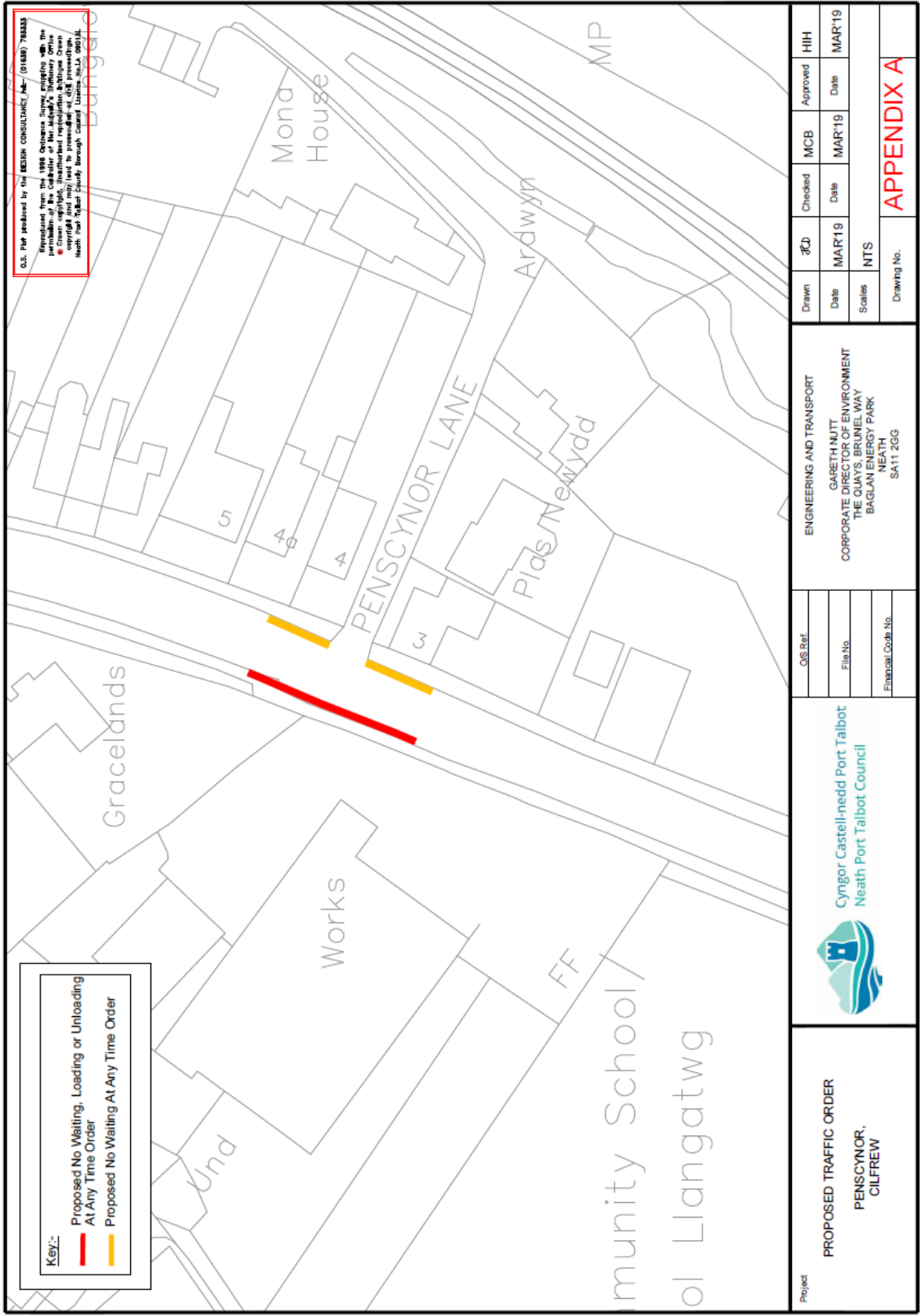
Email: environment@npt.gov.uk

Jonathan Davies, Assistant Engineer - Engineering & Transport

Tel. No: 01639 686494

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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed No Waiting, Loading or Unloading at Any time & Proposed No Waiting At Any time traffic regulation orders – Penscynor, Cilfrew
Service Area: Aberdulais
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

Sex										
Sexual orientation										

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safer environment with regard to road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local member for Aberdulais and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		. The Highways sections along with the local member for Aberdulais and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety and allow residents to access Penscynor Lane.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed Traffic Regulation Orders provide a benefit to the public by preventing indiscriminate parking in the interest of road safety.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Jonathan Davies	Assistant Engineer – Highways		30.7.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Bryncoch North

Proposed Traffic Regulation Orders for Prohibition of Waiting at Any Time and Prohibition of Waiting, Loading and Unloading at Any Time: Main Road, Bryncoch, Neath

Purpose of the Report:

To consider the objections received following the advertisement of the above scheme, as indicated in Appendix A(1) and A(2).

Executive Summary:

One letter objecting to the scheme was received.

One email and one letter supporting the scheme were received.

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

Background:

The local Councillor and residents have raised concerns of indiscriminate parking outside the Supermarket on Main Road, Bryncoch,

Concerns were also raised by a resident regarding vehicles parking in the lane between Main Road and Furzeland Drive, Bryncoch.

Financial Impacts:

The work will be funded by the Capital Works Programme.

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, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Orders will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in July 2019.

One letter of objection to the scheme was received.

One letter supporting the overall scheme was received.

One e-mail in support of the scheme was received.

The letters are summarised as follows:-

Letter 1 – The resident objects to the scheme stating that they would be unable to park their vehicle near their home. They currently park in the lane opposite their property but do not cause an obstruction to vehicles or pedestrians. They state that if the Traffic Order was implemented, they would park their vehicle on Main Road which would be of a greater concern for road safety.

Letter 2 – The resident supports the scheme for parking restrictions but raised concerns about implementing bus stop markings across their driveway due to an oil tanker delivering fuel to their property several times a year.

After a meeting with the local Councillor it was decided to amend the proposals as indicated in Appendix B.

There were no objections received regarding the Traffic Order outside the Supermarket on Main Road.

Recommendations:

It is recommended that:-

The objection to the Traffic Order in the lane between Main Road and Fuzeland Drive be upheld and removed from the scheme.

The proposed bus stop markings on Main Road to be shortened in length so that they would not extend across the residents driveway as indicated in Appendix B.

A 'H' Bar road marking to be implemented across the driveway as requested by the local Councillor.

The Traffic Order outside the Supermarket to be implemented on-site as advertised.

The objectors to be informed of the decision.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A(1) - Plan: Proposed Traffic Orders & Bus Stop Markings Main Road, Bryncoch

Appendix A(2) - Plan: Proposed Traffic Orders Main Road, Bryncoch

Appendix B - Plan: Proposed Traffic Orders & Bus Stop Markings Main Road, Bryncoch (amended following objections)

Appendix C – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

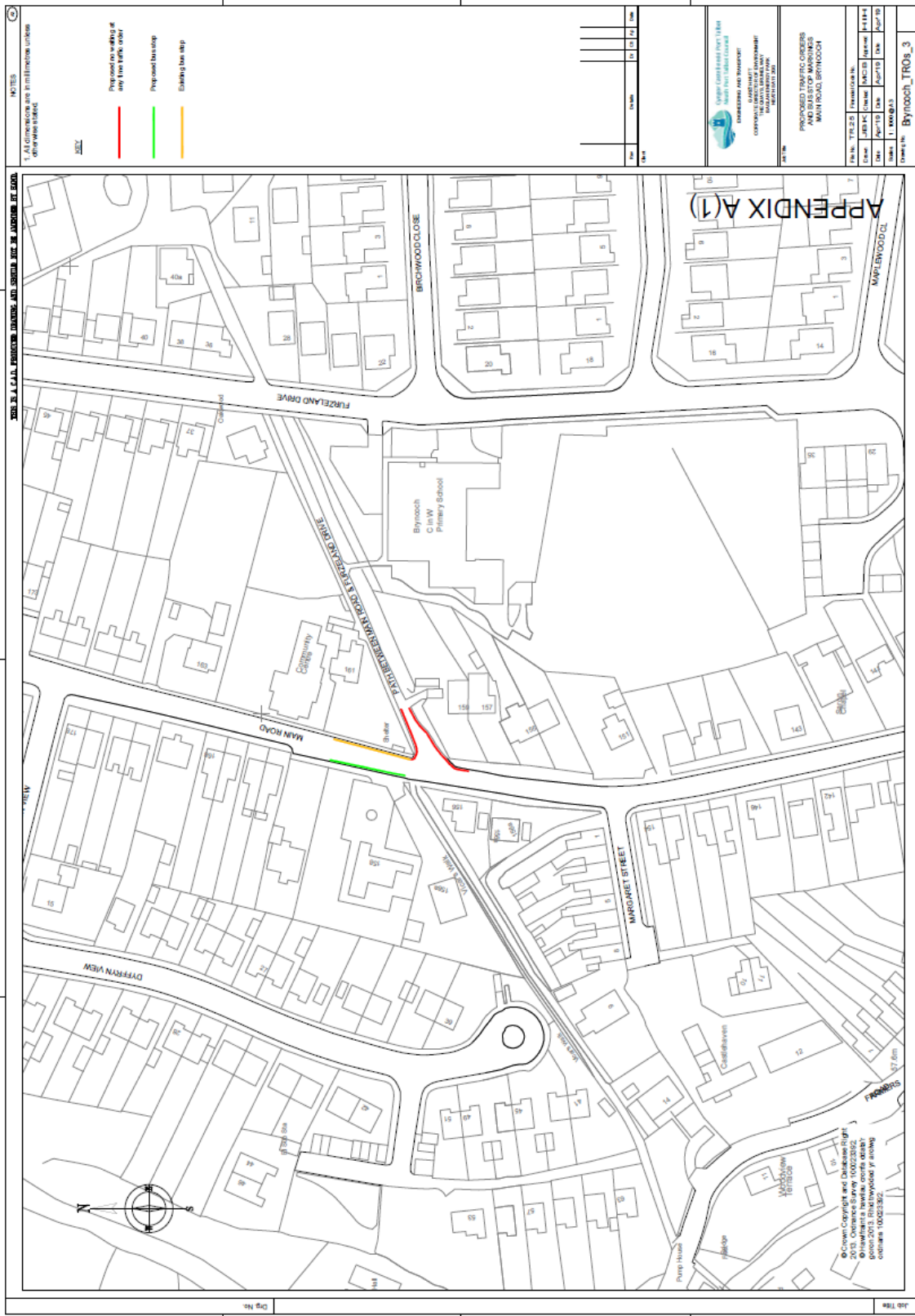
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

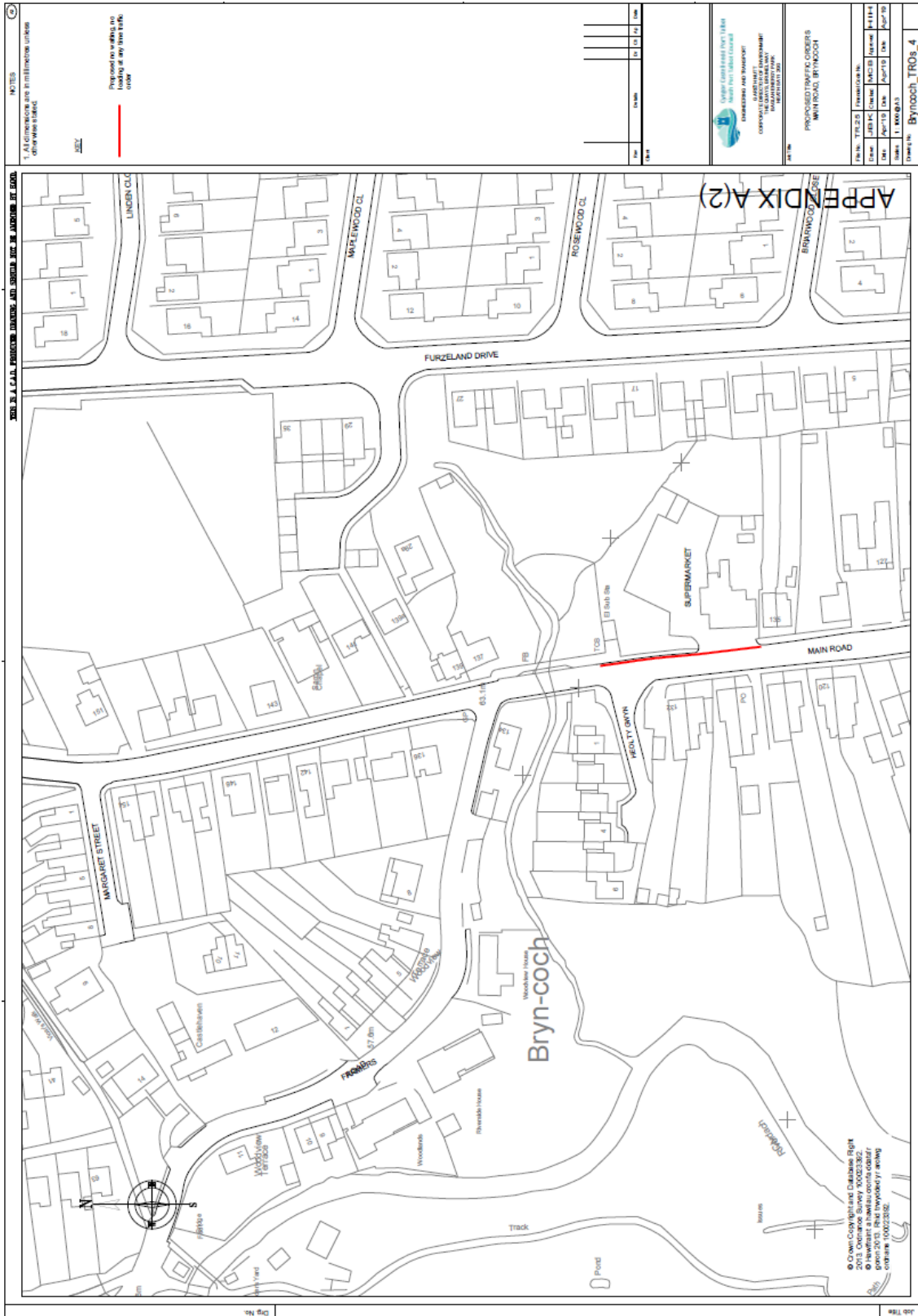
Email: environment@npt.gov.uk

Appendix A(1)



Appendix A(2)

Tudalen99



NOTES

1. All dimensions are in millimetres unless otherwise stated.

2. Proposed works are to be carried out in accordance with the relevant standards.

3. Proposed works are to be carried out in accordance with the relevant standards.

NO.	DATE	BY	CHKD	REV

PROPOSED WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT STANDARDS.

PROPOSED WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE RELEVANT STANDARDS.

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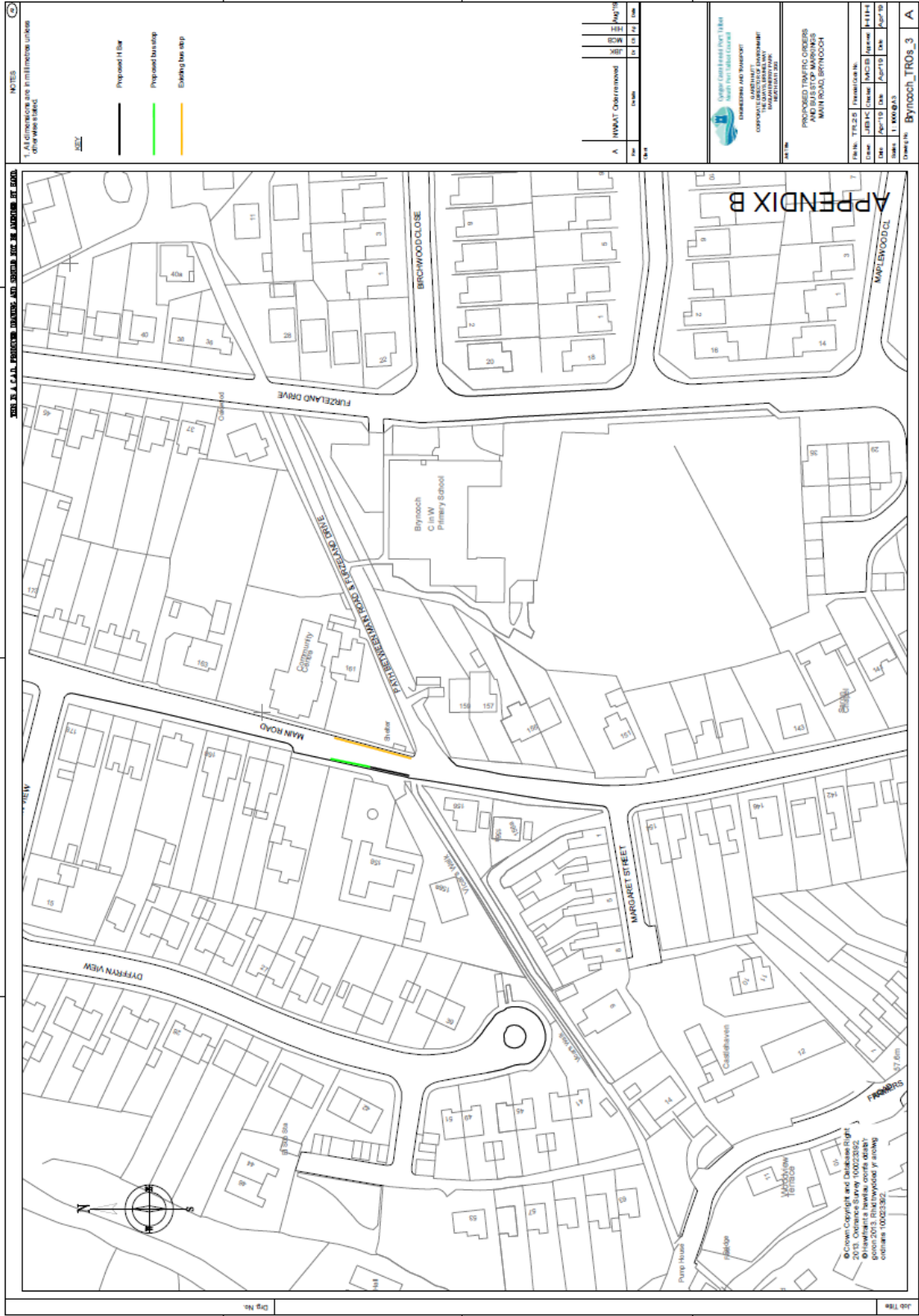
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Appendix B



Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Main Road, Bryncoch, Neath – Proposed Traffic Regulation Orders
Service Area: Bryncoch North
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				


6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local member for Bryncoch North and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local member for Bryncoch North and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed Traffic Regulation Orders will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering		13.8.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Coedffranc Central

Proposed Traffic Regulation Order for No Waiting, No Loading or Unloading at Any Time:
Burrows Road, Skewen, Neath

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The local Councillor has requested that the existing No Waiting at Any Time Traffic Regulation Order on Burrows Road, Skewen, be amended to a No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order.

Motorists are having difficulty turning out of Bosworth Road onto Burrows Road due to vehicles parking on the existing No Waiting at Any Time Traffic Order opposite the junction.

Financial Impacts:

The work is to be funded from the Members' Community Fund.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed traffic regulation order will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval to advertise the proposed Traffic Orders, as indicated in Appendix A, is granted and implemented if no objections are received. (Subject to approval of the Members' Community Fund).

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Traffic Order – Burrows Road, Skewen

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

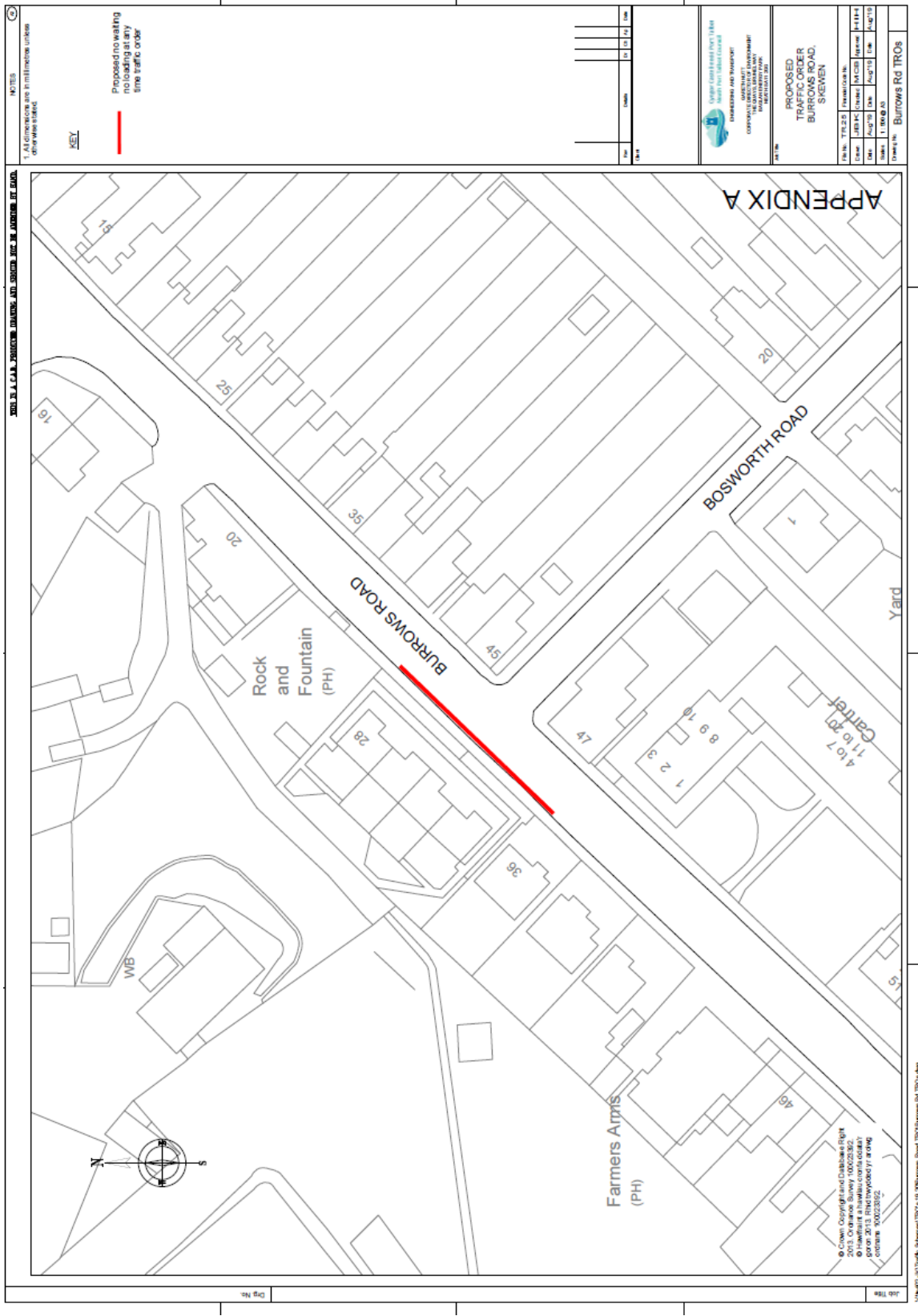
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A



Tudalen110

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Burrows Road, Skewen – Proposed Traffic Regulation Order
Service Area: Coedffranc Central
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local Members for Coedffranc Central and the Legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local Members for Coedffranc Central and the Legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation order will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering		12.8.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Ystalyfera

Proposed Traffic Regulation Order for a 20mph Zone and Speed Cushions in Ystalyfera

Purpose of the Report:

To consider the objections received following the advertisement of the above scheme, as indicated in Appendices A1, A2 and A3.

Executive Summary:

A total of 194 letters/emails objecting to the scheme were received.

A petition containing 145 letters objecting to the scheme was also received.

A total of six letters supporting the scheme were received.

The report states the number of objections and the recommendations for the scheme.

Background:

The local Councillor and residents raised concerns of vehicles speeding within the village back in early 2017.

Officers prepared a scheme which was consulted upon informally and following community feedback a revised scheme was further consulted upon. The returns were split on a 50:50 basis for and against the proposals.

On this basis, with the agreement of the local Member, a bid was submitted to Welsh Government in January 2019.

The Welsh Government Grant was subsequently obtained to implement physical traffic calming measures and to provide a self-enforcing 20mph zone.

Financial Impacts:

The work is funded by Welsh Government.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposals are to be withdrawn.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was formally advertised in August 2019.

A total of 194 letters/emails objecting to the scheme were also received.

A petition containing 145 letters objecting to the scheme was received.

A total of six letters supporting the scheme were received.

After meeting with the local Councillor to consider the individual objections and petition received, it was decided that due to the significant number of objections from the local community to the proposed scheme that the Traffic Regulation Orders be withdrawn.

Recommendations:

It is recommended that:-

The proposed Traffic Regulation Orders for the traffic calming measures (speed cushions) and 20mph zone are withdrawn.

The objectors to be informed of the decision.

That officers notify Welsh Government on the community consultation feedback and that the scheme be withdrawn from the Safe Routes in Communities programme relating to the 20mph zone.

Reasons for Proposed Decision:

That the proposals are withdrawn due to the significant objections received from the community to the proposed Traffic Regulation Orders.

Implementation of Decision:

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

Appendices:

Appendix A1 - Plan: Safe Routes in Communities 2019-2020 Ystalyfera
Proposed 20mph Zone

Appendix A2 – Plan: Safe Routes in Communities 2019-2020 Ystalyfera
Proposed Traffic Calming Measures

Appendix A3 – Plan: Safe Routes in Communities 2019-2020 Ystalyfera
Proposed Traffic Calming Measures

Appendix B – First Stage IIA

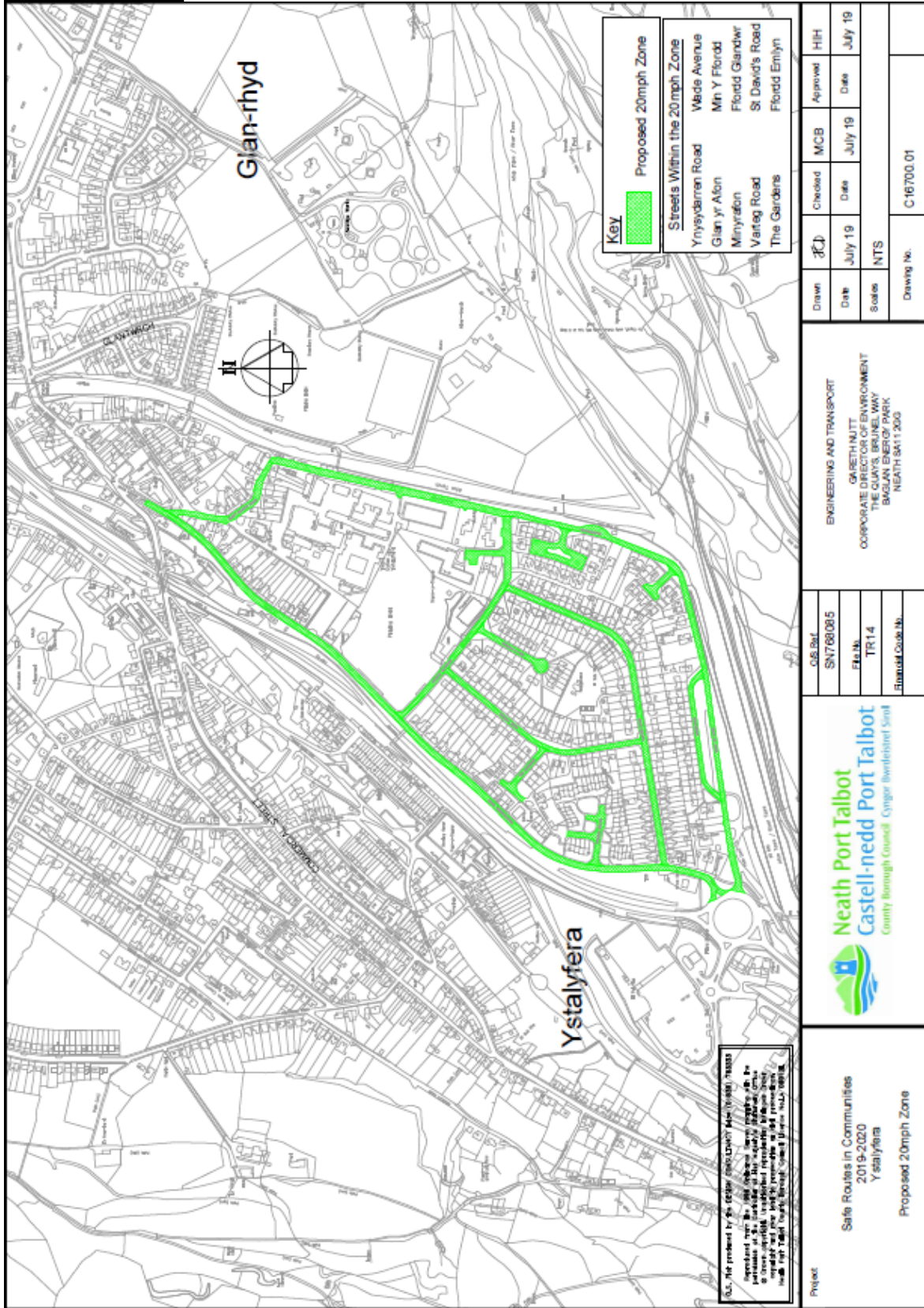
List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport
Tel. No: 01639 686013
Email: environment@npt.gov.uk

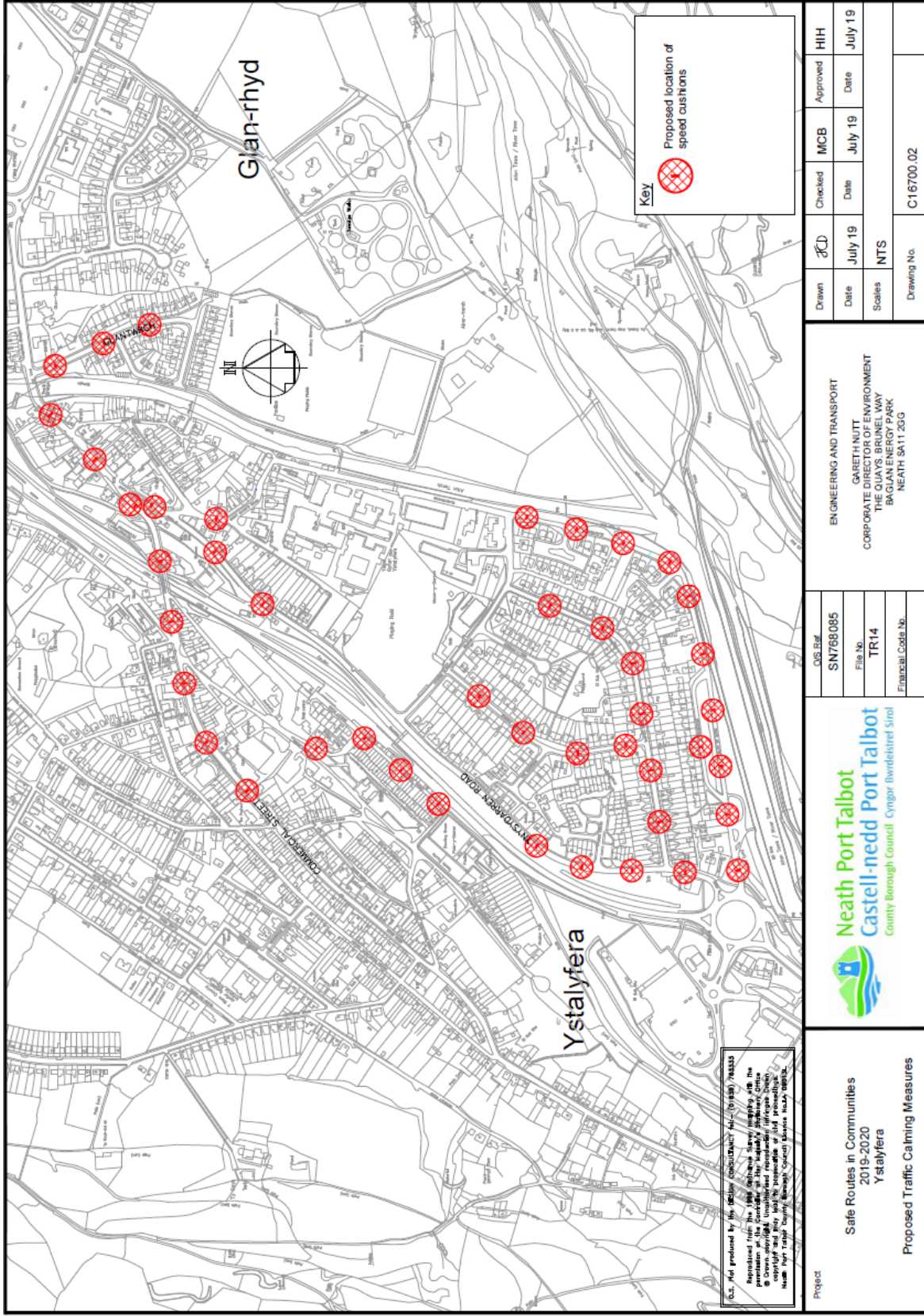
Appendix A1



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<p>Project</p> <p>Safe Routes in Communities 2019-2020 Ystalyfera</p> <p>Proposed 20mph Zone</p>		<p>Neath Port Talbot Castell-nedd Port Talbot County Borough Council Cymor Iwerddonol Sarn</p>		<p>Case Ref:</p> <p>SN7680815</p> <p>File No:</p> <p>TR14</p> <p>Standard Code No.:</p>		<p>ENGINEERING AND TRANSPORT</p> <p>GARETH HUTT CORPORATE DIRECTOR OF ENVIRONMENT THE CLAYTON BRUNELWAY BAGLUN ENERGY PARK NEATH SA11 2GG</p>		<p>Drawn</p> <p>HCJ</p>	<p>Checked</p> <p>MCB</p>	<p>Approved</p> <p>HHH</p>
<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Date</p> <p>July 19</p>	<p>Scale</p> <p>NTS</p>	<p>Scale</p> <p>NTS</p>	<p>Scale</p> <p>NTS</p>	
<p>Drawing No.</p> <p>C16700.01</p>										

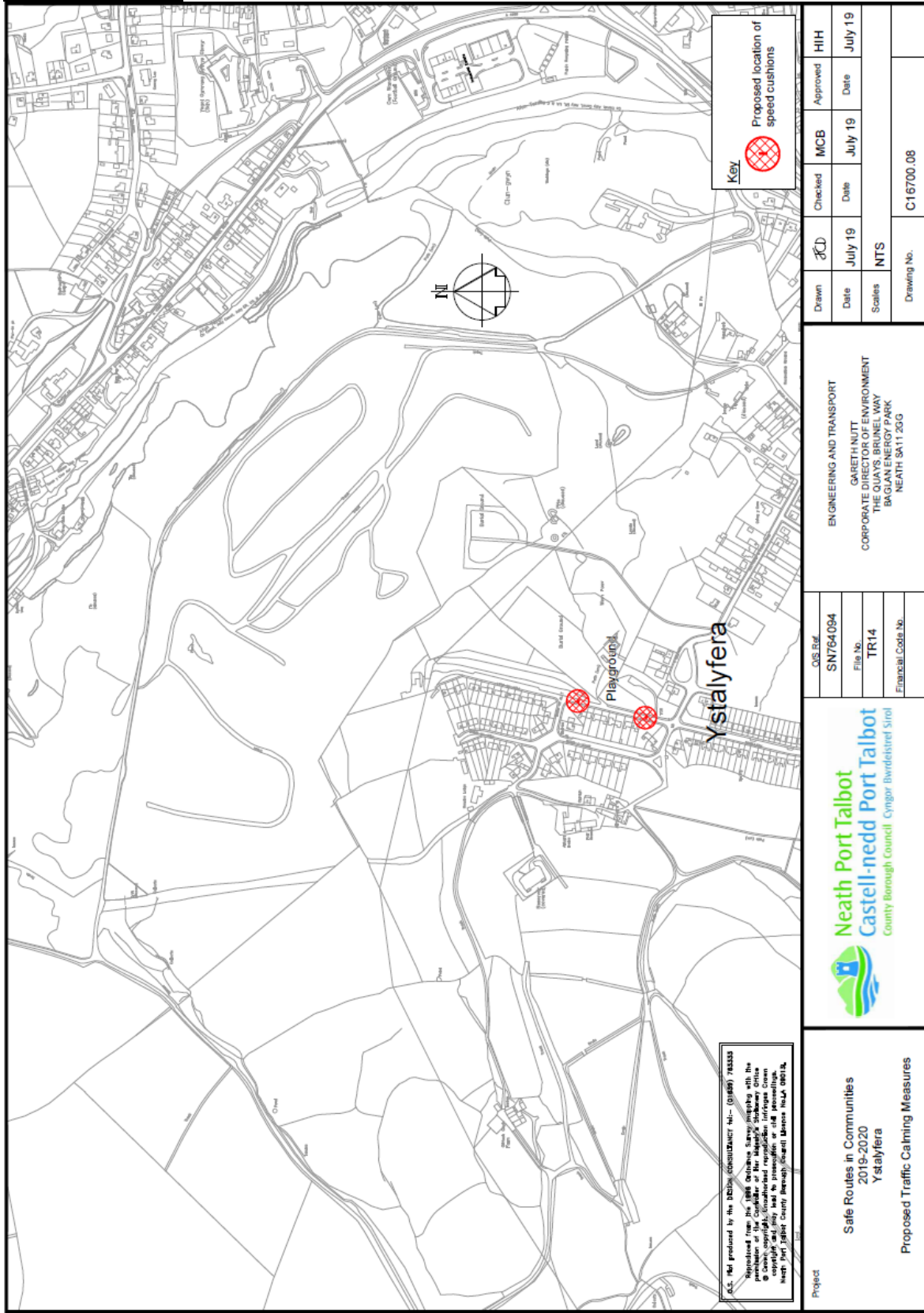
Appendix A2



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Project Safe Routes in Communities 2019-2020 Ystalyfera Proposed Traffic Calming Measures	 Neath Port Talbot Castell-nedd Port Talbot County Borough Council / Cyngor Iwerddwreid Sirni		O/S Ref SN768085	ENGINEERING AND TRANSPORT GARETH NUTT CORPORATE DIRECTOR OF ENVIRONMENT THE QUAYS BRUNEL WAY BACUN ENERGY PARK NEATH SA11 2GG	
	File No. TR14	Financial Code No.	Drawn JCD	Checked MCB	Approved HIH
		Date July 19	Date July 19	Date July 19	
		Scales NTS	Drawing No. C16700.02		

Appendix A3



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Project
 Safe Routes in Communities
 2019-2020
 Ystalyfera
 Proposed Traffic Calming Measures

Neath Port Talbot
Castell-nedd Port Talbot
 County Borough Council Cngor Iwerddestred Stirol

OS Ref
 SN764094
 File No.
 TR14
 Financial Code No.

ENGINEERING AND TRANSPORT
 GARETH NUTT
 CORPORATE DIRECTOR OF ENVIRONMENT
 THE QUAYS BRUNEL WAY
 BAGLAN ENERGY PARK
 NEATH SA11 2QG

Drawn	JCD	Checked	MCB	Approved	HHH
Date	July 19	Date	July 19	Date	July 19
Scales	NTS				
Drawing No.	C16700.08				

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: A proposed traffic regulation order for a 20mph Zone and speed cushions in Ystalyfera
Service Area: Ystalyfera
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

Sex									
Sexual orientation									

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment,		✓				

such as air quality, flood alleviation, etc.						
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6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local member for Ystalyfera and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local member for Ystalyfera and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposals are to be withdrawn.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Martin Brumby	Project Manager - Highways		28.8.19
Signed off by	Hasan Hasan	Engineering Manager		28.8.19

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Margam

Proposed Traffic Regulation Order for a 40mph Speed Limit:
A48 Margam, Port Talbot

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The reduction in the existing National Speed Limit on the A48 Margam is required to implement a safe crossing point for cyclists and pedestrians to access the facilities at Margam Park.

Financial Impacts:

The work will be funded from the Council's Capital Programme.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed reduction in speed limit will provide a benefit for the local community. The scheme will encourage cycling and walking in the area.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval to advertise the proposed 40mph speed limit is granted and the proposal be implemented if no objections are received.

Reasons for Proposed Decision:

To reduce vehicular speeds in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed 40mph Speed Limit A48 Margam

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

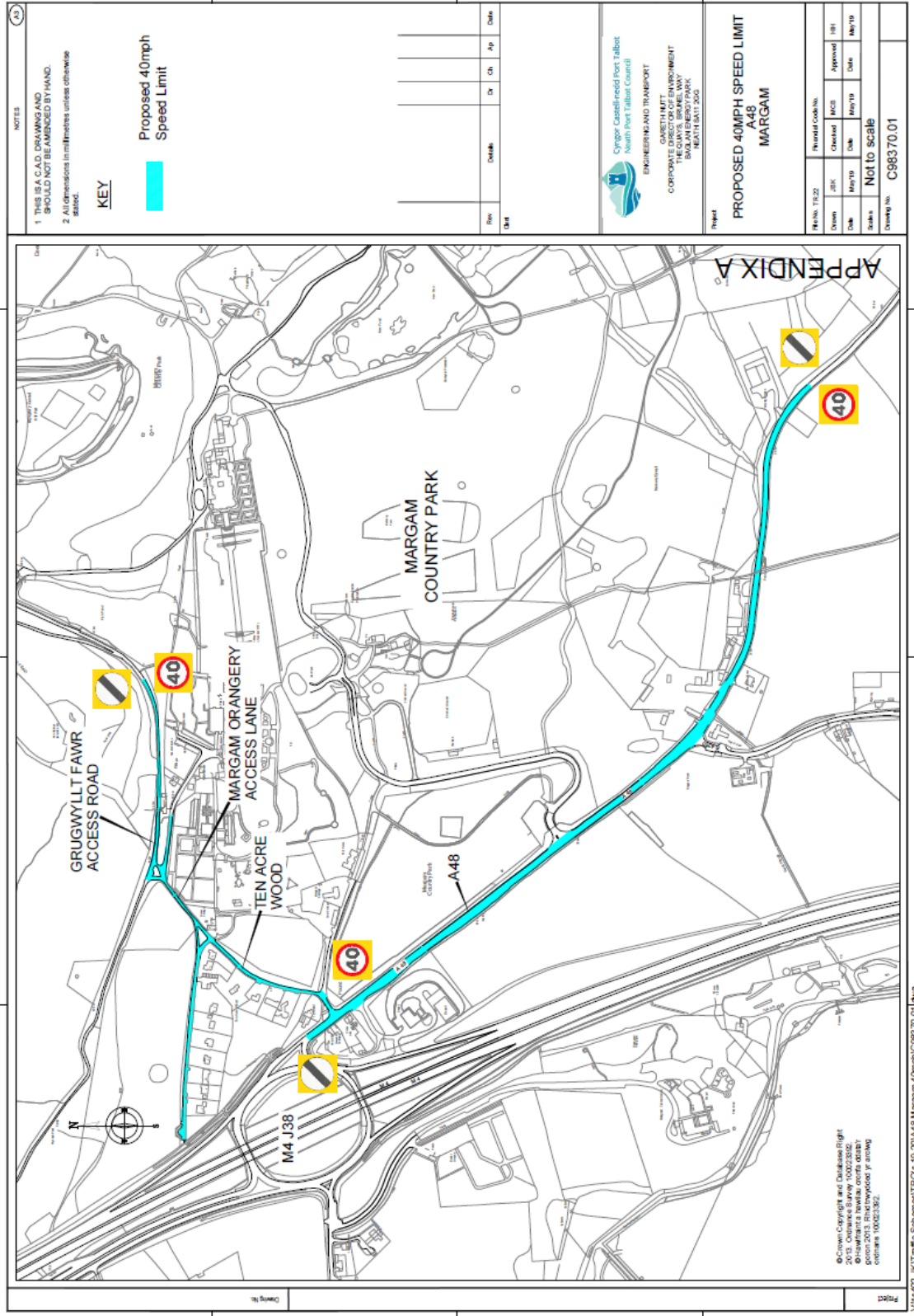
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A



NOTES

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

KEY

Proposed 40mph Speed Limit

Rev	Details	Dr	Ch	Ap	Date

Cyngor Castell-nedd Port Talbot
North Port Talbot Council
ENGINEERING AND TRANSPORT

GAMETHAMPT
CORPORATE DIRECTOR OF ENVIRONMENT
THE GARDENS, BRIMLEY WAY
SOUTHSEA, SOUTHAMPTON, HANTS, SO14 3JG

PROPOSED 40MPH SPEED LIMIT
A48
MARGAM

Rev	TS/22	Rev	TS/22	Rev	TS/22

Project No: C98370.01

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Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: A48 Margam – Proposed 40mph Speed Limit
Service Area: Margam, Port Talbot
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:



	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section, the local Member for Margam and Legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section, the local Member for Margam and Legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed reduction in speed limit will provide a benefit for the local community. The scheme will encourage cycling and walking in the area.	
A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering		12.8.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Cwmllynfell

Proposed No Waiting at Any Time Traffic Regulation Order and Speed Cushions Traffic Regulation Order at Heol Y Coedcae, Y Clos and Gwernant, Cwmllynfell

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The local Councillor has requested that a Prohibition of Waiting at Any Time Traffic Regulation Order be implemented at the junctions of Heol Y Coedcae/Gwernant and Y Clos/Gwernant, and a speed cushion Traffic Regulation be implemented on Gwernant, Cwmllynfell.

Concerns have been raised that vehicles are parking in close proximity to the junctions and travelling at speed past the playground adjacent to Gwernant.

Financial Impacts:

The work is to be funded from the Members' Community Fund.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Order will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval to advertise the proposed Traffic Regulation Orders (as indicated in Appendix A) is granted and the proposal be implemented if no objections are received, subject to approval of the Members' Community Fund.

Reasons for Proposed Decision:

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

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Gwernant, Cwmllynfell – Members Community Fund – Proposed Road Safety improvements

Appendix B – First Stage IIA

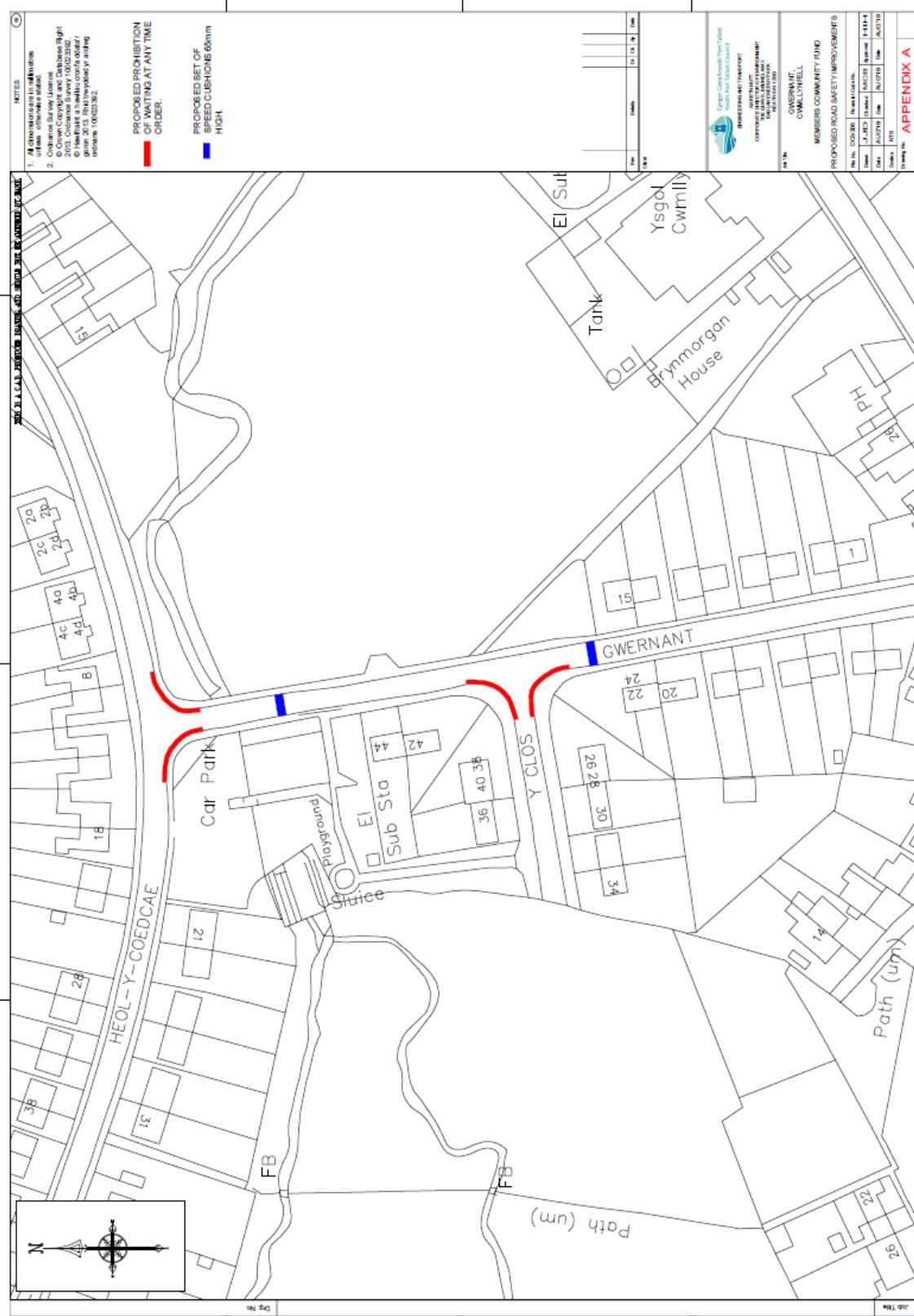
List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport
Tel. No: 01639 686013
Email: environment@npt.gov.uk

Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed No Waiting at Any Time traffic regulation order and speed cushions traffic regulation order at Heol Y Coedcae, Y Clos and Gwernant, Cwmllynfell
Service Area: Cwmllynfell
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

Sex										
Sexual orientation										

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment,		✓				

such as air quality, flood alleviation, etc.					
--	--	--	--	--	--



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking and reduce traffic speed in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking and reduce traffic speed in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local member for Cwmllynfell and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local member for Cwmllynfell and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking and reduce traffic speed in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation orders will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Martin Brumby	Project Manager - Highways		28.8.19
Signed off by	Hasan Hasan	Engineering Manager		28.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Coedffranc North

Proposed Traffic Regulation Order for an Individual Disabled Parking Place:

No. 52 Park Avenue, Skewen, SA10 6SA

Purpose of the Report:

To consider an objection received for the implementation of an Individual Disabled Parking Place (IDPP) bay at no. 52 Park Avenue, Skewen, SA10 6SA following public consultation.

Executive Summary:

The report outlines the proposed Order that was publicly advertised which has resulted in an objection being received.

Background:

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 Impacts:

The work will be funded by the Capital Works Programme.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Orders provide a benefit to an individual that suffers severe disability and/or mobility issues. With only a single vehicle IDPP bay proposed, it should not adversely affect neighbouring properties.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The proposals were advertised for a 21-day period between 23rd July and 14th August 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, one objection has been received questioning the severity of the applicant's disability and also the fact the applicant owns several vehicles, which take up parking spaces in the bay in front of the properties.

Recommendations:

It is recommended that:-

The objection is overruled and the IDPP bay implemented as advertised. The issue of multi-vehicle ownership should not be considered as only one permit for one defined vehicle will be issued.

Reasons for Proposed Decision:

A review of the medical assessment has been undertaken and found the original assessment to be robust and therefore meets the criteria for an IDPP bay.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Individual Parking Place - 52 Park Avenue, Skewen, SA10 6SA

Appendix B – First Stage IIA

List of Background Papers:

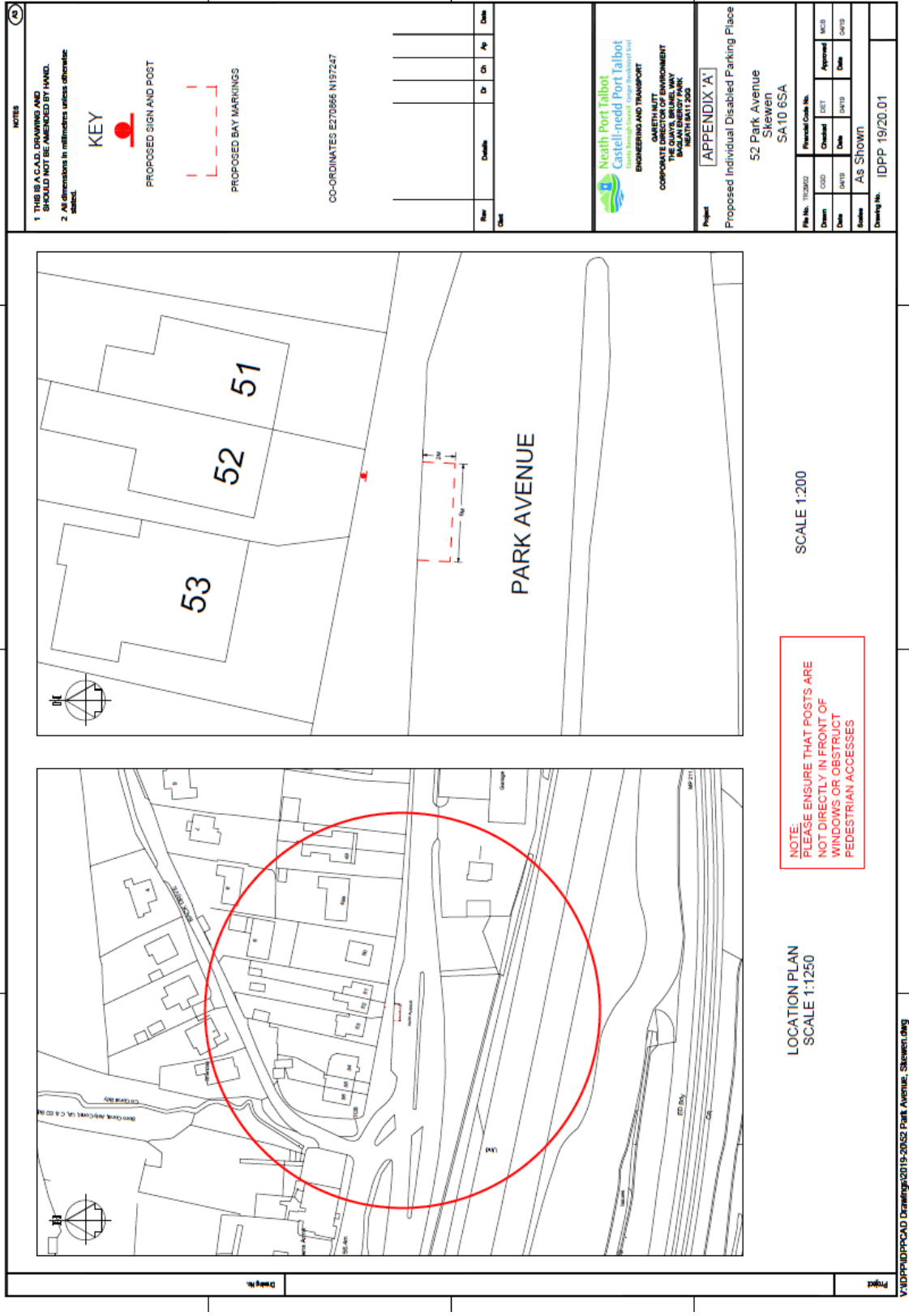
None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport
Tel. No: 01639 686013
Email: environment@npt.gov.uk

Euros Thomas, Senior Assistant Engineer - Engineering & Transport
Tel. No: 01639 686454
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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: 52 Park Avenue, Skewen – Proposed Individual Disabled Parking Place	
Service Area:	Skewen
Directorate:	Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability	✓					Individual Parking Bay due to their Severe Disability
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				All wording on the proposed signage will be bilingual.
Treating the Welsh language no less favourably than English		✓				All wording on the proposed signage will be bilingual.

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.
Integration - how the initiative impacts upon our wellbeing objectives		✓	The proposed scheme will provide a safer environment with regard to accessibility and road safety.
Involvement - how people have been involved in developing the initiative	✓		The various sections such as the Contact Crew undertaking a medical assessment along with a Highway safety suitability assessment and the legal section have worked together on this initiative. The neighbouring residents of Park Avenue have been consulted, with one objection received.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The various sections such as Contact Crew, Highway Engineering and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme provides a dedicated disabled bay directly outside the affected person's residence and thus reduces mobility problems between vehicle and property.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation orders provide a benefit to an individual that suffers severe disability and /or mobility issues. With only a single vehicle IDPP bay proposed, it should not adversely affecting neighbouring properties.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Euros Thomas	Senior Assistant Engineering	<i>D. E. Thomas</i>	15.8.19
Signed off by	Hasan Hasan	Engineering Manager	<i>H. I. Hasan</i>	22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Neath South

Proposed Traffic Regulation Orders for a No Waiting at Any Time Traffic Order:

Hillside, Highbury Court, Cook Rees Avenue & Westernmoor Road, Neath

Purpose of the Report:

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

Executive Summary:

One email objecting to the scheme was received.

One email in support of the scheme was received.

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

Background:

The proposed Traffic Regulation Orders are required to ensure good visibility at the junctions in question.

The proposals will provide a safer environment for motorists, pedestrians, cyclists and local residents.

Financial Impacts:

The work will be funded by the Welsh Government Road Safety Grant.

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, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposals will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in August 2019.

One email objecting to the scheme was received, summarised as follows:-

The resident would like to see the Traffic Order reduced on the northern side of Hillside to allow them to park their vehicle.

One email in support of the scheme was received.

The Police fully support the proposals.

Recommendations:

It is recommended that:-

The Traffic Order be reduced on the northern side of Hillside by approximately 6m, as indicated in Appendix B.

The objector to be informed of the decision and the Traffic Order to be implemented on site.

Reasons for Proposed Decision:

To provide a safer environment for residents, motorists, pedestrians and cyclists.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Traffic Orders – Hillside, Neath

Appendix B – Plan: Revised Traffic Orders – Hillside, Neath

Appendix C - First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

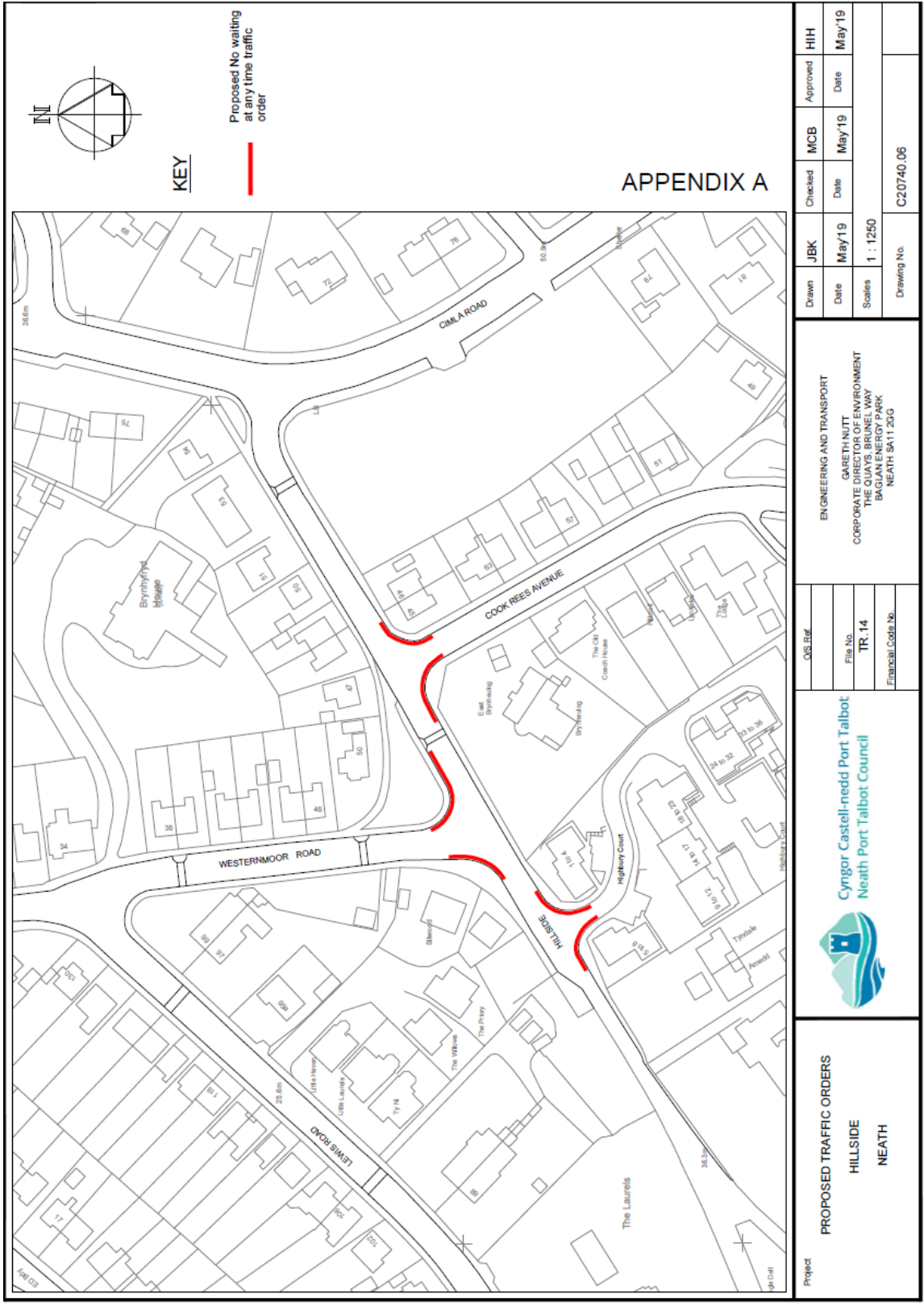
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

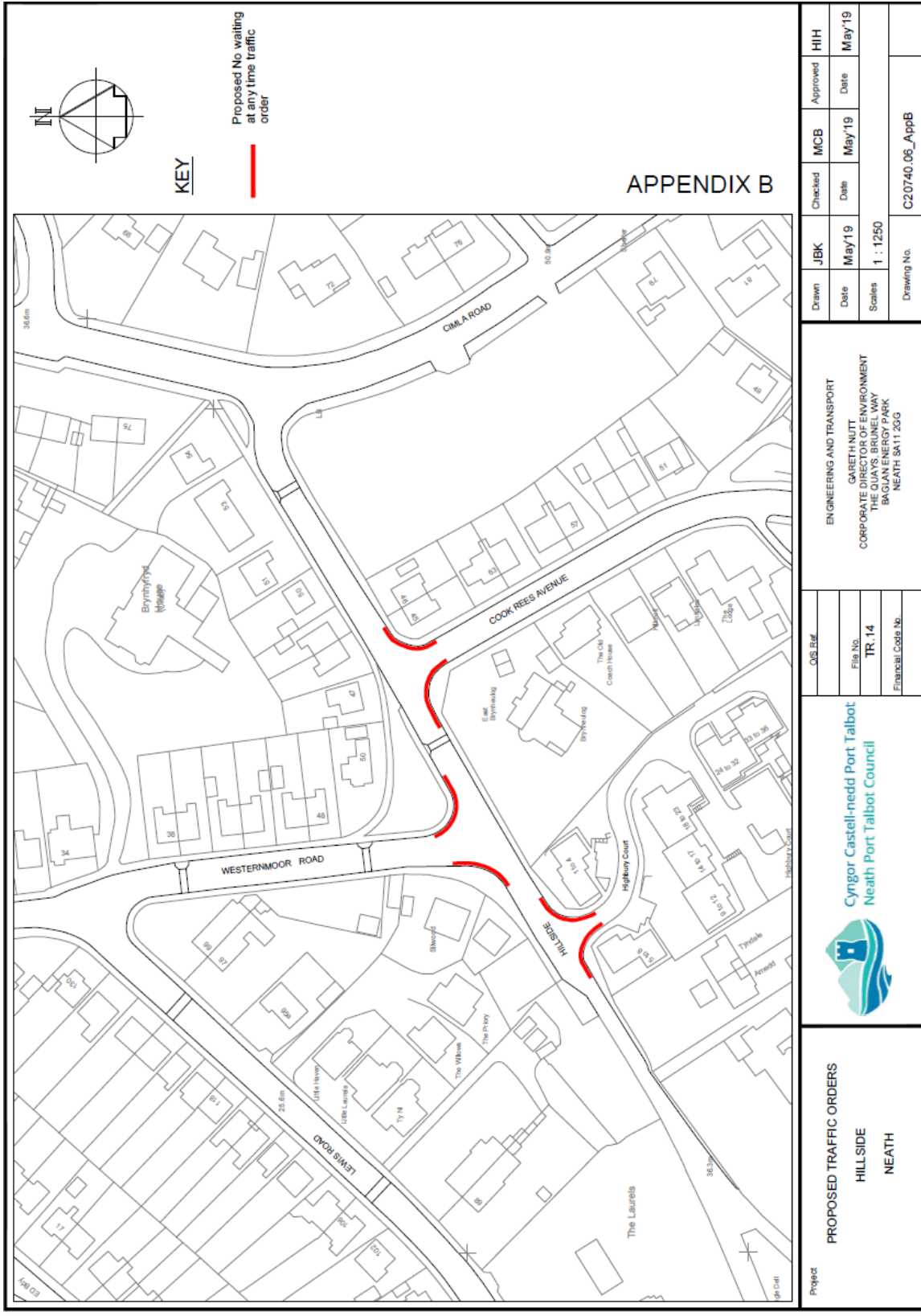
Email: environment@npt.gov.uk


Appendix A



Project	PROPOSED TRAFFIC ORDERS		HILLSIDE		NEATH	
	Cynfor Castell-nedd Port Talbot		Neath Port Talbot Council			
Job Ref	ENGINEERING AND TRANSPORT					
File No	GARETH NUTT					
Financial Code No.	CORPORATE DIRECTOR OF ENVIRONMENT					
	THE QUAYS, BRUNEL WAY					
	BAGLAN ENERGY PARK					
	NEATH SA11 2GG					
Drawn	JBK	Checked	MCB	Approved	HIH	
Date	May'19	Date	May'19	Date	May'19	
Scales	1 : 1250		Drawing No.		C20740.06	

Appendix B



Project	PROPOSED TRAFFIC ORDERS		HILLSIDE		NEATH	
	Cynfor Castell-nedd Port Talbot Neath Port Talbot Council				OS Ref: File No: TR. 14 Financial Code No.	
Drawn	Checked	MCB	Approved	HIH		
Date	Date	May'19	Date	May'19		
Scales		1 : 1250		Drawing No. C20740.06_AppB		
ENGINEERING AND TRANSPORT GARETH HUTT CORPORATE DIRECTOR OF ENVIRONMENT PORT TALBOT BAGLAN ENERGY PARK NEATH SA11 2GG						

Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Proposed No Waiting at any Time Traffic Order - Hillside, Highbury Court, Cook Rees Avenue & Westernmoor Road, Neath
Service Area: Neath South
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will improve visibility at the junctions in question in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will improve visibility at the junctions in question in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local members for Neath South and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local members for Neath South and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will improve visibility at the junctions in question in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposals will provide a benefit for the local community.	
A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering	<i>James B. Kane</i>	13.8.19
Signed off by	Hasan Hasan	Engineering Manager	<i>H. I. Hasan</i>	22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Bryncoch North

**Traffic Regulation Order for Prohibition of Waiting at Any Time:
Main Road, Furzeland Drive, Redwood Close and Firwood Close,
Bryncoch, Neath**

Purpose of the Report:

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

Executive Summary:

Six letters and one email objecting to the scheme were received.

Four letters supporting the scheme were received.

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

Background:

The local Councillor and residents have raised concerns of indiscriminate parking on Main Road and Furzeland Drive, Bryncoch. It is of a particular concern on the bend on Furzeland Drive and in close proximity to the junctions of Furzeland Drive with Redwood Close and Firwood Close.

Financial Impacts:

The work will be funded by the Capital Works Programme.

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, attached at Appendix C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Orders will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in June/July 2019.

Six letters and one email objecting to the scheme were received.

Four Letters supporting the scheme were received.

The objection letters are summarised as follows:-

Letter 1 – The resident objects to the scheme stating that vehicles that currently parked on Furzeland Drive would be displaced and would park in the surrounding streets.

Letter 2 – The resident suggests that the scheme be amended to restrict parking during school term times and between 8am to 4pm, Monday to Friday. This would then not have a detrimental effect on residents.

Letter 3 – The objector has concerns that they would no longer be able to park outside their property. A family member has health issues that require frequent visits from carers and family members.

Letter 4 - The resident objects to the scheme stating that displaced vehicles would park in the surrounding streets.

Letter 5 – The resident supports the parking restrictions at the junctions but objects to the length of the Traffic Order on Furzeland Drive.

Letter 6 – The resident objects to the proposed bus stop markings on Main Road.

Email – The resident suggests that the scheme be amended to restrict parking during school term times only.

After a meeting with the local Councillor it was decided to amend the proposals as indicated in Appendix B.

The proposed bus stop markings and Traffic Order on the west side of Main Road are to be omitted from the scheme. This area will be monitored and the proposals will be re-introduced if necessary.

Recommendations:

It is recommended that:-

The proposed Traffic Orders on Furzeland Drive be amended as indicated in Appendix B and implemented on site.

The proposed bus stop markings and Traffic Order on the west side of Main Road be omitted from the scheme.

The objectors to be informed of the decision.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Traffic Orders & Bus Stop markings Main Road & Furzeland Drive, Bryncoch

Appendix B – Plan: Proposed Traffic Orders & Bus Stop markings Main Road & Furzeland Drive, Bryncoch (amended following objections)

Appendix C – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

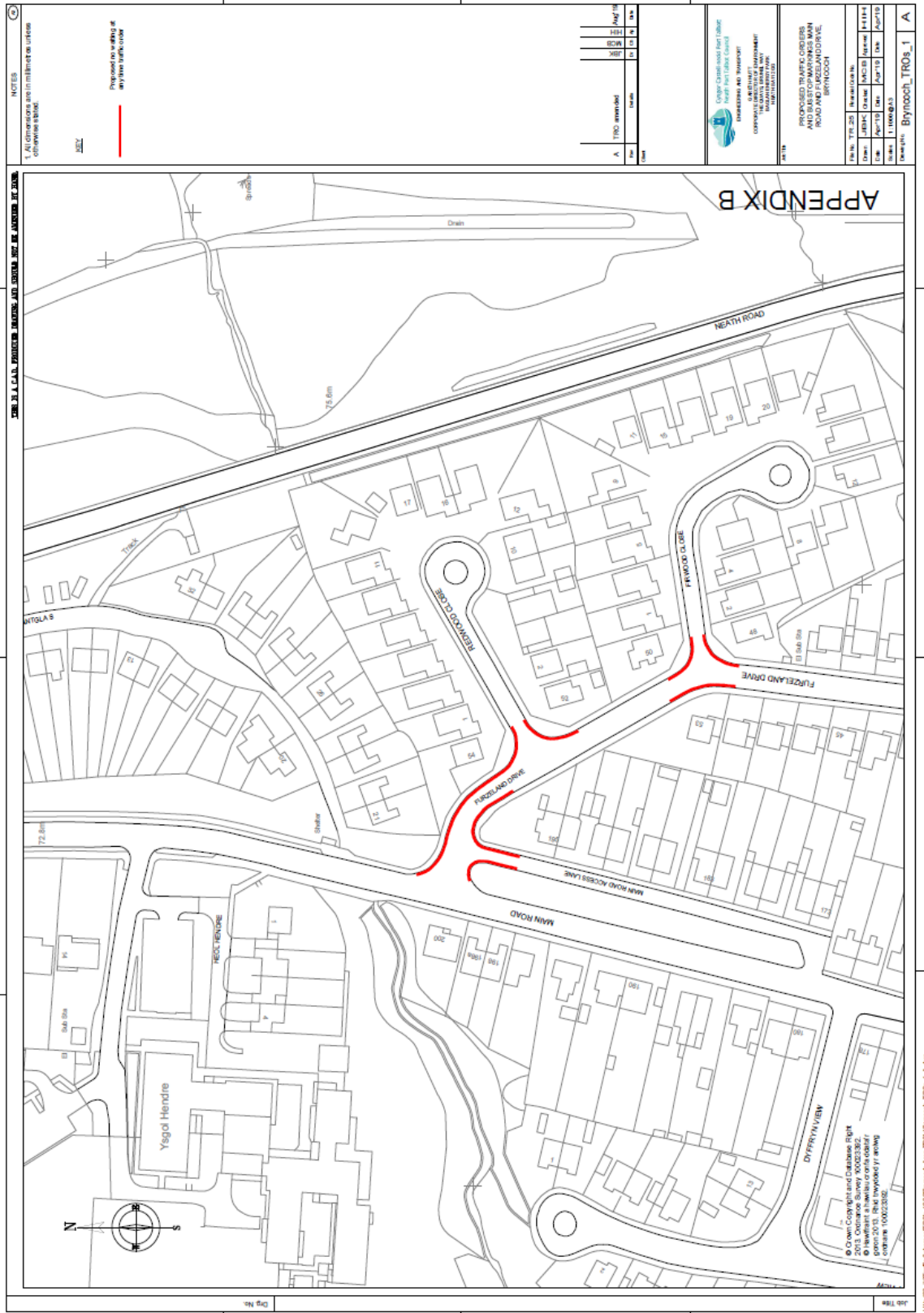
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix B



Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Main Road, Furzeland Drive, Redwood Close and Firwood Close, Bryncoch, Neath – Proposed Traffic Regulation Orders
Service Area: Bryncoch North
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				

Sexual orientation		✓				
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4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local member for Bryncoch North and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local member for Bryncoch North and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation orders will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering	<i>James B. Kane</i>	13.8.19
Signed off by	Hasan Hasan	Engineering Manager	<i>H. I. Hasan</i>	22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Sandfields East

**Traffic Regulation Order for Proposed No Waiting at Any Time:
Seaward Avenue and Seaward Close, Sandfields, Port Talbot**

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The local Councillors have requested that a Traffic Regulation Order be implemented at the junction of Seaward Avenue and Seaward Close.

Concerns have been raised that vehicles are parking in close proximity to the junction.

Financial Impacts:

The work is to be funded from the Capital Works Programme.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Order will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval to advertise the proposed Traffic Regulation Order (as indicated in Appendix A) is granted and implemented if no objections are received.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Seaward Avenue and Seaward Close – Proposed Traffic Order

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

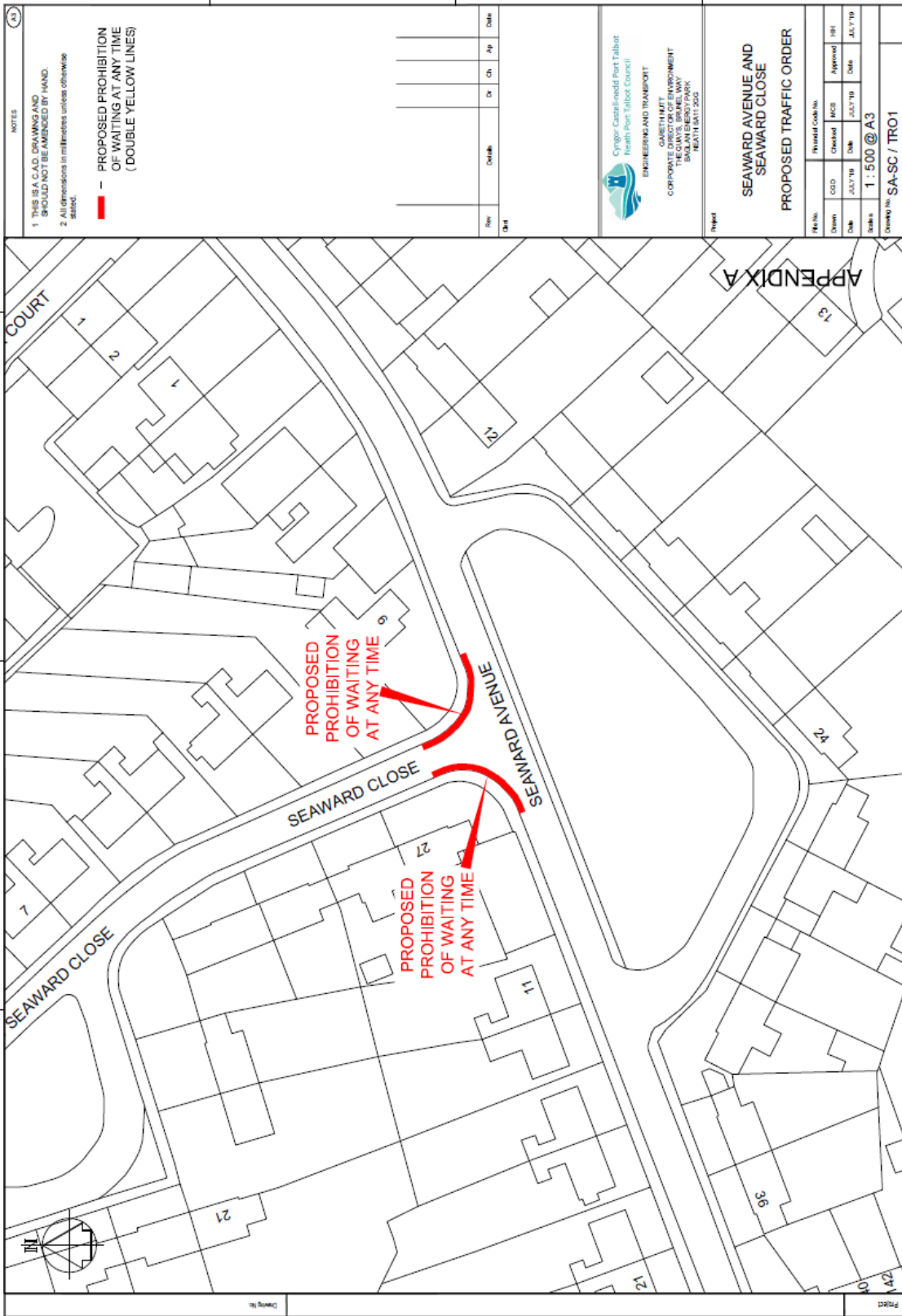
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A



Appendix B

Tudalen174

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Seaward Avenue/Seaward Close, Sandfields, Port Talbot – Proposed Traffic Regulation Order
Service Area: Sandfields East
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:



	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local Members for Sandfields East and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local Members for Sandfields East and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed Traffic Regulation Order will provide a benefit for the local community.	
A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Martin Brumby	Project Manager – Highways		16.8.19
Signed off by	Hasan Hasan	Engineering Manager		22.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Baglan

**Proposed No Waiting at Any Time Traffic Regulation Order:
St. Illtyd's Drive, Baglan, Port Talbot**

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The local Councillors have requested that a Traffic Regulation Order be implemented at the junctions of Church Road, St. Illtyd's Drive and St. Catherine's Road, Baglan.

Concerns have been raised that vehicles are parking in close proximity to the junctions.

Financial Impacts:

The work is to be funded from the Members' Community Fund.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposals will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval to advertise the proposed Traffic Regulation Order (as indicated in Appendix A) is granted and the proposal be implemented if no objections are received.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: St. Illtyd's Drive, Baglan – Proposed Disabled Crossings & Traffic Regulation Orders

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport
Tel. No: 01639 686013
Email: environment@npt.gov.uk

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

<p>Initiative description and summary: Proposed No Waiting at Any Time Traffic Regulation Order: St Iltyd's Drive, Baglan, Port Talbot</p> <p>Service Area: Baglan</p> <p>Directorate: Environment</p>

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

such as air quality, flood alleviation, etc.					
--	--	--	--	--	--



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local members for Baglan and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local members for Baglan and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation order will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Martin Brumby	Project Manager - Highways		28.8.19
Signed off by	Hasan Hasan	Engineering Manager		28.8.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Baglan

Proposed No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order:
Tyn y Twr, Bwlch Road, Baglan

Purpose of the Report:

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

Executive Summary:

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

Background:

The local Councillors have requested that a Traffic Regulation Order be implemented at the junction of Tyn y Twr and Bwlch Road, Baglan.

Concerns have been raised that vehicles are parking in close proximity to the junction.

Financial Impacts:

The work is to be funded from the Members' Community Fund.

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, attached at Appendix B, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed Traffic Regulation Order will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that:-

Approval be given to advertise the proposed Traffic Regulation Order, as indicated in Appendix A.

Subject to no objections being received and Members' Community Fund approval, the proposal to be implemented.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Tyn y Twr/Bwlch Road, Baglan – No Waiting, Loading or Unloading at Any Time Traffic Order

Appendix B – First Stage IIA

List of Background Papers:

None

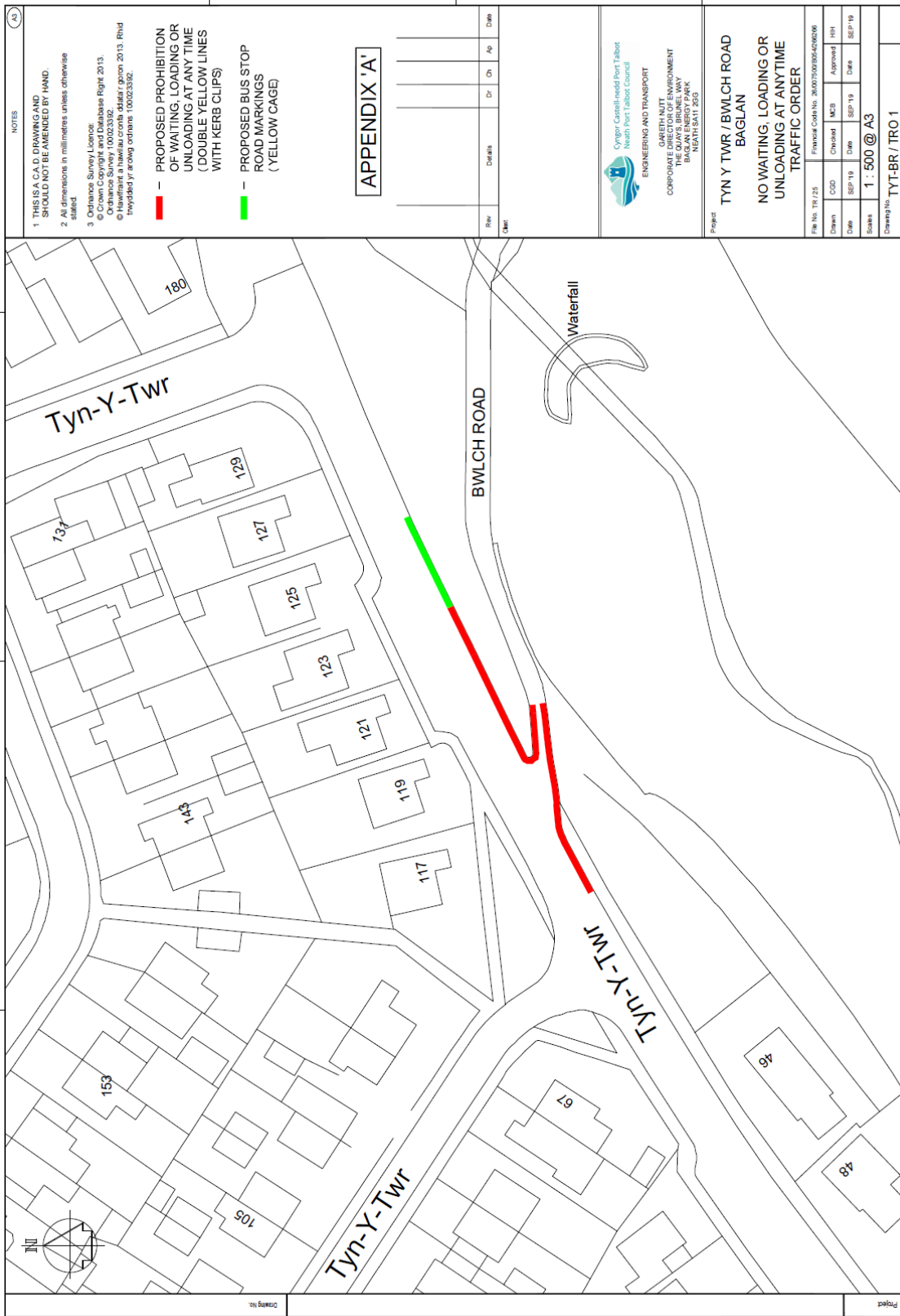
Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

Email: environment@npt.gov.uk

Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary:
Proposed No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at Tyn Y Twr, Bwlch Road, Baglan

Service Area: Baglan

Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				

Sex		✓					
Sexual orientation		✓					

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision How might it impact?	Reasons for your decision (including evidence used) /
People's opportunities to use the Welsh language		✓					
Treating the Welsh language no less favourably than English		✓					

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision How might it impact?	Reasons for your decision (including evidence) /
To maintain and enhance biodiversity		✓					
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓					



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local members for Baglan and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section along with the local members for Baglan and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed Traffic Regulation Order will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	Martin Brumby	Project Manager - Highways		4.9.19
Signed off by	Hasan Hasan	Engineering Manager		4.9.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
20th September 2019

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

Matter for Decision

Wards Affected: Briton Ferry East, Neath East and Neath South

Proposed Traffic Regulation Orders for a 20mph Zone and Speed Cushions:
Briton Ferry, Melin and Neath

Purpose of the Report:

To consider the objections received following the advertisement of the above scheme, as indicated in Appendices A, B & C.

Executive Summary:

Eight letters/emails objecting to the scheme were received.

11 letters/emails supporting the scheme were received.

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

Background:

The proposed 20mph zone and speed cushions are required to reduce vehicular speeds in the area.

The local Councillors and residents have raised concerns over speeding traffic and motorists using the main roads as 'rat-runs' to avoid Neath Road and Briton Ferry Road.

There are three Schools in the area which have a large proportion of children walking to School.

The proposals will provide a safer environment for motorists, pedestrians, cyclists and local residents.

Financial Impacts:

The work is to be funded by the Welsh Government Road Safety Grant.

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, attached at Appendix D, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposals will provide a benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in July/August 2019.

Approximately 760 properties were letter-dropped during the consultation.

Eight letters/emails objecting to the scheme were received.

11 letters/emails supporting the scheme were received.

The objections are summarised as follows:-

- There will be an increase in noise from vehicles.
- Concerns of air pollution.
- The number of speed cushions is excessive.
- Concerns that the proposals will not be effective.

The Police fully support the proposals.

The objections have been discussed with the local Members who support the scheme as advertised.

Recommendations:

It is recommended that:-

The objections are overruled and the objectors informed of the decision.

Reasons for Proposed Decision:

To ensure the reduction of vehicular speed in the interest of road safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Proposed Speed Cushions – Hillside & Dan-y-Graig Road, Neath

Appendix B – Plan: Proposed Speed Cushions & 20mph Zone – Melin, Neath

Appendix C – Plan: Proposed Speed Cushions – Old Road, Melin/Briton Ferry, Neath

Appendix D - First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways – Engineering & Transport

Tel. No: 01639 686013

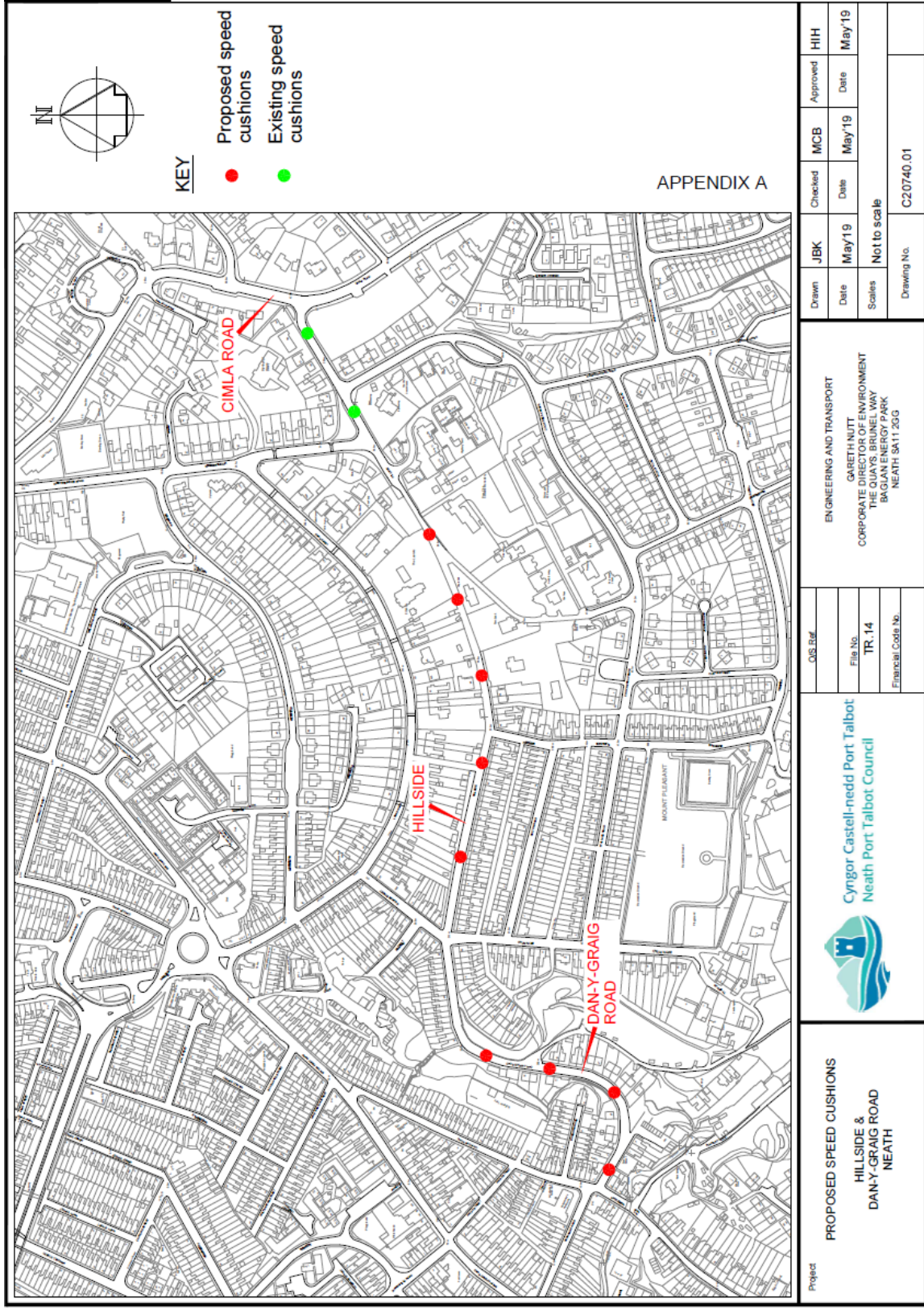
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

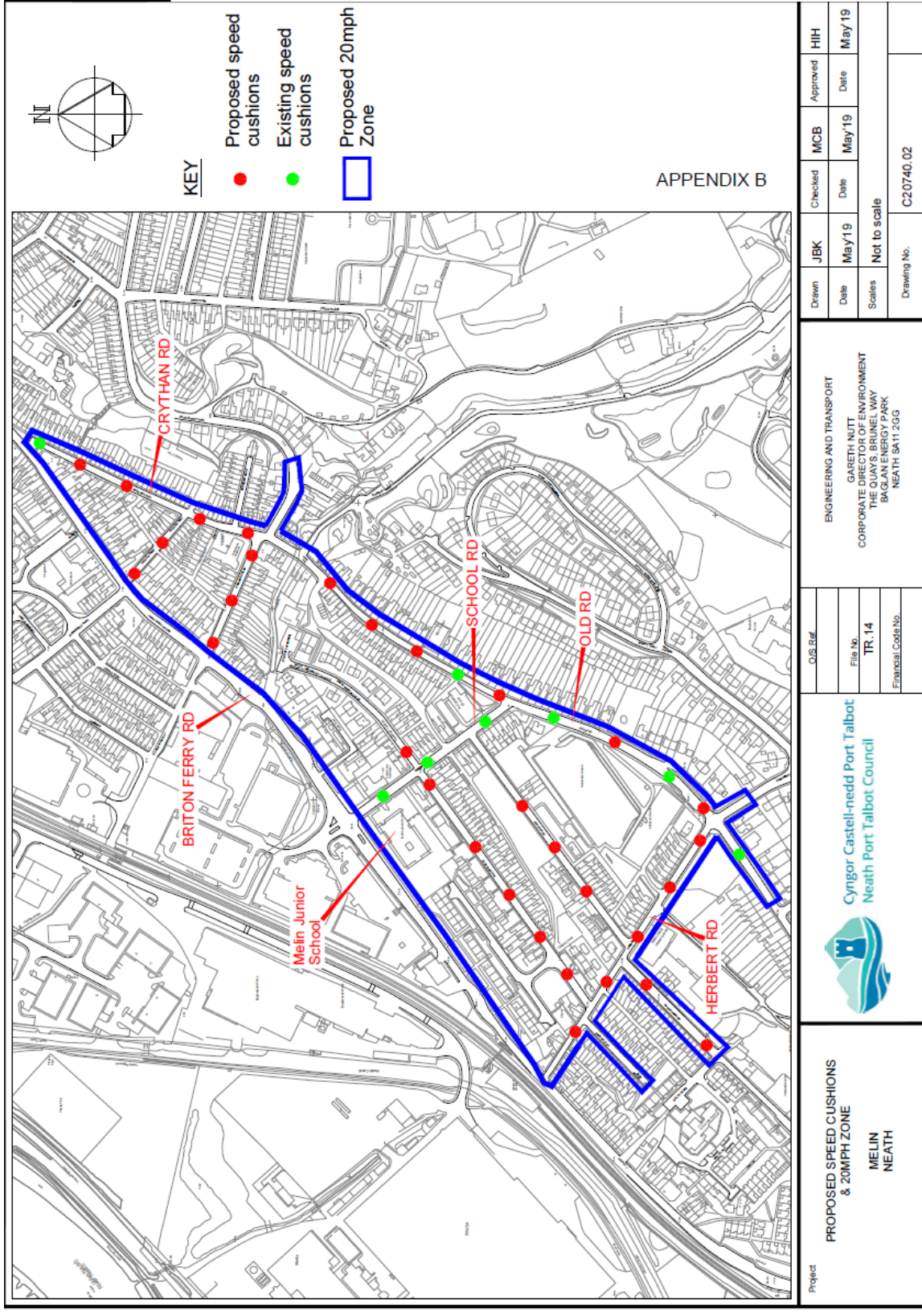
Email: environment@npt.gov.uk

Appendix A

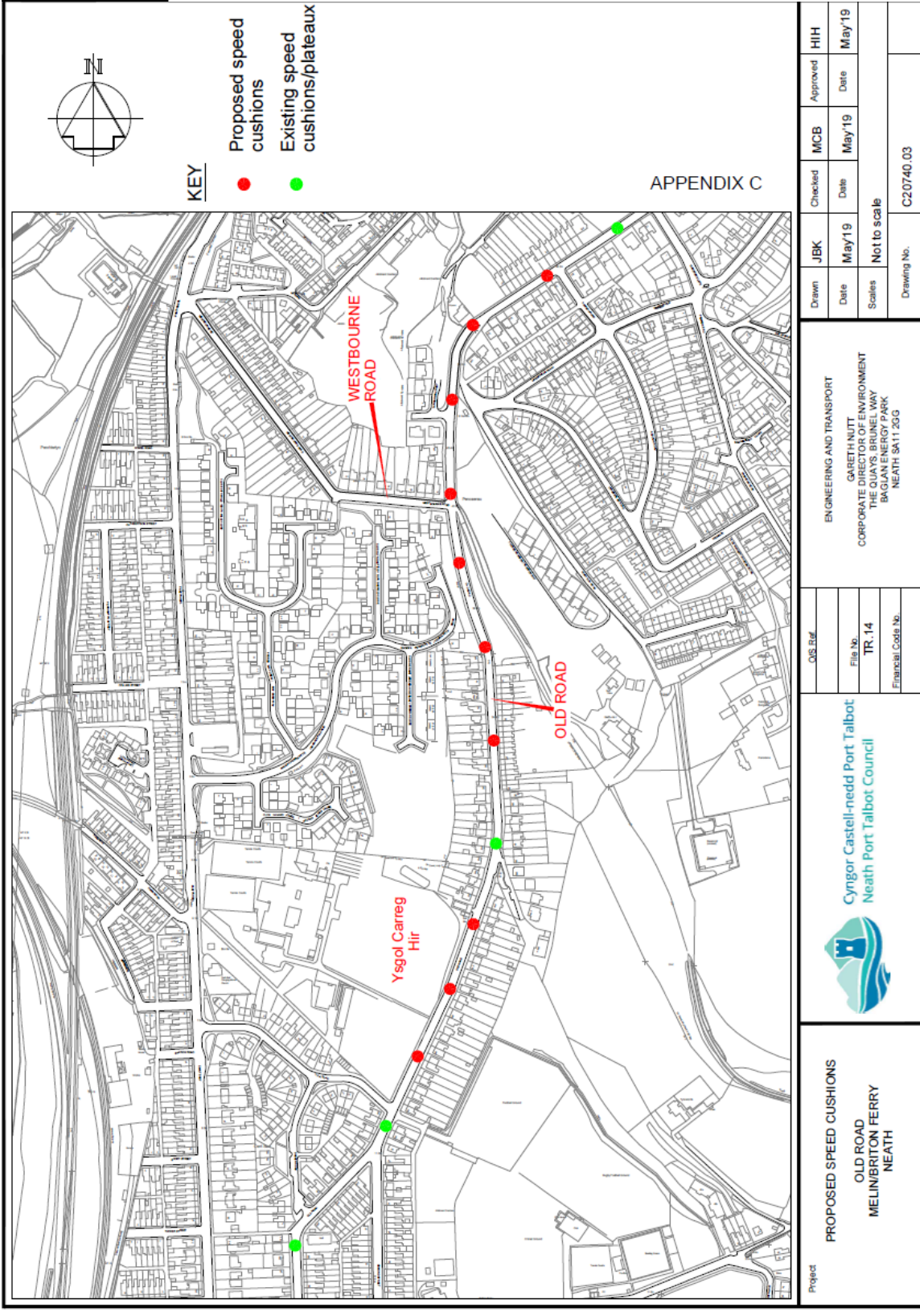


Project PROPOSED SPEED CUSHIONS HILLSIDE & DAN-Y-GRAIG ROAD NEATH	 Cyngor Castell-nedd Port Talbot Neath Port Talbot Council	OS Ref.	ENGINEERING AND TRANSPORT GARETH NUTT CORPORATE DIRECTOR OF ENVIRONMENT THE QUAYS BRUNEL WAY BAGLAN ENERGY PARK NEATH SA11 2GG	Drawn Date May'19	JBK	Checked Date May'19	MCB Date May'19	Approved Date May'19	HIH
		File No. TR.14	Finalist Code No.	Scales Not to scale	Drawing No. C20740.01				

Appendix B



Appendix C



PROPOSED SPEED CUSHIONS OLD ROAD MELINBRITON FERRY NEATH		OS Ref File No. TR.14 Financial Code No.	ENGINEERING AND TRANSPORT GARETH NUTT CORPORATE DIRECTOR OF ENVIRONMENT THE OFFICE OF THE MAYOR BAGLAN ENERGY PARK NEATH SA11 2GG		Drawn Date May'19	Checked Date May'19	MCB Date May'19	Approved Date May'19	HIH
		Drawing No. C20740.03		Scales Not to scale	JBK Date May'19	Checked Date May'19	MCB Date May'19	Approved Date May'19	HIH

Appendix D

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: 20mph Zone & Speed Cushions – Briton Ferry/Melin/Neath
Service Area: Briton Ferry East, Neath East & Neath South
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	✓	
Staff		✓
Wider community		✓
Internal administrative process only		✓

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		✓				
Disability		✓				
Gender Reassignment		✓				
Marriage/Civil Partnership		✓				
Pregnancy/Maternity		✓				
Race		✓				
Religion/Belief		✓				
Sex		✓				
Sexual orientation		✓				

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				



6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local members for Briton Ferry East, Neath East and Neath South and the legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways sections along with the local members for Briton Ferry East, Neath East and Neath South and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.

7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposals will provide a benefit for the local community.	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Kane	Senior Assistant Engineering		28.8.19
Signed off by	Hasan Hasan	Engineering Manager		28.8.19

Mae'r dudalen hon yn fwriadol wag