



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

***Yn syth Yn dilyn y Pwyllgor Craffu ar
DYDD GWENER, 25 HYDREF 2019, DYDD GWENER, 25 HYDREF 2019***

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

1. Periodi cadeirydd
2. Datganiadau o fuddiannau
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 3 - 16*)
4. Rhestr o Gontractwyr Cymeradwy (*Tudalennau 17 - 28*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
5. Cymeradwyaethau'r Corff Cymeradwyo Systemau Draenio Cynaliadwy (*Tudalennau 29 - 32*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
6. Gorchymyn Rheoleiddio Traffig: Heol Alexander a Chilgant Alexander, Bryncoch, Castell-nedd (*Tudalennau 33 - 42*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
7. Gorchymyn Rheoleiddio Traffig: Heol y Bronwen, Rhodfa Lingfield, Heol Addison a Heol Moorland, Sandfields (*Tudalennau 43 - 52*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
8. Gorchymyn Rheoleiddio Traffig: Heol y Gors, Cwmgors a Heol Pontardawe, Rhyd-y-fro (*Tudalennau 53 - 62*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
9. Gorchymyn Rheoleiddio Traffig: Heol Kingdon Owen, Castell-nedd a'i chyffordd â'r Fynedfa i Breswylwyr (*Tudalennau 63 - 72*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth

10. Gorchymyn Rheoleiddio Traffig: Hen Ffordd, Llansawel, Castell-nedd (*Tudalennau 73 - 80*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth
11. Gorchymyn Rheoleiddio Traffig: Cyffordd Cilgant Cimla â Chestnut Road a Holly Road, Cimla, Castell-nedd (*Tudalennau 81 - 90*)
Adroddiad gan Bennaeth Peirianeg a Thrafnidiaeth

Blaenraglen Waith 2018-19

12. Eitemau brys
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ôl disgrisiwn y Cadeirydd yn unol ag Offeryn Statudol 2001 rhif 2290 (fel y'i diwygiwyd).

S.Phillips
Prif Weithredwr

**Canolfan Ddinesig,
Port Talbot**

17 October, 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)*

EXECUTIVE DECISION RECORD

20 SEPTEMBER 2019

STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Members:

Councillors: R.G.Jones and E.V.Latham (Chairperson)

Officers in Attendance:

A.Lewis, D.Griffiths 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 5 July, 2019, be approved.

3. **ASH DIEBACK**

Decisions:

1. That the Environment Directorate develop an action plan including tree surveys to identify tree distribution, affected trees and the degree of infection.
2. That the Environment Directorate fell and dispose of trees as required based on the findings of the surveys and associated risk assessment.

3. That the council raise awareness of Ash Dieback disease via social media and other channels, and encourage members of the public to report trees which appear to be in poor health.
4. That the Environment Directorate liaise with private landowners who have trees near public highways, public footpaths and council property.
5. That the Environment Directorate 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.

Reason for Decisions:

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 Decisions:

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

4. **MEMORIAL TESTING**

Decisions:

1. That the memorial testing policy included as Appendix 2 to the circulated report, be adopted by the council.
2. That the memorial testing policy be added to the cemetery rules and regulations.
3. That a link to the policy be placed within the relevant section on the council's website.
4. That the Director of Environment and the Head of Streetcare be delegated authority to take decisions in respect of repairing memorials of historic significance where the owner cannot be traced.

Reason for Decisions:

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

Implementation of Decisions:

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

5. **CHRISTMAS PARKING 2019**

Decision:

That free Christmas parking be granted in Neath, Port Talbot and Pontardawe Pay and 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).

Reason for Decision:

To attract Christmas shoppers to our town centres supporting local businesses.

Implementation of Decision:

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

6. **LIST OF APPROVED CONTRACTORS**

Decisions:

That the following firms be added to the List of Approved Contractors:

<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

That the following firm be removed from the List of Approved Contractors:

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

Reason for Decisions:

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

Implementation of Decisions:

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

7. **TRAFFIC ORDER - PENYARD ROAD, NEATH ABBEY, NEATH**

Decision:

That the objection be overruled in part and the Traffic Order (Prohibition of Waiting at Any Time at Penyard Road, Neath Abbey, Neath) be amended as indicated at Appendix B to the circulated report, and re-advertised as above. Should no objections be received, the Order be implemented, and the objectors informed accordingly.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

A consultation exercise has been carried out on this item.

8. **TRAFFIC ORDER - PENSCYNOR, CILFREW**

Decision:

That the No Waiting, Loading or Unloading at Any Time and No Waiting at Any Time Traffic Regulation Orders at Penscynor, Aberdulais, 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.

9. **TRAFFIC ORDER - MAIN ROAD, BRYNCOCH, NEATH**

Decisions:

1. That the objection to the Traffic Order in the lane between Main Road and Furzeland Drive, Bryncoch, Neath, be upheld and removed from the scheme.
2. That the bus stop markings on Main Road, Bryncoch be shortened in length so that they do not extend across the residents driveway (as indicated in Appendix B to the circulated report).
3. That a 'H' Bar road marking be implemented across the driveways of 158 and 158A Main Road, Bryncoch, as requested by the local Councillor.
4. That the Traffic Order outside the Supermarket at Main Road, Bryncoch be implemented as advertised.
5. That the objectors be informed of the decisions.

Reason for Decisions:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decisions:

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

Consultation:

This item has been subject to external consultation.

10. **TRAFFIC ORDER - BURROWS ROAD, SKEWEN**

Decision:

That the Traffic Regulation Order for No Waiting, No Loading or Unloading at Any Time at Burrows Road, Skewen, Neath, (as detailed at Appendix A to the circulated report), be advertised, and subject to no objections being received, and subject to the approval of the grant of funding from the Members' Community Fund, the Orders be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

11. **TRAFFIC ORDER - YSTALYFERA**

Decisions:

1. That the proposed Traffic Regulation Orders for the traffic calming measures (speed cushions) and 20mph zone in Ystalyfera, as detailed within the circulated report, be withdrawn, and objectors informed accordingly.
2. That Welsh Government be notified on the community consultation feedback, and that the scheme be withdrawn from the Safe Routes in Communities programme, relating to the 20mph zone.

Reason for Decisions:

Due to the significant objections received from the community to the proposed Traffic Regulation Orders.

Implementation of Decisions:

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

Consultation:

This item has been subject to external consultation.

12. **TRAFFIC ORDER - A48 MARGAM, PORT TALBOT**

Decision:

That the Traffic Regulation Order (40mph Speed Limit on the A48 Margam, Port Talbot) be advertised, and if no objections are received, the Order be implemented.

Reason for Decision:

To reduce vehicular speeds in the interest of highway 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.

13. **TRAFFIC ORDER - HEOL Y COEDCAE, Y CLOS AND GWERNANT, CWMLLYNFELL**

Decision:

That the no Waiting at Any Time Traffic Regulation Order and Speed Cushions Traffic Regulation Order at Heol Y Coedcae, Y Clos and Gwernant, Cwmllynfell (as detailed at Appendix A to the circulated report) be advertised, and subject to no objections being received, and subject to the approval of the grant of funding from the Members' Community Fund, the Orders implemented.

Reason for Decision:

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

14. **TRAFFIC ORDER - PARK AVENUE, SKEWEN**

Decision:

That the Individual Disabled Parking Place at No. 52 Park Avenue, Skewen, SA10 6SA be implemented as advertised, the objection overruled, and the objector informed accordingly.

Reason for Decision:

A review of the medical assessment had been undertaken and found the original assessment to be robust and therefore meets the criteria for an Individual Disabled Parking Place.

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

15. **TRAFFIC ORDER - HILLSIDE, Highbury Court, Cook Rees Avenue & Westernmoor Road, Neath**

Decision:

That the No Waiting at Any Time Traffic Order at Hillside, Highbury Court, Cook Rees Avenue and Westernmoor Road, Neath be

implemented (but reduced on the northern side of Hillside by approximately 6m, as detailed at Appendix B to the circulated report), and the objector informed accordingly.

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

16. **TRAFFIC ORDER - BRYNCOCH, NEATH**

Decisions:

1. That the Prohibition of Waiting at Any Time on Main Road, Furzeland Drive, Redwood Close and Firwood Close, Bryncoch, Neath be amended as indicated at Appendix B to the circulated report and implemented on site.
2. The proposed bus stop markings and Traffic Order on the west side of Main Road, Bryncoch, be omitted from the scheme.
3. That the objectors be informed of the decisions.

Reason for Decisions:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decisions:

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

Consultation:

This item has been subject to external consultation.

17. **TRAFFIC ORDER - SEAWARD AVENUE AND SEAWARD CLOSE, SANDFIELDS, PORT TALBOT**

Decision:

That the Traffic Regulation Order for No Waiting at Any Time at Seaward Avenue and Seaward Close, Sandfields, Port Talbot, be advertised, and should no objections be received, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

18. **TRAFFIC ORDER - ST. ILLTYD'S DRIVE, BAGLAN, PORT TALBOT**

Decision:

That the No Waiting at Any Time Traffic Regulation Order at St. Illtyd's Drive, Baglan, Port Talbot, be advertised, and should no objections be received, the Order be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

19. **TRAFFIC ORDER - TYN Y TWR, BWLCH ROAD, BAGLAN**

Decision:

That the No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at Tyn y Twr, Bwlch Road, Baglan, be advertised, and subject to no objections being received, and subject to the approval of the grant of funding from the Members' Community Fund, the Orders be implemented.

Reason for Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Consultation:

This item will be subject to external consultation.

20. **TRAFFIC ORDER - BRITON FERRY, MELIN AND NEATH**

Decision:

That the Traffic Regulation Orders for a 20mph Zone and Speed Cushions at Briton Ferry, Melin and Neath (as detailed at Appendices A, B and C to the circulated report), be approved and the objectors informed accordingly.

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

This item has been subject to external consultation.

CHAIRPERSON

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

25th October 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 an additional contractors onto 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

That the Approved list is amended as follows:

Firms to be **added** to 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>Category</u>
Arch Utility Service (SW) Ltd	71, 76, 94, 95
Lighting & Illumination Tec. Experience Ltd	111-Festive Lighting

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

Hasan Hasan, Engineering Manager

Tel. No: 01639 686463

Email: h.hasan@npt.gov.uk

Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

Email: environment@npt.gov.uk

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, 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 contractor 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		✓				
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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 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 an additional contractor onto 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	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	3.10.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Information

Wards Affected: Bryn & Cwmavon, Cimla and Port Talbot

SAB (Suds Approving Body) Approvals

Purpose of Report:

To advise Members of approvals issued as part of the Authority's Statutory and Regulatory Duties of Schedule 3 of the Flood and Water Management Act (FWMA) 2010 and associated orders and regulations.

Executive Summary:

The report informs on the number and locations of Suds Approving Body (SAB) approvals granted by the Authority since 7th January 2019 (implementation date of the Regulations).

Background:

The information is provided as part of the approval of Delegated Powers granted to the Director of Environment, Head of Engineering and Transport, Head of Streetcare, Highway Development Control Manager and Highway Development Control Team Leaders granted in Cabinet Board on the 7th September 2018.

Financial Impacts:

None.

Integrated Impact Assessment:

There is no requirement to undertake an Integrated Impact Assessment as this report is for information purposes.

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.

Appendices:

Appendix A – list of addresses for approved details.

Officer Contact:

Mr. Terry Davies, Senior Highway Development Engineer, HDC
Tel: 01639 686392 or email: t.davies2@npt.gov.uk

Appendix A

	ADDRESS	WARD
1	<u>Plot 17 Owen Jones Way Bryn</u> Description of Development:- Private residential development	Bryn & Cwmavon
2	<u>Land at Evelyn Terrace</u> Description of Development:- Construction of two blocks of Flats	Port Talbot
3	<u>Cefn Saeson Comprehensive</u> Description of Development:- Replacement school for 900 pupils	Cimla
4	<u>Plot 22 Clos Dewi Sant, Bryn</u> Description of Development:- Private residential development	Bryn & Cwmavon
5	<u>Plot 29 Owen Jones Way, Bryn</u> Description of Development:- Private residential development	Bryn & Cwmavon

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

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Bryncoch North

Proposed No Waiting at Any Time Traffic Order: Alexander Road and Alexander Crescent, 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:

One email and one letter (address not provided) objecting to the scheme were received.

Four emails and two letters supporting the scheme were received.

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

Background:

The Local Councillor and residents have expressed concerns regarding indiscriminate parking in the area.

The junction of Alexander Road and Alexander Crescent is on a narrow road and bend. Vehicles park on this bend which restricts visibility when negotiating the junction.

Financial Impacts:

The work will 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 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 undertaken in August 2019.

One email objecting to the scheme was received: the resident believes the proposed parking restrictions would impact upon them being able to park their vehicles outside their property.

One letter objecting to the scheme was received (address not provided): the resident and other residents of the street will not be able to park outside their properties. They would like to have the grass verges in the area converted to parking areas.

Four emails and two letters supporting the scheme were received.

Recommendations:

That the objection is overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Alexander Road and Alexander Crescent, Bryncoch (as detailed in Appendix A to the circulated report) be implemented on site as advertised and the objectors to be informed accordingly.

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 – Alexander Road, Bryncoch

Appendix B – First Stage IIA

List of Background Papers:

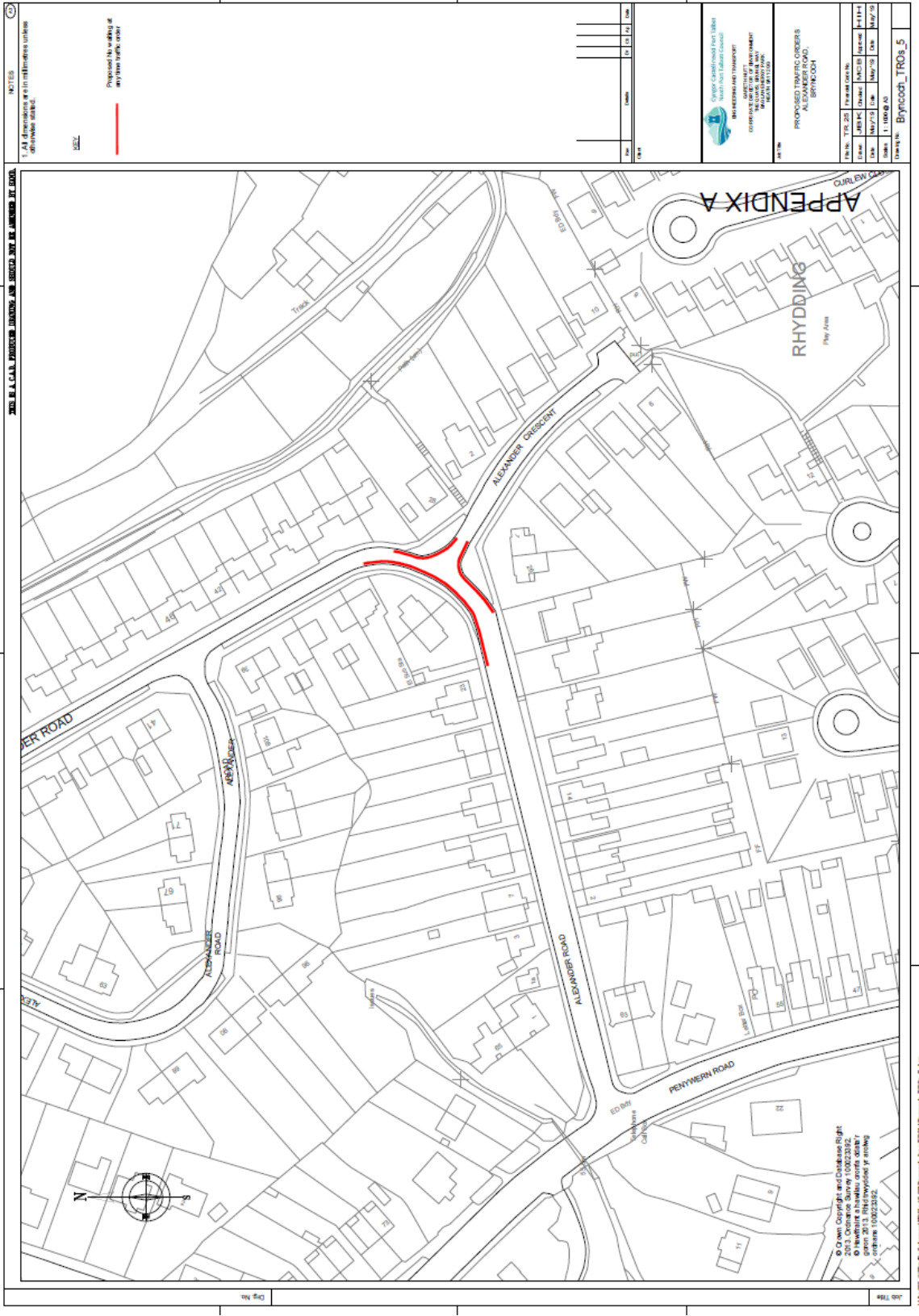
None.

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

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Alexander Road & Alexander Crescent, Bryncoch – 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 highway safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of highway 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 highway 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 provide a road safety benefit whilst having minimal adverse effect to neighbouring properties.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	3.10.19

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
25th October 2019

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

Matter for Decision

Wards Affected: Sandfields East

Traffic Regulation Order 2019

Proposed No Waiting at Any Time Traffic Order:

Heol y Bronwen, Lingfield Avenue, Addison Road and Moorland Road, Sandfields

Purpose of the Report:

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

Executive Summary:

One email objecting to the scheme was received.

One phone call supporting the scheme was received.

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

Background:

Local residents and Councillors have expressed concerns regarding indiscriminate parking in the area.

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 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 undertaken in July/August 2019.

One email objecting to the scheme was received: the resident believes that the proposed parking restrictions would impact upon them being able to

park their vehicle outside of their property. They would like to see residential parking implemented on the street.

One phone call supporting the scheme was received.

The objections have been discussed with the Local Councillors who support the scheme as advertised.

Recommendations:

That the objection is overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Heol y Bronwen, Lingfield Avenue, Addison Road and Moorland Road, Sandfields (as detailed in Appendix A to the circulated report) be implemented on site as advertised and the objector be informed accordingly.

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 – Heol y Bronwen/Lingfield Avenue/Addison Road, Sandfields, Port Talbot

Appendix B – First Stage IIA

List of Background Papers:

None.

Officer Contact:

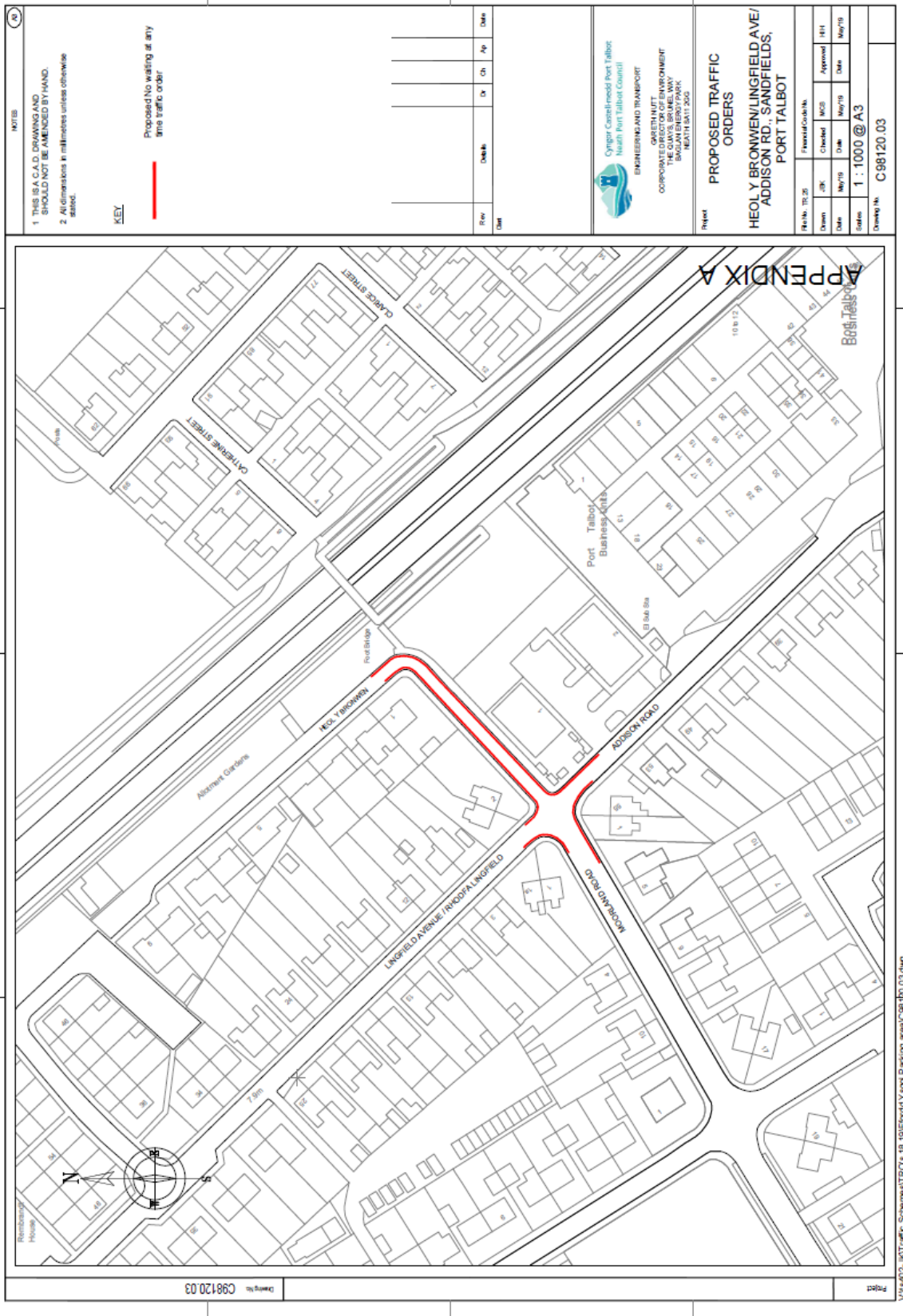
Martin Brumby, Project Manager Highways – Engineering & Transport

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

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Heol Y Bronwen, Lingfield Avenue, Addison Road & Moorland Road, Sandfields – Proposed Traffic Regulation Orders
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		✓				

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 highway safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will prevent indiscriminate parking in the interest of highway safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections 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 sections 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 highway 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	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	3.10.19

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
25th October 2019

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

Matter for Decision

Wards Affected: Gwaun-Cae-Gurwen and Pontardawe

Traffic Regulation Order 2019

Heol y Gors, Cwmgors and Pontardawe Road, Rhyd y Fro, (Revocation) and (40mph Speed Limits)

Purpose of the Report:

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

Executive Summary:

One letter objecting to the scheme was received.

One email supporting the scheme were received with comments

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

Background:

The proposed Traffic Regulation Order is required to create a 40mph speed limit 'buffer zone' in order that the speed limit reduces from 60mph to 40mph and then from 40mph to 30mph on the approach to Cwmgors in the interest of road safety.

The proposal will provide a safer environment for motorists, pedestrians, cyclists and local residents, in particular slowing vehicle speeds on the approach to Cwmgors from the Pontardawe direction.

Financial Impacts:

The work will be funded by the Welsh Government Capital 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 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 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 letter of objection to the scheme was received: The resident objects to the scheme stating that they would like the speed limit reduced from 60mph to 40mph for the full length of the A474 between Cwmgors and Rhyd-y-Fro.

One e-mail in support of the scheme was received with comments: The resident supports the scheme but would also like the speed limit reduced from 60mph to 40mph for the full length of the A474 between Cwmgors and Rhyd-y-Fro.

The Police fully support the proposals for the 40mph speed limit 'buffer zone'. The Police would not support reducing the 60mph speed limit to 40mph for the full length of the A474 as requested by the objector as they feel this would encourage overtaking.

The three local Members have been consulted and they support the comments received from the public in both the letter and the email. However, the Members accept the comments received from the Police and are prepared to overrule the objection because the reduction in speed limit when entering Cwmgors will provide a benefit to road safety.

Recommendations:

That the objection be overruled and the Traffic Regulation Order at Heol y Gors, Cwmgors and Pontardawe Road, Rhyd-y-Fro (Revocation) and (40mph Speed limits) Traffic Regulation Order 2019 be implemented on site as previously advertised.

That the objector be informed of the decision.

Reasons for Proposed Decision:

To provide a safer environment for residents, motorists, pedestrians and cyclists by reducing the speed limit on the approach to Cwmgors.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Road Safety Grant 2019/20 - A474 Cwmgors to Pontardawe – Heol-y-Gors, Cwmgors & Pontardawe Road, Rhyd-y-Fro – Proposed 40mph Speed Limit
Appendix B – First Stage IIA

List of Background Papers:

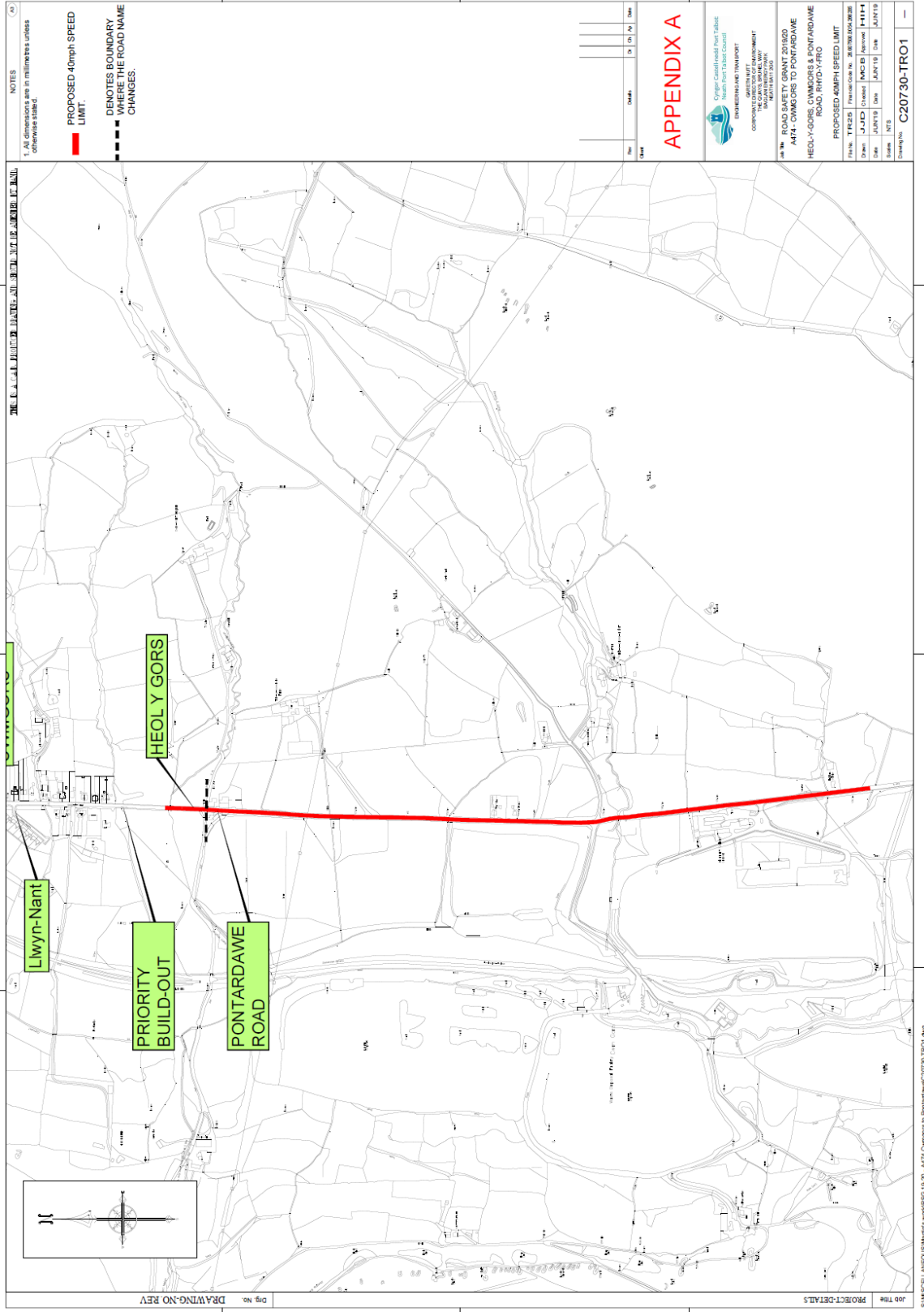
None

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
Email: environment@npt.gov.uk

Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Heol y Gors, Cwmgors and Pontardawe Road, Rhyd-y-Fro revocation and 40mph speed limits Traffic regulation order 2019
Service Area: Gwaun-Cae-Gurwen and Pontardawe
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 slow vehicles down approaching the 30mph speed limit at Cwmgors. It will also benefit the users of abernant centre for enterprise in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will slow vehicles down approaching the 30mph speed limit at Cwmgors. It will also benefit the users of abernant centre for enterprise 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 Gwaun-Cae-Gurwen and Pontardawe, Road safety department 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 Gwaun-Cae-Gurwen and Pontardawe, Road safety department 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 traffic speeds on the approach to Cwmgors 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 provide a road safety benefit whilst having minimal adverse effect to neighbouring properties.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	4.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	4.10.19

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

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Neath South

Traffic Regulation Order 2019

**Proposed Prohibition of Waiting at Any Time Traffic Regulation Order:
Kingdon Owen Road, Neath at its Junction with the Residential Access
Lane**

Purpose of the Report:

To consider the objections received following public consultation for the implementation of a proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Kingdon Owen Road at its junction with the residential access lane.

Executive Summary:

The report outlines the proposed Traffic Regulation Order that was publicly advertised which has resulted in objections being received.

Background:

Following the implementation of a One Way Traffic Regulation Order on Kingdon Owen Road in early 2019, residents raised concerns that they were having difficulty entering and exiting the access lane. Vehicles parking on the junction of Kingdon Owen Road and the residential access lane were restricting visibility and manoeuvrability.

The local Ward Members highlighted concerns raised by residents that indiscriminate parking at the junction of Kingdon Owen Road and the access lane were causing road safety concerns.

The Traffic Regulation Order is required to prohibit vehicles parking within 10 metres of the access lane. This will allow improved visibility for vehicles negotiating the junction and thus improve road safety. 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 provides an improved road safety benefit with negligible detriment to neighbouring properties.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The proposals were advertised for a 21-day period between 16th August and 6th September 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, six objections were received. A summary of the objections received are given below:-

- The junction restrictions would reduce parking provision at the location which is already oversubscribed.
- Disabled residents would be unable to walk the extra distance to get to their vehicles. The objectors requested that the length of the proposed traffic regulation order be shortened to 1m to 2m.
- The Objectors stated they have never had any issues with entering or exiting the access lane. The objectors feel the lane is quite wide and have never witnessed any cars obstructing the access lane.
- It is requested that additional parking is provided for the street within the central island.
- There is congestion with parking in the street at present without the introduction of the proposed traffic regulation order. The proposed traffic regulation order would cause animosity among residents.
- The junction parking restrictions would remove parking from the fronts of properties affecting not only residents but also carers.

Five out of seven properties that utilise the access lane have objected to the scheme stating that the proposed traffic regulation order will have a negative effect by reducing parking provision.

The local Members have been consulted and they support withdrawing the scheme from the capital works programme due to number of objections received.

Recommendations:

That objections are upheld and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Kingdon Owen Road, Neath at its junction with the residential access lane, is withdrawn from the Capital Works Programme and the objectors informed accordingly.

Reasons for Proposed Decision:

The majority of residents that would have benefited from the implementation of the proposed prohibition of waiting at any time traffic regulation order have objected.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Kingdon Owen Road, Neath – No Waiting at Any Time Traffic Order

Appendix B – First Stage IIA

List of Background Papers:

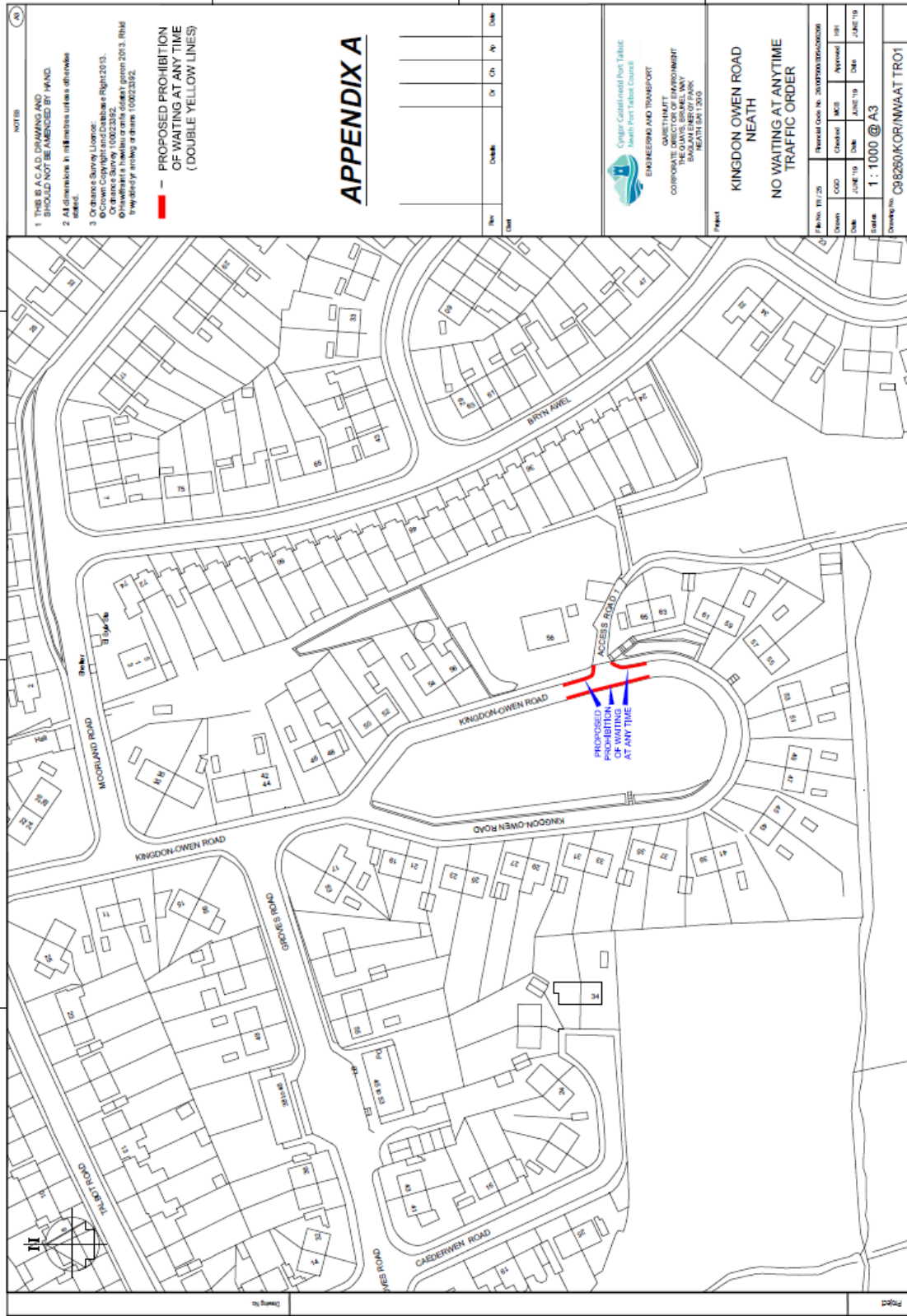
None

Officer Contact:

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

Christopher Davies, Senior Assistant Engineer - Engineering & Transport
Tel. No: 01639 686478
Email: environment@npt.gov.uk

Appendix A



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Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed prohibition of Waiting At Any Time Traffic Regulation Order on Kingdon Owen Road, Cimla, Neath at its junction with the residential access lane	
Service Area:	Cimla (Neath South Ward)
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	✓				L	As the proposed traffic regulation order does not exceed 10m in length it will have a minimal impact on a disabled person.
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 for vehicle users negotiating the junction from all angles.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safer environment regarding road safety.
Involvement - how people have been involved in developing the initiative	✓		Members of the public had approached the local member with their concerns regarding parking around this junction and it was thus included in the capital programme for implementation. A combined effort between Highways Engineering and Legal Services took the scheme forward. The neighbouring residents surrounding the junction of Kingdon Owen Road, Cimla, Neath at its junction with the residential access lane have been consulted, with six objections received.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highway Engineering team and the legal section team have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will provide improved visibility and a safer road safety element to all using the junction.

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	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.2019
Signed off by	David W. Griffiths	Head of Engineering and Transport	3.10.2019

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

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Briton Ferry East

Proposed No Waiting, No Loading or Unloading at Any Time: Old Road, Briton Ferry, 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:

A dropped crossing facility is required outside Ysgol Carreg Hir, Old Road, Briton Ferry to allow school children and pedestrians to cross the road safely.

After discussion with the local Councillor, it was decided to propose a No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order on Old Road, Briton Ferry to prevent vehicles from obstructing the proposed dropped crossing.

Financial Impacts:

The work is to be funded from the Welsh Government Capital 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 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:

That approval to advertise the proposed Prohibition of Waiting, Loading and Unloading at Any Time Traffic Regulation Order on Old Road, Briton Ferry is granted. The proposed Traffic Order to be advertised and if no objections are received, the proposal is to be implemented on site.

Reasons for Proposed Decision:

To maintain a safe crossing facility 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: Road Safety Grant - 20mph Zone & Speed Cushions - Briton Ferry/Melin Neath – Proposed Crossing & Traffic 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

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Old Road, Briton Ferry, Neath – Proposed Traffic Regulation Orders
Service Area: Briton Ferry 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		✓				
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 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 safe crossing point for pedestrians in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safe crossing point for pedestrians 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 Briton Ferry 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 sections along with the local member for Briton Ferry 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 provide a safe crossing point for pedestrians 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	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	3.10.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
25th October 2019

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

Matter for Decision

Wards Affected: Neath South

Traffic Regulation Order 2019

**Proposed Prohibition of Waiting at Any Time Traffic Regulation Order:
Junction of Cimla Crescent with Chestnut Road and Holly Road, Cimla,
Neath**

Purpose of the Report:

To consider an objection received for the implementation of a proposed Prohibition of Waiting at Any Time Traffic Regulation Order on the junction of Cimla Crescent with Chestnut Road and Holly Road, Cimla, Neath following public consultation.

Executive Summary:

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

Background:

The Traffic Regulation Order is required to prohibit vehicles parking within 10 metres of the junction in all directions and prohibit vehicles parking on the north side of Cimla Crescent between Cimla Road and Chestnut Road. This will allow improved visibility for vehicles negotiating the cross-roads junction from

all directions and thus improve road safety. 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 Order provides an improved road safety benefit with negligible detriment to neighbouring properties.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The proposals were advertised for a 21-day period between 16th August and 6th September 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, one objection has been received expressing concern that the proposed Traffic Regulation Order would result in *“parking issue at the corner of Cimla Road and Cimla Crescent would just move the problem further along the street”*. The objector attributes the problem with either staff or customers associated with *“the stores on the main road”* parking indiscriminately.

Recommendations:

That the objection is overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order at the junction of Cimla Crescent with Chestnut Road and Holly Road, Cimla, Neath be implemented as advertised with the objector informed of the decision.

Reasons for Proposed Decision:

The objector would suffer little inconvenience as they have ample off-street parking with a long private driveway and a garage set well back.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Cimla Crescent, Cimla – Proposed Prohibition of Waiting Order

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

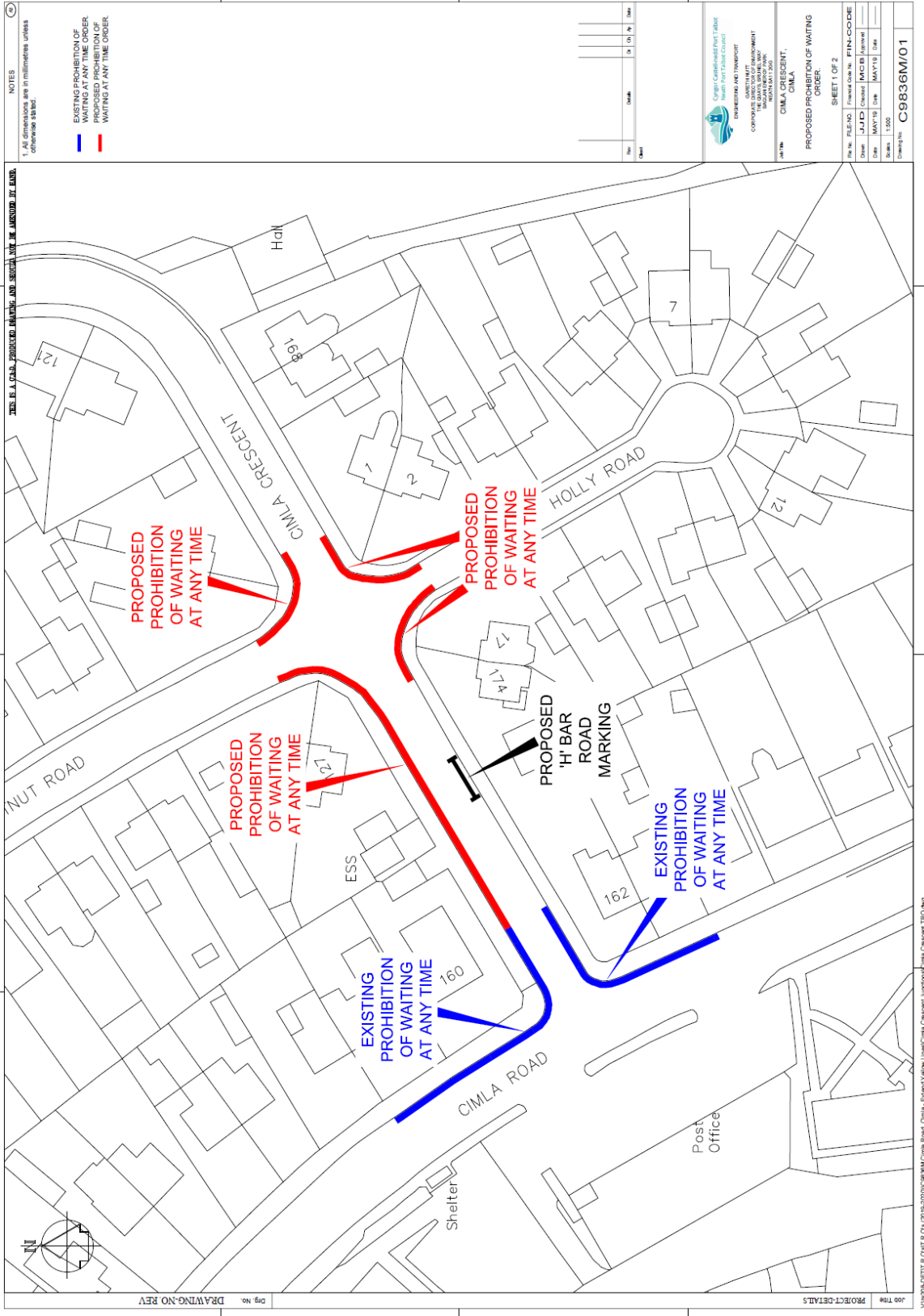
Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

Email: environment@npt.gov.uk

Euros Thomas, Senior Assistant Engineer - Engineering & Transport
Tel. No: 01639 686454
Email: environment@npt.gov.uk

Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Prohibition of Waiting At Any Time Traffic Regulation Order on the junction of Cimla Crescent with Chestnut Road and Holly Road, Cimla, Neath	
Service Area:	Cimla (Neath South Ward)
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 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 improve visibility for vehicle users negotiating the junction from all angles.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safer environment regarding road safety.
Involvement - how people have been involved in developing the initiative	✓		Members of the public had approached the local member with their concerns regarding parking around this junction and it was thus included in the capital programme for implementation. A combined effort between Highways Engineering and Legal Services took the scheme forward. The neighbouring residents surrounding the junction of Cimla Crescent, Chestnut Road and Holly Road have been consulted, with one objection received.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highway Engineering team and the legal section team have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will provide improved visibility and a safer road safety element to all using the junction.

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	Date
Completed by	Hasan I. Hasan	Engineering Manager	3.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	3.10.19

Mae'r dudalen hon yn fwriadol wag

STREETSCENE AND ENGINEERING CABINET COMMITTEE

2019/2020 FORWARD WORK PLAN

STREETSCENE AND ENGINEERING CABINET COMMITTEE

Tudalen91

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
	Christmas Free Parking	Decision	Topical	Dave Griffiths/ Steve Cook

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

Atodiad i'r Agenda

STREETSCENE AND ENGINEERING CABINET COMMITTEE

Tudalen92

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
28 February 2020	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths
	Road Safety Strategy 2020 – 2025	Decision <i>(to be commended to Council)</i>	Topical	Dave Griffiths/ Joy Smith

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)*
- Headstone / Memorial Safety Programme – *TBC (Information)*
- EMREC - TBC