

BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

***Yn syth Yn dilyn y Pwyllgor Craffu ar
DYDD GWENER, 6 RHAGFYR 2019***

COMMITTEE ROOMS A/B - NEATH CIVIC CENTRE

1. Periodi cadeirydd
2. Datganiadau o fudd
3. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 3 - 8*)
4. Dangosyddion Perfformiad Allweddol 2019/2020 - Chwarter 2 (1 Ebrill 2019 i 30 Medi 2019) (*Tudalennau 9 - 16*)
5. Cynnig i Adnewyddu Prydles i'r cyngor ar gyfer Cyfarpar Trosglwyddo Radio ac Antena ar do'r T?r D?r yng Nghronfa'r Cocyd, Abertawe (*Tudalennau 17 - 24*)
6. Gorchymyn Rheoleiddio Traffig: Lôn fynediad yr A48, Ten Acre Wood, Orendy Margam a Grugwyllt Fawr, Margam, Port Talbot (*Tudalennau 25 - 34*)
7. Gorchymyn Rheoleiddio Traffig: Heol Gwilym, Cwmllynfell (*Tudalennau 35 - 44*)
8. Gorchymyn Rheoleiddio Traffig: Rhodfa Parc Leiros a Chlôs Ravenswood, Bryncoch, Castell-nedd (*Tudalennau 45 - 54*)
9. Gorchymyn Rheoleiddio Traffig: Heol Cae'r Bont a Chylchfan Margam ar yr A48 (cyffordd 38 yr M4), Margam, Port Talbot (*Tudalennau 55 - 62*)
10. Gorchymyn Rheoleiddio Traffig: Bryngolau, Alltwen (*Tudalennau*

63 - 72)

Blaenraglen Waith 2018-19

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

S.Phillips
Prif Weithredwr

**Canolfan Ddinesig,
Port Talbot**

Dydd Gwener, 6 Rhagfyr, 2019

Aelodau'r Cabinet:

Cyngowyr: 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**25 OCTOBER 2019****STREETSCENE AND ENGINEERING CABINET BOARD****Cabinet Members:**

Councillors: E.V.Latham and A.Wingrave

Officers in Attendance:

D.Griffiths and N.Headon

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 20 September, 2019, be approved.

3. LIST OF APPROVED CONTRACTORS**Decisions:**

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

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

Reason for Decisions:

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 Decisions:

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

4. **SAB (SUDS APPROVING BODY) APPROVALS**

Decision:

That the report be noted.

5. **TRAFFIC REGULATION ORDER: ALEXANDER ROAD AND ALEXANDER CRESCENT, BRYNCOCH, NEATH**

Decision:

That the objection is overruled and the Prohibition of Waiting at Any Time Traffic Regulation Order on Alexander Road and Alexander Crescent, Bryncoch (as detailed in Appendix A of the circulated report) be implemented on site as advertised 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 had been carried out on this item.

6. **TRAFFIC REGULATION ORDER: HEOL Y BRONWEN, LINGFIELD AVENUE, ADDISON ROAD AND MOORLAND ROAD, SANDFIELDS**

Decision:

That the objection is overruled and the 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 of the circulated report) be implemented on site as advertised and the objector 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 had been carried out on this item.

7. **TRAFFIC REGULATION ORDER: HEOL Y GORS, CWMGORS AND PONTARDAWE ROAD, RHYD Y FRO**

Decision:

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 and the objector informed accordingly.

Reason for 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 will be implemented after the three day call in period.

Consultation:

A consultation exercise had been carried out on this item.

8. **TRAFFIC REGULATION ORDER : KINGDON OWEN ROAD, NEATH AT ITS JUNCTION WITH THE RESIDENTIAL ACCESS LANE**

Decision:

That objections are upheld and the 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.

Reason for Decision:

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

Implementation of Decision:

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

Consultation:

A consultation exercise had been carried out on this item.

9. **TRAFFIC REGULATION ORDER: OLD ROAD, BRITON FERRY, NEATH**

Decision:

That approval to advertise the Prohibition of Waiting, Loading and Unloading at Any Time Traffic Regulation Order on Old Road, Briton Ferry be granted.

The Traffic Order to be advertised and if no objections are received be implemented on site.

Reason for Decision:

To maintain a safe crossing facility in the interest of highway safety.

Implementation of Decision:

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

Consultation:

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

10. **TRAFFIC REGULATION ORDER: JUNCTION OF CIMLA CRESCENT WITH CHESTNUT ROAD AND HOLLY ROAD, CIMLA, NEATH**

Decision:

That the objection is overruled and the 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 and the objector informed accordingly.

Reason for 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 will be implemented after the three day call in period.

Consultation:

A consultation exercise had been carried out on this item.

11. **FORWARD WORK PROGRAMME 2019/2020**

The Forward Work Programme was noted.

CHAIRPERSON



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

6th December 2019

**Joint Report of
The Head of Streetcare – M Roberts
The Head of Engineering and Transport – D W Griffiths**

Matter for Monitoring

Wards Affected: All Wards

**Report Title: Key Performance Indicators 2019/2020 – Quarter 2
(1st April 2019 – 30th September 2019)**

Purpose of the Report:

To report quarter 2 performance management data for the period 1 April 2019 to 30 September 2019 for Street Scene and Engineering Cabinet Board. This will enable the Street Scene and Engineering Cabinet Board and Scrutiny Members to discharge their functions in relation to performance management.

Executive Summary:

A list of quarter 2 Corporate Plan KPI's with progress comments on each indicator are attached as appendix 1, these do not include those KPI's collected on an annual basis, these will be reported in quarter 4. The full suite of Corporate Plan KPI's can be found in the [Corporate Plan 2018-2022](#).

KPI's that have improved on or achieved target are GREEN status, KPI's that have not achieved target but performance is within 5% are AMBER status and KPI's that are 5% or more below target are RED status.

Where available, performance indicators report quarter 2 target and 3 years of quarter 2 data for comparison.

Appendix 2 provides quarter 2 information for Compliments and Complaints data, collected in line with the [Council's Comments, Compliments & Complaints Policy](#) for Cabinet and relevant Cabinet Board purviews.

Appendices 1 and 2 are new reports from the Corporate Performance Management System (CPMS), which went live in August 2018.

Background:

Not applicable.

Financial Impact:

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

Integrated Impact Assessment:

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

Valleys Communities Impacts:

No implications.

Workforce Impacts:

During 2018/19 the Environment Directorate saw a further downsizing of its workforce (by 4 employees) as it sought to deliver savings of £713k in the year.

Legal Impacts:

This report is prepared under:

- 1) The Local Government (Wales) Measure 2009 and discharges the Council's duties to "make arrangements to secure continuous improvement in the exercise of its functions"
- 2) Well-being of Future Generations (Wales) Act 2015
- 3) The Neath Port Talbot County Borough Council Constitution requires each cabinet committee to monitor quarterly budgets and performance in securing continuous improvement of all the functions within its purview.

Risk Management Impacts:

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

Consultation:

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

Appendices:

Appendix 1 – Corporate Plan Key Performance Indicators 2019/2020
– Quarter 2 Performance (1 April 2019 – 30 September 2019)

Appendix 2 - Compliments and Complaints information – Quarter 2
2019/2020

Officer Contact:

Joy Smith, Road Safety and Business Performance Manager.
Telephone: 01639 686581. E-mail: j.smith@npt.gov.uk



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

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Performance Indicators


Neath Port Talbot Council

Appendix 1 - Streetscene and Engineering Cabinet Board - Key Performance Indicators - Quarter 2-2019/20



Print Date: 15-Nov-2019

How will we know we are making a difference (01/04/2019 to 30/09/2019)?

PI Title	Actual 17/18	Actual 18/19	Actual 19/20	Target 19/20	Perf. RAG
Organisation					
CP/067- PAM 030 - Percentage of waste, reused, recycled or composted	62.14	63.33	64.03	64.00	 Green
Quarter 2: 20,681 of 32,300 tonnes. Improvements introduced in April this year as part of the waste strategy continue to bed in and progress continues to be made towards our targets. (The figure exclude tonnages from Lower Cwmtwrch recycling centre).					
CP/068 - PAM 043 - Kilograms of residual waste generated per person		97.51	93.30		
Quarter 2: 13,333,310 kilograms/ 142,906 population. The updated Waste Strategy contains measures to reduce residual waste. There is a reduction of 4.21kg per person compared with the same period last year. New indicator from 18/19.					
PI/346 - WMT/010i - The percentage of local authority municipal waste prepared for re-use	0.40	0.24	0.23		
PI/347 - WMT/010ii - The percentage of local authority municipal waste: Incinerator Bottom Ash recycling rate	2.36	3.46	1.97		
PI/348 - WMT/010ii - The percentage of local authority municipal waste: Kerbside dry recycling rate	18.52	18.53	21.91		
PI/349 - WMT/010ii - The percentage of local authority municipal waste: Household Waste Recycling Centres dry recycling rate	22.68	23.66	19.83		
PI/350 - WMT/010iii - The percentage of local authority municipal waste collected as source segregated Bio-wastes and composted or treated biologically in another way	18.18	17.44	20.09		



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

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Performance Indicators

Neath Port Talbot Council

Appendix 2 - Streetscene and Engineering - Compliments and Complaints - Quarter 2 - 2019/20



Print Date: 18-Nov-2019

How will we know we are making a difference (01/04/2019 to 30/09/2019)?

PI Title	Actual 17/18	Actual 18/19	Actual 19/20	Target 19/20	Perf. RAG
Organisation					
PI/272 - Streetscene and Engineering - % of complaints at Stage 1 that were upheld/partially upheld	0.00	18.75	6.67		
The Stage 1 complaint upheld for this period was regarding refuse being repeatedly left in Forest Lodge Lane. This was rectified.					
PI/273 -Streetscene and Engineering - % of complaints at stage 2 that were upheld/partially upheld	0.00	0.00	28.57		
Two of these Stage 2 complaints were partially upheld. The first was regarding the refusal of waste operatives to take refuse from an address with an exemption scheme where more than the agreed amount has been placed for disposal. It was found that the Authority had made reasonable adjustments to the complainant to present excess waste however some comments made by the operatives caught on a recording were found to be unprofessional. An apology was made to the complainant and additional guidance offered to the operatives. The second complaint was also partially upheld where Waste Operatives had paid a visit to the same complainant on the same day regarding the same refuse matter. The visit however was recorded by the complainant who asked the officers to leave however on leaving the complainants leg was accidentally injured by an officer who refused to give their name. An apology was made to the complainant. The Authority has since put in place some reasonable adjustments in dealing with the complainant to assist with their disabilities.					
PI/274 -Streetscene and Engineering - % of complaints dealt with by the Public Services Ombudsman that were upheld/partially upheld					
No complaints were received from the Ombudsman for this period as was the same figure for the same period last year.					
PI/275 - Streetscene and Engineering - Number of compliments received from the public	17.00	28.00	29.00		
29 compliments were received for this period compared to 28 for the same period last year					



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL Streetscene & Engineering Cabinet Board

6th December 2019

Joint Report of:-

Head of Engineering and Transport - D.W. Griffiths

Head of Streetcare - M. Roberts

Head of Property and Regeneration - S. Brennan

Matter for Decision

Wards Affected: All Wards

Proposed Lease renewal to the Council of Radio Transmission Equipment and Antenna located on part of the Rooftop of the Water Tower at Cockett Reservoir, Swansea

Purpose of the Report:

To request Members' approval, in principle, to enter into a new five year lease from Dwr Cymru (Welsh Water) of part of the Water Tower rooftop at Cockett Reservoir Swansea, which currently houses the Council's RT radio equipment and antenna covering the whole of Neath and Port Talbot County Borough radio frequencies to vehicle RT radios.

Executive Summary:

The Council has received notification for a new tenancy from the Landlord Dwr Cymru (Welsh Water). Officers would like to accept the new tenancy. However, would also like to enter into negotiations over the terms and conditions offered by the Landlord.

Background:

The Water Tower at Cockett Reservoir Swansea is owned by Dwr Cymru (Welsh Water) and for over 20 years the Council has had its radio equipment

and apparatus mounted and installed on part of its rooftop by way of concurrent leases.

The current lease is for a term of five years with effect from 25th May 2013, without review, at an annual rent of £3,000 per annum which is currently being held over.

Dwr Cymru/Welsh Water want to renew the lease and increase the annual rent.

As the Council benefits from a secure lease, Dwr Cymru/Welsh Water has served on the Council a Legal Notice terminating the existing lease with effect from 24th May 2020 in accordance with the provisions of the Landlord and Tenant Act 1954, on the basis they have no objection to a new five year lease being granted, at an annual rent of £5,000 per annum with an annual upwards.

The Water Tower is the highest reference point in the area that can provide over 90% coverage to areas within Neath and Port Talbot including the Valleys. The Water Tower also has other companies' equipment mounted on it, including the Police and other utility companies.

The Council's equipment has recently been updated with new back up batteries and signal testing which has proven to be working well at the site.

Vehicles such as Gritters, Refuse and Recycling vehicles, on-call vehicles and others identified within the fleet are fitted with dash mounted RT units which can transmit either unit to unit or via the base unit located at upstairs in the Service Response Centre at the Quays.

The RT radio system is a vital service for the Council and provides communication resilience in the event of the mobile phone network crashing in times of bad weather or high demand. The system is also used to safeguard staff in the event of lone-working where mobile phones and other forms of communication maybe prohibited or fail to get signal.

The system also falls under Ofcom for business radio wireless telegraphy licence fee which is arranged by the Fleet section and paid for by Streetcare Services.

The proposal is therefore to enter into negotiations with Dwr Cymru/Welsh Water to agree reasonable terms and conditions for a new lease to be agreed by the Head of Property and Regeneration in consultation with the Head of Streetcare and Head of Transport & Engineering.

The Council has the protection that in the absence of agreement, the terms and rent for a new lease would be set by the Court in accordance with the provisions of the aforementioned Act.

Financial Impacts:

The current rent payable is £3,000 per annum. However, Dwr Cymru/Welsh Water are proposing a new rent of £5,000 per annum, an uplift of £2,000 per annum. The Head of Property and Regeneration in negotiations will seek to agree a reasonable rent and terms for the new lease.

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:-

After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage) and has a positive impact on staff and service delivery.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

There will be a positive impact to the Health and Safety of the workforce.

Legal Impacts:

No implications.

Risk Management Impacts:

The risk associated with failing to implement the proposed recommendations is that the benefits outlined earlier in this report will not be realised.

Consultation:

There is no requirement for consultation.

Recommendations:

It is recommended that Members approve, in principle, to the renewal of the lease for a term of five years on terms and conditions to be agreed by the Head of Property & Regeneration, in consultation with the Head of Streetcare and Head of Transport & Engineering.

Reasons for Proposed Decision:

To facilitate the continued use of the site to operate its Business Radio system throughout the County Borough.

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:

Peter Jackson, Integrated Transport Manager, Engineering and Transport
☎ 01639 686091 ✉ p.jackson@npt.gov.uk

Kevin Lewis, Fleet Manager, Engineering & Transport
☎ 01639 765071 ✉ k.lewis@npt.gov.uk

Appendix A

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Dwr Cymru (Welsh Water) Lease renewal to the Council of the RT Radio system at Cockett Water Tower, Swansea
Service Area: Streetcare
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		✓				The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Disability		✓				The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Gender Reassignment		✓				The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.

Marriage/Civil Partnership	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Pregnancy/Maternity	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Race	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Religion/Belief	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Sex	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.
Sexual orientation	✓					The renewal of the Radio Transmitter Lease will have no impact on anyone with protected characteristics.

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		✓				The renewal of the lease will have a positive impact on the ability of staff to communicate in Welsh.
Treating the Welsh language no less favourably than English		✓				The lease does not impact on provision to ensure staff can use their first language of choice.

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		✓				Not Applicable
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				Not Applicable

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 renewal of the lease will ensure the wellbeing of the work force as it will enable communication with lone workers in remote locations.
Integration - how the initiative impacts upon our wellbeing objectives		✓	
Involvement - how people have been involved in developing the initiative		✓	Not applicable as this is a renewal of an existing lease.

Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Working with Dwr Cymru (Welsh Water) to enable radio communications can cover the County Borough of NPT. This forms part of the Authorities resilience planning.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		Ensure staff can effectively communicate when operating in inclement weather to provide essential frontline services.

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage) and has a positive impact on staff and service delivery.	

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

Name	Position	Date
Completed by Kevin Lewis	Fleet Manager	26.11.19
Signed off by David W. Griffiths	Head of Engineering & Transport	26.11.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
6th December 2019

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

Matter for Decision

Wards Affected: Margam

Proposed 40MPH Speed Limit Traffic Regulation Order:
A48, Ten Acre Wood, Margam Orangery access Lane and Grugwyllt Fawr,
Margam, Port Talbot

Purpose of the Report:

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

Executive Summary:

Three letters objecting to the scheme in part were received.

Four letters/e-mails supporting the scheme were received.

The report outlines the requests and comments and the recommendations for the scheme.

Background:

The local Member, residents and the Police have raised concerns of high speeds on the A48 Margam.

The reduction to 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 Capital Programme Steering Group (CPSG).

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 reduction in speed limit will provide a benefit for the local community. The scheme will encourage cycling and walking in the area. The proposed scheme will reduce vehicular speeds in the interest of highway safety.

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 October 2019.

Three letters supporting the scheme in part but requesting a lower speed limit on Ten Acre Wood were received.

Four letters/e-mails fully supporting the scheme were received.

Ten Acre Wood and the access lane to Margam Orangery are narrow country lanes which are existing National Speed Limit. The layout of the highway does not adhere itself to vehicles exceeding 30mph. Therefore, at design stage it was considered appropriate to continue the proposed 40mph speed limit on the A48 onto Ten Acre Wood.

The objections and comments have been discussed with the local Councillor who supports the residents' requests to reduce the speed limit on Ten Acre Wood, Margam Orangery access Lane and Grugwyllt Fawr to 30mph.

Recommendations:

That the proposed 40mph Speed Limit (Traffic Regulation Order) on the A48 Margam, Port Talbot (as detailed in Appendix A to the circulated report) be implemented on site.

That the objections are upheld and a 30mph Speed Limit (Traffic Regulation Order) on Ten Acre Wood, Margam Orangery access Lane and Grugwyllt Fawr, Margam, Port Talbot (as detailed in Appendix B to the circulated report) be advertised and if no objections are received implemented on site. The objectors are to be informed of the decision accordingly.

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 – Plan: Proposed *30MPH Speed Limit A48 Margam*

Appendix C – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

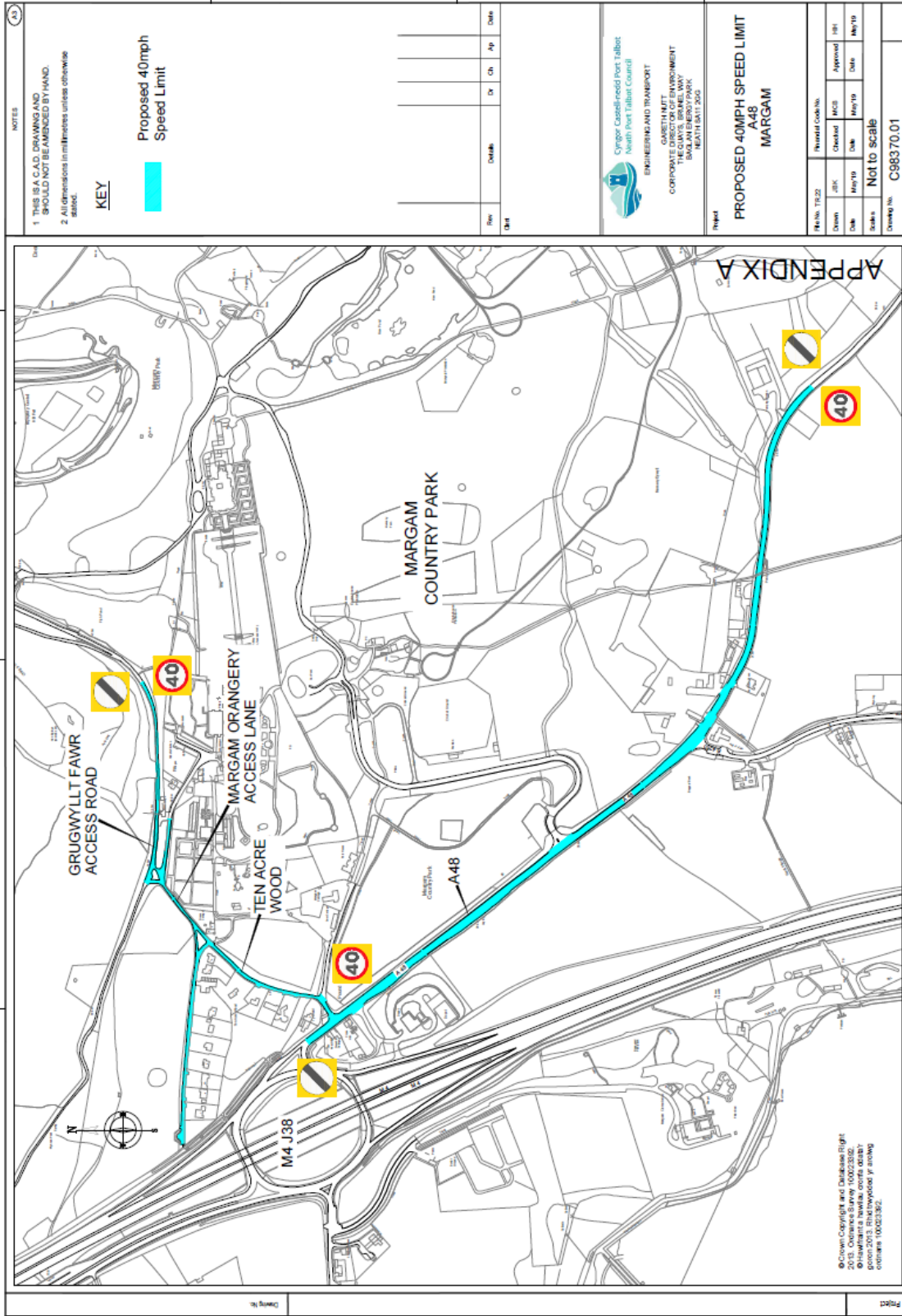
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

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Email: environment@npt.gov.uk

Appendix A



NOTES

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

KEY

Proposed 40mph Speed Limit

Rev	Detail	Dr	Ch	Ap	Date

Client: Cardiff Council
South West Talbot Council

ENGINEERING AND TRANSPORT

GARETH MITT
 CORPORATE TRANSPORT MANAGEMENT
 THE COLLEGE BRUNEL WAY
 SMOLE AN ENERGY PARK
 HEATH SALT 2026

Project: PROPOSED 40MPH SPEED LIMIT
 A48
 MARGAM

Rev	TS22	Checked	Approved	DR

Revised Code No.:

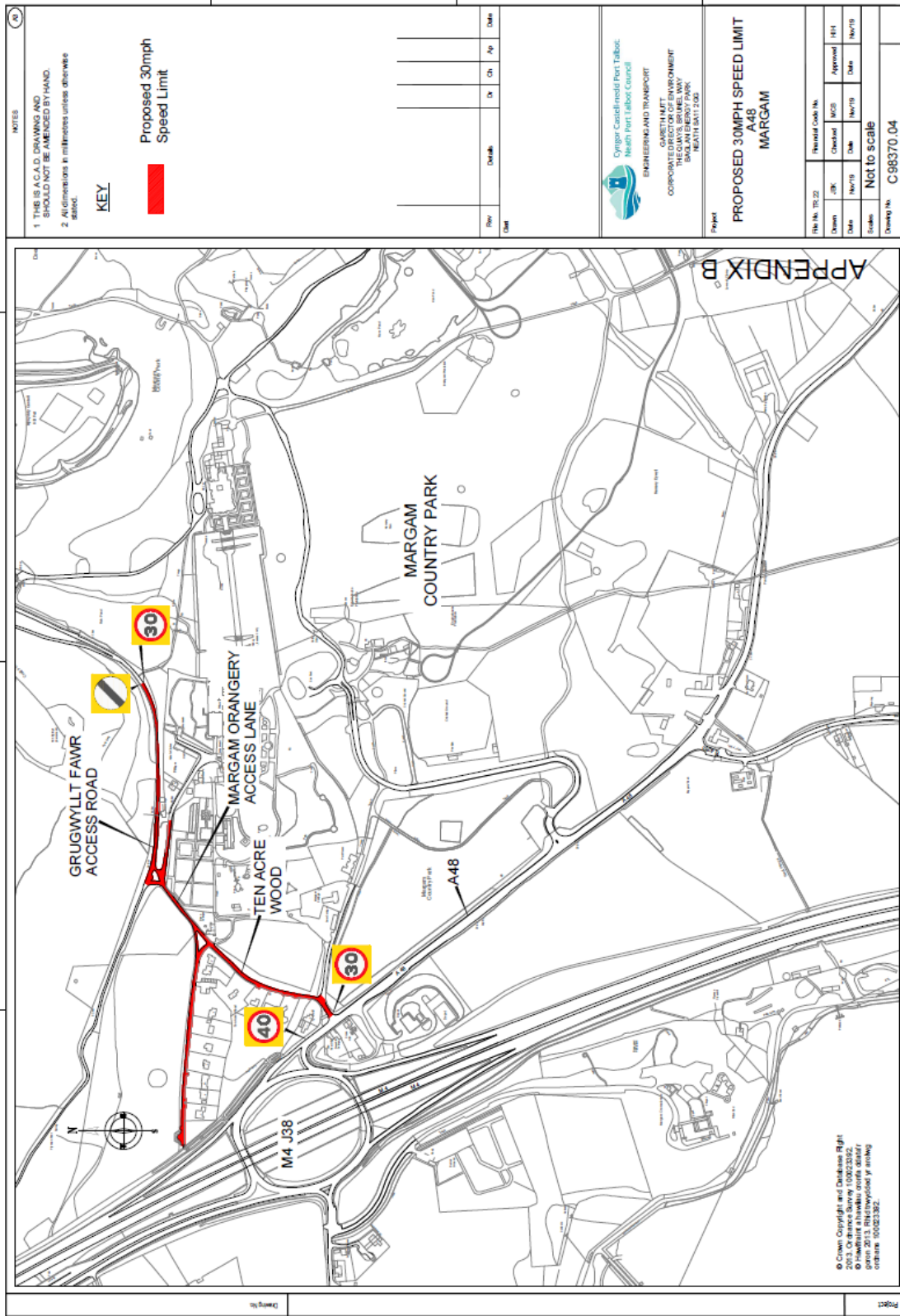
Scale: Not to scale

Drawing No. C98370.01

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 gwynnau 2013. Rhwybwyddwr y sioelg
 cymraeg 10028262.

V16422-UKTTraffic SchematiTPO's 19 201448 Margam 40mph/C98370.01 [Rev]

Appendix B



NOTES

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

KEY

Proposed 30mph Speed Limit

Rev	Details	Dr	Ch	Ap	Date

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

GARETH MITT
 CORPORATE DIRECTOR OF ENVIRONMENT
 THE BRAGLAN ENERGY PARK
 HEATH BAY 120B

PROPOSED 30MPH SPEED LIMIT
A48
MARGAM

Rev	CHK	CHKD	APPROV	HH
Date	Rev/19	Date	Rev/19	Date
Scale	Not to scale			
Drawing No.	C98370_04			

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 Project
 Drawing No.

Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: A48 Margam – Proposed 40mph Speed Limit
Service Area: Margam
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 reduce vehicular speeds in the interest of highway safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of highway safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section, Local Member for Margam 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, Local Member for Margam 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 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 reduction in speed limit will provide a benefit for the local community. The scheme will encourage cycling and walking in the area. The proposed scheme will reduce vehicular speeds in the interest of highway safety.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	12.11.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

6th December 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Cwmllynfell

Proposed Traffic Calming Measures Traffic Regulation Order: Gwilym Road, Cwmllynfell

Purpose of the Report:

To consider the objections received following public consultation for the implementation of traffic calming measures on Gwilym Road as indicated in Appendix A.

Executive Summary:

The report outlines the proposed Traffic Regulation Order that was publicly advertised and the objections received.

Background:

Residents of Gwilym Road and the local Member had raised concerns regarding traffic speed entering the village. A proposed traffic calming scheme has been designed to help reduce vehicle speed with a series of speed cushions on the entry to the village from the north.

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 9th & 30th September 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, one support letter and one objection letter were received. A summary of the objection letter received is given below:-

The objector wishes that the objection be regarded as mild because in the objector's opinion the benefits of the scheme do not outweigh the local nuisance that would be caused by its introduction. The objector raised concerns that the proposed traffic calming scheme should be extended into the

neighbouring borough to protect the cycleway/footway crossing of Gwilym Road.

A response to the above objection is given below:-

The local Member approved the implementation of speed cushions along Gwilym Road as advertised in Appendix A.

The scheme is designed to reduce speed and improve safety for pedestrians, cyclists and motorists.

The proposed scheme includes for a set of speed cushions in advance of the cycleway/footway crossing of Gwilym Road.

Recommendations:

That the objection is overruled and the proposed traffic calming measures (Traffic Regulation Order) on Gwilym Road be implemented on site, as advertised, and that the objector is informed accordingly.

Reasons for Proposed Decision:

To reduce 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: Gwilym Road, Cwmllynfell - Traffic Calming – General Arrangement

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

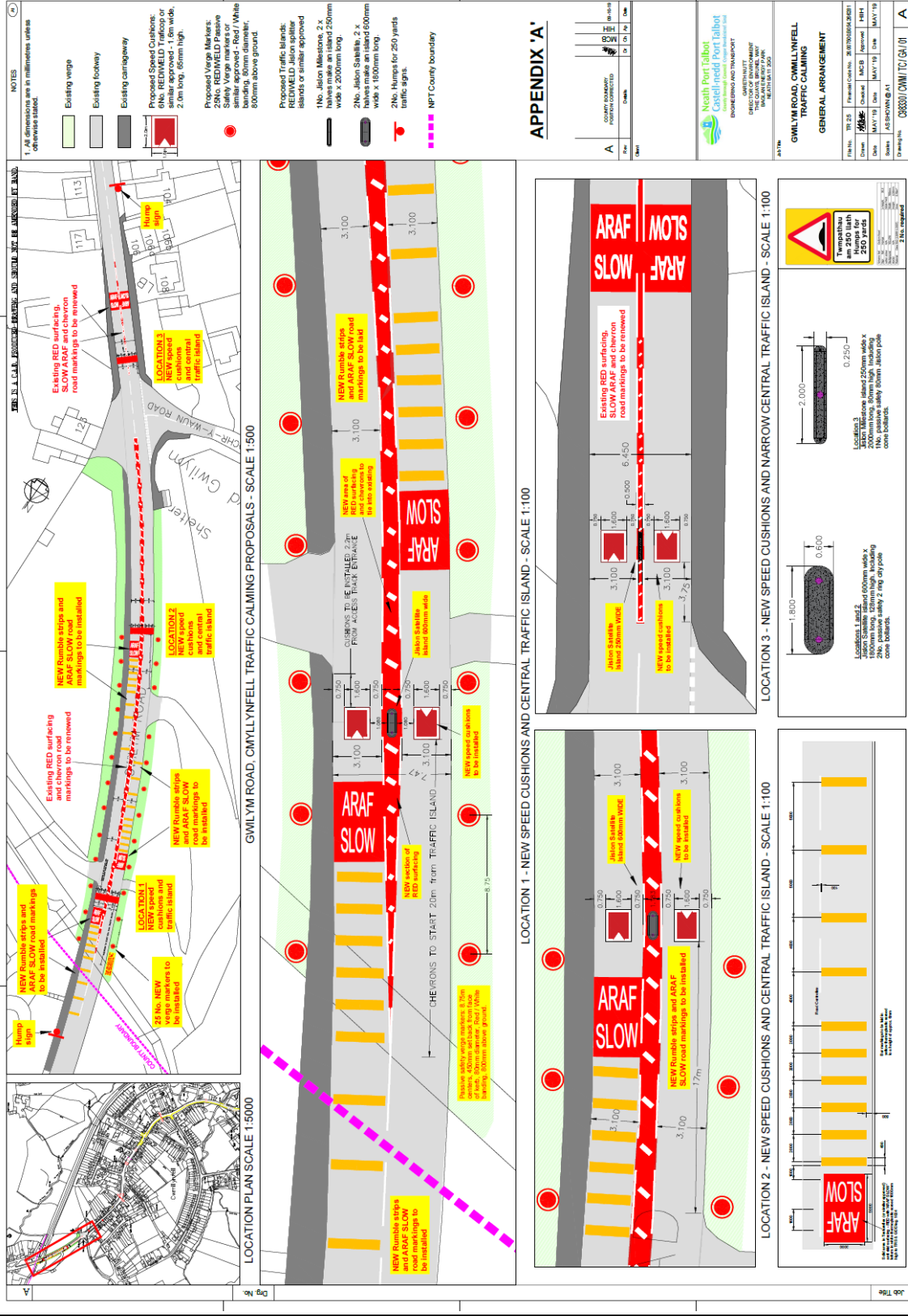
Email: environment@npt.gov.uk

Adrian Isaac, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686467

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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed Traffic Calming Measures (Traffic Regulation Order) on Gwilym Road, 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 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 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 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 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 Traffic Regulation Orders provides an improved road safety benefit with negligible detriment 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	12.11.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19

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

6th December 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Bryncoch South

Prohibition of Waiting at Any Time Order:
Leiros Parc Drive and Ravenswood Close, Bryncoch, Neath

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.

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

Background:

The local Members and residents have raised concerns of indiscriminate parking on Leiros Parc Drive particularly on the bend which can cause oncoming vehicles, including the local bus service, difficulty to negotiate due to parked vehicles.

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 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 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 was undertaken in June/July 2019.

One letter objecting to the scheme was received: the objector has concerns that they and members of their family will no longer be able to park outside their property. They have requested that residential parking is provided.

The objection has been discussed with the local Councillors who have agreed to amend the scheme as indicated in Appendix B.

The scheme will be re-advertised and if no objections are received implemented on site.

Recommendations:

The objection is overruled in part and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Leiros Parc Drive, Bryncoch, Neath (as detailed in Appendix B to the circulated report) be re-advertised and if no objections are received implemented on site. The objector to be informed of the decision 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 Order Leiros Parc Drive, Bryncoch, Neath
Appendix B – Amended Plan: Proposed Traffic Order Leiros Parc Drive, Bryncoch, Neath
Appendix C – First Stage IIA

List of Background Papers:

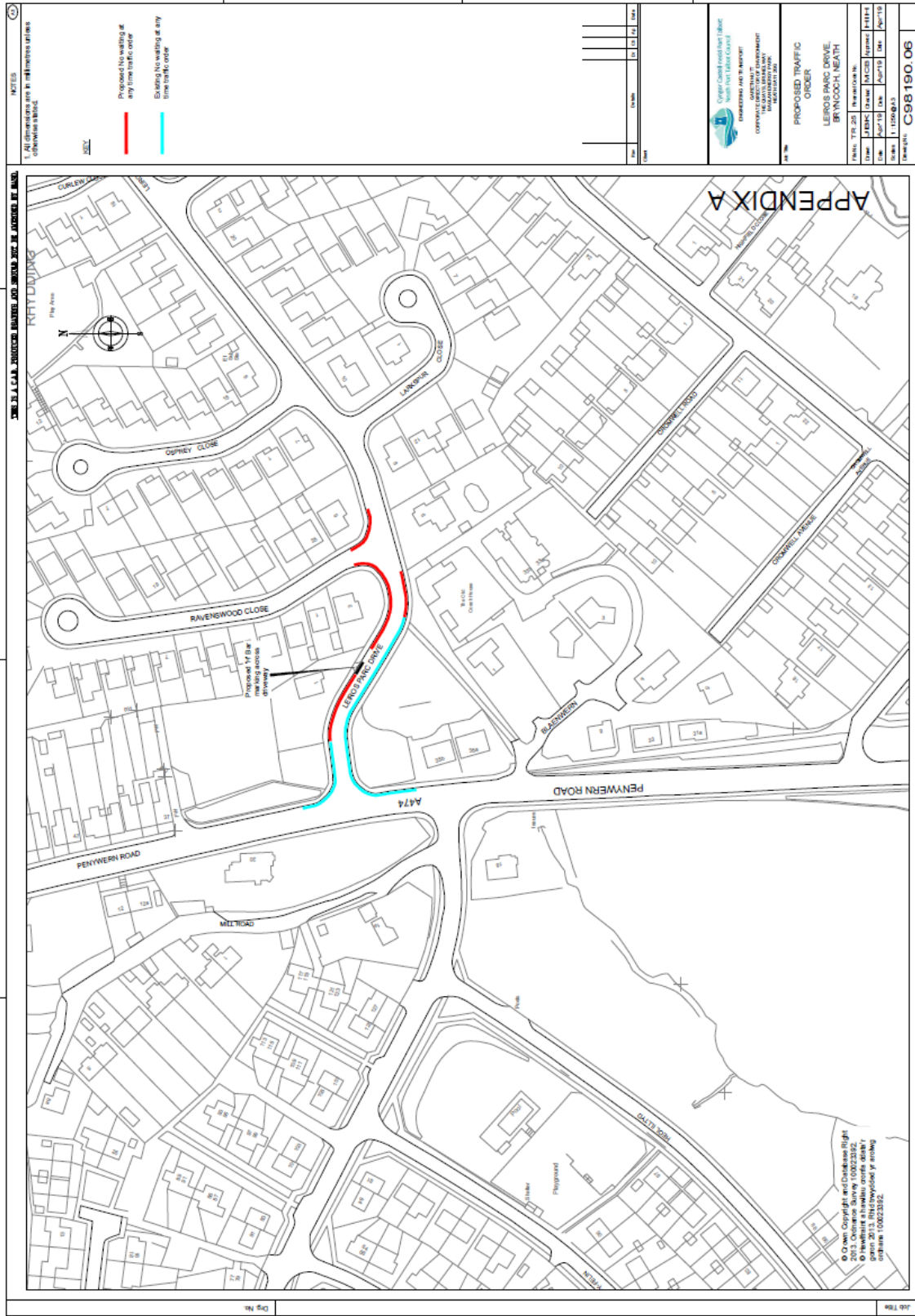
None.

Officer Contact:

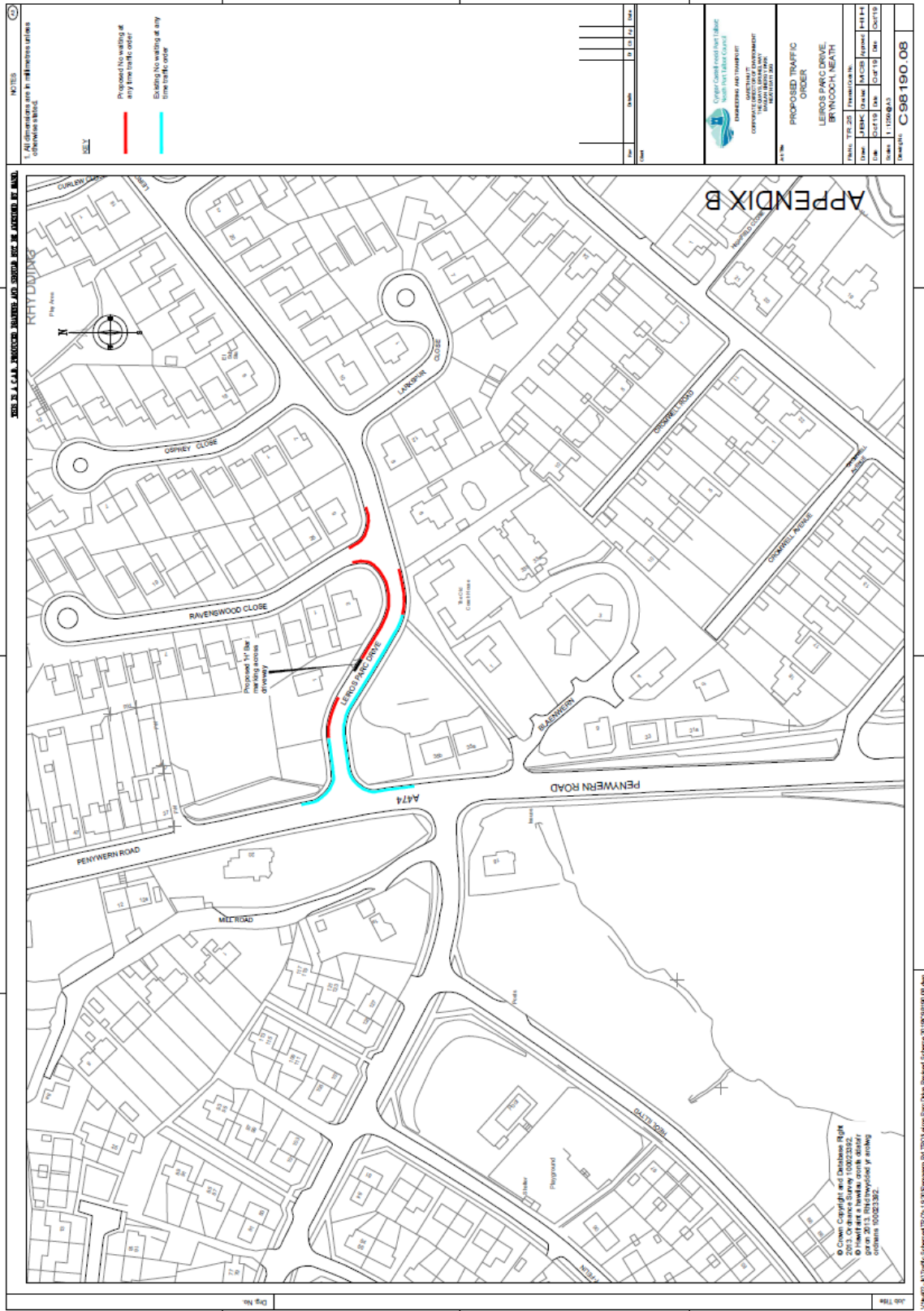
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James Kane, Senior Assistant Engineer - Engineering & Transport
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Appendix A



Appendix B



Appendix C

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Leiros Parc Drive, Bryncoch, Neath – Proposed Traffic Regulation Orders	
Service Area:	Bryncoch 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 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 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 section, Local Members for Bryncoch 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 section, Local Members for Bryncoch 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 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 Order 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	30.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19

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

6th December 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Margam

Proposed 30mph and 50mph Speed Limits:
Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38), 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 of the existing National speed limit on A48 Margam Roundabout is required to complement the existing 50mph speed limit on A48 Margam Road and A4241 Harbour Way. The reduced speed limit will create a buffer zone to the proposed 40mph speed limit on the A48 adjacent to Margam Park.

Financial Impacts:

The work will be funded from the Capital Programme Steering Group (CPSG).

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 proposed scheme will reduce vehicular speeds in the interest of highway safety and will encourage cycling and walking in the area.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme is to 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 30mph and 50mph speed limits on Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38) is granted.

The proposed Traffic Orders to be advertised and if no objections are received, the proposal is to be implemented on site.

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 30mph and 50mph Speed Limits Margam

Appendix B – First Stage IIA

List of Background Papers:

None.

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

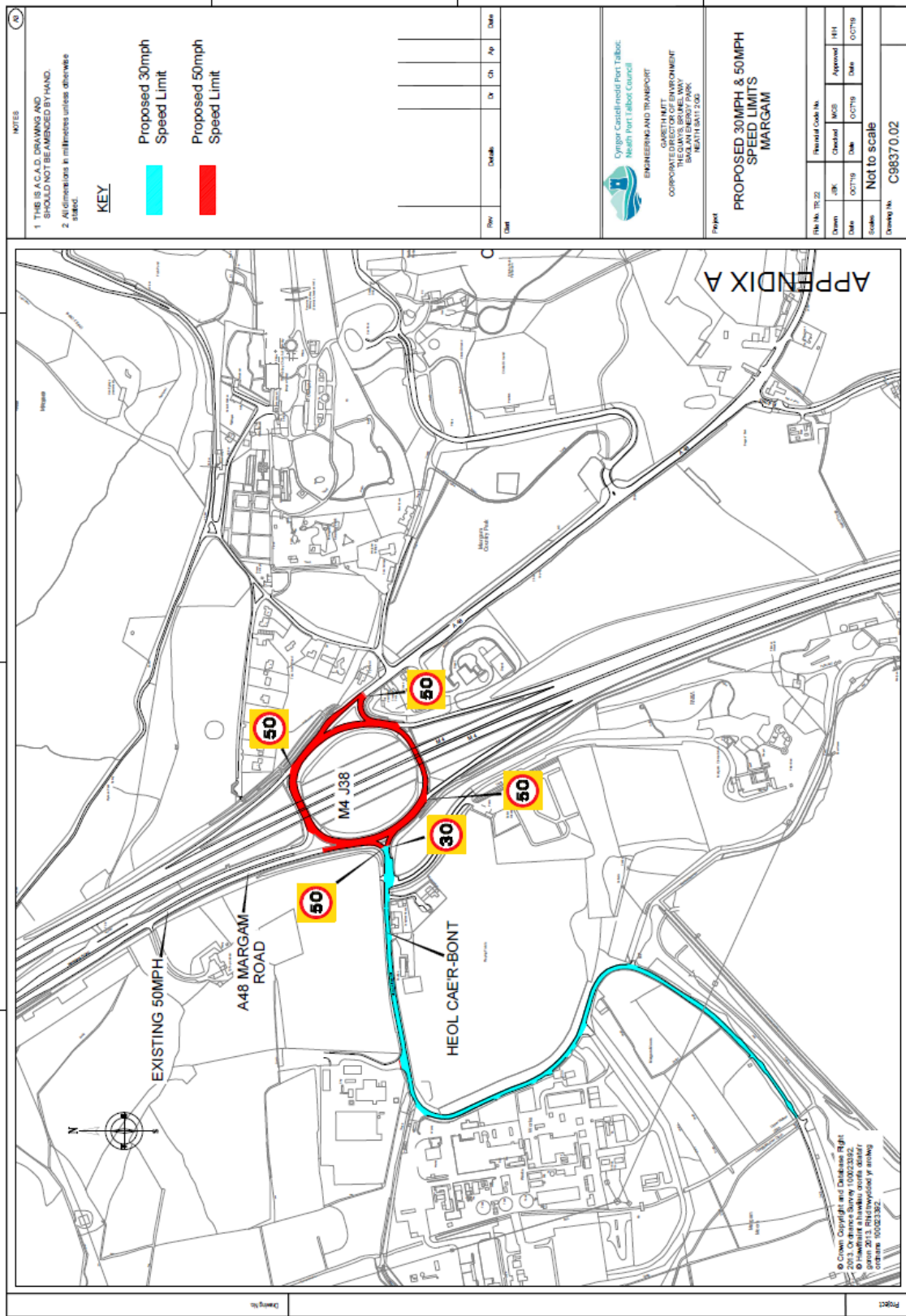
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James Kane, Senior Assistant Engineer - Engineering & Transport

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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38) – Proposed 30mph and 50mph Speed Limits
Service Area: Margam
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 highway safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of highway safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section, Local Member for Margam 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, Local Member for Margam 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 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 reduction in speed limit will provide a benefit for the local community. The proposed scheme will reduce vehicular speeds in the interest of highway safety and will encourage cycling and walking in the area.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	30.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

6th December 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Alltwen

Proposed Prohibition of Waiting at Any Time Traffic Regulation Order: Bryngolau, Alltwen

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 Bryngolau, Alltwen, Pontardawe 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 from a point approximately 10 metres east of its junction with Alltwen Hill for a distance of approximately 30 metres in an easterly direction on the north side. Also to prohibit vehicles parking from a point approximately 10 metres east of its junction with Alltwen Hill for a distance of approximately 20 metres in an easterly direction on the south side. This will improve road safety and alleviate access issues to properties in Bryngolau, which they experience due to

indiscriminate parking and is a particular problem during the school drop off and pick up times. 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 3rd October and 24th October 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 the problem being pushed to another street such as Lon Tanyrallt or Graig Road and that it would be taking away parking places for visitors to their property or their neighbours property or the nursing home nearby.

The local Member has been consulted and supports the scheme as advertised.

Recommendations:

That the objection is overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order at Bryngolau, Alltwen, Pontardawe be implemented as advertised with the Objector informed of the decision.

Reasons for Proposed Decision:

The objector would suffer little inconvenience as they have individual off-street parking for multiple vehicles alongside the objectors' property, the same for the neighbours' property and the nursing home has a substantial car park.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: *C9836A Bryngolau, Alltwen, Pontardawe - Proposed Prohibition of Waiting at Any Time Order*

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

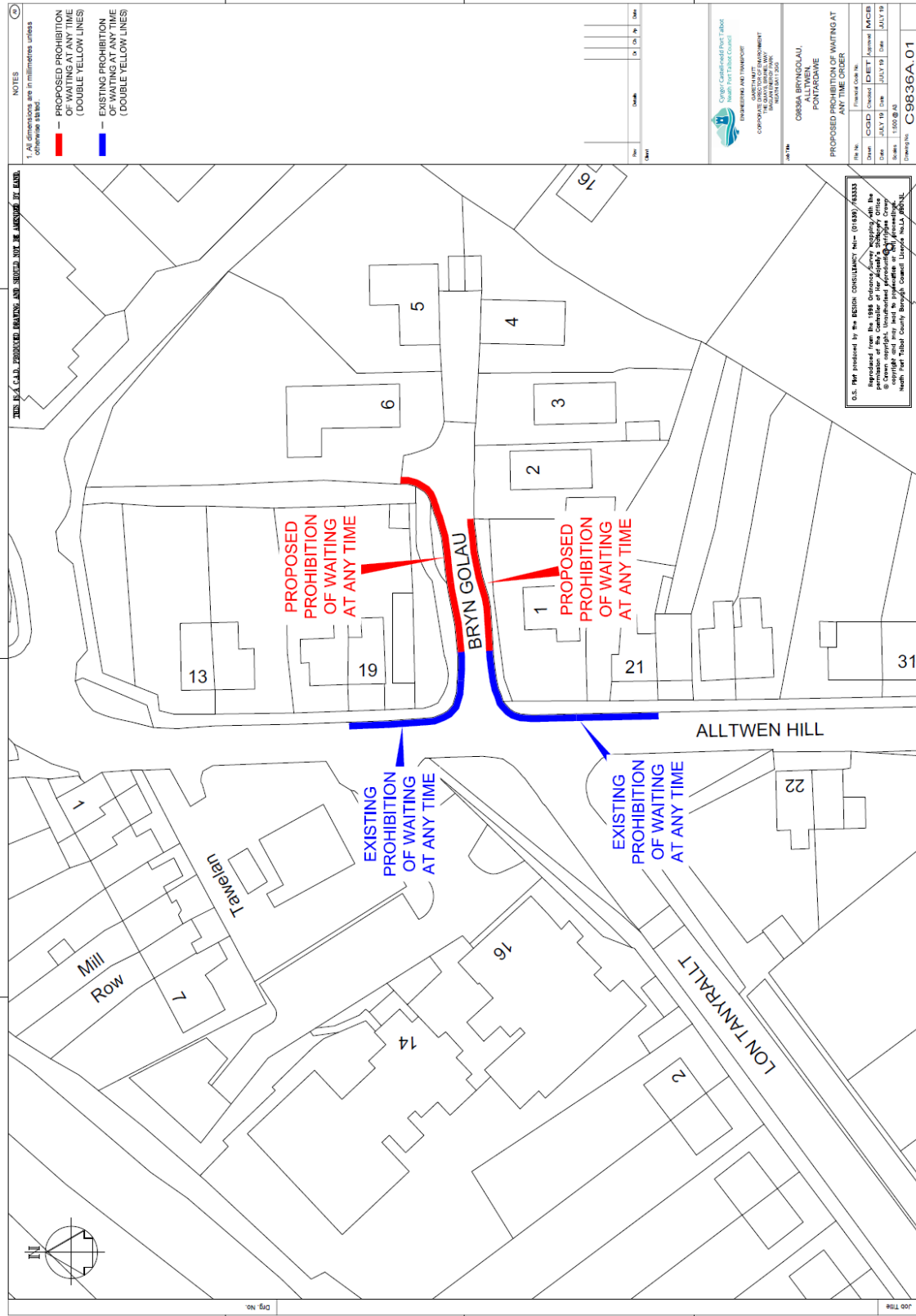
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Appendix A



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 Bryngolau, Alltwn, Pontardawe
Service Area: Alltwn (Alltwn 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) / 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 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	1.11.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19

Mae'r dudalen hon yn fwriadol wag

STREETSCENE AND ENGINEERING CABINET COMMITTEE

2019/2020 FORWARD WORK PLAN

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

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

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STREETSCENE AND ENGINEERING CABINET COMMITTEE

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
24 April 2020	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors (Select List Review)	Decision	Topical	Dave Griffiths/ Hasan Hasan
	Parking - Virtual Permits Digital Modernisation of Service	Decision	Topical	Dave Griffiths / Steve Cook

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
- Road Safety Strategy 2020-2025 – Joy Smith

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