



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

*Yn syth Yn dilyn y Pwyllgor Craffu ar
DYDD GWENER, 28 CHWEFROR 2020*

YSTAFELLOEDD PWYLLGORA A/B - CANOLFAN DDINESIG CASTELL-NEDD

1. PENODI CADEIRYDD
2. DATGANIADAU O FUDD
3. COFNODION Y CYFARFOD BLAENOROL (*Tudalennau 3 - 8*)
4. CLUDIANT I DEITHWYR - FFRAMWAITH BYSUS LLEOL
(*Tudalennau 9 - 18*)
5. RHESTR O GONTRACTWYR CYMERADWY (*Tudalennau 19 - 30*)
6. RHAGLEN CAFFAEL CERBYDLU CERBYDAU A PHEIRIANNAU
TRWM 2020-2021 (*Tudalennau 31 - 42*)
7. MAES PARCIO STATION ROAD (*Tudalennau 43 - 50*)
8. GORCHYMYN TRAFFIG: SAFLE TAC SIS, PORT TALBOT
(*Tudalennau 51 - 60*)
9. GORCHYMYN TRAFFIG: OLD ROAD, LLANSAWEL, CASTELL-
NEDD (*Tudalennau 61 - 70*)
10. GORCHYMYN TRAFFIG: PENYARD ROAD, MYNACHLOG
NEDD, CASTELL-NEDD (*Tudalennau 71 - 80*)
11. GORCHYMYN/GORCHMYNION TRAFFIC: BAGLAN

(Tudalennau 81 - 90)

12. GORCHYMYN/GORCHMYNION TRAFFIC: MARGAM
(Tudalennau 91 - 100)

13. BLAENRAGLEN WAITH *(Tudalennau 101 - 102)*

14. 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**

Aelodau'r Cabinet:

Cynghowyr: E.V.Latham, A.Wingrave a/ac L.Jones

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

6 DECEMBER 2019

STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Members:

Councillors: A.Wingrave and E.V.Latham

Officers in Attendance:

M.Roberts, A.Lewis, Walker 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 25 October, 2019, be approved.

3. **KEY PERFORMANCE INDICATORS 2019/2020 - QUARTER 2 (1 APRIL 2019 - 30 SEPTEMBER 2019)**

Decision:

That the report be noted.

4. **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**

Decision:

That the renewal of a new five year lease from Dwr Cymru (Welsh Water) as part of the Water Tower Rooftop at Cockett Reservoir Swansea, on the terms and conditions agreed by the Head of Property and Regeneration, and in consultation with the Head of Streetcare and Head of Transport and Engineering, be approved.

Reason for Decision:

To facilitate the continued use of the site to operate its Business Radio system throughout the county borough.

Implementation of Decision:

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

5. **TRAFFIC REGULATION ORDER: A48, TEN ACRE WOOD, MARGAM ORANGERY ACCESS LANE AND GRUGWYLLT FAWR, MARGAM, PORT TALBOT**

Decision:

That the 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 ,and objectors informed accordingly.

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 has been subject to external consultation.

6. **TRAFFIC REGULATION ORDER: GWILYM ROAD, CWMLLYNFELL**

Decision:

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

Reason for Decision:

To reduce 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 has been subject to external consultation.

7. **TRAFFIC REGULATION ORDER: LEIROS PARC DRIVE AND RAVENSWOOD CLOSE, BRYNCOCH, NEATH**

Decision:

That 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 be implemented on site 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:

This item has been subject to external consultation.

8. **TRAFFIC REGULATION ORDER: HEOL CAE'R BONT AND A48 MARGAM ROUNDABOUT (M4 JUNCTION 38), MARGAM, PORT TALBOT**

Decision:

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 and the Traffic Orders be advertised, if no objections are received the proposal 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 has been subject to external consultation.

9. **TRAFFIC REGULATION ORDER: BRYNGOLAU, ALLTWEN**

Decision:

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 and the objector informed accordingly.

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

Consultation:

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

10. **FORWARD WORK PROGRAMME**

The Forward Work Programme was noted.

11. **ACCESS TO MEETINGS**

Decision:

That pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290, the public be excluded for the following item of business which involved the likely disclosure of exempt information as defined in Paragraphs 12, 13 and 14 of Part 4 of Schedule 12A to the Local Government Act 1972.

12. **URGENT ITEMS**

Because of the need to deal now with the matters contained in Minute No. 12 below, the Chairperson agreed that these could be raised at today's meeting as urgent items pursuant to Statutory Instrument No. 2290 (as amended).

Reason for Urgency:

Due to the time element.

13. **YNYSYDARREN CULVERT - LAND ACQUISITION/LAND DRAINAGE ENFORCEMENT**

Decision:

That the acquisition of land, as detailed in the private circulated report, be approved.

Reasons for Proposed Decision:

To ensure council flexibility.

Implementation of Decision:

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

CHAIRPERSON



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28th February 2020

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: All Wards

Passenger Transport Local Bus Framework

Purpose of the Report:

To seek approval to amend the current process for the procurement of subsidised local bus services.

Executive Summary:

Bus services, which are not commercially viable, are subsidised by the Local Authority via a Welsh Government Grant. This Grant is known as the Bus Services Support Grant (BSSG). The Grant amount has been £312k since 2014. From this Grant, the Council subsidise 16 bus routes via 12 contracts.

In 2021, the Council will need to retender all local bus routes which are currently subsidised via the Grant.

The previous round of tendering by the Integrated Transport Unit (ITU) Section was undertaken by the 'reverse auction' method to procure the local transport routes.

Routes are put out to tender for a contract life of five years and the successful operator with the lowest bid are awarded the contract for a single or multiple routes for that period of time.

Each time we go out to tender, operators have to submit their information and documentation to be evaluated, the whole process can take up to five months.

However, on the past two occasions, the ITU went out to tender using this method, the costs came in extremely high and we had to go out to tender a second time to secure lower prices. To ensure continuity of service, this had to be done by operators submitting quotes because of the time constraint of the 'reverse auction' process. Quotes by this method are only valid for one year, then the process has to be started again the following year.

Approval is requested to move from the 'reverse auction' process to instating a framework for subsidised passenger transport.

The main difference for a framework is operators apply to come onto the framework, they then submit their information and documentation at the time of application. These are evaluated and operators remain listed for the life of the framework; in this case four years. Once operators are accepted onto the framework, they can then put in quotations for any contracts the section put out for local bus services via mini-competition for the life of the framework.

It would still be in the section's power to reject any quotations they felt were abnormally high. We could then go out for further quotations via mini-competition and be able to award for five years.

Background:

Bus services which are not commercially viable are subsidised by the Local Authority via a Welsh Government Grant. This Grant is known as the Bus Services Support Grant (BSSG). The Grant amount has been £312k since 2014. From this Grant, the Council subsidise 16 bus routes via 12 contracts.

In 2021, the Council will need to retender all the routes which are currently subsidised. As the Grant has not increased, it has effectively reduced due to inflation over the last number of years. It is therefore anticipated that the subsidy we pay for each route will increase significantly.

Previously, the Integrated Transport Unit (ITU) Section has undertaken the 'reverse auction' method to procure the local transport routes.

Routes are put out to tender for a contract life of five years. The successful operator with the lowest bid will be awarded the contract for a single or multiple routes that period of time. Each time routes are put out to tender, operators have to submit their information. This process can take up to five months.

The Council use an e-tender process via Welsh Government's Bravo Solutions. This method along with the 'reverse auction' should ensure bus operators bid against each other to hopefully reduce the cost for the Council.

However, on the past two occasions, the ITU went out to tender using this method the costs came in extremely high and we had to go out a second time to secure lower prices. To ensure continuity of service this had to be done by operators submitting quotes due to the time constraint of the reverse auction process.

Bus Operators also have the opportunity to reject routes they have won within the cooling-off period should they choose to do so. Again, this would lead to the section having to go out for quotations. However, quotes obtained through this process are only valid for one year. This in turn leads to the whole e-tender process having to be done again the following year.

Approval is requested to move from the 'reverse auction' process to instating a framework for subsidised passenger transport.

Operators apply to come onto the framework and it is proposed that the framework remains live for four years. Once operators are accepted onto the framework, they can put in quotations for any mini competitions the section put out for local bus services.

In doing this, it would negate the need to have bus operators bid against each other to secure a route. They would also only need to submit their documentation once rather than submit their documentation every time the Council need to procure a bus route. The life of the framework is four years. If a bus operator should go out of business or decide to hand a route back, then ITU section can immediately request quotes from other bus operators on the framework rather than having to go through the whole procurement process.

The main difference for a framework is when operators apply to come onto the framework, they are then evaluated at the time of application and they then remain live on the framework for four years.

It would still be in the section's power to reject any quotations they felt were abnormally high. ITU could then go out for further mini-competitions and still be able to award a contract.

Once the opportunity to apply to get onto the framework is closed, local operators who are successful in their application will have a form of security that no new applications can be accepted for the life of the framework.

Financial Impacts:

There will be a financial saving to the Authority as the 'reverse auction' process costs circa £4K per auction.

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:-

The proposed administrative change will not impact on the public. The proposition is a variation to the procurement process.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

Any procurement process undertaken will be in compliance with the Public Contract Regulations 2015 and all applicable transport legislation.

Risk Management Impacts:

There is a slight risk that no bus operators will apply to enter the framework agreement, however, previous tendering exercises have suggested the risk of this is low. This also applies to other methods of tendering.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

That Delegated Authority be granted to the Head of Engineering and Transport to:-

- Enter into a Framework Agreement with bus operators for the provision of local bus services to Neath Port Talbot County Borough Council.
- Enter into any call off contracts from the framework for local bus services.

Reasons for Proposed Decision:

To make the tendering process more efficient and to reduce the cost to the Local Authority, a framework will generate more opportunities and greater flexibility for local bus operators when tendering for subsidised bus routes.

The introduction of the framework will save Officers time by negating the need to evaluate information supplied by bus operators every time a route is required by the Council. A mini-competition is a quicker and simpler method for all involved.

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:

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Appendix A

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Passenger Transport Local Bus Framework - Change of Procurement Process	
Service Area:	Integrated Transport Unit
Directorate:	Environment and Regeneration

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		✓	
Integration - how the initiative impacts upon our wellbeing objectives		✓	
Involvement - how people have been involved in developing the initiative		✓	
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions		✓	
Prevention - how the initiative will prevent problems occurring or getting worse		✓	

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full Impact Assessment is not required as the proposed administrative change will not impact on the public. The proposition is a variation to the procurement process.	

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

	Name	Position	Date
Completed by	Peter Jackson	Integrated Transport Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	7.2.20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28th February 2020

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: All

List of Approved Contractors

Purpose of the Report

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

Executive Summary

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

Background

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

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

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

Financial Impacts

No implications.

Integrated Impact Assessment

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

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

The report is seeking approval to include additional contractors 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 the List of Approved Contractors

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

<u>Firm</u>	<u>Category</u>
W.F.James & Son Ltd (T/A Emroch Landscapes)	75, 77, 84, 102, 104
R & R Waterblock(T/A Wales Roofing)	17a,17b,17c,17d,17e (up to the value of £40k)
Ezra Property & Environmental Services Ltd	15, 16, 84, 89
Vanguard Roofing Ltd	17a, 17b
Ibex Technical Access Ltd	25, 27, 85, 88, 89, 93, 96, 97, 98, 101, 102, 105, 111(Rope Access)

Reasons for Proposed Decision

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

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

Implementation of Decision

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

Appendices

Appendix A - List of Categories for List of Approved Contractors

Appendix B - First Stage IIA

List of Background Papers

None

Officer Contact

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Amanda Phillips, Programme & Commissioning Manager

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Appendix A

General Services

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

Building Construction / Maintenance

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

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

Mechanical & Electrical Engineering

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

Mechanical & Electrical Specialist Services

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

56. Supply & Installation of Specialist Kitchen Equipment / Fittings
57. Installation, Testing & Maintenance of Local Exhaust Ventilation (LEV)
58. Water Systems – Risk Assessment
59. Supply & Installation of Pipework & Ductwork Installation
60. Supply, Installation and / or Servicing of Automatic Door Systems
61. PA Systems / Sound Systems
62. Stage Lighting
63. Service / Repair of Kilns
64. Supply, Installation & Servicing of Leisure Services Equipment
65. Specialist Steelwork (stainless Steel & Fabricated Works)
66. Lightning Conductors
67. Fire Fighting Equipment including Hose Reels
68. Smoke / Fire Detectors
69. Stage Equipment including Curtains, Gantry, 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:	Approved list of contractors – approval to add additional contractor
Service Area:	Procurement
Directorate:	All

2. Does the initiative affect:

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

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

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

4. Does the initiative impact on:

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

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence 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 addition of firms onto the Approved list of 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 Approved list of 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 approved list of 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 Approved List of 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	
<p>The report is seeking approval to include an additional contractor onto the existing Approved List of Contractors. This does not affect any group of people and or impact the Welsh language, biodiversity or the five ways of working.</p>	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28th February 2020

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Ward Affected: All

Vehicle and Heavy Plant Fleet Procurement Programme 2020/21

Purpose of the Report:

To seek approval to procure new and replacement vehicles and heavy plant in 2020/21 as per the attached programme.

Executive Summary:

A replacement report has been prepared to replace vehicles/plant which has reached the end of their economic life cycle in line with the Authority's renewals policy.

If agreed, vehicles/plant will be procured either by outright purchase or prudential loans and repaid by departments over the life of the vehicles/plant.

Background:

The preparation of the Vehicle/Plant Fleet Replacement Programme for 2020/21 has been undertaken by the Council's Fleet section in consultation with user Directorates/Sections, including a review of current vehicle condition, serviceability and environmental position.

Vehicles acquired by contract hire such as certain pool vehicles, are dealt with separately and are not included in this report.

The proposed programme is shown at Appendix A. It is noted, however, that the Fleet Manager, in conjunction with the user Directorates, may opt to extend the working life of individual vehicles/plant once tenders are received where there are economic advantages to be gained. However, careful consideration will be given to the environmental impact of high emitting carbon vehicles.

The means of financing the acquisition of each of the items listed will be either by outright purchase or prudential loan.

Outright purchase can be used to acquire new or preowned vehicles or items of plant. Items acquired by this means will involve monthly contributions to the Renewals Fund for a pre-determined period of time prior to the section purchasing the required items.

Vehicles purchased from Grant funding will need to be budgeted for by the service area when a replacement vehicle is required.

A Prudential loan can be used to acquire new or preowned vehicles or items of plant. Items required by this means will involve loan repayments for a predetermined period of time.

The financing costs of the vehicle acquisitions will be a charge on the relevant Directorate's Operating account and the means of acquisition will be agreed between the Fleet Manager and user Directorate in each case.

Any vehicles purchased out of the Renewals Fund will get the residual value deducted from the total cost of the vehicle. The Fleet Manager will seek an estimated residual value which he expects to achieve at the end of the vehicles economical life or term. This has been agreed with finance and committed to achieve savings towards the FFP. The Fleet Manager will expect the vehicles to be returned at the end of the term in a reasonable condition to ensure the vehicle recovers the committed up front residual values. Any additional monies achieved at sale will help off-set any uplift costs of new vehicle purchases out of the renewals fund.

Vehicles purchased via Prudential loans do not follow the above commitment for the residual values. Any monies achieved at auction will be given back to sections minus a disposal arrangement fee.

Financial Impacts:

As all of the vehicles are replacements to existing vehicles, a budget will already be in place to fund the costs of vehicles/plant purchased over the

vehicle's life, so there are no financial implications apart from natural vehicle price increase.

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 have a positive impact on staff and service delivery.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

No implications.

Risk Management Impacts:

The vehicles and plant listed in this report are reaching the end of their economic life and their replacement will have a beneficial effect on both the environment and the productivity of the Council.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

That the proposed Vehicle/Plant Procurement Programme for 2020/21 at Appendix A is approved for vehicle renewals.

Reasons for Proposed Decision:

The replacement vehicles and plant will have a higher euro standard which will enable the fleet to be more fuel efficient by producing better MPGs and reducing the carbon footprint of the Council by lower emissions. Integrated Transport has also undertaken a vehicle efficiency exercise to establish vehicle/plant usage within sections with the possibility of introducing full electric and Ultra Low Emission Vehicles (ULEV) and plant into the fleet to further reduce carbon emissions emitted from the Authority's Fleet vehicles. This will be done in conjunction with future infrastructure improvements within the Authority and through partnership working with other local Authorities and companies.

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

Implementation of Decision:

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

Appendices

Appendix A: Fleet Procurement Programme 2020/21

Appendix B: First Stage IIA

List of Background Papers

None

Officer Contact

Peter Jackson, Integrated Transport Manager, Engineering and Transport

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Kevin Lewis, Fleet Manager, Engineering & Transport

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✉ k.lewis@npt.gov.uk

Appendix A

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Cyngor Bwrdeistref Sirol Castell-Nedd Port Talbot

ENVIRONMENT & REGENERATION DIRECTORATE

FLEET SERVICES SECTION

VEHICLE FLEET PROCUREMENT PROGRAMME

2020/21

USER: Environment & Regeneration Directorate – Streetcare Division – Waste & Neighbourhood Services

Fleet No.	Reg No.	Existing Item	Replacement Type
055	VN63 AYW	DENNIS EAGLE REFUSE FREIGHTER TWIN LIFTERS	SAME TYPE POSSIBLE FRONT POD FOR HYGIENE WASTE
056	VN63 AYX	DENNIS EAGLE REFUSE FREIGHTER TWIN LIFTERS	SAME TYPE POSSIBLE FRONT POD FOR HYGIENE WASTE
057	VN63 AYY	DENNIS EAGLE REFUSE FREIGHTER TWIN LIFTERS	SAME TYPE POSSIBLE FRONT POD FOR HYGIENE WASTE
054	VN63 AYU	DENNIS EAGLE REFUSE FREIGHTER TWIN PACK	SAME TYPE POSSIBLE FRONT POD FOR HYGIENE WASTE
053	VN63 AYW	DENNIS EAGLE REFUSE FREIGHTER TWIN PACK	SAME TYPE POSSIBLE FRONT POD FOR HYGIENE WASTE
5573	5573	SIDE ARM FLAIL TRACTOR MOUNTED	LIKE FOR LIKE
9216	9216	MOTORISED MOWER SCAG	LIKE FOR LIKE
9217	9217	MOTORISED MOWER SCAG	LIKE FOR LIKE
9218	9218	MOTORISED MOWER SCAG	LIKE FOR LIKE
5636	CP15 GYY	RIDE ON MOWER 48 INCH DECK	LIKE FOR LIKE
5637	CP15 GYZ	RIDE ON MOWER 48 INCH DECK	LIKE FOR LIKE
5640	CP15 GZB	RIDE ON MOWER 48 INCH DECK	LIKE FOR LIKE
5638	CP15 GZC	RIDE ON MOWER 48 INCH DECK	LIKE FOR LIKE
5639	CP15 GZF	RIDE ON MOWER 48 INCH DECK	LIKE FOR LIKE
1264	CU09 FTY	LORRY	LIKE FOR LIKE

USER: Education & Lifelong Learning – Neath Training Agency

Fleet No.	Reg No.	Existing Item	Replacement Type
349	CU12 AYW	16 SEATER MINIBUS	LIKE FOR LIKE
351	CU12 AYY	16 SEATER MINIBUS	LIKE FOR LIKE

USER: Environment & Regeneration Directorate – Engineering & Transport Division – Community Service Transport Section

Fleet No.	Reg No.	Existing Item	Replacement Type
267	CU11 CXM	COACH	LIKE FOR LIKE
266	CU11 CXL	COACH	LIKE FOR LIKE
264	CN09 CFO	COACH	LIKE FOR LIKE
269	WX11 EOU	ADAPTED MINIBUS	LIKE FOR LIKE
517	CN58 EXC	ADAPTED MINI BUS	LIKE FOR LIKE
345	CF08 BPX	ADAPTED MINI BUS	LIKE FOR LIKE
344	CF08 BPZ	ADAPTED MINI BUS	LIKE FOR LIKE
258	CN08 HJU	COACH	LIKE FOR LIKE

USER: Environment & Regeneration Directorate – Engineering & Transport Division – Fleet Services Vehicle Workshops

Fleet No.	Reg No.	Existing Item	Replacement Type
3767	CP08 MVX	4X4 DOUBLE CAB PICK UP	LIKE FOR LIKE

USER: Environment & Regeneration Directorate – Streetcare Division – Drainage Section

Fleet No.	Reg No.	Existing Item	Replacement Type
5696	5696	TRAILER MOUNTED TAR HOT BOX ROAD MENDER	LIKE FOR LIKE
6119	6119	MOBILE MESS CANTEEN GROUNDHOG	LIKE FOR LIKE

**USER: Environment & Regeneration Directorate – Streetcare Division –
Building Services**

Fleet No.	Reg No.	Existing Item	Replacement Type
4832	CK08 YFN	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Vehicle and Heavy Plant Fleet Procurement Programme 2020/21
Service Area: Engineering and Transport
Directorate: Environment & Regeneration

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 fleet vehicles and plant will have no impact on anyone with protected characteristics.
Disability		✓				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Gender Reassignment		✓				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Marriage/Civil Partnership		✓				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Pregnancy/Maternity		✓				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.

Race		✓					The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Religion/Belief		✓					The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sex		✓					The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sexual orientation		✓					The renewal of fleet vehicles and plant 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	✓					Renewing old vehicles will have a positive effect on air quality for everyone living in Neath and Port Talbot CBC due to new

the wider environment, such as air quality, flood alleviation, etc.						vehicles emitting less emissions and improving air quality. Where possible ultra low emission vehicles will be procured.
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6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The vehicle and plant renewals will support well-being by using the latest vehicle technologies.
Integration - how the initiative impacts upon our wellbeing objectives		✓	
Involvement - how people have been involved in developing the initiative	✓		Staff will be engaged when developing vehicle and plant specifications
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Working with the National Procurement service to ensure value for money and reduce additional resources within the Authority.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		Ensure staff can effectively 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	
A full impact assessment is not required as the proposals have 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	Peter Jackson	Integrated Transport Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28th February 2020

Joint Report of:

Head of Engineering and Transport - D.W. Griffiths

Head of Property and Regeneration - S. Brennan

Matter for Decision

Wards Affected: Port Talbot

Station Road Car Park, Port Talbot

Purpose of the Report:

To introduce a charging regime in Station Road Car Park on Tuesdays and Saturdays.

Executive Summary:

To seek approval for the introduction of charges on Tuesdays and Saturdays in Station Road Car Park.

Background:

Currently, there is a Lease Agreement in place with M&B Markets to trade on Tuesdays and Saturdays in the Station Road Car Park.

It has been agreed with the Authority's Estates Section that M&B Markets will be allowed to terminate the agreement on 31st March 2020.

It now becomes necessary to introduce Tuesdays and Saturdays into the Authority's Off-Street Car Parking Order, as currently, members of the public have free car parking on these days.

The proposed Tariff Structure is attached in Appendix A.

Financial Impacts:

The cost of any associated work required will be met by Parking Services.

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 initiative will benefit motorists by freeing up additional car parking spaces on Tuesdays and Saturdays.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

A new Legal Order will be advertised.

Risk Management Impacts:

No implications.

Consultation:

Consultation takes place when the Legal process is completed and the Off-Street Order is advertised.

Recommendations:

That the proposed Tariff Structure be adopted and be brought in line with the current tariffs operating on Mondays, Wednesdays and Fridays, be advertised and introduced, subject to there being no objections.

Reasons for Proposed Decision:

To stop free parking at this location.

Implementation of Decision:

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

Appendices:

Appendix A – Plan: Proposed Tariff Structure

Appendix B – First Stage IIA

List of Background Papers:

None.

Officer Contact:

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

David Phillips, Property & Valuation Manager
Tel. No: 01639 686980
Email: environment@npt.gov.uk

Appendix A

Column 1 Name of Parking Place	Column 2 Current Scale of Charges	Column 3 New Scale of Charges
Station Road Car Park Port Talbot	<p>Monday to Saturday inclusive excluding Christmas day</p> <p>Sunday £1.00 All Day</p> <p>Excluding Tuesday and Saturday</p> <p>Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.30 All Day £3.80</p>	<p>Monday to Saturday inclusive excluding Christmas day</p> <p>Sunday £1.00 All Day</p> <p>Up to 1 hour £1.50 1-2 hours £2.00 2-3 hours £2.50 3-4 hours £3.30 All Day £3.80</p>

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Station Road car Park	
Service Area:	Parking Services
Directorate:	Environment

2. Does the initiative affect:

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

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

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

4. Does the initiative impact on:

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

5. Does the initiative impact on biodiversity:

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

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

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people		✓	This initiative is encouraging motorists to drive in to the town centre.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The initiative will help with the economic growth over the period.
Involvement - how people have been involved in developing the initiative	✓		Local elected members have been involved in this initiative as well as Cabinet Members and the Leader.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		Discussion have been undertaken between the authority's Estates Section and Parking Services to find an alternative income stream for the authority.
Prevention - how the initiative will prevent problems occurring or getting worse		✓	This initiative will have little impact.

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
There is no reason for a full integrated impact assessment as the initiative will benefit motorists by freeing up additional car parking spaces on Tuesdays and Saturdays.	

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

	Name	Position	Date
Completed by	Steve Cook	Parking Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
28th February 2020

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

Matter for Decision

Wards Affected: Port Talbot

Proposed Revocation of existing Traffic Regulation Orders to allow an extension to a permanent Taxi Rank Traffic Regulation Order and a reduction in the length of the adjacent Limited Waiting Order with the part-time Taxi Rank Orders removed:
Lower Station Road, 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 Traffic Regulation Orders and the reason why the Orders are required.

Background:

The proposed revocation of an existing Taxi Rank Traffic Regulation Order, a Part Time Taxi Rank Traffic Regulation Order and a Limited Waiting Traffic Regulation Order substituted with a new longer length of permanent Taxi Rank Traffic Regulation Order and a reduced length of the adjacent Limited Waiting Traffic Regulation Order with the Part Time Taxi Rank Traffic Regulation Orders removed in Lower Station Road, Port Talbot.

The proposed alterations to the existing Traffic Regulation Order will provide an extended dedicated 24-hour Taxi Rank to serve Lower Station Road, Port Talbot.

Financial Impacts:

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

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the 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 will be undertaken when the scheme is advertised.

Recommendations:

It is recommended that approval to advertise the proposed revocation of an existing Taxi Rank Traffic Regulation Order, Part Time Taxi Rank Regulation Orders and a Limited Waiting Traffic Regulation Order substituted with a new longer length of permanent Taxi Rank Traffic Regulation Order and a reduced length of the adjacent Limited Waiting Traffic Regulation Order with the Part Time Taxi Rank Traffic Regulation Order removed in Lower Station Road, Port Talbot is granted. The proposed traffic regulation orders to be advertised and if no objections are received the proposals are to be implemented on site.

Reasons for Proposed Decision:

To provide an extended permanent Taxi Rank in the interest of highway and pedestrian safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Station Road, Port Talbot – Existing Traffic Order

Appendix B - Plan: Station Road, Port Talbot – Proposed Traffic Order

Appendix C - First Stage IIA

List of Background Papers:

None.

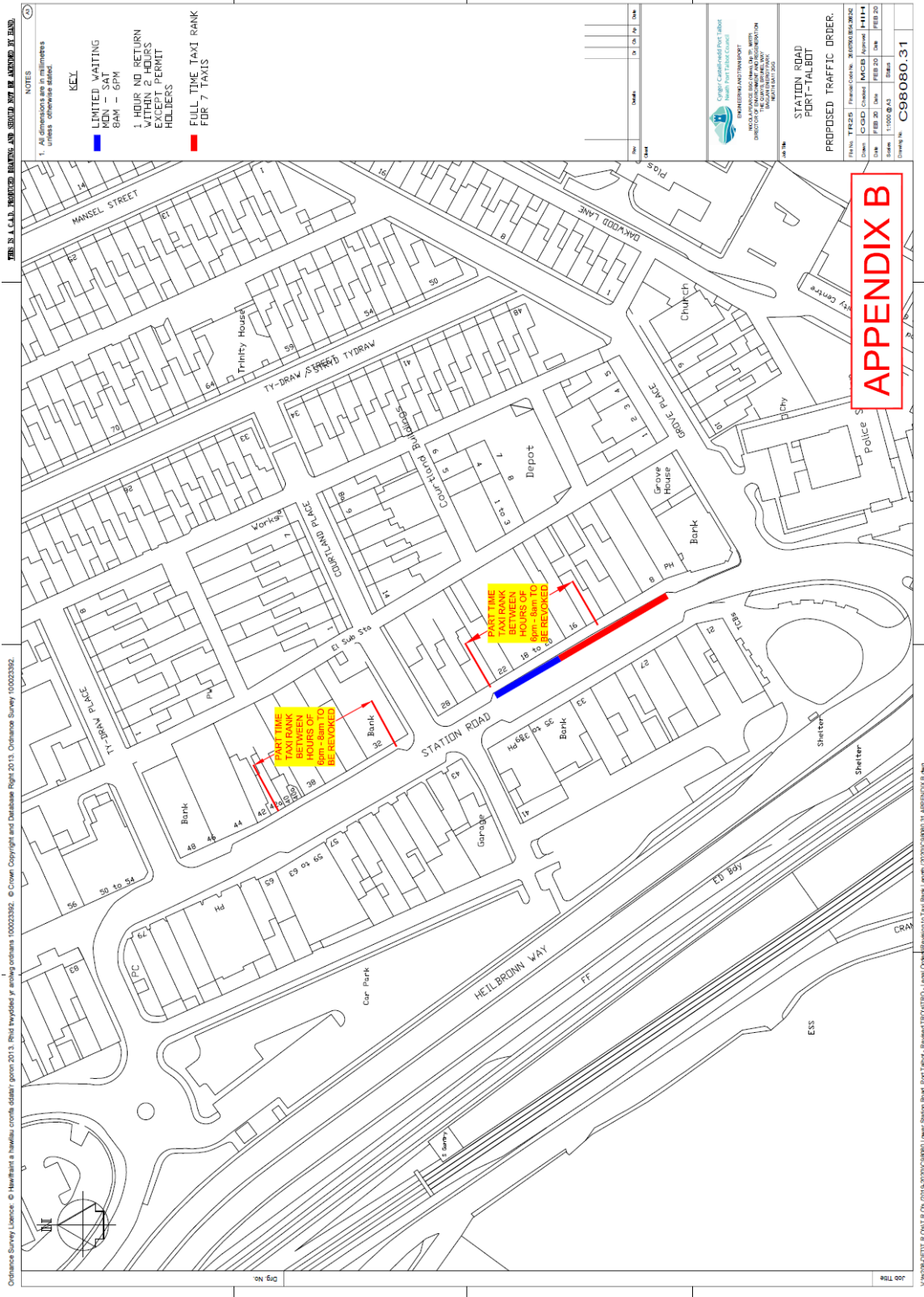
Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

Email: environment@npt.gov.uk

Appendix B



Appendix C

Impact Assessment - First Stage

1. Details of the initiative

<p>Initiative description and summary: Proposed Revocation of existing Traffic Regulation Orders to allow an extension to a permanent Taxi Rank Traffic Regulation Order and a reduction in the length of the adjacent Limited Waiting Order with the part-time Taxi Rank Orders removed: Lower Station Road, Port Talbot</p>	
Service Area:	Port Talbot
Directorate:	Environment and Regeneration

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

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will assist the public with an extended permanent 24 hour Taxi Rank.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will assist the public with an extended permanent 24 hour Taxi Rank.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local members for Port Talbot 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 Port Talbot 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 assist the public with an extended permanent 24 hour Taxi Rank.

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	13.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.2.20

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

Streetscene & Engineering Cabinet Board
28th February 2020

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

Matter for Decision

Wards Affected: Briton Ferry East

**Proposed Prohibition of Waiting, Loading and Unloading at Any Time:
Old Road, Briton Ferry, Neath**

Purpose of the Report:

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

Executive Summary:

Seven letters/e-mails objecting to the scheme were received.

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

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 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 Revenue 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 dropped crossing facility will provide a safe location for pedestrians to access Ysgol Carreg Hir.

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 January 2020.

Seven letters/e-mails objecting to the scheme were received. The objections are summarised as follows:-

1. The resident believes that the proposed traffic order will impact upon them being able to park outside their property and inconvenience them exiting their driveway safely.
2. The resident states that the proposed traffic order is a waste of money as no children cross at the proposed location and if implemented motorists will not adhere to the restrictions. They also state that parking is already difficult in the area especially on weekends when there are football matches being played.
3. The resident objects to the scheme as the proposed traffic order and dropped crossing will prevent them parking outside their property. They have a disabled family member residing in the household that has activities arranged several times a week who requires transport to collect them outside their property.
4. The resident believes that the proposed traffic order will be ignored by motorists who already ignore the existing traffic orders in the area. The proposed parking restrictions will impact further upon the residents of Old Road that already have difficulty parking in the area.
5. The resident objects to the proposals as they have no access to off-street parking. They are concerned that they will not be able to park safely close to their property.
6. The resident objects to the proposals stating that when exiting their driveway they would cross the proposed crossing area. They also have concerns that the already limited availability of parking in the area will become worse. The recently implemented traffic calming has reduced vehicular speeds on Old Road therefore is the crossing facility required.
7. The resident is concerned that they will not be able to park outside their property. There are already parking problems on Old Road and the proposed traffic regulation order will only cause further parking issues.

At a meeting with the local Member, it was decided to overrule the objections as they believe the crossing facility is required for school children and parents to cross the road safely. There is no other feasible location for the crossing.

The Traffic Regulation Order is required to prevent vehicles from obstructing the proposed dropped crossing.

Recommendations:

That the objections are overruled and the prohibition of waiting, loading and unloading at any time traffic regulation order at Old Road, Briton Ferry, Neath be implemented on site as advertised (as detailed in Appendix A to the circulated report). The objectors to be informed of the decision accordingly.

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

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed Prohibition of Waiting, Loading and Unloading at any time Order – Old Road, Briton Ferry, Neath
Service Area: Briton Ferry East
Directorate: Environment & Regeneration

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 provide a safe location for pedestrians to access Ysgol Carreg Hir.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safe location for pedestrians to access Ysgol Carreg Hir.
Involvement - how people have been involved in developing the initiative	✓		The Highways section 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 section 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 location for pedestrians to access Ysgol Carreg Hir. The traffic regulation order will prevent indiscriminate parking.

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 scheme will provide a safe location for pedestrians to access Ysgol Carreg Hir. The Traffic Regulation Order will prevent indiscriminate parking.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	7.2.20

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNCIL

Streetscene & Engineering Cabinet Board
28th February 2020

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

Matter for Decision

Wards Affected: Dyffryn

Proposed Prohibition of Waiting at Any Time and Prohibition of Waiting, Loading and Unloading at Any Time Order: Penyard Road, Neath Abbey, Neath

Purpose of the Report:

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

Executive Summary:

Four letters objecting to the scheme were received.

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

Background:

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

Financial Impacts:

The work will be funded 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 reduction in speed limit will provide a benefit for the local community. The scheme will encourage cycling and walking in the area.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

There are no workforce impacts associated with this report.

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 November/December 2019.

Four letters objecting to the scheme were received; summarised as follows:-

1. The resident believes that the proposed no waiting order on the south east side of Penyard Road should be reduced.
2. The resident states that the proposed Traffic Orders are excessive and will have an impact on parking in the area.
3. The resident objects to the scheme stating that they would be unable to park their vehicle near their home causing severe difficulty for themselves and their family.
4. The resident believes that the proposed No Waiting Order on the south east side of Penyard Road should be omitted from the scheme.

At a meeting with the local Member, it was decided to amend the proposals as indicated in Appendix B.

Recommendations:

That the objections are upheld and the Prohibition of Waiting at Any Time and Prohibition of Waiting, Loading and Unloading at Any Time Traffic Regulation Order at Penyard Road, Neath Abbey, Neath be amended (as detailed in Appendix B to the circulated report) and implemented on site. The objectors 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 – Proposed Traffic Orders – Penyard Road, Longford, Neath

Appendix B – Amended Proposed Traffic Orders – Penyard Road, Longford, Neath

Appendix C – First Stage IIA

List of Background Papers:

None.

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

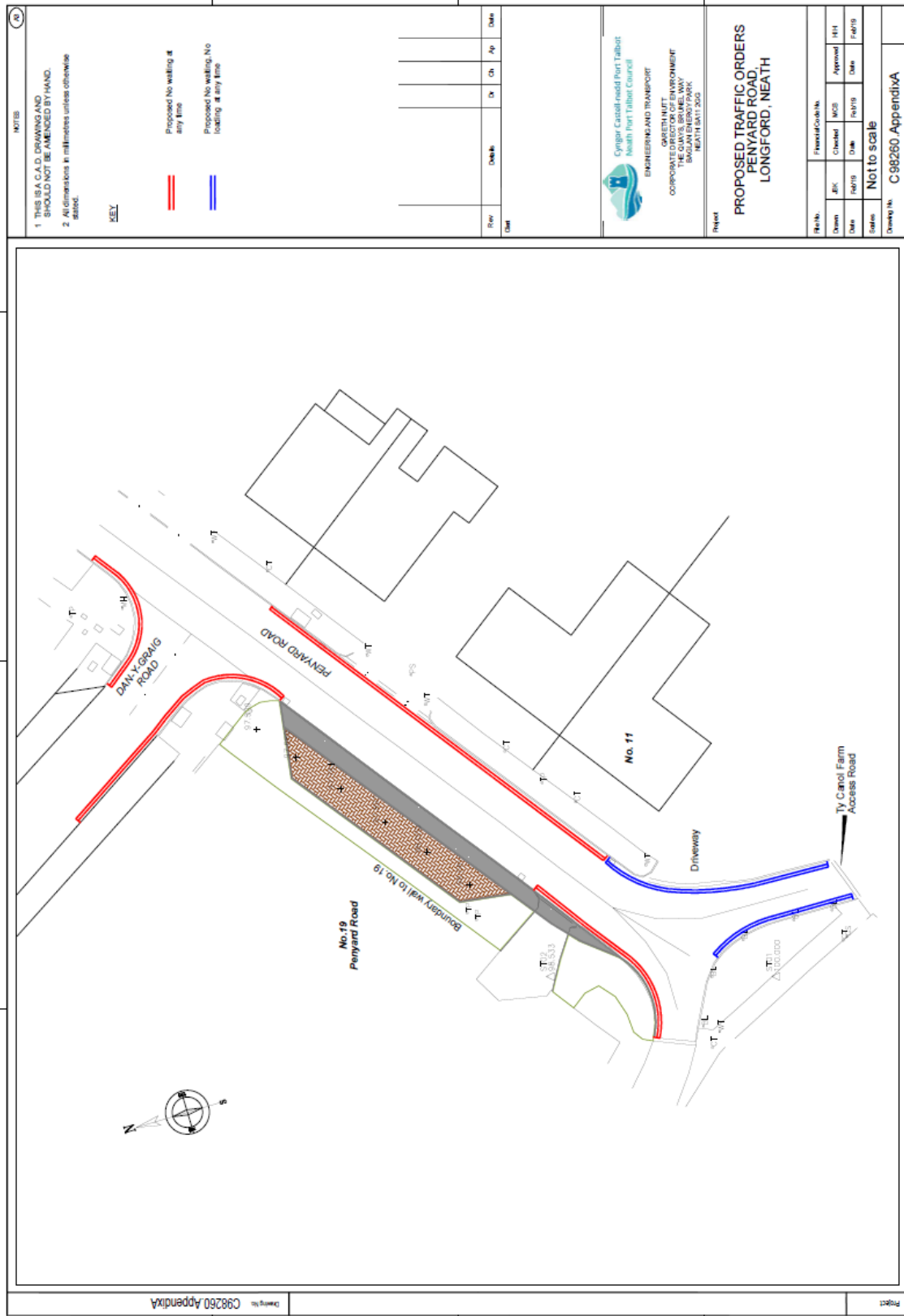
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A



NOTES

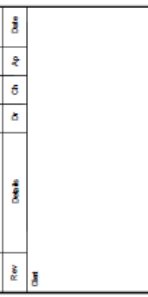
- 1 THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.
- 2 All dimensions in millimetres unless otherwise stated.

KEY

Proposed No waiting at any time

Proposed No waiting, No loading at any time

Rev	Details	Dr	Ch	Ap	Date



**PROPOSED TRAFFIC ORDERS
PENYARD ROAD,
LONGFORD, NEATH**

Rev No.	Checked	MOS	Approved	Rev

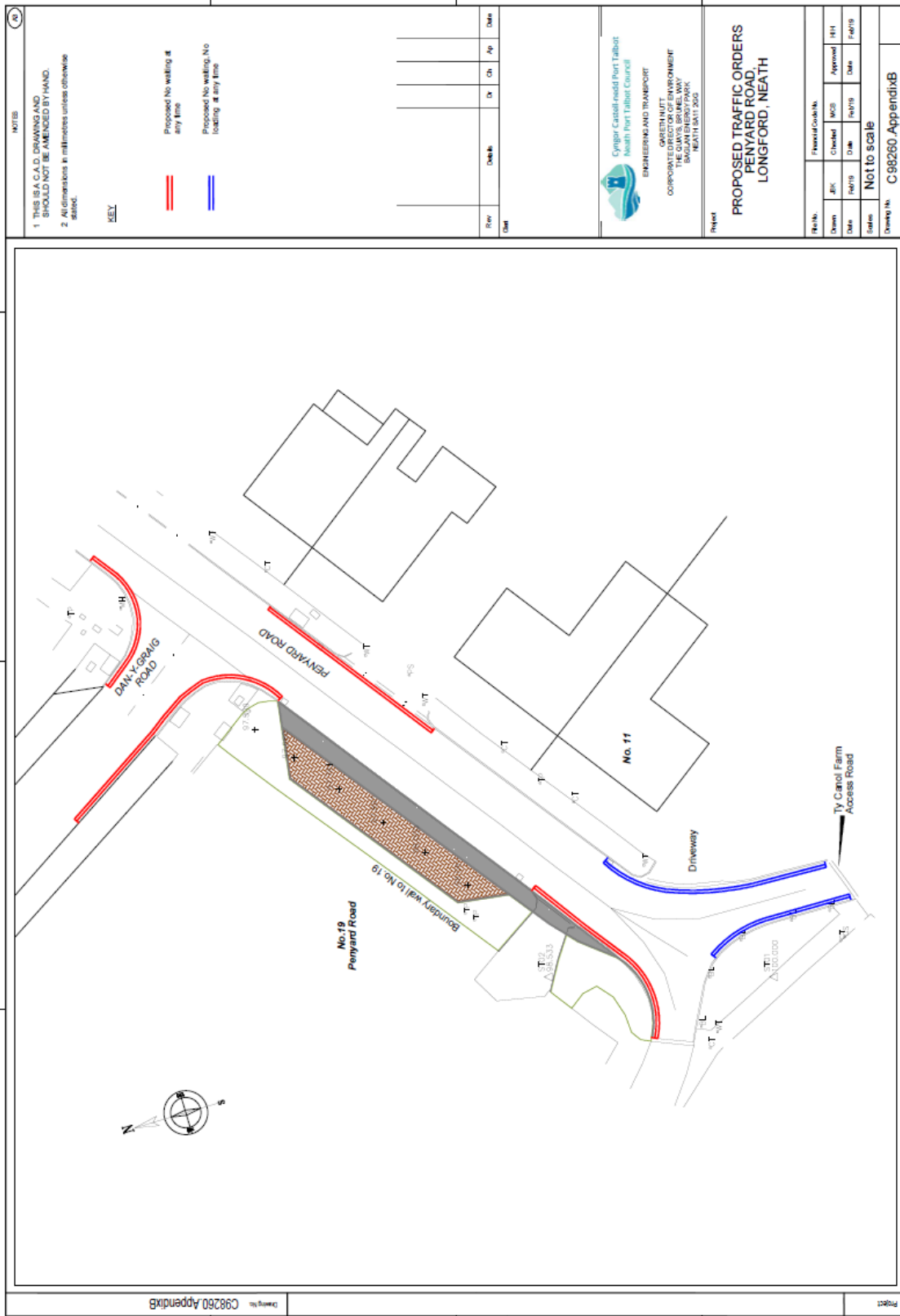
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Drawing No. C98260-AppendixA

C98260-AppendixA

View: J:\Traffic Schemes\TRC's 19 20\Penyard Rd TRC\TRC0 Sep2018\C98260-AppendixA.dwg

Appendix B



NOTES

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

KEY

- Proposed No walking at any time
- Proposed No walking. No loading at any time

Rev	Details	Dr	Ch	Ap	Date

Client: Cygner Casteinredd Port Talbot Health Port Talbot Council
ENGINEERING AND TRANSPORT
GREEN HUT
 CORPORATE DIRECTOR OF ENVIRONMENT
 10, BANGOR ENERGY PARK,
 NEATH SA11 2QB

Project: PROPOSED TRAFFIC ORDERS
 PENYARD ROAD,
 LONGFORD, NEATH

Finalised/Outlets:					
Rev No.	JK	Checked	MOB	Approved	HH
Date	Rev19	Date	Rev19	Date	Rev19
Scale:	Not to scale				

Drawing No: C98260_AppendixB

Drawn to: C98260_AppendixB

View: 402 - JKT Traffic Scheme\TRCO's 19 20\Penyard Rd TRCO\TRCO_Sep2019_C98260_AppendixB.dwg

Appendix C

Impact Assessment - First Stage

1. Details of the initiative

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

2. Does the initiative affect:

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

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

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

4. Does the initiative impact on:

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

5. Does the initiative impact on biodiversity:

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

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

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

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

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

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board
28th February 2020

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

Matter for Decision

Wards Affected: Baglan

Prohibition of Waiting at Any Time Order;
St. Illtyd's Drive, Church Crescent, St. Catherine's Road and Church
Road, Baglan

Purpose of the Report:

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

Executive Summary:

Four letters objecting to the scheme were received.

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

Background:

The local Member for Baglan has requested the scheme as part of the Members Community Fund. The scheme included the construction of disabled crossings, the installation of Araf/Slow markings and the proposed double yellow lines to prevent indiscriminate parking and also to leave the crossings clear so that pedestrians may cross the road. The Traffic Regulation Order does not prohibit loading or unloading. Therefore, Funerals and Weddings should not be affected by the proposal.

Financial Impacts:

The work will be funded from the Member's Community Fund.

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

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

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was undertaken in January/February 2020 and four letters objecting to the scheme were received:-

The first objector has concerns that patrons using St. Catherine's Church will not be able to stop outside the Church, in particular for Weddings and Funerals.

The second objector is concerned about displaced parking leading to vehicles parking on both sides of the road from Pentwyn Baglan Road along Church Crescent when there is a service on at the Church.

The third objector is concerned that the proposed double yellow lines will devalue the property if they were to sell. The objector also raised concerns about their H-Bar marking and that family will have nowhere to park when they visit.

The fourth objector is concerned about elderly members of the community that attend the Church will not be able to park directly outside the Church. They are also concerned that weddings and funerals will not be able to load and unload during services.

The objections have been discussed with the local Councillor who fully supports the scheme as advertised.

Recommendations:

That the objections are overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order at St. Illtyd's Drive, Church Crescent, St. Catherine's Road and Church Road, Baglan (as detailed in Appendix A) be implemented on site and the objectors 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: St. Illtyd's Drive, Baglan – Proposed Traffic Regulation Orders

Appendix B – First Stage IIA

List of Background Papers:

None.

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

Email: environment@npt.gov.uk

Jonathan Davies Assistant Engineer - Engineering & Transport

Tel. No: 01639 686494

Email: environment@npt.gov.uk

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: St Iltyd's Drive, Church Crescent, St. Catherines Road and Church Road, Baglan – Proposed Traffic Regulation Orders
Service Area: Baglan
Directorate: Environment & Regeneration

2. Does the initiative affect:

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

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

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

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

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

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	✓		The proposed scheme will prevent indiscriminate parking in the interest of 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 Baglan and the Legal section have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section, Local Members for Baglan and the Legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will prevent indiscriminate parking in the interest of 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	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20

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
28th February 2020

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

Matter for Decision

Wards Affected: Margam

**Proposed 30mph and 40mph Speed Limits Traffic Regulation Order:
A48, Ten Acre Wood, Margam Orangery access Lane and Grugwylt 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:

Two emails and one letter objecting to the scheme (in part) 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.

During the initial consultation in October 2019, three residents of Ten Acre Wood requested to have the speed limit reduced to 20mph. This was considered not feasible with a 30mph speed limit recommended to be introduced on Ten Acre Wood which was advertised in January 2020.

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. The scheme will encourage cycling and walking in the area.

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 January 2020.

Two emails and one letter objecting to the scheme (in part), but requesting a 20mph speed limit on Ten Acre Wood were received.

The objections and comments have been discussed with the local Councillor who supports the proposed 30mph speed limit on Ten Acre Wood, Margam Orangery Access Lane and Grugwyllt Fawr.

Recommendations:

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

It is recommended that the objections are overruled and the 30mph Speed Limit (Traffic Regulation Order) on Ten Acre Wood, Margam Orangery Access Lane and Grugwyllt Fawr, Margam, Port Talbot (as detailed in Appendix A to the circulated report) be implemented on site as advertised. The objectors 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 – First Stage IIA

List of Background Papers:

None.

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

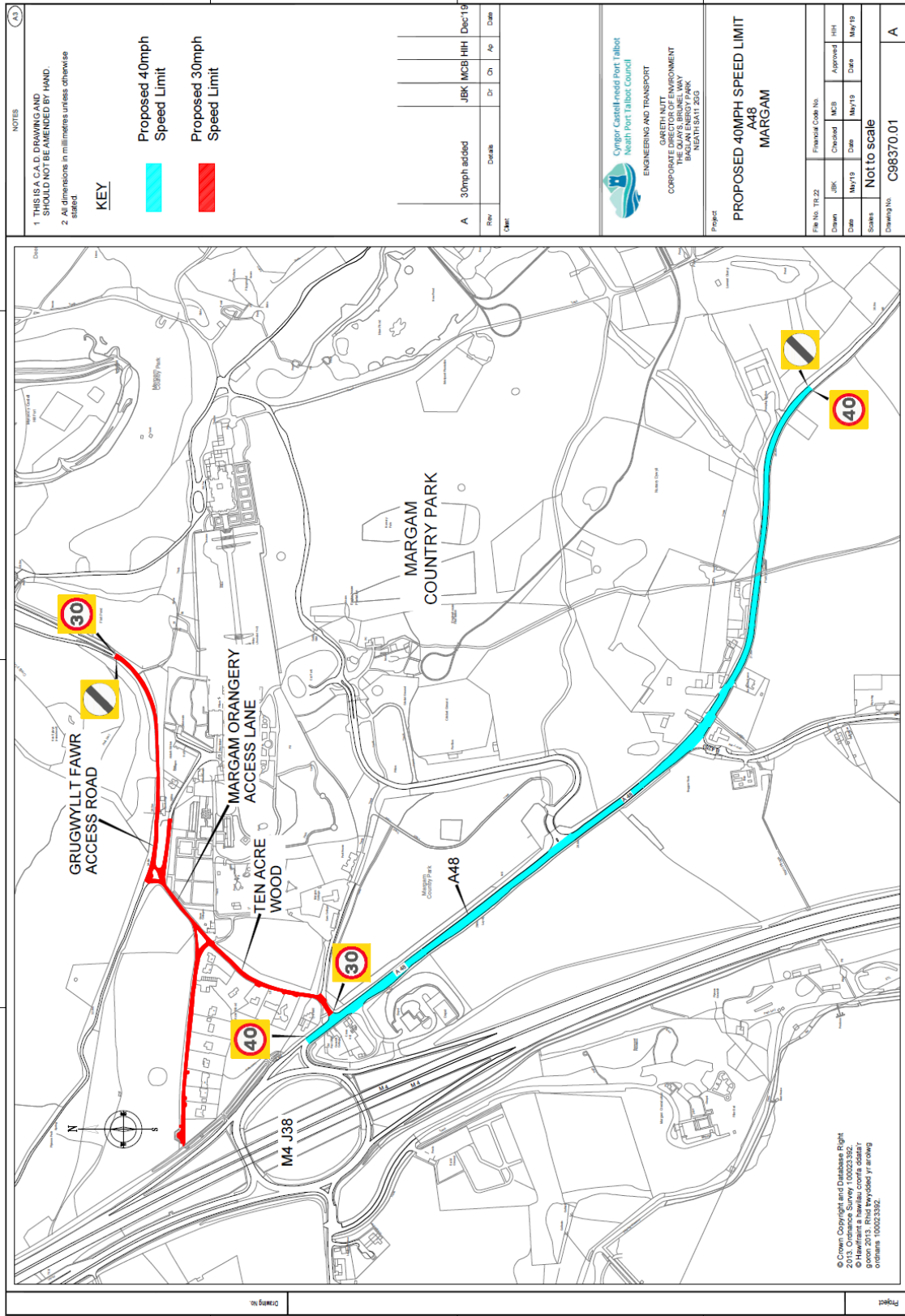
Email: environment@npt.gov.uk

James Kane, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686465

Email: environment@npt.gov.uk

Appendix A



NOTES

- 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
- Proposed 30mph Speed Limit

Rev	Details	Dr	Ch	App	Date
A	30mph added	JBK	MCB	HH	Dec'19

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council
ENGINEERING AND TRANSPORT
GARETH NUTT
CORPORATE DIRECTOR OF ENVIRONMENT
TRAFALGAR SQUARE
100, QUEEN STREET, PORT TALBOT
NEATH SA11 2EG

Project

**PROPOSED 40MPH SPEED LIMIT
A48
MARGAM**

Drawn	Checked	MCB	Approved	Issue
JBK	MCB			1
Date	Date	Date	Date	Date
May'19	May'19			May'19
Scale	Not to Scale			
Drawing No.	C98370.01			
	A			

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Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed 30mph and 40mph Speed Limits – A48 and Ten Acre Wood, Margam, Port Talbot
Service Area: Margam
Directorate: Environment & Regeneration

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		✓				

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. The scheme 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	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20

Mae'r dudalen hon yn fwriadol wag

STREETSCENE AND ENGINEERING CABINET COMMITTEE

2019/2020 FORWARD WORK PLAN

STREETSCENE AND ENGINEERING CABINET COMMITTEE

Tudalen101

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

DATE	Agenda Items	Type (Decision, Monitoring or Information)	Rotation (Topical, Annual, Biannual, Quarterly, Monthly)	Contact Officer/Head of Service
5 June 2020	Traffic Orders	Decision	Topical	Dave Griffiths
	List of Approved Contractors	Decision	Topical	Dave Griffiths

Eitem yr Agenda13

STREETSCENE AND ENGINEERING CABINET COMMITTEE

To be programmed in:

- Traffic Order (as Needed)
- List of Approved Contractors (as needed)
- Budget only meetings
- Quarterly Performance Monitoring
- Road Safety Grant Schemes – (Decision/Annual) Dave Griffiths/ Martin Brumby
- 3 Year Review of Grit Bin Provision in NPT (due Aug/Sept 2021)
- Headstone / Memorial Safety Programme – TBC (*Information*)
- EMREC – TBC

Tudalen102