

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

***Democratic Services
Gwasanaethau Democrataidd***

Decision Notice

**STREETSCENE AND ENGINEERING - URGENCY ACTION , MONDAY,
30TH MARCH, 2020**

Please see below approval of decision as follows:

1. **Traffic Regulation Orders - 10TD Urgency Action (Pages 3 - 14)**

To seek approval to advertise the traffic regulation orders associated with the Welsh Government award for the Capital Road Safety and Safe Routes in Communities schemes for 2020 -2021, as detailed in the attached report.

That approval be granted to advertise the traffic regulation orders associated with the Welsh Government award for the Capital Road Safety and Safe Routes in Communities schemes for 2020 -2021.

For Immediate Implementation

Yours sincerely

Tammie Davies

p.p Chief Executive

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Bryncoch South, Glynneath, Onllwyn, Margam, Neath East, Sandfields West, Briton Ferry East, Cimla, Cadoxton & Aberdulais

Road Safety Grant Schemes:

Proposed Traffic Regulation Orders and Safe Routes in Communities 2020-2021

Purpose of the Report:

To obtain Members' approval to advertise the Traffic Regulation Orders contained within the Road Safety Grant schemes and Safe Routes in Communities for the 2020-2021 financial year, subject to Grant approvals: brief descriptions of which are identified in Appendix A.

Executive Summary:

The Road Safety Grant schemes and Safe Routes in Communities are approved by Welsh Government and consist of road safety measures. The proposals if implemented, require various Legal Orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

Background:

Following the bid process and subject to Welsh Government funds, permission has to be sought from Members for approval to advertise any schemes prior to making Legal Orders.

Financial Impacts:

The work will be funded by Welsh Government Road Safety Grant and Safe Routes in Communities 2020-2021.

Integrated Impact Assessment:

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

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

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

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme will be publicly advertised for the requisite 21-day statutory period as required by legislation.

Risk Management Impacts:

No implications.

Consultation:

Initial consultation on each scheme contained in Appendix A will be carried out with the local Member(s) for each Ward affected by a scheme prior to the formal consultation process undertaken with the public and any other affected bodies.

Recommendations:

That, subject to Welsh Government Grant approval, permission be given to Traffic Section Officers for the Orders contained within Appendix A, list of scheme for 2020-2021, to be advertised in accordance with the statutory requirements. That the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these will be reported back to the Streetscene and Engineering Board for a decision.

Reasons for Proposed Decision:

The schemes are necessary in the interest of road safety within the County Borough.

Implementation of Decision:

The decision is proposed for immediate implementation.

Appendices:

Appendix A – Summary – Road Safety Grant and Safe Routes in Communities Grant Schemes 2020-2021

Appendix B – First Stage IIA

List of Background Papers:

None.

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

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Appendix A

Summary: Road Safety Grant and Safe Routes in Communities Grant Scheme 2020-2021

Safe Routes in Communities	
1.	Dwr y Felin Community Bid

Road Safety Grant	
1.	A Feasibility Study for a PCat pedestrian crossing at the A474 Pant Yr Heol, Briton Ferry and fixed speed wet film camera replacement within the Borough.
2.	The A4109 Inter Valley Road, Merthyr Road, Aberdare Road, Glynneath.
3.	A 20mph zone at selected Schools within Neath Port Talbot borough:- <ul style="list-style-type: none">• Carreg Hir, Briton Ferry – 21st Century Primary School• Ysgol Bae Baglan and Bro Dur, Sandfields – 21st Century Primary and Secondary School• Crynallt, Cimla – Primary School• Cilffrew Primary School and Ysgol Gymunedol Llangatwg – Secondary School

Impact Assessment - First Stage

It is essential that all initiatives undergo a first stage impact assessment to identify relevance to equalities and the Welsh language as well as an evaluation of how the proposal has taken into account the sustainable development principle (the five ways of working); an incorrect assessment could ultimately be open to legal challenge.

The first stage is to carry out a short assessment to help determine the need to undertake a more in-depth analysis (the second stage).

Relevance will depend not only on the number of people/service users affected, but also the significance of the effect on them.

When completing the first step you must have regard to the following:

- Does the initiative relate to an area where important equality issues have been, or are likely to be, raised? (For example, funding for services to assist people who are victims of rape/sexual violence or individuals with particular care need; disabled people's access to public transport; the gender pay gap; racist or homophobic bullying in schools)
- Is there a significant potential for reducing inequalities, or improving outcomes? (For example, increasing recruitment opportunities for disabled people).
- Does the initiative relate to instances where opportunities to use the Welsh language are likely to be affected or where the language is likely to be treated less favourably? (For example, increase the number of Welsh speakers moving from/to a certain area; closing specific Welsh language services or put those services at risk services;
- Does the initiative relate to the improvement of economic, social, environmental and cultural well-being? To what extent does the initiative prevent things getting worse? (For example, funding for services to assist in cultural well-being; changes in policies that promote independence and/or assist carers)

1. Provide a description and summary of the initiative.

Identify which service area and directorate has responsibility for the initiative.

2. Identify who will be affected by the initiative.

If you answer **Yes** to service users, staff or wider community continue with the first stage of the assessment

If you answer **No** to service users, staff or wider community or **Yes** to 'Internal administrative process only', go to **Question 5 – sustainable development principle**.

3. Using relevant and appropriate information and data that is available to you think about what impact there could be on people who share protected characteristics; whether they are service users, staff or the wider community.

Some things to consider include:

- transport issues
- accessibility
- customer service
- cultural sensitivity
- financial implications
- loss of jobs

Definitions of impacts (either positive or negative):

- High – likely to be highly affected by the initiative
- Medium - likely to be affected in some way
- Low - likely to be affected by the initiative in a small way
- Don't know - the potential impact is unknown

You **must** provide reasons, and indicate what evidence you used, in coming to your decision.

4. Using relevant and appropriate information and data that is available, think about what impact there could be on opportunities to use the Welsh language and in treating the language no less favourably than English.

Definitions of impacts are the same as in **Question 3**.

The classification 'Don't Know' should be categorised as 'High Impact' in both questions 3 & 4.

5. Consider how the initiative has embraced the sustainable development principle in accordance with the Section 7c of the Well-being of Future Generations Act 2015.

Give details of the initiative in relation to the 5 ways of working:

- **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

6. The most appropriate statement must be selected (and the relevant box ticked) based on the first stage of the assessment and an explanation of how you have arrived at this decision must be given.

In addition a summary of the how the initiative has embraced the sustainable development principle must also be included.

Where the first stage of the assessment indicates that a more in-depth analysis is required the second stage of the assessment will need to be completed and this will need to be started immediately.

A first stage assessment must be included as a background paper for all Cabinet/Cabinet Board/ Scrutiny Committee Reports.

Where the first stage assessment is completed by an accountable manager it must be signed off by a Head of Service/Director.

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed Traffic Regulation Orders: Road Safety Grant Schemes and Safe Routes in Communities 2020-2021.

Service Area: Various wards

Directorate: Environment.

2. Does the initiative affect:

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

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

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

Sexual orientation		✓				
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4. Does the initiative impact on:

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

5. Does the initiative impact on biodiversity:

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

such as air quality, flood alleviation, etc.						
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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 schemes will improve road safety within the borough.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed schemes will improve road safety within the borough.
Involvement - how people have been involved in developing the initiative	✓		The Highways section, Local Members 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 and the Legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed schemes will improve road safety within the borough.

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 communities.	

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

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	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		25/3/2020
Signed off by	David Griffiths	Head of Service/Director		25/3/2020