

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

***Democratic Services
Gwasanaethau Democrataidd***

Decision Notice

STREETSCENE AND ENGINEERING - URGENCY ACTION , TUESDAY, 5TH MAY, 2020

Please see below approval of decision as follows:

1. **Speed Restrictions and Traffic Calming Measures at Afan Valley Road, Cimla- 22TD - Urgency Action (Pages 3 - 22)**

Speed Restrictions and Traffic Calming Measures at Afan Valley Road, Cimla.

That in consultation with the Leader and relevant Cabinet Member, the objections to the (Revocation) (20mph speed limits) (B4287 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Lay by) Order 2020 and Traffic Calming Measures at B4287 Afan Valley Road be overruled, and the scheme be implemented as advertised, and the objectors be informed accordingly.

For Immediate Implementation

Yours sincerely

Tammie Davies

p.p Chief Executive

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NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL

URGENCY ACTION

STREETSCENE AND ENGINEERING

4 MAY 2020

Report of Head of Engineering & Transportation – D.W.Griffiths

Matter for Decision

Wards affected: Cimla

(REVOCATION) (20MPH SPEED LIMITS) (B4287 AFAN VALLEY ROAD, CIMLA, NEATH) and (CEFN SAESON SCHOOL LAY BY) Order 2020 and TRAFFIC CALMING MEASURES AT B4287 AFAN VALLEY ROAD.

Purpose of Report

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

Executive Summary

The speed limit proposals and the speed hump proposals having been advertised in the South Wales Evening Post on 19 th February 2020 (Appendix B) under a notice entitled (Revocation) (20mph speed limits) (B4287 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Lay by) Order 2020 and Traffic Calming Measures at B4287 Afan Valley Road received six letters / e-mails objecting to the scheme.

The speed limit proposals are made under the Road Traffic Regulation Act 1984 and require the Council, having considered any objections made, to make a Traffic Regulation Order in order to put them into effect. The speed hump proposals are however made under the Highways Act 1980 which

require the Council to advertise them, consider any objections and to make a decision on whether or not to implement the proposals; the Highways Act does not however require the Council to make a subsequent sealed order in order to erect the speed humps.

One e-mail supporting the scheme was received.

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

Background

The proposed traffic regulation orders are required as a planning condition to facilitate the redevelopment of Cefn Saeson Comprehensive School.

The 20 mph Zone and speed cushions will reduce vehicular speeds in the vicinity of the school as shown on the plan (Appendix A).

The legal notice advertised in the South Wales Evening Post is referenced Appendix B and the draft legal order is referenced Appendix C.

Financial Impact

The work is to be funded by the Councils Capital Programme

Integrated Impact Assessment

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

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

A full impact assessment is not required as the proposed traffic regulation orders will provide a benefit for the local community and provide a safe environment for motorists, pedestrians, cyclists, school children and residents.

Valleys Community Impacts

There are '**No implications**' associated with this report.

Workforce Impacts

There are '**No Implications**' associated with this report.

Legal Impacts

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

Risk Management Impacts

There are no risk management impacts associated with this report.

Consultation

A consultation exercise was undertaken in February / March 2020.

Approximately 140 properties received letters during the consultation.

Six letters / e-mails objecting to the 20 mph Zone and speed cushions were received.

One e-mail supporting the scheme was received.

The objections are summarised as follows:-

1. There will be an increase in noise from vehicles.
2. Concerns of air pollution.
3. Speed cameras would prove more effective.
4. The proposed measures are excessive.
5. Vehicles could be damaged.

The local members have been consulted and support the scheme.

The Police fully support the proposals.

Recommendations

It is recommended that in consultation with the Leader and relevant Cabinet Member that the objections to the (Revocation) (20mph speed limits) (B4287 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Lay by) Order 2020 and Traffic Calming Measures at B4287 Afan Valley Road are overruled and that the scheme is implemented as advertised.

That the objectors are informed accordingly.

Reason for Proposed Decision

To reduce vehicular speeds in the interest of highway safety.

Implementation of Decision

The decision will be immediately implemented.

Appendices

Appendix A - Plan – Proposed 20 mph Zone and speed cushions, Afan Valley Road, Cimla, Neath.

Appendix B - Advert – (Revocation) (20mph speed limits) (B4287 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Lay by) Order 2020 and Traffic Calming Measures at B4287 Afan Valley Road.

Appendix C – Draft Legal Order - (Revocation) (20mph speed limits) (B4287 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Lay by) Order 2020.

Appendix D – Integrated Impact Assessment.

Background Papers

None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

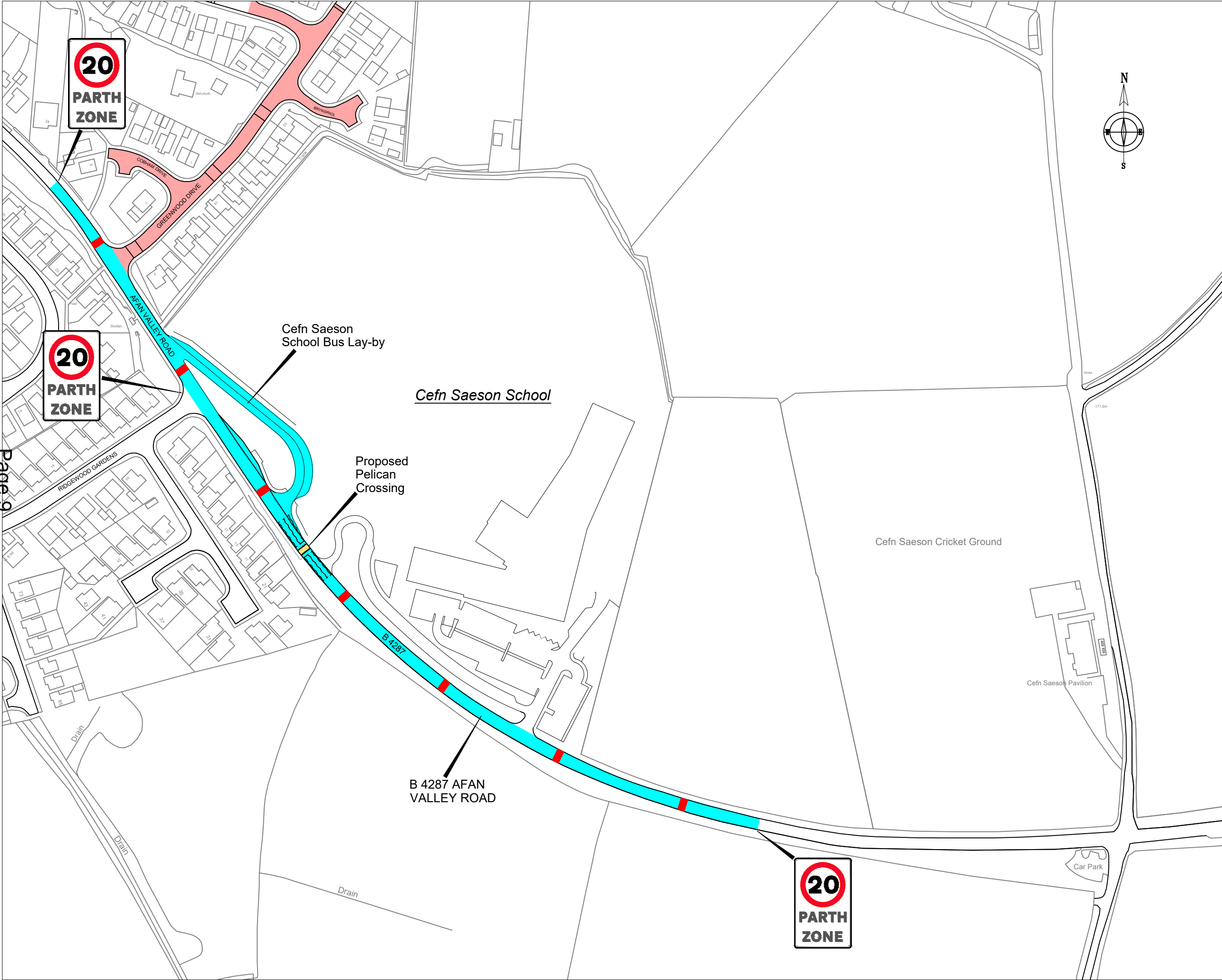
Email m.brumby@npt.gov.uk

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Dwg. No. T47360 / SF / TRO 1

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Job Title



NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY

-  Proposed 20mph Zone
-  Proposed speed cushions
-  Existing 20mph Zone

Rev	Details	Dr	Ch	Ap	Date

Client



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

ENGINEERING AND TRANSPORT

NICOLA PEARCE BSC (Hons), Dip TP, MRTPI
DIRECTOR OF ENVIRONMENT AND REGENERATION
THE QUAYS, BRUNEL WAY
BAGLAN ENERGY PARK
NEATH SA11 2GG

Job Title

PROPOSED 20MPH ZONE & SPEED CUSHIONS

AFAN VALLEY ROAD, CIMLA, NEATH

File No.	TR. 14	Financial Code No.	
Drawn	JBK	Checked	MCB
Date	Dec'19	Date	Dec'19
Scales	Not to scale	Status	

Drawing No. T47360 / SF / TRO 1

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CASTELL-NEDD PORT TALBOT
(REVOCATION)
(20 MPH SPEED LIMITS)
(B4247 AFAN VALLEY ROAD, CIMLA, NEATH)
AND (CEFN SAESON SCHOOL BUS LAY-BY)
ORDER 2020
AND

TRAFFIC CALMING MEASURES AT B4247 AFAN VALLEY ROAD

1. **NOTICE** Is hereby given that the Neath Port Talbot County Borough Council in pursuance of its powers as contained in Section 84 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 intends to make a Speed Restriction Order the general effect of which is set out in Schedule 1 & 2 below.

2. **NOTICE** is hereby given that the Neath Port Talbot County Borough Council in pursuance of its powers as contained in Section 90A of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 intends to Install Traffic Calming Measures in the form of Speed Cushions of such dimensions and situated at such locations as set out in Schedule 3 below.

A copy of the Statement of Reason and Plans of the Proposals may be inspected during normal office hours at the main reception desks in the Neath and Port Talbot Civic Centres and at the Pontardawe Library. Any objections should be submitted in writing, setting out the reasons thereof, to reach the Head of Engineering and Transport, The Quays, Baglan Energy Park SA11 2GG by 11th March 2020.

If you have any enquiries regarding this Notice please contact the Engineering Section on 01639 686465.

SCHEDULES

Schedule 1 - Revocation

To revoke any speed limit orders in so far as it relates to the lengths and sides of the roads set out in Schedule 2 of this Order

Schedule 2 - Proposed 20mph Zone Order

B4247 Afan Valley Road, Cimla, Neath

2.1 From a point approximately 48 metres in a north westerly direction from its Junction with Greenwood Drive for a distance of approximately 555 metres in a south easterly direction.

Cefn Saeson School Bus Lay-by, Cimla, Neath

2.1 From its junction with B4287 Afan Valley Road for its total length, a distance of approximately 130 metres in a south easterly direction.

Schedule 3 - Proposed Speed Cushions, 2.0m by 1.6m by 65mm in height

B4247 Afan Valley Road, Cimla, Neath

3.1 A pair of speed cushions will be placed at a point approximately 6 metres in a north westerly direction from its junction with Greenwood Drive.

3.2 A pair of speed cushions will be placed at a point approximately 10 metres in a north westerly direction from its junction with Ridgewood Gardens.

3.3 A pair of speed cushions will be placed at a point approximately 56 metres in a south easterly direction from its junction with Ridgewood Gardens.

3.4 A pair of speed cushions will be placed at a point approximately 130 metres in a south easterly direction from its junction with Ridgewood Gardens.

3.5 A pair of speed cushions will be placed at a point approximately 205 metres in a south easterly direction from its junction with Ridgewood Gardens.

3.6 A pair of speed cushions will be placed at a point approximately 280 metres in a south easterly direction from its junction with Ridgewood Gardens.

3.7 A pair of speed cushions will be placed at a point approximately 355 metres in a south easterly direction from its junction with Ridgewood Gardens.

DATED 19th FEBRUARY 2020

M C GRIFFITHS

HEAD OF LEGAL SERVICES

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NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CASTELL-NEDD PORT TALBOT

(REVOCATION)
(20 MPH SPEED LIMITS)
(B4247 AFAN VALLEY ROAD, CIMLA, NEATH)
AND (CEFN SAESON SCHOOL BUS LAY-BY)

ORDER 2020

The Neath Port Talbot County Borough Council in exercise of its powers under Sections 84 of the Road Traffic Regulation Act 1984 (hereinafter referred to as “the Act of 1984”) and of all other powers them enabling and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 of the Act of 1984 hereby make the following Order: -

1. This Order shall come into operation on the _____ day of _____ 2020 and may be cited as the “Neath Port Talbot County Borough Council (20mph Speed Limits) (B4247 Afan Valley Road, Cimla, Neath) and (Cefn Saeson School Bus Lay-By) Order 2020”.
2. All existing Speed Limit Orders which are currently in place on the roads referred to in the Schedule are hereby revoked in so far as they relate to the lengths and sides of roads set out in the Schedule of this Order.
3. No person shall cause or permit any vehicle to be driven at speeds in excess of 20 miles per hour on the lengths of sides of roads specified in the Schedule of this Order.

SCHEDULE

Schedule 1 – Proposed 20mph Zone Order

B4247 Afan Valley Road, Cimla, Neath

- 2.1 From a point approximately 48 metres in a north westerly direction from its junction with Greenwood Drive for a distance of approximately 555 metres in a south easterly direction.

Cefn Saeson School Bus Lay-by, Cimla, Neath

- 2.1 From its junction with B4287 Afan Valley Road for its total length, a distance of approximately 130 metres in a south easterly direction.

THE COMMON SEAL OF)
THE COUNCIL WAS)
HEREUNTO AFFIXED THIS)
DAY OF 2020)
IN THE PRESENCE OF: -)

PROPER OFFICER

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: (REVOCATION) (20MPH SPEED LIMITS) (B4287 AFAN VALLEY ROAD, CIMLA, NEATH) and (CEFN SAESON SCHOOL LAY BY) Order 2020 and TRAFFIC CALMING MEASURES AT B4287 AFAN VALLEY ROAD.

Service Area: Cimla

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 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 sections along with the local members for Cimla 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 Cimla 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	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>
Reasons for this conclusion	

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	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		6/05/2020
Signed off by	David Griffiths	Head of Service/Director		6/05/2020