

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

Democratic Services
Gwasanaethau Democrataidd

Decision Notice

STREETSCENE AND ENGINEERING - URGENCY ACTION , THURSDAY, 7TH MAY, 2020

Please see below approval of decision as follows:

1. **Traffic Regulation Orders, Afan Valley Road, Greenwood Drive
and Ridgewood Gardens, Cimla - 25TD - Urgency Action**
(Pages 3 - 22)

(B4287 Afan Valley Road, Greenwood Drive And Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading At Anytime), (No Stopping Except Buses), (No Entry Except Buses) and (No Entry) Order 2020.

That in consultation with the Leader and relevant Cabinet Member, the (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading at Anytime), (No Stopping except Buses), (No Entry except Buses) and (No Entry) Order 2020 be implemented as advertised.

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
5 MAY 2020

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

Matter for Decision

Wards affected: Cimla

(B4287 AFAN VALLEY ROAD, GREENWOOD DRIVE and RIDGEWOOD GARDENS, CIMLA, NEATH), (REVOCATION), (PROHIBITION of WAITING, LOADING and UNLOADING at ANYTIME), (NO STOPPING EXCEPT BUSES), (NO ENTRY EXCEPT BUSES) and (NO ENTRY) Order 2020.

Purpose of Report

To seek approval to implement the above scheme as indicated in Appendix A, Appendix B and Appendix C.

Executive Summary

The traffic regulation proposals having been advertised in the South Wales Evening Post on 11 th March 2020 (Appendix B) under a notice entitled (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading at Anytime), (No Stopping except Buses), (No Entry except Buses) and (No Entry) Order 2020 received no objections to the scheme.

The 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 (Appendix C) that is sealed in order to put the proposals into effect.

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 traffic regulation orders will prevent indiscriminate parking 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.

No objections were received to the scheme.

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 (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading at Anytime), (No Stopping except Buses), (No Entry except Buses) and (No Entry) Order 2020 is implemented as advertised.

Reason for Proposed Decision

To prevent indiscriminate parking in the vicinity of the school in the interest of highway safety.

Implementation of Decision

The decision will be implemented immediately.

Appendices

Appendix A - Plan -Proposed traffic regulation orders, Afan Valley Road, Cimla, Neath.

Appendix B - Advert – (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading at Anytime), (No Stopping except Buses), (No Entry except Buses) and (No Entry) Order 2020.

Appendix C – Draft Legal Order - (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath), (Revocation), (Prohibition of Waiting, Loading and Unloading at Anytime), (No Stopping except Buses), (No Entry except Buses) and (No Entry) Order 2020.

Appendix D– Integrated Impact Assessment.

Background Papers

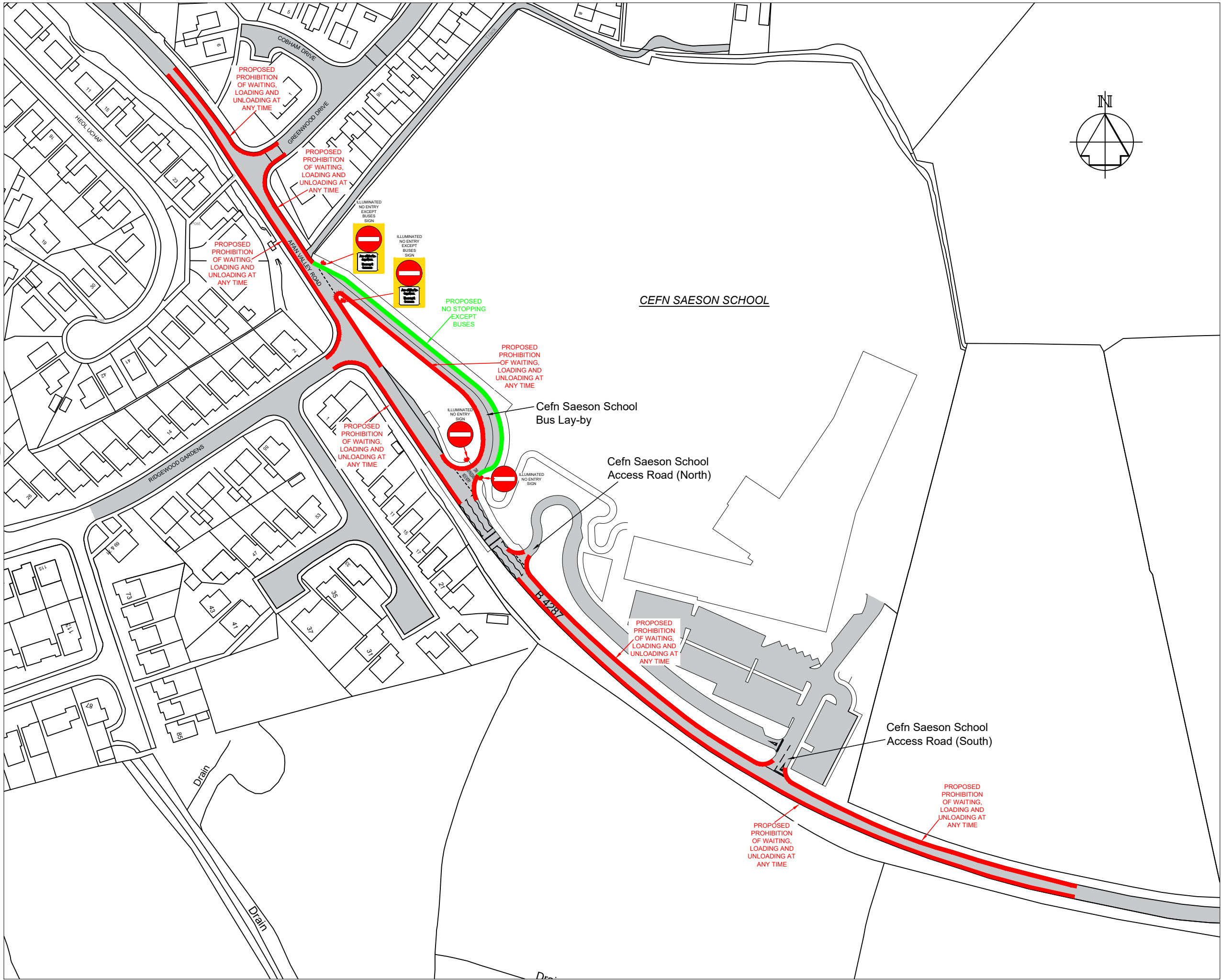
None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk



NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY

- PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME (DOUBLE YELLOW LINES WITH KERB CLIPS)
- PROPOSED NO STOPPING EXCEPT BUSES

| 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 TRAFFIC
REGULATION ORDERS**
**AFAN VALLEY ROAD,
CIMLA, NEATH**

| | | | |
|-------------|---------------------|--------------------|--------|
| File No. | TR.14 | Financial Code No. | |
| Drawn | CGD | Checked | MCB |
| Date | Dec'19 | Date | Dec'19 |
| Scales | Not to scale | Status | |
| Drawing No. | T47360 / SF / TRO 2 | | |

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**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL CASTELL-NEDD PORT TALBOT
(B4287 AFAN VALLEY ROAD, GREENWOOD ROAD
AND RIDGEWOOD GARDENS, CIMLA, NEATH)
(REVOCATION)(PROHIBITION OF WAITING, LOADING AND
UNLOADING AT ANY TIME) (NO STOPPING EXCEPT BUSES)
(NO ENTRY EXCEPT FOR BUSES) AND (NO ENTRY)
ORDER 2020**

NOTICE is given that the Council intends to make an Order under Sections 1, 2 and Part IV of Schedule 9 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, the effect of which is as set out in the Schedule below.

A copy of the draft Order, Statement of Reasons and plan may be inspected during 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, Neath SA11 2GG by 1st April 2020.

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

Schedule 1 - Revocation

1.1 Any existing waiting, loading or unloading Orders are hereby revoked only in so far as they relate to the sides and lengths of roads set out in Schedule 2 of this Order.

Schedule 2 - Prohibition of Waiting, Loading or Unloading At Any Time Order

- 2.1 **B4287 Afan Valley Road (North East Side)**
From its junction with Greenwood Drive for a distance of approximately 52 metres in a north westerly direction.
- 2.2 **B4287 Afan Valley Road (North East Side)**
From its junction with Greenwood Drive for a distance of approximately 46 metres in a south easterly direction.
- 2.3 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Bus Lay-By Entrance for a distance of approximately 38 metres in a south easterly direction.
- 2.4 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Bus Lay-By Exit for a distance of approximately 10 metres in a north westerly direction.
- 2.5 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Bus Lay-By Exit for a distance of approximately 5 metres in a south easterly direction.
- 2.6 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Access Road (North) for a distance of approximately 5 metres in a north westerly direction.
- 2.7 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Access Road (North) for a distance of approximately 145 metres in a south easterly direction.
- 2.8 **B4287 Afan Valley Road (North East Side)**
From its junction with CefnSaeson School Access Road (South) for a distance of approximately 140 metres in a south easterly direction.

- 2.9 **B4287 Afan Valley Road (South West Side)**
From its junction with Ridgewood Gardens for a distance of approximately 76 metres in a south easterly direction.
- 2.10 **B4287 Afan Valley Road (South West Side)**
From a point approximately 116 metres in a south easterly direction from its junction with Ridgewood Gardens for a distance of approximately 286 metres in a south easterly direction.
- 2.11 **B4287 Afan Valley Road (South West Side)**
From its junction with Ridgewood Gardens for a distance of approximately 140 metres in a north westerly direction.
- 2.12 **Greenwood Drive (Both Sides)**
From its junction with B4287 Afan Valley Road for a distance of approximately 10 metres in a north easterly direction.
- 2.13 **Ridgewood Gardens (Both Sides)**
From its junction with B4287 Afan Valley Road for a distance of approximately 12 metres in a south westerly direction.
- 2.14 **CefnSaeson School Bus Lay-By (South West Side) (North End)**
From its junction with B4287 Afan Valley Road for a distance of approximately 118 metres in a south easterly direction.
- 2.15 **CefnSaeson School Bus Lay-By (South West Side) (South End)**
From its junction with B4287 Afan Valley Road for a distance of approximately 6 metres in a north easterly direction.
- 2.16 **CefnSaeson School Access Road (North) (Both Sides)**
From its junction with B4287 Afan Valley Road for a distance of approximately 5 metres in a north easterly direction.
- 2.17 **CefnSaeson School Access Road (South) (Both Sides)**
From its junction with B4287 Afan Valley Road for a distance of approximately 5 metres in a north easterly direction.

Schedule 3 - No Stopping Except Buses At Any Time

- 3.1 **CefnSaeson School Bus Lay-by (NorthEast Side)**
From its junction with B4287 Afan Valley Road for a distance of approximately 136 metres in a south easterly direction.

Schedule 4 - No Entry Except for Buses

- 4.1 **CefnSaeson School Bus Lay-by (NorthEnd)**
No entry for vehicular traffic except for buses to CefnSaeson School Bus Lay-By from B4287 Afan Valley Road.

Schedule 5 - No Entry

- 5.1 **CefnSaeson School Bus Lay-by (South End)**
No entry for vehicular traffic to CefnSaeson School Bus Lay-by from B4287 Afan Valley Road.

DATED 11th MARCH 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

(B4287 AFAN VALLEY ROAD, GREENWOOD DRIVE
AND RIDGEWOOD GARDENS, CIMLA, NEATH)
(REVOCATION) (PROHIBITION OF WAITING, LOADING AND UNLOADING AT
ANY TIME) (NO STOPPING EXCEPT BUSES)
(NO ENTRY EXCEPT FOR BUSES) AND (NO ENTRY)
ORDER 2020

The Neath Port Talbot County Borough Council in exercise of its powers under Sections 1, 2 and Part IV of Schedule 9 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 (B4287 Afan Valley Road, Greenwood Drive and Ridgewood Gardens, Cimla, Neath) (Revocation) (Prohibition of Waiting, Loading or Unloading at Any Time) (No Stopping Except Buses) (No Entry Except Buses) and (No Entry) Order 2020”.
2. (1) In this Order –

“Public Service Vehicle” shall have the same meaning as in Section 1 of the Public Passenger Vehicles Act 1981 and “local service” shall have the same meaning as in Section 1 of the Transport Act 1985;

“Universal Providers” means those operators of postal services who are licensed to provide all or part of a Universal Postal Service under the provisions contained in the Postal Services Act 2000.

“Bus” means a motor vehicle constructed or adapted to carry more than 8 passengers (exclusive of the driver) and Public Service Vehicles not so constructed or adapted used for the provision of local services.

(2) Except where otherwise stated, any reference in this Order to a numbered Article or Schedule is a reference to the Article or Schedule bearing that number in this Order.

(3) The Interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the Interpretation of an Act of Parliament.
3. Any existing Orders are hereby revoked only in so far as they relate to the sides of lengths of roads as set out in the Schedules of this Order.
4. Save as provided in Articles 8 and 9 of this Order, no person except on the direction of a Police Constable in uniform or a Parking Attendant shall cause or permit any vehicle to wait, load or unload at any time on the lengths of sides of roads set out in Schedule 1 of this Order.

5. Save as provided in Articles 9 of this Order no vehicle shall stop at any time on the side of length of road specified in Schedule 2 to this Order other than a bus.
6. Save as provided in Articles 9 of this Order no person shall cause or permit any vehicle to enter the road specified in Schedule 3 of this Order at the point set out in that Schedule other than a bus.
7. Save as provided in Article 9 of this Order no person shall cause or permit any vehicle to enter the road specified in Schedule 4 of this Order at the point set out in that Schedule.
8. Nothing in Article 4 shall render it unlawful to cause or permit any vehicle to wait on the lengths and sides of roads specified therein for so long as may be necessary to enable: -
 - (A) A person to board or alight from a vehicle;
 - (B) The vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in connection with any of the following operations, namely: -
 - (i) Building, industrial or demolition operations;
 - (ii) The removal of any obstruction to traffic;
 - (iii) The laying, erection, alteration or repair in or on land adjacent to the said lengths of sides of road of any sewer or any main pipe or apparatus for the supply of gas, water or electricity or any telecommunications apparatus defined in the Telecommunications Act 1984;
 - (C) The vehicle, if it cannot conveniently be used for such purpose in any other road, to be used in the service of a Local Authority or a Water Authority in pursuance of statutory powers or duties;
 - (D) The vehicle to be used by a Universal Service Provider for the purpose of delivering or collecting postal packets;
 - (E) Public Service Vehicles operating a local service when waiting at an authorised bus stop to set down or pick up passengers, or to school buses;
 - (F) The vehicle to take in petrol, oil, water or air from any garage situated on or adjacent to the said length of road.
9. The prohibitions imposed by Article 4, 5 and 6 shall not apply to Police, Fire, Ambulance or other Emergency Service vehicles or to Local Authority vehicles when in pursuance of statutory duties or powers.

Schedule 1 – Prohibition of Waiting, Loading or Unloading At Any Time Order

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Schedule 2 – No Stopping Except Buses At Any Time

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Schedule 3 – No Entry Except for Buses

- 3.1 **Cefn Saeson School Bus Lay-by (North End)**
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Schedule 4 – No Entry

- 4.1 **Cefn Saeson School Bus Lay-by (South End)**
No entry for vehicular traffic to Cefn Saeson School Bus Lay-by from B4287 Afan Valley Road.

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: (B4287 AFAN VALLEY ROAD, GREENWOOD DRIVE and RIDGEWOOD GARDENS, CIMLA, NEATH), (REVOCATION), (PROHIBITION of WAITING, LOADING and UNLOADING at ANYTIME), (NO STOPPING EXCEPT BUSES), (NO ENTRY EXCEPT BUSES) and (NO ENTRY) Order 2020.

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 | | ✓ | | | | |
|--------------------|--|---|--|--|--|--|

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 vicinity of the school in the interest of highway safety. |
| Integration - how the initiative impacts upon our wellbeing objectives | ✓ | | The proposed scheme will prevent indiscriminate parking in the vicinity of the school 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 prevent indiscriminate parking in the vicinity of the school 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 | |
| | |

| |
|--|
| |
|--|

| | 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 |