

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

Democratic Services
Gwasanaethau Democrataidd

Decision Notice

STREETSCENE AND ENGINEERING CABINET BOARD - URGENCY ACTION , WEDNESDAY, 18TH NOVEMBER, 2020

Please see below approval of decision as follows:

1. **Tyla Road, Old Road and Ormond Street, Briton Ferry (Revocation) and (20 mph Speed Limits) Order 2020 and Traffic Calming Measures at Tyla Road, Briton Ferry, Traffic Regulation Orders - Urgency Action 25NH**

That approval be granted that in consultation with the Leader and relevant Cabinet Member that objections are overruled and the (Tyla Road, Old Road and Ormond Street, Briton Ferry) (Revocation) and (20 mph Speed Limits) Order 2020 and Traffic Calming Measures at Tyla Road, Briton Ferry traffic regulation orders (as detailed in Appendix A of the circulated report) be implemented on site as advertised, and the objectors informed accordingly.

For Immediate Implementation

Yours sincerely

p.p Chief Executive

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NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL

URGENCY ACTION

18th NOVEMBER 2020

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

Matter for Decision

Wards affected: BRITON FERRY EAST.

(TYLA ROAD, OLD ROAD AND ORMOND STREET, BRITON FERRY) (REVOCATION) AND (20 MPH SPEED LIMITS) ORDER 2020 AND TRAFFIC CALMING MEASURES AT TYLA ROAD, BRITON FERRY traffic regulation orders.

Purpose of Report

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

Executive Summary

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

Background

Approximately 20 years ago the Council as Local Highway Authority in association with the Welsh Government implemented advisory 20 mph speed Zones adjacent to schools throughout the borough.

Further to this work the Council now intends to make these advisory orders into self enforcing 20 mph Zones including speed cushions at selected sites throughout the borough.

The proposed traffic regulation orders will help to reduce traffic speed adjacent to the Ysgol Carreg Hir in the interest of highway safety.

Financial Impact

The work is funded by the Welsh Government.

Integrated Impact Assessment

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

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

A full impact assessment is not required as the proposed traffic regulation orders will provide a benefit for the local community and provide a safe environment for motorists, pedestrians, school children, cyclists 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 September 2020 with approximately 105 properties receiving hand delivered letters with a plan.

2 objections and one email of support were received.

The objections and comments have been discussed with the local Councillor who supports the proposed traffic regulation orders as advertised.

Recommendations

It is recommended that in consultation with the Leader and relevant Cabinet Member that the objections are overruled and the (Tyla Road, Old Road and Ormond Street, Briton Ferry) (Revocation) and (20 mph Speed Limits) Order 2020 and Traffic Calming Measures at Tyla Road, Briton Ferry traffic regulation orders (as detailed in Appendix A to the circulated report) be implemented on site as advertised. The objectors to be informed of the decision accordingly.

Reason for Proposed Decision

To help reduce traffic speed adjacent to the Ysgol Carreg Hir in the interest of highway safety.

Reason for Urgency

The time frame for the scheme is critical and the urgency action is necessary in order to meet the strict Welsh Government funding criteria whereby the scheme must be completed by the end of March 2021.

The delay in the authorisation of Road Safety Grant Schemes this year which was embargoed until late July 2020 due to the pandemic coupled with a delay on new Welsh Government guidance requirements on the advertisement of legal traffic orders due to Covid 19 restrictions means that time is extremely limited this year. Given the extent of the work involved unless the process is started immediately the scheme will be undeliverable and therefore the Council's ability to draw down the grant by the 31st of March 2021.

Appendices

Appendix A – Plan – Road Safety Grant 2020/21, 20 mph Zone at selected schools within Neath Port Talbot Borough, Ysgol Carreg Hir, Old Road & Tyla Road, Briton Ferry.

Appendix B – Integrated Impact Assessment.

Background Papers

None.

Officer Contact

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Key:-

- █ Proposed Speed Cushions
- █ Existing Speed Plateau
- █ Existing Speed Cushions
- █ Proposed 20mph Zone



Dir. No.

Page 7

Job Title

Rev	Details	Dr	Ch	Ap	Date

Client



ENGINEERING AND TRANSPORT

NICOLA PEARCE
DIRECTOR OF ENVIRONMENT AND REGENERATION
THE QUAYS, BRUNEL WAY
BAGLAN ENERGY PARK
NEATH SA11 2GG

Job Title

Road Safety Grant 2020/21
20mph Zone at Selected Schools
within Neath Port Talbot Borough
Ysgol Carreg Hir
Old Road & Tyla Road, Briton Ferry

File No.	TR14	Financial Code No.	
Drawn	JBK	Checked	MCB
Date	Jul2020	Date	Jul2020
Approved		Approved	HHH
Date		Date	Jul2020
Scales	NTS		
Drawing No.	RSG-CarregHir-TRO1		

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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 (TYLA ROAD, OLD ROAD AND ORMOND STREET, BRITON FERRY) (REVOCATION) AND (20 MPH SPEED LIMITS) ORDER 2020 AND TRAFFIC CALMING MEASURES AT TYLA ROAD, BRITON FERRY traffic regulation orders.
Service Area: BRITON FERRY EAST
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		✓				

Page 13

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 help reduce traffic speed in the interest of highway safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will help reduce traffic speed in the interest of highway safety.
Involvement - how people have been involved in developing the initiative	✓		The highways section, road safety section and the Local Member for Briton Ferry East have worked together on this initiative.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The highways section, road safety section and the Local Member for Briton Ferry East have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will help reduce traffic speed 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	

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	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		18/11/2020
Signed off by	David Griffiths	Head of Service/Director		18/11/2020