



STREETSCENE AND ENGINEERING CABINET BOARD
IMMEDIATELY FOLLOWING CABINET SCRUTINY COMMITTEE
FRIDAY 22 JANUARY, 2021

VIA TEAMS

**ALL MOBILE TELEPHONES TO BE SWITCHED TO SILENT FOR THE
DURATION OF THE MEETING**

1. Appointment of Chairperson
2. Declarations of Interest
3. Minutes of Previous Meetings (*Pages 3 - 16*)
4. Vehicle and Heavy Plant Fleet Procurement Programme 2021/2022
(*Pages 17 - 28*)
5. Traffic Regulation Order : Proposed Individual Disabled Parking
Place at Heol Illtyd, Neath (*Pages 29 - 42*)
6. Traffic Regulation Order: Proposed Individual Disabled Parking
Place traffic at Ferry View, Skewen (*Pages 43 - 56*)
7. Traffic Order/s: St Pauls Road and Sunnybank Road, Port Talbot
(Prohibition of Waiting, Loading and Unloading at any time) (*Pages
57 - 72*)
8. Traffic Order: Talbot Road and Beverley Street, Port Talbot (
Revocation) (Limited Waiting) (One Way) and (No Entry) (*Pages
73 - 86*)
9. Traffic Order: Cimla Road, Cimla, Neath - Prohibition of Waiting at
any Time (*Pages 87 - 100*)

10. Forward Work Programme 2021 (*Pages 101 - 102*)

11. Urgent Items

Any urgent items (whether public or exempt) at the discretion of the Chairman pursuant to Statutory Instrument 2001 No 2290 (as amended).

K.Jones
Chief Executive

Civic Centre
Port Talbot

15 January, 2021

Streetscene and Engineering Cabinet Board Members:

Councillors. E.V.Latham and A.Wingrave

EXECUTIVE DECISION RECORD

17 JANUARY 2020

STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Members:

Councillors: E.V.Latham and A.Wingrave

Officers in Attendance:

M.Roberts, D.Griffiths, S Cook, H.Hasan, N.Headon and N. Jones

1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor E.V.Latham be appointed Chairperson for the meeting.

2. **HIGHWAY ASSET MANAGEMENT PLAN**

Decision:

That the revised Highway Asset Management Plan, as contained in the circulated report, be endorsed.

Reason for Decision:

To continue the council's progress with taking forward Highway Asset Management Planning.

Implementation of Decision:

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

3. **LIST OF APPROVED CONTRACTORS**

Decisions:

1. That the following firms be included on the List of Approved Contractors:-

<u>Firm</u>	<u>Category</u>
J Manny Ltd	21
Waters Roofing Ltd	17a-e
Forest Traffic Services Ltd	9
Asbestos Consultants Europe Ltd	31 (Survey work only)

2. That the following firm be removed from the List of Approved Contractors for the following categories:-

<u>Firm</u>	<u>Category</u>
Jehu	12, 13

3. That the following firms be removed from the List of Approved Contractors:-

<u>Firm</u>	<u>Category</u>
Treforest Tiling Ltd	178
Granville Noise Insulators Ltd	21c, 111
Paul Jones-Domestic Energy Assessor	111 21g, 111
Reel (UK) Ltd	41, 42, 43, 47, 48, 62,
R M Electrics	68, 70
Lappset UK Ltd	104

Reason for Decisions:

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

Implementation of Decisions:

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

4. **TRAFFIC ORDER/S: CIMLA**

Decision:

That approval to advertise the 20mph Zone, Speed Cushions, No Waiting, No Loading or Unloading at Any Time, No Entry except Buses and One Way Order on the B4287 Afan Valley Road, Ridgewood Gardens and Greenwood Drive, Cimla, Neath, be granted and if no objections were received, be implemented on site.

Reason for Decision:

To reduce vehicular speeds and 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:

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

5. **TRAFFIC ORDER/S: VARIOUS CWMGWACH**

Decision:

That the objections be overruled in part and the Prohibition of Waiting at Any Time and Prohibition of Waiting, Loading and Unloading at Any Time Traffic Regulation Orders on Edward Street, School Street, Heol Nedd, Fothergill Road, Heol Wenallt and Cefn Gelli, Cwmgwrach, Neath, be amended (as detailed in Appendix B of the circulated report) and implemented on site, and the objectors informed accordingly.

Reason for Decision:

1. To prevent indiscriminate parking in the interest of highway safety.
2. To assist the bus operator in providing its service to the village.

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 ORDER/S: HEOL Y FELIN AND HIGH STREET, CWMGWRACH**

Decision:

That the objections be overruled in part and the Prohibition of Waiting at Any Time and Prohibition of Waiting, Loading and Unloading at Any Time Traffic Regulation Orders on Heol y Felin and High Street, Cwmgwrach, Neath be amended (as detailed in Appendix B to the circulated report) and implemented on site, and the objectors 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.

7. **TRAFFIC ORDER/S: VARIOUS STREETS NEATH PORT TALBOT - SCHOOLS**

Decisions:

1. That the objection be overruled and the Traffic Orders on Various Streets, Neath Port Talbot (as detailed in the circulated report) be implemented on site and the objector be informed accordingly.
2. That the street parking at Theodore Road, Port Talbot be reviewed.

Reason for Decisions:

To prevent indiscriminate parking outside schools in the interest of highway safety.

Implementation of Decisions:

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

Consultation:

This item has been subject to external consultation.

8. **FORWARD WORK PROGRAMME**

The Forward Work Programme was noted.

CHAIRPERSON

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EXECUTIVE DECISION RECORD
STREETSCENE AND ENGINEERING CABINET BOARD
28 FEBRUARY 2020

Cabinet Members:

Councillors: E.V.Latham and L.Jones

Officers in Attendance:

M.Roberts, P. Jackson, S.Cook, J.Smith and N.Headon

Scrutiny Invitees:

Councillor: S.M.Pendry (Scrutiny Chairperson) and R.W.Wood

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 6 December, 2019, be approved.

3. **PASSENGER TRANSPORT LOCAL BUS FRAMEWORK**

Decision:

That delegated authority be granted to the Head of Engineering and Transport in consultation with the Leader or relevant Cabinet Member to:-

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

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

4. **LIST OF APPROVED CONTRACTORS**

Decision:

That the following contractors be included on the Approved List of Contractors in the categories below:-

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

5. **VEHICLE AND HEAVY PLANT FLEET PROCUREMENT PROGRAMME 2020-2021**

Decision:

That the Vehicle/Plant Procurement Programme for 2020/2021 for vehicle renewals, as detailed in Appendix A of the circulated report, be approved.

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

6. **STATION ROAD CAR PARK**

Decision:

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

Reason for Decision:

To stop free parking at this location.

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.

7. **TRAFFIC ORDER: TAXI RANK, PORT TALBOT**

Decision:

That approval be granted to advertise the 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. The Traffic Regulation Orders be advertised and if no objections are received be implemented on site.

Reason for Decision:

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

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.

8. **TRAFFIC ORDER: OLD ROAD, BRITON FERRY, NEATH**

Decision:

That the objections be 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 of the circulated report) and the objectors informed accordingly.

Reason for Decision:

To maintain a safe crossing facility 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 ORDER: PENYARD ROAD, NEATH ABBEY, NEATH**

Decision:

That objections be 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 of the circulated report), be implemented on site and the objectors 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.

10. **TRAFFIC ORDER/S: BAGLAN**

Decision:

That the objections be 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 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.

11. **TRAFFIC ORDER/S: MARGAM**

Decisions:

1. 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.
2. That the objections be 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 and the objectors informed accordingly.

Reason for Decisions:

To reduce vehicular speeds in the interest of highway safety.

Implementation of Decisions:

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

Consultation:

This item has been subject to external consultation.

12. **FORWARD WORK PROGRAMME 2020/2021**

The Forward Work Programme was noted.

13. **URGENT ITEMS**

Because of the need to deal now with the matter contained in Minute No. 14 below, the Chairperson agreed that this could be raised at today's meeting as an urgent item pursuant to Statutory Instrument 2001 No. 2290 (as amended).

Reason:

Due to the time element.

14. **REPORT TITLE: KEY PERFORMANCE INDICATORS 2019/2020 - QUARTER 3 (1 APRIL 2019 - 31 DECEMBER 2019)**

Decision:

That the report be noted.

CHAIRPERSON



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board 22nd January 2021

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

Matter for Decision

Ward Affected: All

Vehicle and Heavy Plant Fleet Procurement Programme 2021/22

Purpose of Report

1. To seek approval to procure new and replacement vehicles and heavy plant in 2021/22 as per the attached programme.

Executive Summary

2. 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.
3. 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

4. The preparation of the Vehicle/Plant Fleet Replacement Programme for 2021/22 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.
5. Vehicles acquired by contract hire such as certain pool vehicles, are dealt with separately and are not included in this report.

6. The proposed programme is shown on the attached 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.
7. The means of financing the acquisition of each of the items listed will be either by outright purchase or prudential loan.
8. 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 predetermined period of time prior to the section purchasing the required items.
9. Vehicles purchased from Grant funding will need to be budgeted for by the service area when a replacement vehicle is required. Vehicles and plant purchased via grant funding especially in the case of changing to Ultra Low Emission Vehicles (ULEV) may be bought forward which will be a financial benefit to the Authority.
10. 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.
11. 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.
12. 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.
13. 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 Impact

14. As all of the vehicles are replacements to existing vehicles, a budget has already been established 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 and increases to replace diesel vehicles to ULEV's and plant.

Integrated Impact Assessment

15. 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.

Workforce Impacts

16. There will be no workforce impacts.

Legal Impacts

17. There is no legal risk to the Authority.

Risk Management

18. 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

19. There is no requirement for external consultation on this item.

Recommendations

20. It is recommended that:-

The proposed Vehicle/Plant Procurement Programme for 2021/22 in attached Appendix A is approved for vehicle renewals.

Reason for Proposed Decision

21. The replacement vehicles and plant will have a higher euro standard which will enable the fleet to be more fuel efficient by producing better MPG's 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 ULEV's and plant into the fleet to further reduce carbon emissions emitted from Authority Fleet vehicles and Plant. This will be done in conjunction with future infrastructure improvements within the Authority and through partnership working with Welsh Government, 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

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

Appendices

23. Appendix A – Fleet Procurement Programme 2021/22.

24. Appendix B - IIA

List of Background Papers

25. 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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Appendix A

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Cyngor Bwrdeistref Sirol Castell-Nedd Port Talbot

ENVIRONMENT DIRECTORATE

FLEET SERVICES SECTION

VEHICLE FLEET PROCUREMENT PROGRAMME

2021/22

User: Environment Directorate – Streetcare Division – Waste & Neighbourhood Services

Fleet No.	Reg No.	Existing Item	Replacement Type
128	SN16 EWE	Precinct Sweeper	Like for Like
129	AK16 NCE	Pedestrian Sweeper	Like for Like
173	AK16 NCF	Pedestrian Sweeper	Like for Like
5617	CN12 DSZ	Tractor	Like for Like
5618	CN12 DSY	Tractor	Like for Like
5735	5735	Trimax Tractor Mower	Like for Like
5642	CV66 GVW	Ride On Mower	Like for Like
5697	5697	Bomford Tractor Flail Mower	Like for Like
095	RO13 OCM	Specialist Vehicle HGV Road Sweeper	Like For Like Possible EV
5611	CU59 AXO	Ride On Mower	Like for Like
5140	CU56 AYN	All Terrain Vehicle	1 ton Dumper

User: Environment Directorate – Engineering & Transport Division – Technical Office Pool Cars

Fleet No.	Reg No.	Existing Item	Replacement Type
FC18	CU66 WTJ	Skoda Yeti	Like For Like
FC17	CU66 WTK	Skoda Yeti	Like For Like
FC19	CV17 BJZ	Ford Fiesta	Possible ULEV

User: Environment Directorate – Facilities – Access Management Services

Fleet No.	Reg No.	Existing Item	Replacement Type
3802	CU12 EDR	Medium Panel Van	Like For Like
4866	CA12 HXM	Light Van	Like For Like

User: Environment Directorate – Streetcare Division – Drainage Section

Fleet No.	Reg No.	Existing Item	Replacement Type
5628	Q399 NDY	JCB Road Roller	Like For Like
5629	Q401 NDY	JCB Road Roller	Like For Like
5335	WU16 EVG	JCB Excavator	Like for Like

User: Environment Directorate – Streetcare Division – Building Services

Fleet No.	Reg No.	Existing Item	Replacement Type
4867	CV62 VCO	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC
4871	CP62 GUC	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC
4872	CP62 GUD	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC
4869	CV62 VFD	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC
4870	CV62 VFE	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC
4868	CV62 VFF	LIGHT VAN	POSSIBLE LIGHT VAN ELECTRIC

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Vehicle and Heavy Plant Fleet Procurement Programme 2021/22
Service Area: Engineering and Transport
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only		N

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

Race		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Religion/Belief		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sex		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sexual orientation		N				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		N				The renewal of vehicles will have a positive impact on the ability of staff to communicate in Welsh with Bilingual signage and livery.
Treating the Welsh language no less favourably than English		N				Replacement vehicles will 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		N				There is no impact and there are no pathways for biodiversity to be maintained/enhanced.

To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	Y					Renewing old vehicles will have a positive effect on air quality for everyone living in Neath and Port Talbot CBC due to new 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	Y		The vehicle and plant renewals will support well-being by using the latest vehicle technologies.
Integration - how the initiative impacts upon our wellbeing objectives	Y		The fleet renewal programme supports frontline services by procuring, maintaining vehicles and equipment necessary for the too ensue NPT is a safe and healthy place to work and live.
Involvement - how people have been involved in developing the initiative	Y		Staff will be engaged when developing vehicle and plant specifications
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	Y		Working with the National Procurement service to ensure value for money and reduce additional resources within the Authority. Collaborating with service to ensure the most efficient vehicles and plant is procured for their services
Prevention - how the initiative will prevent problems occurring or getting	Y		By working with sections to ensure staff can effectively provide essential frontline services.

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
After completing the assessment it has been determined that this proposal does not require a full Impact Assessment (second stage) and has a positive impact on staff and service delivery.	

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

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	Name	Position	Signature	Date
Completed by	Kevin Lewis	Fleet manager		6-Jan-2021
Signed off by	D.W Griffiths	Head of Service/Director		12-Jan-2021

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING CABINET BOARD**

22th JANUARY 2021

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

Matter for Decision

Wards affected: Bryncoch South

**Proposed Individual Disabled Parking Place traffic regulation order
at No. 84 Heol Illtyd, Neath. SA10 7SF.**

Purpose of Report

To obtain Members approval to advertise the above traffic regulation order as indicated in Appendix A.

Executive Summary

The report outlines the proposed traffic regulation order and the reason why the order is required.

Background

The Orders are required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The proposed scheme is indicated in Appendix A.

Financial Impact

The work will 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 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 to the resident.

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 is to be 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 will be undertaken when the scheme is advertised.

Recommendations

It is recommended that approval is granted to advertise the proposed Individual Disabled Parking Place traffic regulation order at No. 84 Heol Illtyd, Neath. SA10 7SF (as detailed in Appendix A to the circulated report)

and if no objections are received that the proposals are to be implemented on site as advertised.

Reason for Proposed Decision

To allow the successful applicant to maintain their independence and quality of life.

Implementation of Decision:

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

Appendices

Appendix A – Plan – Proposed Individual Disabled Parking Place, 84 Heol Illtyd, Neath. SA10 7SF.

Appendix B – Integrated Impact Assessment.

Background Papers

None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

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NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY



PROPOSED SIGN AND POST



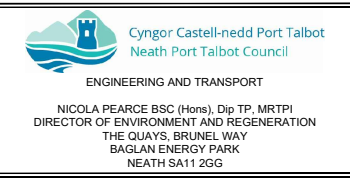
PROPOSED BAY MARKINGS

CO-ORDINATES E274910 N198627

APPENDIX 'A'

Rev	Details	Dr	Ch	Ap	Date

Client



Job Title
PROPOSED INDIVIDUAL DISABLED PARKING PLACE
 84 HEOL ILLTYD
 NEATH
 SA10 7SF

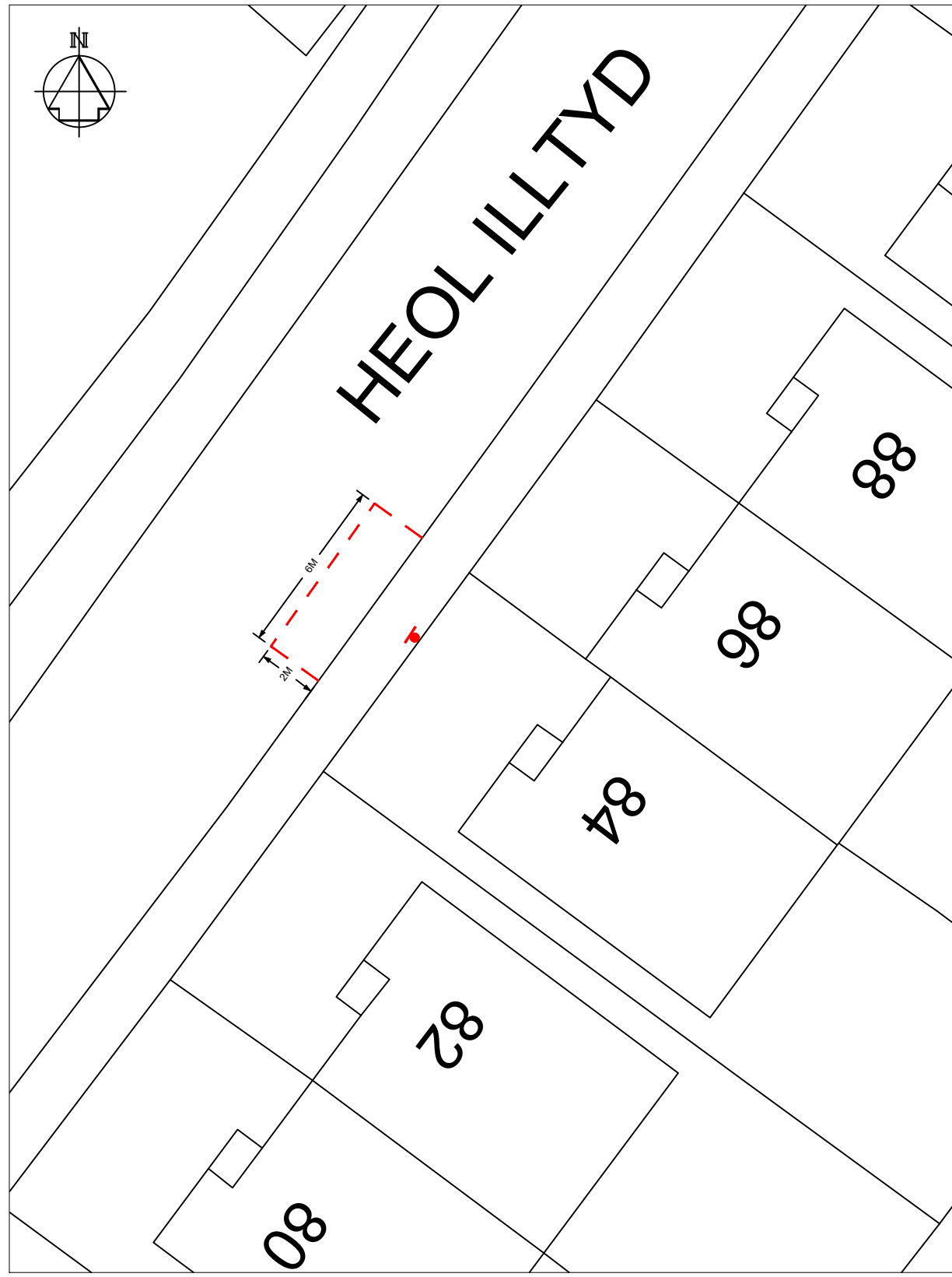
File No.	TR29 / 02	Financial Code No.
Drawn	CGD	Checked
Date	DEC 20	Date
Scales	AS SHOWN	Status

Drawing No. C98380 / IDPP 20/21 / 03



LOCATION PLAN
 SCALE 1:1250

NOTE:
 PLEASE ENSURE THAT POSTS ARE NOT DIRECTLY IN FRONT OF WINDOWS OR OBSTRUCT PEDESTRIAN ACCESSES



SCALE 1:200

Dwg. No.

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Job Title

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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 Proposed Individual Disabled Parking Place traffic regulation order at No. 84 Heol Illtyd, Neath. SA10 7SF.
Service Area: Bryncoch South
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	✓					Individual dedicated parking bay due to severe 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		✓				All wording on the proposed signage will be bilingual with Welsh above English.
Treating the Welsh language no less favourably than English		✓				All wording on the proposed signage will be bilingual with Welsh above 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 dedicated disabled parking bay directly outside the property of the disabled person.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.
Involvement - how people have been involved in developing the initiative	✓		The various sections such as Contact Crew, Highway Engineering 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 various sections such as Contact Crew, Highway Engineering 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 dedicated disabled parking bay directly outside the property of the disabled person.

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 traffic regulation order provides a benefit to an individual that suffers severe disability and /or mobility issues, without adversely affecting neighbouring properties.	

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

--

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		14/01/2021
Signed off by	David Griffiths	Head of Service/Director		14/01/2021

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING CABINET BOARD**

22th JANUARY 2021

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

Matter for Decision

Wards affected: Coedffranc Central

**Proposed Individual Disabled Parking Place traffic regulation order
at No. 2 Ferry View, Skewen. SA10 6BN.**

Purpose of Report

To obtain Members approval to advertise the above traffic regulation order as indicated in Appendix A.

Executive Summary

The report outlines the proposed traffic regulation order and the reason why the order is required.

Background

The Orders are required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The proposed scheme is indicated in Appendix A.

Financial Impact

The work will 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 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 to the resident.

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 is to be 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 will be undertaken when the scheme is advertised.

Recommendations

It is recommended that approval is granted to advertise the proposed Individual Disabled Parking Place traffic regulation order at No. 2 Ferry View, Skewen SA10 6BN (as detailed in Appendix A to the circulated

report) and if no objections are received that the proposals are to be implemented on site as advertised.

Reason for Proposed Decision

To allow the successful applicant to maintain their independence and quality of life.

Implementation of Decision:

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

Appendices

Appendix A – Plan – Proposed Individual Disabled Parking Place, 2 Ferry View, Skewen SA10 6BN.

Appendix B – 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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NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY



PROPOSED SIGN AND POST



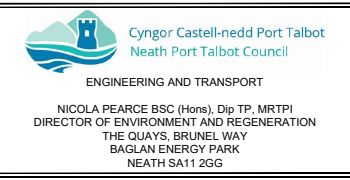
PROPOSED BAY MARKINGS

CO-ORDINATES E272783 N196911

APPENDIX 'A'

Rev	Details	Dr	Ch	Ap	Date

Client



Job Title
PROPOSED INDIVIDUAL DISABLED PARKING PLACE
 2 FERRY VIEW
 SKEWEN
 SA10 6BN

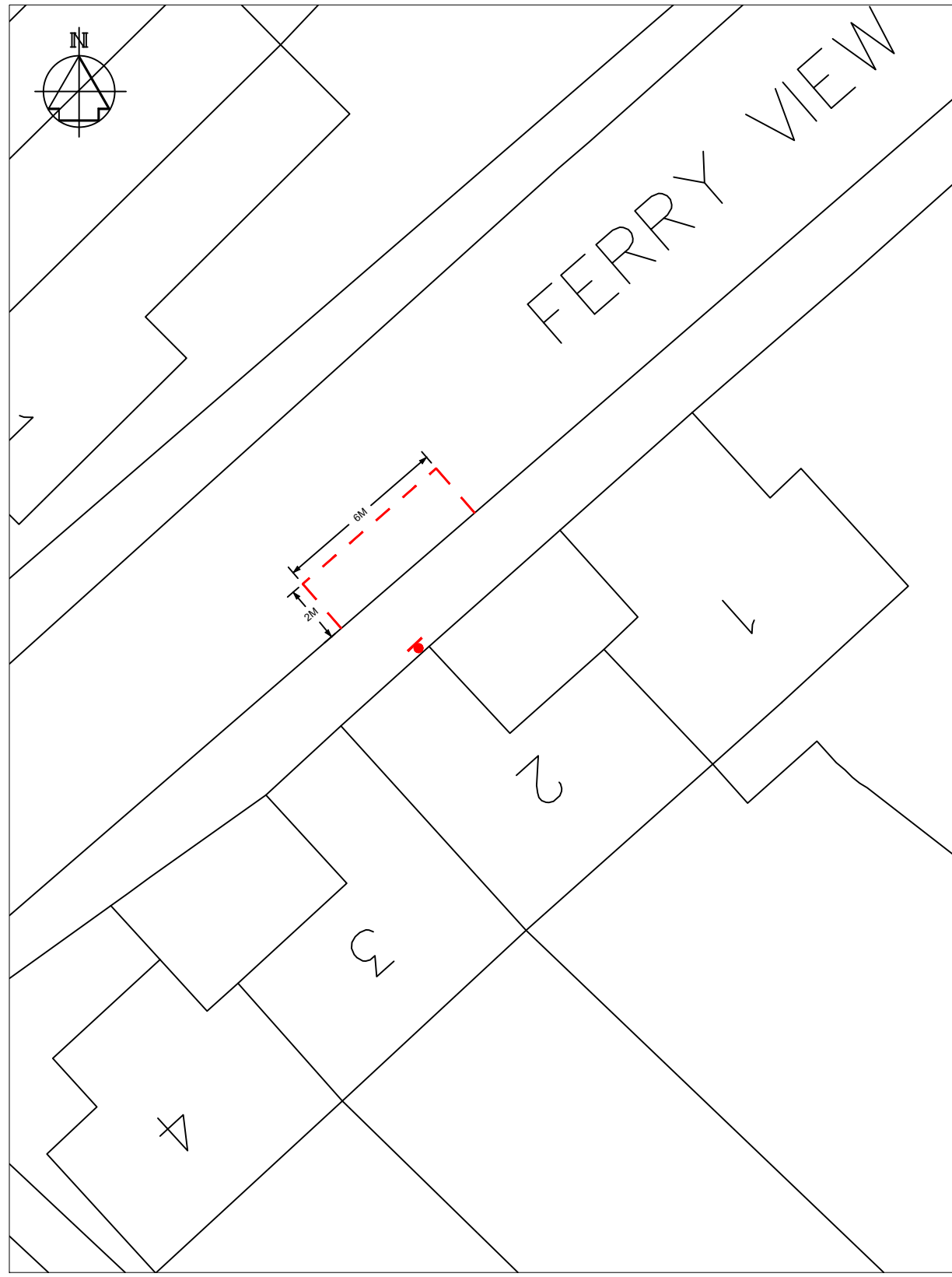
File No.	TR29 / 02	Financial Code No.	
Drawn	CGD	Checked	DET
Date	JAN 21	Date	JAN 21
Scales	AS SHOWN	Status	

Drawing No. C98380 / IDPP 20/21 / 04



LOCATION PLAN
SCALE 1:1250

NOTE:
 PLEASE ENSURE THAT POSTS ARE NOT DIRECTLY IN FRONT OF WINDOWS OR OBSTRUCT PEDESTRIAN ACCESSES



SCALE 1:200

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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: Proposed Individual Disabled Parking Place traffic regulation order at No. 2 Ferry View, Skewen. SA10 6BN.

Service Area: Coedffranc Central

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	✓					Individual dedicated parking bay due to severe 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		✓				All wording on the proposed signage will be bilingual with Welsh above English.
Treating the Welsh language no less favourably than English		✓				All wording on the proposed signage will be bilingual with Welsh above 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 dedicated disabled parking bay directly outside the property of the disabled person.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.
Involvement - how people have been involved in developing the initiative	✓		The various sections such as Contact Crew, Highway Engineering 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 various sections such as Contact Crew, Highway Engineering 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 dedicated disabled parking bay directly outside the property of the disabled person.

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 traffic regulation order provides a benefit to an individual that suffers severe disability and /or mobility issues, without adversely affecting neighbouring properties.	

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

--

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		14/01/2021
Signed off by	David Griffiths	Head of Service/Director		14/01/2021

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING CABINET BOARD**

22th JANUARY 2021

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

Matter for Decision

Wards affected: Sandfields East

**ST PAULS ROAD AND SUNNYBANK ROAD, PORT TALBOT
(PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY
TIME) traffic regulation order 2020.**

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 comments received and the recommendations for the scheme.

Background

The proposed scheme is required to prevent indiscriminate parking on the junction of St Paul's Road and Sunnybank Road in the interest of road safety and to protect school children attending the adjacent Tywyn Primary School.

Financial Impact

The work will 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 proposed traffic regulation order will 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 December 2020 with approximately 30 properties receiving hand delivered letters with a plan.

Only one objection was received.

The objection has been discussed with the local Councillors whom support reducing the length of the proposed traffic regulation order adjacent to Nos 57 and 59 Sunnybank Road. The revised scheme is as indicated in Appendix B.

Recommendations

It is recommended that the objection is upheld in part to the St Paul's Road and Sunnybank Road, Port Talbot (Prohibition of Waiting, Loading and Unloading at Any time) traffic regulation order 2020 (as detailed in Appendix A to the circulated report) and the revised scheme (as detailed in Appendix B to the circulated report) be implemented on site. The objector to be informed of the decision accordingly.

Reason 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 – Original Plan – Sunnybank Road – St Paul's Road, Sandfields, Port Talbot

Appendix B – Revised Plan – Sunnybank Road – St Paul's Road, Sandfields, Port Talbot

Appendix C – Integrated Impact Assessment.

Background Papers

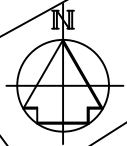
None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk

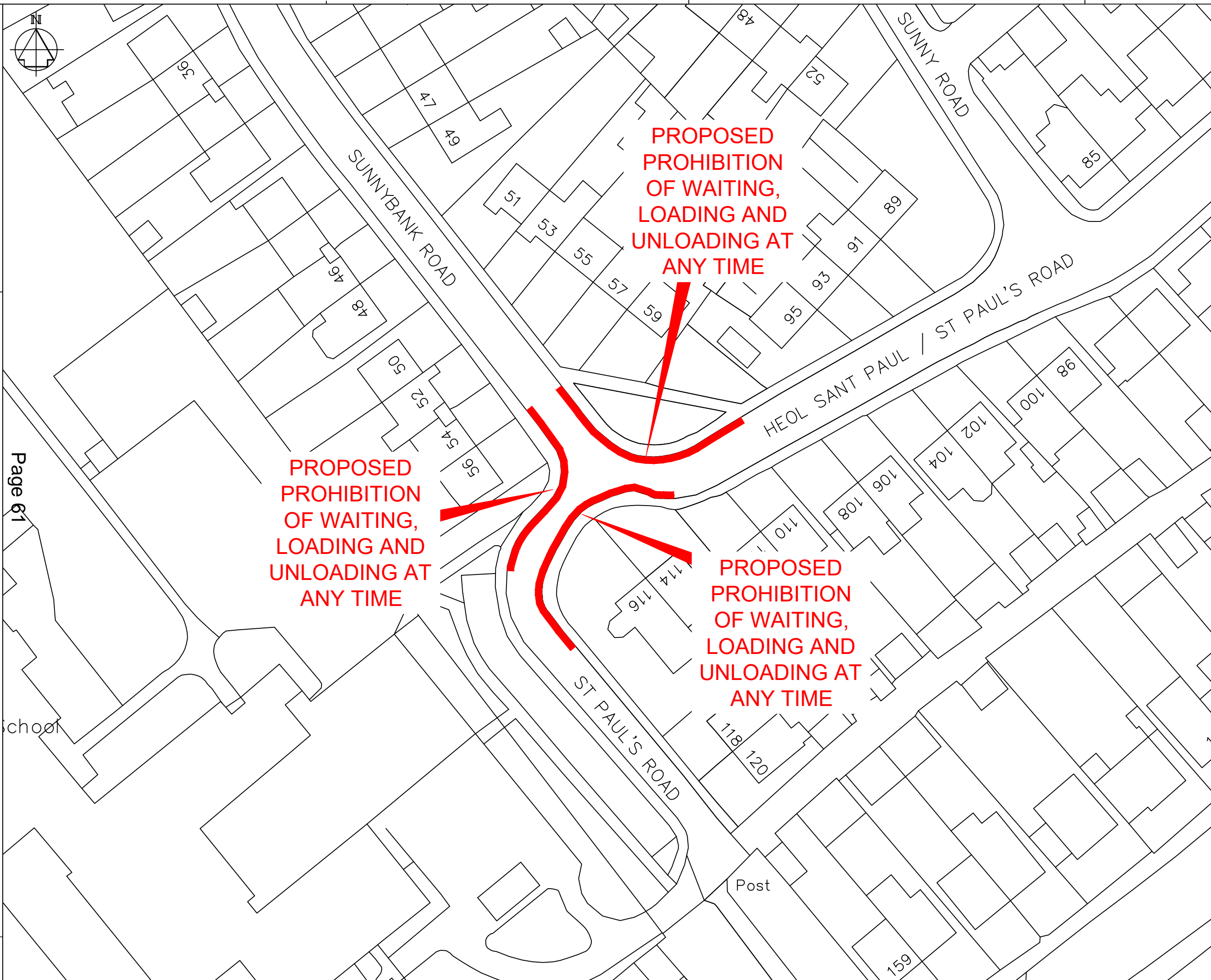


Dwg. No.

Page 61

chool

Job Title



PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME

PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME

PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME

NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY

— PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME TRAFFIC REGULATION ORDER (DOUBLE YELLOW LINES AND KERB CLIPS)

APPENDIX 'A'

Rev	Details	Dr	Ch	Ap	Date

Client

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

ENGINEERING AND TRANSPORT

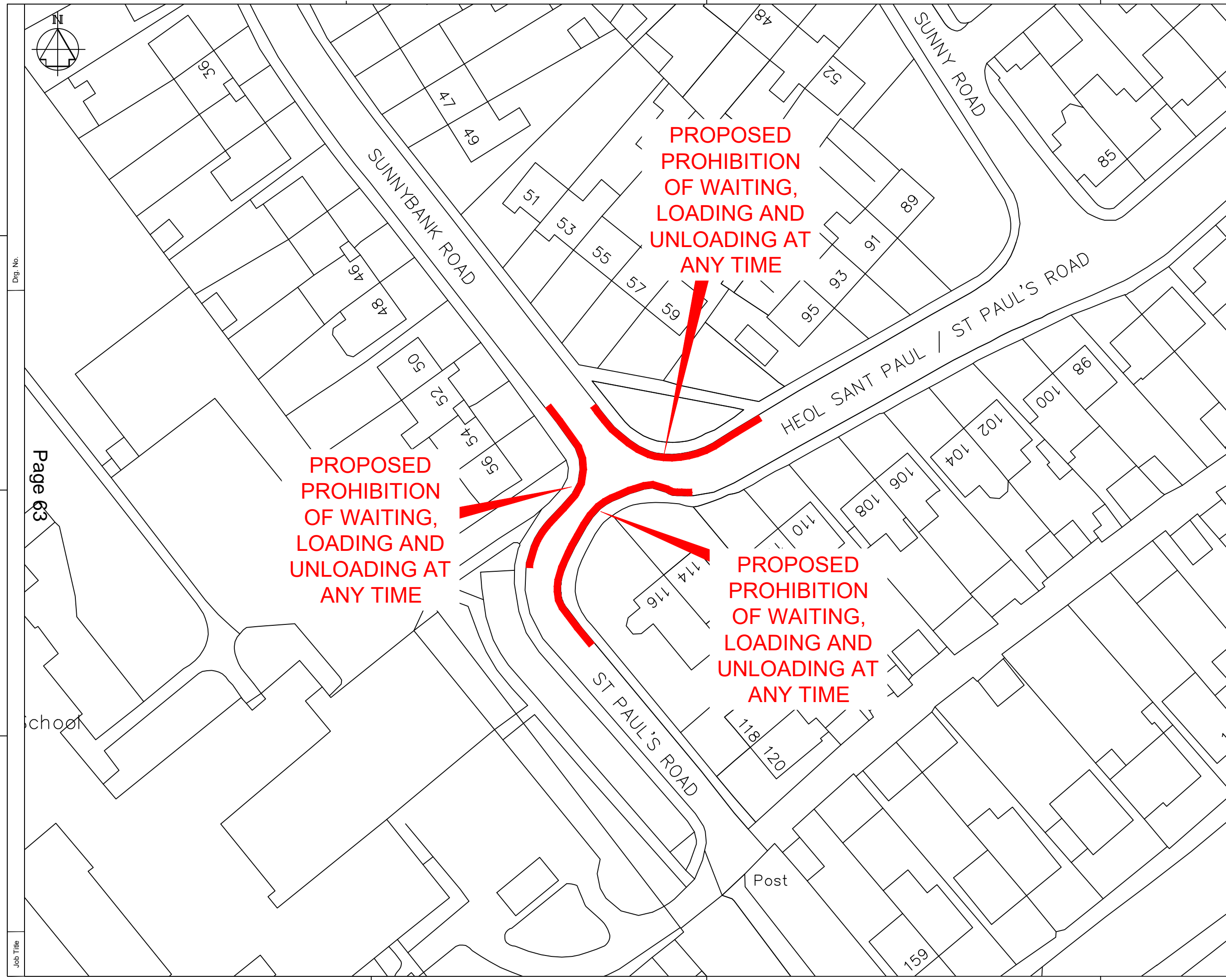
NICOLA PEARCE BSC (Hons), Dip TP, MRTPI
DIRECTOR OF ENVIRONMENT AND REGENERATION
THE QUAYS, BRUNEL WAY
BAGLAN ENERGY PARK
NEATH SA11 2GG

Job Title
SUNNYBANK ROAD / ST PAUL'S ROAD
SANDFIELDS
PORT TALBOT

PROPOSED TRAFFIC ORDER

File No.	TR/25	Financial Code No.	26/007500/B054/266301
Drawn	CGD	Checked	MCB
Date	AUG 20	Date	AUG 20
Approved	HH	Date	AUG 20
Scales	1:500 @ A3	Status	
Drawing No.	C9839Q / TRO1		

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PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME


PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME

PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME

NOTES

1. All dimensions are in millimetres unless otherwise stated.


KEY

 — PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME TRAFFIC REGULATION ORDER (DOUBLE YELLOW LINES AND KERB CLIPS)

APPENDIX 'B'

A	REVISED EXTENT OF TRO	CGD	MCB	HIH	JAN 21
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
SUNNYBANK ROAD / ST PAUL'S ROAD SANDFIELDS PORT TALBOT

PROPOSED TRAFFIC ORDER

File No.	TR/25	Financial Code No.	26/007500/B054/266301
Drawn	CGD	Checked	MCB
Date	AUG 20	Date	AUG 20
Approved	HIH	Date	AUG 20
Scales	1:500 @ A3	Status	
Drawing No.	C9839Q / TRO1		A

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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 ST PAUL'S ROAD AND SUNNYBANK ROAD, PORT TALBOT (PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME) ORDER 2020
Service Area: Sandfields 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		✓				

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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 various sections such as Highway Engineering 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 various sections such as Highway Engineering 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 traffic regulation order provides a benefit to the Community.	

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

--

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		14/01/2021
Signed off by	David Griffiths	Head of Service/Director		14/01/2021

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING CABINET BOARD**

22th JANUARY 2021

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

Matter for Decision

Wards affected: Port Talbot

Talbot Road and Beverley Street, Port Talbot (Revocation) (Limited Waiting) (One Way) and (No Entry) traffic regulation order 2020.

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 comments received and the recommendations for the scheme.

Background

The proposed traffic regulation orders are required in order to provide a balanced parking strategy adjacent to the convenience store and cash point facility on Talbot Road. The scheme required the relocation of a bus stop and the introduction of a One Way and a No Entry order due to limited exit visibility from Beverley Street. The scheme will also prevent indiscriminate parking in the interest of road safety.

Financial Impact

The work will 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 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 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 December 2020 with approximately 100 properties receiving hand delivered letters with a plan.

The following correspondence was received:-

Three objections and one expression of support for the scheme.

The objections have been discussed with the local Councillors whom support the proposed traffic regulation order as advertised.

Recommendations

It is recommended that the objections are overruled to the Talbot Road and Beverley Street, Port Talbot (Revocation) (Limited Waiting) (One Way) and (No Entry) traffic regulation order 2020 (as detailed in Appendix A to the circulated report) and the scheme be implemented on site as advertised. The objectors to be informed of the decision accordingly.

Reason for Proposed Decision

To provide a balanced parking regime and 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 Proposed layout – Talbot Road and Beverley Street, Port Talbot.

Appendix B – Integrated Impact Assessment.

Background Papers

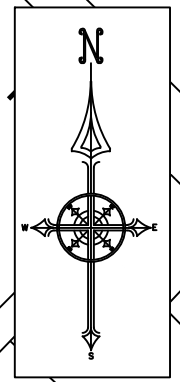
None.

Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk



Dwg. No. Page 77

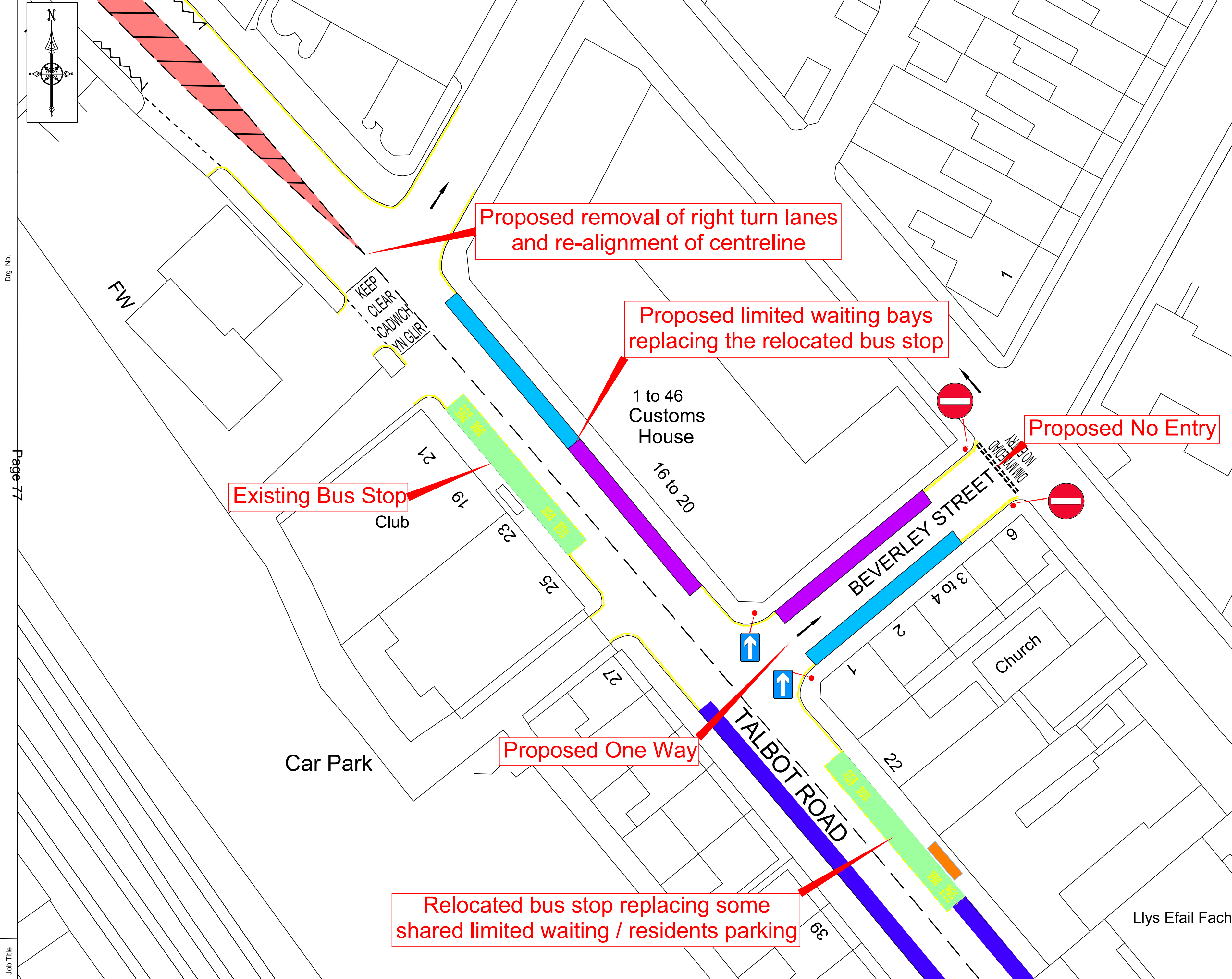
Job Title

NOTES

1. All dimensions are in millimetres unless otherwise stated.

Key:-

- Proposed Limited Waiting
30 mins no return within 1 hour
- Proposed Limited Waiting
Mon-Sat, 8am to 6pm
1 hour no return within 2 hours
- Existing Limited Waiting
with Residents Parking



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 Layout
Talbot Road & Beverley Street
Port Talbot**

File No.	TR25	Financial Code No.	26.007500.B054.266298
Drawn	<i>JD</i>	Checked	MCB
Date	June 20	Approved	H1H
Date	June 20	Date	June 20
Scales	NTS	Status	
Drawing No.	C98450_03		

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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: Talbot Road and Beverley Street, Port Talbot (revocation) (Limited Waiting) (One way) and (No Entry) traffic regulation order 2020.

Service Area: Port Talbot

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.						
--	--	--	--	--	--	--

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 various sections such as Highway Engineering 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 various sections such as Highway Engineering 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 traffic regulation order provides a benefit to the Community.	

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

--

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		14/01/2021
Signed off by	David Griffiths	Head of Service/Director		14/01/2021

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING CABINET BOARD**

22th JANUARY 2021

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

Matter for Decision

Wards affected: Neath South

CIMLA ROAD, CIMLA, NEATH (PROHIBITION OF WAITING AT ANY TIME) traffic regulation order 2020

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 comments received and the recommendations for the scheme.

Background

Residents and the Local Member have raised concerns regarding parking adjacent to the driveways of Nos 120 to 138 Cimla Road. The proposed scheme will prevent indiscriminate parking helping with the visibility when exiting the driveways.

Financial Impact

The work will 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 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 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 December 2020 with properties adjacent to the proposed traffic regulation order receiving hand delivered letters with a plan.

Four objections were received from three properties on Cimla Road and an on line petition with 39 names.

Unfortunately the on line petition could not be assessed because it was in a private format which Officers could not open.

The objections and on line petition have been discussed with the Local Member who has suggested that the parking restrictions be replaced with *H bar* road markings to the driveway dropped crossings and that the situation be monitored going forward.

Recommendations

It is recommended that the objections are up held to the Cimla Road, Cimla, Neath (Prohibition of Waiting at Any time) traffic regulation order 2020 (as detailed in Appendix A to the circulated report), that the scheme be replaced with *H bar* road markings to the driveway dropped crossings and that the situation is to be monitored going forward.

The objectors are to be informed of the decision accordingly.

Reason 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 – Cimla Road (North Side), Cimla, Neath – Proposed Prohibition of Waiting traffic regulation order.

Appendix B – 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 AT ANY TIME (DOUBLE YELLOW LINES)

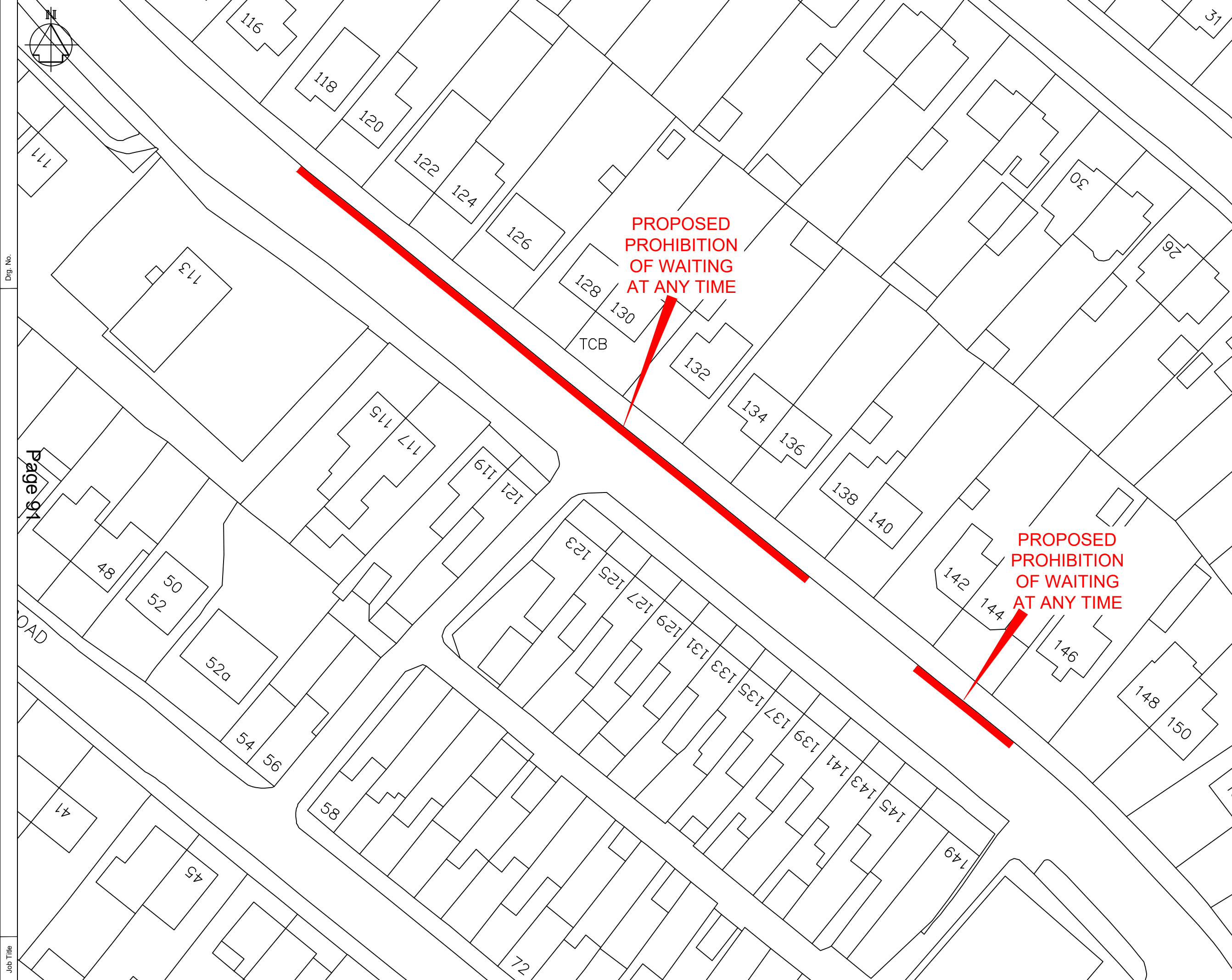



Fig. No.

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Job Title

Rev	Details	Dr	Ch	Ap	Date
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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

**CIMLA ROAD (NORTH SIDE)
CIMLA, NEATH**

**PROPOSED PROHIBITION OF WAITING
TRAFFIC REGULATION ORDER**

File No.	TR/25	Financial Code No.	26.007500.B054.266284
Drawn	CGD	Checked	DET
Date	SEP 20	Date	SEP 20
Approved	MCB	Date	SEP 20
Scales	1:500 @ A3	Status	

Drawing No. **C9836M / 04**

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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: CIMLA ROAD, CIMLA, NEATH (PROHIBITION OF WAITING AT ANY TIME) traffic regulation order 2020

Service Area: Neath South

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.						
--	--	--	--	--	--	--

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 various sections such as Highway Engineering 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 various sections such as Highway Engineering 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 traffic regulation order provides a benefit to the Community.	

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

--

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		14/01/2021
Signed off by	David Griffiths	Head of Service/Director		14/01/2021

Streetscene and Engineering Cabinet Board

Immediately following Scrutiny Committees starting at 10am

Meeting Date 2021	Agenda Item	Type	CDG/ CMB	Contact Officer
19 March	Traffic Orders	Decision		Dave Griffiths/ Martin Brumby
	Home to School Contract Extension	Decision		Dave Griffiths / Peter Jackson

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