



PWYLLGOR CRAFFU STRYDLUN A PHEIRIANNEG

2.00 PM DYDD GWENER, 18 MAWRTH 2022

O BELL TRWY TEAMS

Rhaid gosod pob ffôn symudol ar y modd distaw ar gyfer parhad y cyfarfod

Rhan 1

1. Croeso a galw'r rhestr
2. Cyhoeddiad y Cadeirydd
3. Datganiadau o fuddiannau
4. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 12*)
 - 17 Rhagfyr 2021
 - 28 Ionawr 2022
5. Grwp Gorchwyl a Gorffen Adolygu Polisi Bin Grit (*Tudalennau 13 - 36*)
6. Cynnal llwybrau diogel i ysgolion (*Tudalennau 37 - 54*)
7. Craffu Cyn Penderfynu
Dewis eitemau priodol o agenda'r Cabinet ar gyfer craffu cyn penderfynu (amgaeir adroddiadau ar gyfer yr Aelodau Craffu)
8. Eitemau brys
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ol disgrisiwn y Cadeirydd yn unol ag Adran 100B (4) (b) o Ddeddf Llywodraeth Leol 1972.

K.Jones
Prif Weithredwr

Canolfan Ddinesig
Port Talbot

Dydd Iau, 10 Mawrth 2022

Aelodaeth y Pwyllgor:

Cadeirydd: S.M.Penry

Is-gadeirydd: R.W.Wood

Cynghorwyr: A.R.Aubrey, C.Galsworthy, D.Keogh,
W.F.Griffiths, R.Davies, J.Hale, S.A.Knoyle,
S.Jones, S.Lynch a/ac M.Protheroe

Nodiadau:

- (1) Os yw aelodau'r pwyllgor neu'r rhai nad ydynt yn aelodau'r pwyllgor am gynnig eitemau perthnasol i'w cynnwys ar yr agenda cyn cyfarfodydd y dyfodol, rhaid iddynt roi gwybod i'r Prif Weithredwr/Cadeirydd 8 niwrnod cyn y cyfarfod.*
- (2) Os yw'r rhai nad ydynt yn aelodau'r pwyllgor am fod yn bresennol ar gyfer eitem o ddiddordeb, mae'n rhaid rhoi rhybudd ymlaen llaw (erbyn 12 hanner dydd ar y diwrnod cyn y cyfarfod). Gall y rhai nad ydynt yn aelodau'r pwyllgor siarad ond nid oes ganddynt hawl i bleidleisio, cynnig nac eilio unrhyw gynnig.*
- (3) Fel arfer, ar gyfer trefniadau cyn craffu, bydd y Cadeirydd yn argymhell eitemau gweithredol sydd ar ddod i'w trafod/herio. Mae hefyd yn agored i aelodau'r pwyllgor ofyn i eitemau gael eu trafod - er y gofynnir i'r aelodau ddewis a dethol yma o ran materion pwysig.*
- (4) Gwahoddir aelodau perthnasol Bwrdd y Cabinet hefyd i fod yn bresennol yn y cyfarfod at ddibenion Craffu/Ymgynghori.*
- (5) Gofynnir i aelodau'r Pwyllgor Craffu ddod â'u papurau ar gyfer Bwrdd y Cabinet i'r cyfarfod.*

Mae'r dudalen hon yn fwriadol wag

Streetscene and Engineering Scrutiny Committee

(Committee Rooms A/B - Neath Civic Centre)

Members Present:

17 December 2021

Chairperson: Councillor S.M.Penry

Vice Chairperson: Councillor R.W.Wood

Councillors: A.R.Aubrey, C.Galsworthy, D.Keogh, R.Davies and S.Jones

Officers In Attendance D.Griffiths, M.Roberts, C.Davies and T.Davies

Cabinet Invitees: Councillors M.Harvey and A.Wingrave

1. **Minutes of Previous Meeting**

That the minutes of the previous meetings as detailed below be approved:

- 24 September 2021
- 5 November 2021
-

2. **Pre-Decision Scrutiny**

The Committee scrutinised the following Cabinet Board items:

Key Performance Indicators 2021/2022 - Quarter 2 (1st April 2021 - 30th September 2021)

Members received an update on the quarter 2 performance management data for the period 1 April 2021 to 30 September 2021 for Streetscene and Engineering, as detailed within the circulated report.

Members queried the tightening of restrictions around international waste and queried whether this would have a potential impact on the Council. Officers explained that we currently disperse of all of our

waste within the UK and therefore would not incur any international charges.

Discussions took place around the Compliments and complaints element of the report. Members were firstly pleased to see an increase in compliments received in 21/22. However, members questioned an inaccuracy within the report around the compliment figures for 2020/21. Members also raised their disappointment in the recording of the complaints figures. Officers explained that that member would receive a breakdown of all figures in the quality assurance report that would be brought to a future meeting of Street scene and Engineering.

Members highlighted the importance of recycling plastics and whether there were any possibilities of educating further on increasing recycling. Officers highlighted to members there are analysis currently taking place from household waste which would help provide data on the types of waste that is/isn't being recycled. It was also highlighted that Neath Port Talbot came 7th in wales out of 22 authorities in last Year's performance on recycling.

Following scrutiny, the report was noted.

3. **Forward Work Programme 2021/22**

That the forward Work Programme be noted.

CHAIRPERSON

PWYLLGOR CRAFFU STRYDLUN A PHEIRIANNEG

(O Bell Trwy Teams)

Aelodau sy'n Bresennol:

Dydd Gwener, 28 Ionawr 2022

Cadeirydd:	Cynghorydd S.M.Penry
Is-gadeirydd:	Cynghorydd R.W.Wood
Cynghorwyr:	C.Galsworthy, D.Keogh, W.F.Griffiths, R.Davies, J.Hale, S.A.Knoyle, S.Jones a/ac S.Lynch
Swyddogion sy'n Bresennol:	M.Roberts, J.Davies, H.Hasan, P. Jackson, K.Lewis, J.Stenlake, S.Foster, T.Davies a/ac C.Plowman
Gwahoddedigion y Cabinet:	Cynghorwyr M.Harvey a/ac A.Wingrave

1. **CYNNAL A CHADW A RHEOLI LLEOEDD CHWARAE
CYHOEDDUS**

Rhoddwyd gwybodaeth i'r aelodau am reoli a chynnal a chadw lleoedd chwarae'r cyngor. Tynnwyd sylw at y ffaith bod 47 o leoedd chwarae ar draws y Fwrdeistref Sirol o fewn cylch gwaith y cyngor; nid oedd yr adroddiad a ddosbarthwyd yn cynnwys y rhai a reolir gan bartïon eraill e.e. cynghorau tref a chymuned.

Roedd Atodiad A yr adroddiad a ddosbarthwyd yn nodi'r broses barhaus o arolygu ac adolygu a oedd ar waith i sicrhau bod lleoedd chwarae sy'n eiddo i'r cyngor yn parhau i fod yn ddiogel i bawb eu defnyddio; roedd yr adroddiad hefyd yn darparu gwybodaeth am geidwad teithiol a oedd yn cynnal arolygiadau wythnosol o'r lleoedd chwarae.

Hysbyswyd y pwyllgor am y cyllidebau sy'n ymwneud â'r gwaith hwn; nodwyd swm yr arian o fewn y gyllideb refeniw ar gyfer Gwasanaethau Cymdogaeth yn yr adroddiad, ynghyd â'r arian a

glustnodwyd tuag at gynnal a chadw lleoedd chwarae. Dywedwyd bod tua £30,000 y flwyddyn yn y gyllideb ar gyfer adnewyddu offer; dyma'r arian a oedd yn weddill ar ôl clustnodi arian ar gyfer y mesurau rheoli, arolygu a diogelwch o ddydd i ddydd.

Esboniwyd nad oedd dyraniad cyfalaf sefydlog ar gyfer adnewyddu'r offer; felly bu'n rhaid i swyddogion gyflwyno ceisiadau, yn ôl yr angen, ym mhroses y gyllideb sy'n cael ei hystyried fel rhan o rowndiau blynyddol y gyllideb. Soniwyd bod rhaglen fuddsoddi sylweddol yn parhau yn y flwyddyn gyfredol; fodd bynnag, bu'n rhaid i swyddogion aros ar y gadwyn gyflenwi o ran yr offer a oedd yn cyrraedd. Hysbyswyd yr aelodau fod y pandemig wedi amharu ar gadwyni cyflenwi ar draws nifer o feysydd gwaith.

Yn dilyn yr uchod, nodwyd bod swyddogion yn gweithio gyda chydweithwyr mewn gwasanaethau eraill ac yn chwilio am gyfleoedd arian cyfatebol; gweithiodd y tîm yn agos gyda'r Rheolwr Datblygu Prosiectau a Chyllid ac aelodau a oedd am ychwanegu buddsoddiad ychwanegol a gwneud gwelliannau i leoedd chwarae yn eu wardiau, drwy Gronfa Gymunedol yr aelodau. Ychwanegwyd bod Atodiad B yr adroddiad a ddisbarthwyd yn tynnu sylw at y buddsoddiad wedi'i raglennu ar gyfer lleoedd chwarae a oedd yn mynd rhagddo ar hyn o bryd, sef cyfanswm o tua £350,000. Roedd swyddogion yn obeithiol am arian ychwanegol o broses y gyllideb ar gyfer y flwyddyn nesaf; cynhwyswyd yr arian ychwanegol hwn yn yr ymgynghoriad a oedd yn cael ei gynnal ar hyn o bryd ar gyllideb refeniw'r cyngor.

Rhoddodd swyddogion yr wybodaeth ddiweddaraf i'r aelodau am un o'r materion a nodwyd yn yr adroddiad a ddisbarthwyd, a oedd yn ymwneud â nifer y siglenni a dynnwyd o leoedd chwarae'r cyngor yn ystod 2020 fel rhan o fodloni'r mesurau cadw pellter cymdeithasol cenedlaethol. Nodwyd bod y tîm wedi derbyn pob rhan ar gyfer y siglenni, ar wahân i lond llaw o gadwyni a oedd yn dal i fod eu hangen er mwyn ailadeiladu'r siglenni crud; Roedd swyddogion yn gobeithio y bydd y mwyafrif yn cael eu hailosod yn ystod y pythefnos nesaf, gyda'r rhai sy'n weddill erbyn diwedd Chwefror.

Cododd yr aelodau yr angen am gynllun strategol a gweledigaeth ar gyfer lleoedd chwarae, a thynnodd sylw at bwysigrwydd chwarae i blant. Mynegwyd pryderon ynghylch nifer y lleoedd chwarae a oedd gan Gastell-nedd Port Talbot, yn enwedig y diffyg mewn rhai ardaloedd; yn ogystal â'r diffyg arian i'w wario ar gynnal a chadw ac ailgyflenwi'r lleoedd chwarae. Rhoddodd swyddogion sicrwydd i'r aelodau mai cadw'r ardaloedd hyn yn ddiogel ac mewn trefn oedd prif

ffocws y tîm, a thynnodd sylw at y ffaith bod y gyllideb yn broblem i lawer o wasanaethau eraill o fewn y cyngor; Roedd swyddogion bob amser yn hapus i wario'r hyn a ddyrannwyd ar gyfer y mathau hyn o isadeiledd.

Gofynnwyd i swyddogion a oedd ganddynt, ar hyn o bryd, y personél o fewn y Tîm Gwasanaethau Cymdogaeth ar gyfer diogelwch, arolygu a chynnal a chadw offer mewn lleoedd chwarae, a chadarnhawyd bod ganddynt hynny.

Mynegwyd pryderon ynglŷn â'r biniau gwastraff plastig a oedd wedi'u lleoli mewn rhai lleoedd chwarae sy'n eiddo i'r cyngor ar draws y Fwrdeistref Sirol; roedd rhai ohonynt yn destun fandaliaeth, a bu'n rhaid gosod rhai newydd sawl gwaith o fewn ychydig wythnosau. Cadarnhaodd swyddogion y byddent yn ymchwilio i'r mater hwn, ac yn cynnig dewis arall yn lle'r biniau plastig, lle bo hynny'n briodol.

Yn dilyn craffu, nodwyd cynnwys yr adroddiad.

2. **GORFODI SBWRIEL, TIPIO ANGHYFREITHLON A GWASTRAFF AR YR OCHR**

Derbyniodd y pwyllgor adroddiad a oedd yn amlinellu'r gweithgarwch gorfodi yr oedd y tîm yn ei wneud mewn perthynas â gorfodi sbwriel, tipio anghyfreithlon a gwastraff ar yr ochr.

Tynnodd swyddogion sylw at y ffaith bod y gwasanaeth hwn yn faes yr amharwyd arno'n sylweddol gan y pandemig; roedd safleoedd amwynderau dinesig wedi'u cau, gwasanaethau casgliadau swmpus wedi'u hatal ac ataliwyd proses gyfweld yr heddlu a'r Deddf Cyfiawnder Troseddol sy'n caniatáu i dystiolaeth gael ei chasglu ac erlyniadau gael eu trosglwyddo ymlaen i'r llys. Soniwyd bod y ffigurau yn yr adroddiad a ddosbarthwyd yn adlewyrchu'r tarfu hynny. Yn flaenorol, nodwyd mai Cyngor Castell-nedd Port Talbot oedd yr awdurdod arweiniol ar gyfer cymryd camau gorfodi yn erbyn tipio anghyfreithlon; efallai fod hyn yn wir o hyd, fodd bynnag, roedd y niferoedd wedi lleihau, gan y byddai pob awdurdod wedi profi anawsterau yn ystod y pandemig. Esboniodd swyddogion nad oedd ganddynt y ffigurau cymharu cenedlaethol presennol hyd yma, ond roedd y math hwn o wybodaeth yn debygol o fod ar gael ar ddiwedd y flwyddyn ariannol.

Cynhaliwyd trafodaeth mewn perthynas â ffyrdd ac ardaloedd heb eu mabwysiadu lle'r oedd tir wedi'i restru dan berchnogaeth breifat, lle'r oedd tipio anghyfreithlon yn broblem. Hysbyswyd yr aelodau y byddai

llawer o berchnogion tir yn ymateb ar ôl i Swyddog Gorfodi gysylltu â nhw, a byddant yn clirio'r gwastraff o'r ardal; fodd bynnag, roedd eraill a oedd yn anos cysylltu â hwy, a bu'n rhaid i swyddogion gyflwyno hysbysiadau gorfodi iddynt. Soniwyd bod rhywfaint o dir nad oedd wedi'i gofrestru, ac roedd yn heriol i swyddogion ddod o hyd i bwy oedd yn berchen ar y tir; gweithiodd y tîm yn agos gyda'r gwasanaeth prawf, sy'n mynd i'r ardaloedd preifat, anhysbys ac yn cwblhau gwaith glanhau cymunedol. Ychwanegwyd yr aethpwyd i'r afael â'r mathau hyn o ardaloedd yr un modd â'r rhai a oedd yn hysbys ac wedi'u mabwysiadu.

Gofynnwyd a allai Cynghorwyr Lleol gynorthwyo swyddogion i nodi pwyntiau 'casglu', lle'r oedd nifer mawr o sachau du yn cael eu gadael - fel y nodwyd, a fyddai'n destun ymchwiliad drwy orfodi. Cadarnhaodd Pennaeth Gofal Strydoedd fod hyn yn bosib.

Tynnodd yr aelodau sylw at y ffaith ei bod yn aml yn wir nad oedd y rhai y tybiwyd eu bod yn troseddu dro ar ôl tro'n cael eu galw i'r llys oherwydd diffyg tystiolaeth; felly, gofynnwyd a ellid cyflwyno datganiadau tyst fel tystiolaeth. Cadarnhaodd swyddogion y gall datganiadau tyst chwarae rôl, ond efallai y bydd angen tystiolaeth arall o hyd gan ddibynnu ar y drosedd. Cytunwyd y byddai swyddogion yn cysylltu â'r Gwasanaethau Cyfreithiol i gasglu rhagor o wybodaeth am y defnydd o ddatganiadau tyst ar gyfer troseddau.

Gofynnwyd i swyddogion a oeddent yn teimlo bod y lonydd â gatiau'n lleihau achosion o dipio anghyfreithlon, neu'n dwysáu'r mater; ac a fyddent yn ystyried cynllun peilot, lle y symudwyd rhai gatiau o'r ardaloedd hyn. Cydnabuwyd nad oedd y gatiau, mewn rhai ardaloedd, wedi helpu'r sefyllfa gyda gwastraff yn y lonydd, er iddynt gael eu gosod ar gyfer materion troseddu eraill. Dywedodd swyddogion fod hwn yn faes y gellid ymchwilio iddo o ran cynllun peilot, gyda chymorth y Tîm Ystadau sy'n rheoli'r gatiau, er y byddai angen i swyddogion wirio'r sefyllfa gyfreithiol ac unrhyw broses sy'n gysylltiedig â'r Gorchmynion Gatio.

Holwyd a oedd swyddogion mewn trafodaethau â busnesau fel KFC, Morrisons, McDonalds a'r tebyg, lle'r oedd preswylwyr gwirfoddol yn gweld cynnydd mewn sbwriel o amgylch y busnesau hynny. Hysbyswyd y pwyllgor fod sbwriel ar ochr y ffordd yn fater cenedlaethol; roedd gan rai o'r busnesau eu patrolau sbwriel eu hunain, ac yn y gorffennol mae swyddogion gorfodi wedi ymweld â busnesau ac wedi trafod ffyrdd amrywiol o geisio olrhain y sbwriel.

Nodwyd y byddai'r tîm yn hapus i weithio gyda Chynghorwyr Lleol ar y mater hwn, a cheisio gwneud gwelliannau yn eu hardaloedd.

Gofynnodd yr aelodau faint yn ychwanegol oedd yn cael ei wario ar finiau ailgylchu plastig; roedd llawer o'r preswylwyr wedi dweud bod eu rhai nhw wedi torri ar ôl i'w gwastraff bwyd gael ei gasglu, ac roedd angen un newydd. Gofynnwyd hefyd a oedd y plastig o'r biniau a dorwyd yn cael ei ailgylchu. Cytunodd swyddogion i gynnal dadansoddiad a rhoi manylion ffeithiol i'r aelodau am faint oedd yn cael ei wario, y tu allan i'r cyfarfod. O ran rhan olaf y cwestiwn, tynnwyd sylw at y ffaith bod y plastig wedi'i ailgylchu yn hanesyddol wrth i'r biniau gael eu disodli fel rhan o newidiadau i'r system, yn ogystal â biniau sydd wedi torri y gellid eu hailgylchu.

O ran casglu ailgylchu, mynegwyd bod aelodau wedi derbyn llawer o gwynion yn ymwneud â'r llanast a adawyd ar ôl gan bersonél. Hysbyswyd y pwyllgor fod gan y cerbydau casglu gamerâu CCTV o'u cwmpas, a oedd yn helpu swyddogion i ddeall y cwynion a wnaed; mewn rhai achosion, ni ellid cyfiawnhau'r cwynion, ond dilynwyd y rhai y gellid eu cyfiawnhau gan oruchwylwyr. Nodwyd bod arian ychwanegol yn cael ei glustnodi i'r gwasanaeth ar gyfer tâl ychwanegol, a fydd yn rhyddhau rhagor o amser goruchwyllo ar gyfer goruchwyllo ar y safle; bydd hyn yn caniatáu i'r goruchwylwyr fynd allan i'r gymuned a sicrhau bod pob agwedd ar y gwasanaeth yn cael ei darparu i'r safon briodol. Esboniodd swyddogion fod 40 aelod o staff wedi bod i ffwrdd o'r gwaith yn ddiweddar oherwydd ton ddiweddaraf y pandemig; Bu'n rhaid i swyddogion adleoli staff i wahanol ddyletswyddau a chriwiau, nad oeddent fel arfer yn gwneud y math hwn o waith, a bu'n rhaid iddynt gyflogi gweithwyr asiantaeth ychwanegol. Sicrhawyd yr aelodau fod y ffigurau'n gostwng, ac roedd y gwasanaeth yn dechrau sefydlogi eto.

Mynegwyd pryderon ynglŷn â'r amser a gymerodd i'r aelodau gael ymateb am wybodaeth sy'n ymwneud â sbwriel ac ailgylchu. Soniwyd bod y rhestr gyswllt ar gyfer Gofal Strydoedd wedi'i diweddarau a'i dosbarthu i'r holl aelodau yn ddiweddar; dangosodd y rhestr fod swydd Rheolwr y Gwasanaeth Gwastraff yn wag ar hyn o bryd. Hysbyswyd yr aelodau fod mesurau ad hoc, dros dro ar waith, a oedd yn golygu nad oedd rhai o'r materion a godwyd yn cael y sylw yr oedd ei angen arnynt, a allai arwain at oedi. Roedd swyddogion yn gobeithio y byddai'r swydd hon yn cael ei llenwi'n fuan i roi sylw i rai o'r materion.

Tynnodd yr aelodau sylw at broblem o ran unigolion sy'n gosod sachau du mewn biniau stryd sy'n eiddo i'r cyngor sydd wedi'u lleoli ar draws y Fwrdeistref Sirol; roedd hyn yn achosi i finiau orlifo a nifer cynyddol o sachau'n cael eu gadael wrth ymyl y biniau. Gofynnwyd a ellid gosod camerâu mewn rhai ardaloedd targed i geisio mynd i'r afael â'r mater hwn. Cadarnhaodd swyddogion y gallent ymchwilio i ddefnyddio camera cudd mewn rhai mannau. Ychwanegodd Aelod y Cabinet hefyd y gallai cael gwared ar finiau penodol a oedd yn cael eu targedu fod yn opsiwn i ddatrys y mater hwn. Nodwyd bod y mater hwn hefyd yn cysylltu â'r rhesymau pam fod swyddogion gwastraff yn ceisio hysbysiadau dyletswydd gofal gan fusnesau yn yr ardal, er mwyn sicrhau bod gan bob busnes y contractau a'r trefniadau angenrheidiol ar waith. O ran preswylwyr, nodwyd bod y broses o gynyddu ailgylchu a lleihau gwastraff wedi bod yn broses barhaus, tymor hir o newid ymddygiad, gan fod llawer o'r materion hyn yn cysylltu â'r rhai nad ydynt yn ailgylchu; er y bu newidiadau cadarnhaol o ran cynnydd cynyddol i dargedau cenedlaethol tymor hir. Cadarnhawyd y bydd swyddogion yn darparu'r wybodaeth ddiweddaraf am y mater hwn i'r weinyddiaeth newydd.

Yn dilyn craffu, nodwyd cynnwys yr adroddiad.

3. **BLAENRAGLEN WAITH**

Nodwyd y Blaenraglen Waith ar gyfer Pwyllgor Craffu'r Strydlun a Pheirianneg.

CADEIRYDD



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Scrutiny Committee

18th March 2022

Report of the Chair of the Grit Bin Policy Review Task and Finish Group – Cllr. R. Wood

Matter for Decision

Wards Affected: All Wards

Grit Bin Policy Review Task and Finish Group

Purpose of the Report:

To provide the Streetscene and Engineering Scrutiny Committee and Cabinet Board with the findings of the recent Grit Bin Policy Review Task and Finish Group.

Executive Summary:

This report represents the work of the Task and Finish Group undertaken over two meetings. The Group consisted of the Members of the Streetscene and Engineering Scrutiny Committee, who considered evidence and insights from the Councils internal service.

Background:

On 5 November 2021 the Streetscene and Engineering Scrutiny Committee, scrutinised the Three Yearly Grit Bin Policy Review report that formed part of the Streetscene and Engineering Cabinet Board agenda.

The grit bin policy was set in 2012, and had been presented to the Committee on a three yearly review basis since then; there had been no changes to the policy since it was set in 2012. One of the aspects of the current policy was that the number of grit bins had been capped, with minor exceptions, since 2012. The cap was introduced due to ongoing increasing numbers of grit bin requests alongside reducing budgets and resources, and the cap had subsequently been maintained as part of the three yearly reviews.

During the meeting, Members expressed their concerns in regards to the current grit bin policy; it was recommended to the Streetscene and Engineering Cabinet Board that the current Grit Bin Policy be continued pending a review of the policy by the Streetscene and Engineering Scrutiny Committee.

Therefore, the Streetscene and Engineering Scrutiny Committee formed a Task and Finish group to completed this work, as detailed in Appendix 1.

Financial Impacts: There are no direct financial impacts associated with this report however, if the recommendations are agreed and taken forward there potentially could be financial impacts.

Integrated Impact Assessment: There are no impacts associated with this report however, if the recommendations are agreed and taken forward then subsequent reports will require a first stage impact assessment to be undertaken in the first instance before deciding whether a full Integrated Impact Assessment is required.

Valleys Communities Impacts: There are no impacts associated with this report however, if the recommendations are agreed and taken forward then subsequent reports may require a Valleys Communities Impacts Assessment.

Workforce Impacts: There are no direct workforce impacts associated with this report however, if the recommendations are

agreed and taken forward there potentially could be workforce impacts.

Legal Impacts: There are no legal impacts associated with this report however there may be legal impact associated to any recommendations that are implemented.

Risk Management Impacts: There are no risks associated with this report however, if the recommendations are agreed and taken forward there potentially could be risks

Consultation: There is no requirement for external consultation on this item

Recommendations: That in the first instance the Scrutiny Committee agrees with the recommendation below and they are submitted to Cabinet Board for formal approval:

- That the current list of identified priority needs as identified by Members in Appendix 2 is met, and the cap correspondingly increased, but then the level of grit bins is again subsequently capped.

Reasons for Proposed Decision: To ensure that the priority needs for grit bins, identified in Appendix 2, are met.

Implementation of Decision: The decision is proposed for implementation after the three day call in period

Appendices:

Appendix 1 – Grit Bin Policy Review Task and Finish Group Report

Appendix 2 – Locations deemed suitable for a grit bin

Officer Contact:

Chloe Plowman

Democratic Services Officer

Tel: 01639763301

Email: c.plowman@npt.gov.uk

**A Report of the:
Streetscene and Engineering Scrutiny
Committee**

**Task and Finish Group: Grit
Bin Policy Review**

March 2022



Neath Port Talbot County Borough Council

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CHAIR'S FOREWORD

In response to Members concerns relating to the cap on grit bin provision, Members of the Streetscene and Engineering Scrutiny Committee formed a Task and Finish Group to research and make recommendations and to discuss possible options going forward.

The Task and Finish Group selected option 3:
“Recommend the current list of identified priority needs as identified by members in Appendix A is met and the cap correspondingly increased, but then the level of grit bins is again subsequently capped.” as their preferred option.

I would like to thank the Members and Officers who gave their time to attend the meetings and for their contributions .I hope our conclusions have helped in giving focus on this subject for the future.

*Vice Chair of Streetscene and Engineering Scrutiny Committee /
Chair of the Grit Bin Policy Review Task and Finish Group
Councillor Robert Wood*

BACKGROUND

On 5 November 2021 the Streetscene and Engineering Scrutiny Committee, scrutinised the Three Yearly Grit Bin Policy Review report that formed part of the Streetscene and Engineering Cabinet Board agenda.

The grit bin policy was set in 2012, and had been presented to the Committee on a three yearly review basis since then; there had been no changes to the policy since it was set in 2012. One of the aspects of the current policy was that the number of grit bins had been capped, with minor exceptions, since 2012. The cap was introduced due to ongoing increasing numbers of grit bin requests alongside reducing budgets and resources, and the cap had subsequently been maintained as part of the three yearly reviews.

During the meeting, Members expressed their concerns in regards to the current grit bin policy and highlighted the difficulties that were experienced during the winter months; particularly in areas where there weren't many git bins or any at all.

Following the discussions and concerns raised by Members in this meeting, a formal amendment to the recommendation contained within the circulated report was proposed and seconded:

'That the current Grit Bin Policy be continued pending a review of the policy by the Streetscene and Engineering Scrutiny Committee and a report be brought back for consideration to a future meeting of the Streetscene and Engineering Cabinet Board'

It was determined that the Committee were in support of the amendment to be considered by Cabinet Board; in the meeting of Streetscene and Engineering Cabinet Board, the Cabinet Members accepted the amendment.

Following these meetings, the Task and Finish Group was set up for the purpose of reviewing the Council's grit bin policy.

APPROACH

The entirety of the Streetscene and Engineering Scrutiny Committee were invited to sit on the Group:

Cllr. Robert Wood
Cllr. Sheila Penry
Cllr. Angharad Aubrey
Cllr. Rosalyn Davies
Cllr. Charlotte Galsworthy
Cllr. Wyndham Griffiths
Cllr. Jo Hale
Cllr. Scott Jones
Cllr. Dennis Keogh
Cllr. Simon Knoyle
Cllr. Stephanie Lynch
Cllr. Adam McGrath replaced with Cllr. Mark Protheroe

The Task and Finish Group was completed over two meetings. The meetings considered a range of information and internal evidence from the following sources:

Michael Roberts – Head of Streetcare
James Davies – Neighbourhood Services Manager
Colette Powney – Streetscene Manager
All Councillors within NPT Council

TERMS OF REFERENCE

Title	Grit Bin Policy Review
Reasons for undertaking Task and Finish Group	<p>On 5th November 2021, the Members of the Streetscene and Engineering Scrutiny Committee scrutinised the Three Yearly Grit Bin Policy Review report which was contained within the Cabinet Board agenda.</p> <p>The Committee recommended to Cabinet Board that the current Grit Bin Policy be continued, pending a review of the policy by the Streetscene and Engineering Scrutiny Committee and a report be brought back for consideration to a future meeting of the Streetscene and Engineering Cabinet Board.</p>
Intended Outcome of Meetings	<ul style="list-style-type: none"> - To review the criteria contained within the current Grit Bin Policy - To determine whether the current Grit Bin Policy should be continued - To consider how requests and resourcing are dealt with if it is determined that the current Grit Bin Policy should not be continued
Background Information	<ul style="list-style-type: none"> - 'Three Yearly Grit Bin Policy Review', Streetscene and Engineering Cabinet Board, 5th November 2021 - Grit Bin Provision and Ward Provision of Grit Bins – November 2021
Member Involvement	A Task and Finish Group formed of all Members from the Streetscene and Engineering Scrutiny Committee.
Officer Support	<ul style="list-style-type: none"> - Chloe Plowman (Democratic Services) - Mike Roberts (Head of Streetcare) - Colette Powney (Streetscene Manager) - James Davies (Neighbourhood Services Manager)

Plan for meeting	<p><u>1st December 2021</u></p> <ul style="list-style-type: none">• To note the Scoping Document / Terms of Reference of the Task and Finish Group• To review the criteria contained within the current Grit Bin Policy with the support of Officers• To determine whether the current Grit Bin Policy should be continued• That the Task and Finish Group resolves to either: (1) Recommend that that the current Grit Bin Policy be continued to a future Streetscene and Engineering Scrutiny Committee and Cabinet Board. (2) Discuss potential amendments to the Grit Bin Policy and recommend a way forward.
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KEY EVIDENCE AND CONCLUSIONS

First meeting – 1 December 2021

Members were presented with the current Grit Bin Policy, and an outline of how many grit bins were currently in each Ward. Three elements formulated the Grit Bin Policy; the eligibility criteria, the capping of service provision and the provision for reviewing of existing locations.

Members had the opportunity to discuss the policy in detail with Officers, before considering a way forward.

It was decided that a survey exercise would be completed, involving all Elected Members. The details of the exercise were to be actioned as follows:

- Officers had produced maps identifying where the grit bins were located in each Ward; these maps were to be circulated to Members in order to provide them with opportunity to review the grit bins in their Ward;
- A letter was to be sent to Elected Members, asking them to identify any unmet needs for grit bins within their Ward; this also would include considering relocation of existing grit bins in their Ward;
- Officers then consider the requests made by Members against the current criteria, and report back to the Task and Finish Group on the outcome, providing information relating the costs and resource implications if they were to be granted.

Survey Exercise

A letter, along with a map of their Ward, was circulated to all Elected Members on 14 December 2021, which outlined the review of the grit bin policy within the Authority and the opportunity for Members to submit requests for additional grit bins in their Ward and for current grit bins to be moved or removed. The deadline for responding to the letter was 3 January 2022.

A further email was sent at the start of January 2022, extending the deadline to 10 January 2022 to allow more Members to respond. It was explained in the second email, that if no response was received, Officers would assume that no additional resources/relocations were required in their Ward.

Second meeting – 23 February 2022

Officers provided a brief overview of the contents of the Grit Bin Policy Review Briefing Note and Findings of Survey Exercise.

Officers had received 47 responses from Members, covering 36 of the 42 Wards; this included some responses that no changes were believed to be necessary.

A total of 110 requests were received from Members, which were broken down into three categories:

- 97 Requests for new grit bins in a new location;
- 9 Requests for replacement grit bins where bins had been identified as having gone missing or become irreparably damaged;
- 4 Requests for grit bins to be relocated

Each of the 97 requests received for new grit bins in new locations, had been inspected by the relevant Neighbourhood Services Zone Supervisor to establish the feasibility of placing a grit bin, and each had been considered against the current criteria.

Following this work, 74 of the locations were identified as being suitable to locate either a large or small grit bin; 23 locations were identified as unsuitable for reasons outlined in the circulated report. The list of the 74 locations deemed suitable for a grit bin was included in Appendix A, whilst a list of sites deemed unsuitable was provided in Appendix B.

In regards to resource pressure for the Council, there would be an initial cost to install and fill the bins at the 74 locations deemed suitable; 43 small 500kg bins and 31 large 1000kg bins would amount to £33,000. The topography of the area had also been considered, which helps to assess the annual ongoing cost of filling the bins; out of the total of 74 requested locations deemed suitable, 41 bins were categorised as 'high route' and 33 as 'low

route'. Therefore, the total additional annual cost for servicing the 74 new grit bins was estimated at £24,000.

Following the consideration of all the evidence presented to them the group was able to make some conclusions that in turn have informed the recommendations.

**LOCATIONS DEEMED SUITABLE FOR A GRIT BIN –
APPENDIX A**

Aberdulais

The Pines

Alltwen

Edward Street

Baglan

Thorney Road (by garages entrance)

Crofton Drive

Tir Onen

Crawford Road

Albion Road

Bleangwrach

Heol Wenallt

Chainwalk (Lambs Bridge)

Briton Ferry East

Graig Road

Bryn & Cwmavon

Chapel Terrace

Penhydd Street

Bryn to Goytre Lane (Middle)

Bryncoch South

Kestrel Close to Daphne Road

Cimla

Brynau wood to Woodview

Heol Derwyn

Larch Close (End)

Maple Close (End)

Botton of the Oaks/Crynallt Drive

Top of Pine Grove

Heol Ffynon

The Meadows

Crynallt Road (Top)

Coedffranc Central

Bayview Gardens

Coedffranc West

Corner of Charles Street/The Meadows

School Road (Jersey Marine)

Ocean View

Crynant

Woodland Road

Cymmer

Heol Sir William

Bryn Coed

Heol Y Fedw

Dyffryn

Junction of Highland Gardens

Junction of Heol Heddwch and Heol Penderyn

Glyncorrwg

Norton Terrace

Waun Avenue/Park Street

Glynneath

Hays Crescent

Godregraig

Tanydarren

Hodgsons Road

Gwaun-Cae-Gurwen

Crescent Road

Heol Hir

Derwydd Avenue

Neath East

Walters Road Flats/Mile End Row

Penrhiwtyn Drive

DC Griffiths Way

Herbert Road

Neath North

Church Place

Fairyland

Neath South

Bwlch Road

Burnside

Bryn Road

Penlenna

Maesgwyn

Pontardawe

Primrose Road

Top of Parc Gilbertson

Lower Heathfield

Port Talbot

Ty Draw Hill

Resolven

Moses Row

Dunvant Avenue

Heol Nant

Sandfields East

Darwin Road

Seven Sisters

Martyns Avenue

Church Road

Taibach

Goytre Close – by Playground

Tonna

Parsons Lane to St Annes Drive

Fairyland Road – Picnic area

Trebanos

Cae Ismaen

Heol Y Llwynau

Ystalyfera

Varteg Road/Wade Avenue

Varteg Road/Ffordd Glandwr

Varteg Road (Bus Shelter)

YG School – Drop off area

Glantwrch

Bronallt/Alltygrug Farm Road

Zoar Road

**LOCATIONS NOT DEEMED SUITABLE FOR A GRIT
BIN – APPENDIX B**

Alltwen

Heol Y Parc – Road to narrow

Bleangwrach

Parish Road – Grit bin on site

Briton Ferry East

Cwm y Dwr – Road un-adopted

Coedffranc West

Elba Crescent – Does not fit criteria

Cae Morfa – Site un-adopted

Crymlyn Parc – New part of site un-adopted

Gwaun-Cae-Gurwen

Cefn Road – Does not fit criteria

Gron Road – Does not fit criteria

Neath East

Morgans Road – Bin on site

Pontardawe

Upper Heathfield – No suitable location

Heol Las - No suitable location

Bryn Derwen – Bin on site

Baran Mountain – Large number of bins already on site

Rhos

Primrose Lane – Bin on site

Heol Alfred Wallace/Heol Cynfeli/Ffrodd Cynnon – New site un-adopted

Seven Sisters

Commercial Road – Bin on site

Tan y Rhiw – Access to fill bin would be difficult

Marigold Place – Bin on site

Tonna

Hunters Ridge – Bin on site

Dol Coed Terrace – Bin on site

Lock House path – Private Road

Ystalyfera

Wade Avenue - Bin already close to area requested

The Gardens– Bin already close to area requested

RECOMMENDATIONS

The following recommendations were presented to the Task and Finish Group for consideration:

1. Recommend making no changes to current policy;
2. Recommend the cap is removed, and that officers deal with ongoing requests as they come in (accepting there are 74 requests which would be deemed as suitable likely to be submitted immediately);
3. Recommend the current list of identified priority needs as identified by Members in Appendix A is met, and the cap correspondingly increased, but then the level of grit bins is again subsequently capped.

A vote was undertaken in the last meeting of the Task and Finish Group to determine their preferred option, to recommend to the Streetscene and Engineering Cabinet Board scheduled for Friday 18 March 2022; the result were as follows:

- Option 1 – 0
- Option 2 – 2
- Option 3 – 5

Therefore, it will be recommended that the current list of identified priority needs, as identified by Members in Appendix A, is met and the cap correspondingly increased, but then the level of grit bins is again subsequently capped.

Mae'r dudalen hon yn fwriadol wag

Locations deemed suitable for a grit bin

Aberdulais

The Pines

Alltwen

Edward Street

Baglan

Thorney Road (by garages entrance)

Crofton Drive

Tir Onen

Crawford Road

Albion Road

Bleangwrach

Heol Wenallt

Chainwalk (Lambs Bridge)

Briton Ferry East

Graig Road

Bryn & Cwmavon

Chapel Terrace

Penhydd Street

Bryn to Goytre Lane (Middle)

Bryncoch South

Kestrel Close to Daphne Road

Cimla

Brynau wood to Woodview

Heol Derwyn

Larch Close (End)

Maple Close (End)

Botton of the Oaks/Crynallt Drive

Top of Pine Grove

Heol Ffynon

The Meadows

Crynallt Road (Top)

Coedffranc Central

Bayview Gardens

Coedffranc West

Corner of Charles Street/The Meadows

School Road (Jersey Marine)

Ocean View

Crynant

Woodland Road

Cymmer

Heol Sir William

Bryn Coed

Heol Y Fedw

Dyffryn

Junction of Highland Gardens

Junction of Heol Heddwch and Heol Penderyn

Glyncorrwg

Norton Terrace

Waun Avenue/Park Street

Glynneath

Hays Crescent

Godregraig

Tanydarren

Hodgsons Road

Gwaun-Cae-Gurwen

Crescent Road

Heol Hir

Derwydd Avenue

Neath East

Walters Road Flats/Mile End Row

Penrhiwtyn Drive

DC Griffiths Way

Herbert Road

Neath North

Church Place

Fairyland

Neath South

Bwlch Road

Burnside

Bryn Road

Penlenna

Maesgwyn

Pontardawe

Primrose Road

Top of Parc Gilbertson

Lower Heathfield

Port Talbot

Ty Draw Hill

Resolven

Moses Row

Dunvant Avenue

Heol Nant

Sandfields East

Darwin Road

Seven Sisters

Martyns Avenue

Church Road

Taibach

Goytre Close – by Playground

Tonna

Parsons Lane to St Annes Drive

Fairyland Road – Picnic area

Trebanos

Cae Ismaen

Heol Y Llwynau

Ystalyfera

Varteg Road/Wade Avenue

Varteg Road/Ffordd Glandwr

Varteg Road (Bus Shelter)

YG School – Drop off area

Glantwrch

Bronallt/Allygrug Farm Road

Zoar Road

**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL
STREETSCENE AND ENGINEERING SCRUTINY COMMITTEE**

18th March 2022

**Joint Report of Head of Engineering & Transport, D.W.Griffiths and
Head of Streetcare, M.Roberts**

Matter for Information

Wards affected: Various

**Maintenance of Safe Routes to Schools, including footbridges
and subways**

Purpose of Report

1. To provide information regarding the maintenance of safe routes to schools, including footbridges and subways, as requested by members of the Scrutiny Committee as part of the Forward Work Programme.

Executive Summary

2. This report outlines arrangements in relation to the maintenance of safe routes to school, including associated footbridges and subways.

Background

3. The Council's Learner Travel Officer, based in the Road Safety Section, is responsible for assessing the travel needs of learners further to the requirements of the Learner Travel Wales Statutory Provisions and Operational Guidance as issued by Welsh Government in June 2014. As part of their work, the officer has identified a significant number of routes for pupils to utilise for their journey to and from school if they are not eligible for free school transport.
4. The identified routes are assessed against an adopted risk assessment matrix which addresses traffic levels, speed, any

traffic collision history, visibility, availability of footways, footpaths and step-off opportunities, suitable width and surface, availability of crossing points, the effects and timescales of any future planning development and also social hazards, before designating a route as 'available for use'. These routes, once adopted, are promoted within local schools via their own media channels and through the classroom based pupil 'hwb' network with support from the road safety team to ensure pupils familiarise themselves with the routes.

5. As with pedestrian paths generally, these routes require ongoing routine maintenance, for example, to ensure any overgrowth does not significantly restrict the width of the route, to address any significant surface issues that develop, to keep street lighting in good working order, and to ensure any structures on the route such as subways and footbridges remain safe to use.
6. Designated routes are shown on the NPT Safe Routes to School Overview Map provided as Appendix A.

Maintenance Arrangements

7. Surface of routes – all routes on the adopted highway are subject to walked inspections by means of the Highway Network Inspection Regime. Highway inspectors record identifiable safety defects and issue any repairs for completion within the target time of up to 35 working days. The same routes are also subject to condition surveys that collect data across a footway network of around 950km. The available survey information is evaluated each year to produce a prioritised list of capital schemes that contributes to the annual surfacing programmes.
8. Overgrowth management – Zone Supervisors maintain the routes by undertaking the necessary cutting back of vegetation, which generally occurs during the later summer period every year prior to the commencement of the new school year. Areas are subsequently monitored to ensure that any required maintenance is undertaken when necessary.
9. Sweeping – The sweeping of the routes is again looked after by Zone Supervisors, which is monitored as part of visual inspections, and undertaken in conjunction with allocated

sweeping routes. In addition, extra sweeping may be undertaken in some locations due to seasonal changes that may occur.

10. Street lighting – Any faults with lighting installed on a safe route are remotely reported back automatically via the Central Management System, and are then attended to and rectified by NPT staff. Faults can also be reported by members of the public which again are addressed by in-house staff. Lighting on safe routes is also included in the electrical testing & inspection programme for street lighting generally within the county borough.
11. Bridges & Subways – Where these exist on safe routes they are inspected every 2 years for structural defects, as part of the Authority's General & Principal Bridge Inspection Programme. Any routine maintenance works that are identified is then carried out as required.
12. Drainage – There are a number of surface & foul water pumps located in low spots along the network, including some subways. The management of these installations is contracted to a specialist company who maintain them on the Council's behalf. All pumping stations have telemetry installed so that any flooding that occurs is immediately flagged to the contractor. Each structure is on a weekly or fortnightly inspection rota and routine maintenance is carried out as and when required. Furthermore, a number of Critical Flood Risk Intakes and Trash Screens are located along some safe routes. These structures are inspected in detail every two years as part of the council's flood risk inspection programme, and any repairs are then programmed accordingly. Each asset is visually inspected and cleaned on a weekly or fortnightly basis dependant on the location and cleared prior to forecasted storm events. A number of these assets are also equipped with camera monitoring systems so officers can visually inspect sites remotely, which assists with providing an effective response during periods of heavy rainfall.

Financial Impact

13. Annual costs are all contained within the annual revenue budgets for Neighbourhood Services, Highway Maintenance, Street Lighting and Bridge maintenance.

Integrated Impact Assessment

14. 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 A, has indicated that a more in-depth assessment is not required. Maintenance of pedestrian routes provides benefit to communities generally.

Valleys Community Impacts

15. There are no implications associated with this report.

Workforce Impacts

16. There are no implications associated with this report.

Legal Impacts

17. There are no implications associated with this report.

Risk Management Impacts

18. There are no implications associated with this report.

Consultation

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

Appendices

- 20 Appendix A - NPT Safe Routes to School Overview Map
Appendix B - Integrated Impact Assessment Screening

Background Papers

None.

Officer Contact

Mr. Hasan Hasan, Engineering Manager

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Mr Ian Carter, Highway Network & Programme Manager

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Mae'r dudalen hon yn fwriadol wag

Safe Routes to School NPTCBC Overview Map



GCG & Cwmllynfell

Ystalyfera

Seven Sisters & Onllwyn

Glynneath

Pontardawe

Crynant

Resolven

Neath

Afan Valley

Port Talbot, Briton Ferry & Jersey Marine

Margam Village

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

This Integrated Impact Assessment considers the duties and requirements of the following legislation in order to inform and ensure effective decision making and compliance:

- Equality Act 2010
- Welsh Language Standards (No.1) Regulations 2015
- Well-being of Future Generations (Wales) Act 2015
- Environment (Wales) Act 2016

Version Control

Version	Author	Job title	Date
0	Paul Ransome	Bridges & Highway Structures Manager	29/01/2022

1. Details of the initiative

	Title of the Initiative: Annual maintenance of Safe Routes to Schools.
1a	Service Area: Engineering and Transport/Streetcare
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To remove overhanging vegetation & clear debris from footpaths designated as Safe Routes to Schools in the interest of highway safety.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? The pupils & wider community using the routes.
1f	When and how were people consulted? If allowed to proceed. N/A.
1g	What were the outcomes of the consultation? N/A

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2. Evidence

What evidence was used in assessing the initiative?

The designated routes were highlighted by the Road Safety Section following a walk through. Each route was then assessed for the type of works needed, which were then individually costed.

3. Equalities

a) How does the initiative impact on people who share a **protected characteristic**?

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age	√			The annual maintenance of the routes will ensure pupils will be able to walk from home to school and back more easily.
Disability	√			The annual maintenance of the routes will ensure the full width of the paths can be utilised by disabled persons making it easier to use.
Gender reassignment			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Marriage & civil partnership			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Pregnancy and maternity			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Race			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Religion or belief			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Sex			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Sexual orientation			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.

What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.

b) How will the initiative assist or inhibit the ability to meet the **Public Sector Equality Duty**?

Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
To advance equality of opportunity between different groups			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
To foster good relations between different groups			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.

What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.

4. Socio Economic Duty

Impact	Details of the impact/advantage/disadvantage
Positive/Advantage	N/A
Negative/Disadvantage	N/A
Neutral	N/A

What action will be taken to reduce inequality of outcome
N/A

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5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.
Social Exclusion			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily and therefore the scheme helps to reduce social exclusion with non car house holds benefiting from a better more inclusive street environment.
Poverty			√	The 2011 census shows that within NPTCBC of the 60,393 households within the County 25.5%, 15,407 households do not have access to a car or van. There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily.

What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions. This will encourage the wider community to walk to local facilities and in doing so meet different groups and they are more likely to socially interact. The scheme will help to encourage walking to local facilities which is an alternative mode of transport available to most user groups helping to promote well being, social interaction and community cohesion.

6. Welsh

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	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: – people’s opportunities to use the Welsh language			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.
– treating the Welsh and English languages equally			√	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.

What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.

7. Biodiversity

How will the initiative assist or inhibit the ability to meet the **Biodiversity Duty**?

Biodiversity Duty	+	-	+/-	Why will it have this impact?
To maintain and enhance biodiversity			√	There is no negative impact as the vegetation clearance will take place outside the bird-nesting season & in liaison with the Authorities Biodiversity team.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			√	There is no negative impact as the vegetation clearance will take place outside the bird-nesting season & in liaison with the Authorities Biodiversity team.

What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the vegetation clearance will take place outside the bird nesting season & in liaison with the Authorities Biodiversity team.

8. Well-being of Future Generations

How have the five ways of working been applied in the development of the initiative?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	Within the Neath Port Talbot presently 59.6% of adults are obese or overweight (with 23.6% being obese) it is predicted that by 2025 the number will have risen to 66.5%. A quarter of children in Wales are overweight or obese (including 12.4% that are obese) Wales has a higher percentage of adolescents self-reporting to be overweight or obese compared to England, Scotland and Republic of Ireland, with rates being generally higher in boys than girls.

	<p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking.</p> <p>The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions</p>
ii. Prevention – preventing problems occurring or getting worse	<p>In NPT 25.5% of homes do not have access to a car the scheme will ensure pupils will be able to walk from home to school and back more easily and therefore the scheme helps to reduce social exclusion with non car house holds benefiting from a better more inclusive street environment.</p>
iii. Collaboration – working with other services internal or external	<p>The works will be carried out by the Bridges & Highway Structures Team & Streetcare.</p>
iv. Involvement – involving people, ensuring they reflect the diversity of the population	<p>The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions</p>
v. Integration – making connections to maximise contribution to:	<p>The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions</p>
Council's well-being objectives	<p>The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions</p>
Other public bodies objectives	<p>The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions</p>

9. Monitoring Arrangements

Provide information on the monitoring arrangements to:

Monitor the impact of the initiative on Equalities, Community Cohesion, the Welsh Measure, Biodiversity Duty and the Wellbeing Objectives.

N/A

10. Assessment Conclusions

Please provide details of the conclusions reached in relation to each element of the assessment:

	Conclusion
Equalities	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.
Socio Economic Disadvantage	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.
Community Cohesion/ Social Exclusion/Poverty	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions. This will encourage the wider community to walk to local facilities and in doing so meet different groups and they are more likely to socially interact. The scheme will help to encourage walking to local facilities which is an alternative mode of transport available to most user groups helping to promote well being, social interaction and community cohesion.
Welsh	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.
Biodiversity	There is no negative impact as the vegetation clearance will take place outside the bird nesting season & in liaison with the Authorities Biodiversity team.

Well-being of Future Generations	There is no negative impact as the scheme will ensure pupils will be able to walk from home to school and back more easily. The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions.
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Overall Conclusion

Please indicate the conclusion reached:

- **Continue** - as planned as no problems and all opportunities have been maximised
- **Make adjustments** - as potential problems/missed opportunities/negative impacts have been identified along with mitigating actions
- **Justification** - for continuing with the initiative even though there is a potential for negative impacts or missed opportunities
- **STOP** - redraft the initiative as actual or potential unlawful discrimination has been identified

Please provide details of the overall conclusion reached in relation to the initiative

The overall conclusion for the Integrated Impact Assessment (IIA) is to Continue as planned

11. Actions

What actions are required in relation to obtaining further data/information, to reduce or remove negative impacts or improve positive impacts?

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
N/A	N/A	N/A	N/A

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	04/03/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	04/03/2022