



***STREETSCENE AND ENGINEERING SCRUTINY  
COMMITTEE***

***2.00 PM FRIDAY, 18 MARCH 2022***

***VIA TEAMS***

**All mobile telephones to be switched to silent for the duration of the meeting**

**PART 1**

1. Welcome and Roll Call
2. Chairs Announcements
3. Declarations of Interest
4. Minutes of Previous Meeting (*Pages 5 - 12*)
  - 17 December 2021
  - 28 January 2022
5. Grit Bin Policy Review Task and Finish Group (*Pages 13 - 36*)
6. Maintenance of Safe Routes to Schools (*Pages 37 - 54*)
7. Pre-Decision Scrutiny  
To select appropriate items from the Cabinet Board agenda for pre-decision scrutiny (reports enclosed for Scrutiny Members)
8. Urgent Items  
(Whether public or exempt) at the discretion of the Chairman pursuant to Section 100B (4) (b) of the Local Government Act 1972

**K.Jones**  
**Chief Executive**

**Civic Centre**  
**Port Talbot**

**Thursday, 10 March 2022**

**Committee Membership:**

**Chairperson: Councillor S.M.Penry**

**Vice**

**Chairperson: Councillor R.W.Wood**

**Councillors:** A.R.Aubrey, C.Galsworthy, D.Keogh,  
W.F.Griffiths, R.Davies, J.Hale, S.A.Knoyle,  
S.Jones, S.Lynch and M.Protheroe

**Notes:**

- (1) If Committee Members or non-Committee Members wish to have relevant items put on the agenda for future meetings, then please notify the Chief Executive/Chair eight days before the meeting.*
- (2) If non-Committee Members wish to attend for an item of interest, then prior notification needs to be given (by 12.00 noon on the day before the meeting). Non-Committee Members may speak but not vote, or move or second any motion.*
- (3) For pre scrutiny arrangements, the Chair will normally recommend forthcoming executive items for discussion/challenge. It is also open to Committee Members to request items to be raised - though Members are asked to be selective here in regard to important issues.*
- (4) The relevant Cabinet Board Members will also be invited to be present at the meeting for Scrutiny/ Consultation purposes.*

(5) *Would the Scrutiny Committee Members please bring the Cabinet Board papers with them to the meeting.*

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## 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

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### 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 7<sup>th</sup> 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**

## Streetscene and Engineering Scrutiny Committee

(Via Teams)

**Members Present:**

**28 January 2022**

**Chairperson:** Councillor S.M.Penry

**Vice Chairperson:** Councillor R.W.Wood

**Councillors:** C.Galsworthy, D.Keogh, W.F.Griffiths,  
R.Davies, J.Hale, S.A.Knoyle, S.Jones and  
S.Lynch

**Officers In Attendance:** M.Roberts, J Davies, H.Hasan, P. Jackson,  
K.Lewis, J.Stenlake, S.Foster, T.Davies and  
C.Plowman

**Cabinet Invitees:** Councillors M.Harvey and A.Wingrave

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### 1. **Maintenance and Management of Public Playgrounds**

Members were provided with information regarding the management and maintenance of Council playgrounds. It was highlighted that 47 playgrounds across the County Borough were within the Councils remit; the circulated report didn't cover those managed by other parties e.g. Town and Community Councils.

Appendix A of the circulated report set out the ongoing process of inspection and review that was in place to ensure sure Council owned playgrounds remained safe for everyone to use; the report also provided information regarding a mobile ranger who carried out weekly inspections of the playgrounds.

The Committee was informed of the budgets relating to this work; the amount of monies within the revenue budget for Neighbourhood Services was set out in the report, along with the money allocated towards maintenance of playgrounds. It was stated that there was around £30k in the budget per year to carry out replacement of equipment; this was the remaining money after allocating money for the day to day management, inspection, and safety measures.

It was explained that there wasn't a standing capital allocation for renewal of the equipment; therefore Officers had to put in bids, as and when required, in the budget process which gets considered as part of the annual budget rounds. It was mentioned that there was a significant investment program ongoing in the current year; however, Officers had to wait on the supply chain in terms of the equipment arriving. Members were informed that supply chains across a lot of areas of work had been disrupted by the pandemic.

Following on from the above, it was noted that Officers were working with colleagues in other services and looking for match funding opportunities; the Team worked closely with the Project Development and Funding Manager, and Members who were looking to add additional investment and make improvements to playgrounds in their Wards, through the Members Community Fund. It was added that Appendix B of the circulated report highlighted the programmed playground investment that was currently ongoing, which totalled to around £350k. Officers were hopeful for extra monies from the budget process for next year; this extra money was included in the consultation that was currently being carried out on the Councils revenue budget.

Officers updated Members on one of the issues identified in the circulated report, relating to the number of swings that were removed from Council playgrounds during 2020 as part of meeting the national social distancing measures. It was noted that the Team had received all parts for the swings, apart from a handful of chains which were still required in order to rebuild the cradle swings; Officers hoped that the majority will be put back up in the next two weeks, with those remaining by the end of February.

Members raised the need for a strategic plan and vision for playgrounds, and highlighted the importance of play for children. Concerns were voiced in regards to the level of playgrounds that Neath Port Talbot had, particularly the lack of in some areas; as well as the lack of money to spend on maintenance and replenishing the playgrounds. Officers reassured Members that keeping these areas safe and in order was the key focus for the Team, and highlighted that budget was an issue for a lot of other services within the Council; Officers were always happy to spend as much allocated for these types of infrastructures.

Officers were asked if, at present, they had the personnel within the Neighbourhood Services Team for safety, inspection and

maintenance of equipment in playgrounds; to which it was confirmed that they did.

Concerns were raised in regards to the plastic waste bins which were located in some Council owned playgrounds across the County Borough; some of them were subject to vandalism, and had to be replaced numerous times in the matter of weeks. Officers confirmed that they would look into this issue, and provide an alternative to the plastic bins, where appropriate.

Following scrutiny, the report was noted.

## 2. **Litter, Fly Tipping and Side Waste Enforcement**

The Committee received a report which outlined the enforcement activity that the Team was carrying out in relation to litter, fly tipping and side waste enforcement

Officers highlighted that this service was an area that had been significantly disrupted by the pandemic; civic amenity sites had been closed, bulk collection services were suspended, and the police and criminal act interview process, which allows evidence to be gathered and prosecutions to be taken forward to court, had been halted. It was mentioned that the figures in the circulated report reflected those disruptions. Previously, it was noted that Neath Port Talbot Council had been the leading Authority for taking fly tipping enforcements; this may still be the case, however the numbers were reduced, as all Authorities would have experienced difficulties during the pandemic. Officers explained that they did not have the current national comparison figures as of yet, however this type of information was likely to be available at the end of the financial year.

A discussion took place in relation to un-adopted roads and areas where land was listed under private ownership, in which fly tipping was an issue. Members were informed that a lot of land owners would respond after being contacted by an Enforcement Officer, and will clear the waste from the area; however, there were others who were more difficult to get in contact with, and Officers had to issue enforcement notices to them. It was mentioned that some land was unregistered, and it was challenging for Officers to identify who owned the land; the Team worked closely with the probation service, who go into the private, unidentified areas and complete community clean-up work. It was added that these types of areas were tackled the same as those which were known and adopted.

It was asked if Local Councillors could assist Officers in identifying 'collection' points where large numbers of black bags were being deposited, as indicated would be the subject of investigation by enforcement. The Head of Streetcare confirmed that this was possible

Members highlighted that it was quite often the case that believed repeat offenders weren't taken to court due to the lack of evidence; therefore, it was asked if witness statements could be submitted as evidence. Officers confirmed that witness statements can play a role, however there may still need to be other evidence dependent on the offence. It was agreed that Officers would liaise with Legal Services to gather more information regarding the use of witness statements for offences.

Officers were asked if they felt that the gated lanes reduced fly tipping, or compounded the issue; and if they would consider a pilot, whereby some gates were removed from these areas. It was recognised that in some areas, the gates had not helped the situation with waste in the lanes, albeit they were put in for other crime issues. Officers stated that this was an area which could be looked into in terms of having a trial, with the help of the Estates Team who manage the gates, although Officers would need to check the legal position and any process associated with the Gating Orders.

It was queried if Officers were in discussions with business such as, KFC, Morrison's, McDonalds and the like, where volunteer residents were seeing an increase in litter surrounding those businesses. The Committee was informed that roadside litter was a national issue; some of the businesses did have their own litter patrols, and in the past enforcement Officers have visited businesses and discussed various ways to try and track the littering. It was noted that the Team would be happy to work with Local Councillors on this issue, and try to make improvements in their areas.

Members asked how much extra was being spent on plastic recycling bins; many residents had reported theirs as broken after their food waste had been collected, and needed a replacement. It was also asked if the plastic from the broken bins was recycled. Officers agreed to carry out an analysis and provide Members with factual details on how much was being spent, outside of the meeting. In regards to the latter part of the question, it was highlighted that historically when the bins had been replaced as part of system

changes, the plastic had been recycled, as well as broken bins which could be recycled.

In regards to the collection of recycling, it was raised that Members had received a lot of complaints relating to the mess left behind by personnel. The Committee was informed that the collection vehicles had CCTV around them, which helped Officers to understand the complaints being made; in some cases the complaints were not justified, however those that were, were followed up by the supervisors. It was noted that extra monies was being allocated to the service for an addition chargehand, which will free up more supervisor time for on-site supervision; this will allow the supervisors to go out into the community and make sure that all aspects of the service were provided to the appropriate standard. Officers explained that 40 members of staff had recently been off work due to the current wave of the pandemic; Officers had to relocate staff to different duties and crews, who weren't normally carrying out this type of work, and had to employ extra agency workers. Members were reassured that the figures were reducing, and the service was starting to stabilise again.

Concerns were raised in regards to the length of time it took for Members to receive a response for information relating to refuse and recycling. It was mentioned that the Streetcare contact list had recently been updated and circulated to all Members; the list showed that the Waste Service Manager was currently vacant. Members were informed that there were ad hoc, interim measures in place, which meant that some of the issues being raised were not getting the level of attention they required, which could lead to delays. Officers hoped that this post would be filled soon to elevate some of the issues.

Members highlighted an issue regarding individuals placing black bin bags in Council owned street bins which were located across the County Borough; this was causing bins to overflow and a growing number of bags being placed next to the bins. It was asked if cameras could be placed in some target areas to try and tackle this issue. Officers confirmed that they could look into deploying a covert camera in some places. The Cabinet Member also added that removing certain bins which were targeted could be an option to resolving this issue. It was noted that this issue also links in with the reasons for waste Officers seeking duty of care notices from businesses in the area, to make sure that all businesses had the necessary contracts and arrangements in place. In terms of residents, it was noted the process of increasing recycling and

reducing waste had been an ongoing, long term process of behavioural change, as a lot of these issues link to those who do not participate in recycling; although there had been positive changes with increasing progress to long term national targets. It was confirmed that Officers will be providing up to date information regarding this matter to the new administration.

Following scrutiny, the report was noted.

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

The Forward Work Programme for the Streetscene and Engineering Scrutiny Committee was noted.

**CHAIRPERSON**



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Streetscene and Engineering Scrutiny Committee**

**18<sup>th</sup> 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

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**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

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

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

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**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**

**18<sup>th</sup> 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

Email: [i.carter@npt.gov.uk](mailto:i.carter@npt.gov.uk)

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# 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**

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## 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

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

## 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**?

<b>Public Sector Equality Duty (PSED)</b>	<b>+</b>	<b>-</b>	<b>+/-</b>	<b>Why will it have this impact?</b>
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

#### 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**

	+	-	+/-	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. <b>Long term</b> – 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 &amp; home as the routes will be free from potential obstructions</p>
ii. <b>Prevention</b> – preventing problems occurring or getting worse	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.
iii. <b>Collaboration</b> – working with other services internal or external	The works will be carried out by the Bridges & Highway Structures Team & Streetcare.
iv. <b>Involvement</b> – involving people, ensuring they reflect the diversity of the population	The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions
v. <b>Integration</b> – making connections to maximise contribution to:	The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions
<b>Council's well-being objectives</b>	The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions
<b>Other public bodies objectives</b>	The scheme will encourage more pupils to walk between their school & home as the routes will be free from potential obstructions

## 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
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## 10. Assessment Conclusions

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

	<b>Conclusion</b>
<b>Equalities</b>	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>Socio Economic Disadvantage</b>	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>Community Cohesion/ Social Exclusion/Poverty</b>	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.
<b>Welsh</b>	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>Biodiversity</b>	There is no negative impact as the vegetation clearance will take place outside the bird nesting season & in liaison with the Authorities Biodiversity team.

<b>Well-being of Future Generations</b>	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**

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