



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

***Yn syth Yn dilyn y Pwyllgor Craffu ar
DYDD GWENER, 21 MAI 2021***

O bell drwy Teams

1. Penodi Cadeirydd
2. Croeso a galw'r rhestr
3. Cyhoeddiadau'r Cadeirydd
4. Datganiadau o fuddiannau
5. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 3 - 12*)
6. Rhestr Gymeradwy o Gontractwyr (*Tudalennau 13 - 32*)
7. Mynediad at draeth Aberafan drwy'r ramp mynediad i'r llithrfa newydd ym Maes Parcio Rhodfa Scarlett (*Tudalennau 33 - 52*)
8. Gorchymyn Rheoleiddio Traffig: Cilfrew (*Tudalennau 53 - 68*)
9. Opsiynau dylunio ar gyfer Adferiad Tomen Cilmaengwyn uwchben Ysgol Gynradd Godre'r Graig (*Tudalennau 69 - 84*)
10. Blaenraglen Waith 2021/2022 (*Tudalennau 85 - 86*)
11. Eitemau brys
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ôl disgrisiwn y Cadeirydd yn unol ag Offeryn Statudol 2001 rhif 2290 (fel y'i diwygiwyd).

K.Jones

Prif Weithredwr

Canolfan Ddinesig,
Port Talbot

14 Mai, 2021

Aelodau'r Cabinet:

Cynghowyr: M.Harvey a/ac A.Wingrave

Nodiadau:

- (1) *Os nad yw unrhyw aelod o Fwrdd y Cabinet yn gallu bad yn bresennol, gall unrhyw aelod arall o'r Cabinet gyflenwi fel aelod etholiadol ar y pwyllgor. Gofynnir i'r aelodau wneud y trefniadau hyn yn uniongyrchol ac yna I hysbysu is adran y pwyllgor..*
- (2) *Ystyrir barn y Pwyllgor Craffu blaenorol wrth wneud penderfyniadau (proses craffu cyn penderfynu)*

EXECUTIVE DECISION RECORD**26 MARCH 2021****STREETSCENE AND ENGINEERING CABINET BOARD****Cabinet Members:**

Councillors: A.Wingrave (Chairperson) and M.Harvey

Scrutiny Invitees:

Councillors: S.Penry (Scrutiny Chairperson) and R.W.Wood

Officers in Attendance:

D.Griffiths, M.Roberts, P. Jackson, A.Lewis, N.Headon and C.Plowman

1. APPOINTMENT OF CHAIRPERSON

Agreed that Councillor A.Wingrave be appointed Chairperson for the meeting.

2. CHAIR ANNOUNCEMENTS

Councillor M.Harvey was now the new Cabinet Member for Streetscene and Engineering.

3. DECLARATION OF INTEREST

The following Member made a declaration of interest and left the meeting before the commencement of the Item.

Cllr R.W.Wood Re: Home to School Transport (Private Item16)
as his son uses this service.

4. **MINUTES OF PREVIOUS MEETING**

Decision:

That the Minutes of 22 January 2021, be approved.

5. **ARBORICULTURAL MANAGEMENT PLAN**

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That the Arboricultural Management Plan as detailed in Appendix A of the circulated report, be endorsed.

Reason for Decision:

To allow a consistent approach to tree management across the county borough.

Implementation of Decision:

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

6. **COMBINED HIGHWAYS AND NEIGHBOURHOOD WORKS PROGRAMME 2021/2022**

It was noted that after the three day call in period officers would be writing to all Members with detail of the works to be carried out in their wards under the new programme.

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That the Works Programme expenditure for 2021/2022, as detailed in Appendix A of the circulated report, be approved.

Reason for Decision:

To maintain assets for which the Council is responsible and address community concerns in relation to same.

Implementation of Decision:

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

7. **TRAFFIC CAPITAL PROGRAMME 2021-2022: PROPOSED TRAFFIC REGULATION ORDERS**

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That approval be granted to Traffic Section Officers, for the schemes contained within the Traffic Capital Programme 2021-2022 and be advertised in accordance with the statutory requirements, and that the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these would be reported back to the Streetscene and Engineering Cabinet Board for a decision.

Reason for Decision:

The schemes are necessary in the interest of road safety and providing adequate parking provisions within the County Borough.

Implementation of Decision:

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

8. **ROAD SAFETY GRANT SCHEMES 2021-2022: PROPOSED TRAFFIC REGULATION ORDERS AND SAFE ROUTES IN COMMUNITIES**

Officers explained that they had subsequently received the grants from Welsh Government and would now progress these projects. Members had been notified about the grant awards in their respective wards.

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That permission be granted to Traffic Section Officers, for traffic regulation orders contained within appendix A of the circulated report, list of schemes for 2021-2022, and to be advertised in accordance with the statutory requirements. The schemes to be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these would be reported back to the Streetscene and Engineering Cabinet Board for a decision.

Reason for Decision:

The schemes are necessary in the interest of road safety within the County Borough.

Implementation of Decision:

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

9. **TRAFFIC REGULATION ORDER/S: TAIBACH**

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That approval be granted to advertise the Somerset Street and Somerset Lane, Taibach - Proposed Prohibition of Waiting at Any time traffic regulation order (as detailed in Appendix A of the

circulated report) and if no objections were received the proposals be implemented on site as advertised.

Reason for Decision:

To prevent indiscriminate parking in the interest of road safety.

Implementation of Decision:

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

10. **TRAFFIC REGULATION ORDER/S: CIMLA AND NEATH**

Officers explained that this was being undertaken for Streetcare Services as a result of quantum visitors visiting the park locally, resulting in traffic congestion and indiscriminate parking on the drive ways into the estate of the Cimla area, which was causing congestion and difficulty for vehicles to pass.

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That approval be granted to advertise the B4287 Cimla Road and Gnoll Access Lane West, Gnoll Park, Neath - Proposed Prohibition of Waiting, Loading or Unloading at Any time traffic regulation order. Gnoll Access Lane West and Lane from Beechwood Avenue to Gnoll Access Lane West, Gnoll Park, Neath – Clear Way traffic regulation order (as detailed in Appendix A and Appendix B of the circulated report) and if no objections were received the proposals be implemented on site as advertised.

Reason for Decision:

To prevent indiscriminate parking in the interest of both pedestrian and road safety.

Implementation of Decision:

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

11. **TRAFFIC REGULATION ORDER/S: TONNA**

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That approval be granted to advertise the Henfaes Road and Park Street, Tonna - Proposed Prohibition of Waiting at Any time traffic regulation order (as detailed in Appendix A of the circulated report) and if no objections were received the proposals be implemented on site as advertised.

Reason for Decision:

To prevent indiscriminate parking and assist in traffic flow in the interest of road safety.

Implementation of Decision:

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

12. **FORWARD WORK PROGRAMME 2021/2022**

The Forward Work Programme was noted.

13. **URGENT ITEMS**

Because of the need to deal now with the matters contained in Minute No's. 14 and 15 below, the Chairperson agreed that these could be raised at today's meeting as urgent items pursuant to Statutory Instrument 2001 No. 2290 (as amended).

Reason:

Due to the time element.

14. **SOUTH WEST & MID WALES REGIONAL CIVIL ENGINEERING SERVICES FRAMEWORK 2021 - 2025**

Decision:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

That in accordance with the Councils Contract Procedure Rules Section 3, authorised officers be empowered to utilise the South West and Mid Wales Regional Civil Engineering Services Framework, as detailed in the circulated report.

Reason for Decision:

To enable the timely procurement of Consultancy Services in accordance with Public Contract Regulations 2015 (Inc. Subsequent Amendments) and the Council's own Contract Procedure Rules.

Implementation of Decision:

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

15. **LIST OF APPROVED CONTRACTORS**

Decisions:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

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

Firm & Category

Bolt Alarm Response Ltd (B039) - 3

RTL Group T/A Roofing Tech (R040) - 15, 16, 17a-e

Reason for Decisions:

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

These recommendations to be adopted for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

Implementation of Decisions:

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

16. **ACCESS TO MEETINGS**

Decision:

That pursuant to Regulation 4(3) and (5) of Statutory Instrument 2001 No. 2290, the public be excluded for the following item of business which involved the likely disclosure of exempt information as defined in Paragraphs 12, 13 and 14 of Part 4 of Schedule 12A to the Local Government Act 1972.

17. **HOME TO SCHOOL TRANSPORT (EXEMPT UNDER PARAGRAPH 14)**

Decisions:

Having given due regard to the Integrated Impact Assessment, as detailed in the circulated report.

1. That Rule 11 of the Contract Procedure Rules be suspended and authority be granted to the Head of Engineering and Transport to extend Home to School contracts, as detailed in the private circulated report.
2. That a new framework for Passenger Transport Services (as detailed in the private circulated report) be introduced from February 2022, be noted.

Reason for Decisions:

1. Extending the contracts will ensure that the Councils budget is not affected by inflated costs being submitted as a result of the pandemic, it will also provide reassurance and security to operators who work for Neath Port Talbot County Borough Council.

2. The new framework will provide greater flexibility when procuring transport requirements for the Council.

Implementation of Decisions:

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

CHAIRPERSON

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

21st May 2021

Report of the Head of Engineering & Transport (David W. Griffiths)

Matter for Decision

Wards Affected: All

List of Approved Contractors

Purpose of the Report:

To seek Members' approval to amend the List of Approved Contractors.

Executive Summary:

To seek approval for Contractors to be included on the List of Approved Contractors and for Contractors that have not completed the Health and Safety renewal checks to be removed from the list.

Background:

Members will be aware that on previous occasions reports concerning the List of Approved Contractors have been presented to Cabinet Board.

The process gives local companies an opportunity to provide goods and services to the Council.

The full list of categories is set out in Appendix A for your information.

Financial Impacts:

No implications.

Integrated Impact Assessment:

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

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

The report is seeking approval to include additional contractors onto the existing List of Approved Contractors.

This does not affect any group of people and or impact the Welsh language, biodiversity or the five ways of working.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

No implications.

Risk Management Impacts:

No implications.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

Having had due regard to the Integrated Impact Assessment it is recommended that:-

The List of Approved Contractors is amended as follows:

Companies to be **added** to the List of Approved Contractors

The following companies have applied to be included on the list and have passed the required assessments:-

<u>Firm</u>	<u>Category</u>
Kompan Ltd (K011)	104
Spartan Scaffolding Solutions Ltd (S097)	11
Eurosafe Solutions Ltd (E031)	64, 66, 111
Andrew D'Auria Solutions Ltd (A073)	37, 38, 39, 40, 41, 42, 43, 44, 45, 46

Reasons for Proposed Decision:

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

These recommendations to be adopted for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

Implementation of Decision:

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

Appendices:

Appendix A - Categories for List of Approved Contractors

Appendix B - First Stage IIA

List of Background Papers

None

Officer Contact

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Amanda Phillips, Programme & Commissioning Manager

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Appendix A

Categories for List of Approved Contractors

General Services

1. Signs
2. Plant Hire
3. Security
4. Clinical Waste
5. Pest Control
6. Re-Cycling
7. Waste Disposal (e.g. Car, Computers, Steel)
8. Crowd Control
9. Traffic Management
10. Portable Buildings
11. Scaffolding

Building Construction / Maintenance

12. Building Construction £50,000 - £200,000
13. Building Construction £200,000 - £1m
14. Building Construction over £1m
15. Minor Building Works below £50,000
16. Works of Adaptation below £5,000
17. Re-Roofing
 - a) Felt & Asphalt below £10,000 / above £10,000
 - b) Tiles & Slate below £10,000 / above £10,000
 - c) GRP
 - d) High Performance Coverings
 - e) Sheeting & Cladding
18. Supply & Installation of Floor Finishes
 - a) Flexible Sheet, Tiles, Carpets
 - b) Jointless
 - c) Rigid Tiles, Slabs, Mosaics
 - d) Wood
19. Plastering
20. Painting & Decorating
21. Supply & Installation of Windows/Doors (Windows to BS 7412, Doors to PAS 23/1, PAS 24/1 to BS 7950 Kitemark Scheme)
 - a) PVCU (using Aluplast System)
 - b) Timber
 - c) Aluminium

- d) Steel
- e) Roller Shutter
- f) Security Doors
- g) Automatic Doors
- 22. Suspended Ceilings
- 23. Welding / Fabrication below £5,000
- 24. Welding / Fabrication above £5,000
- 25. Stonework Repair / Restoration / Cleaning
- 26. Glazing & Safety Filming
- 27. Wall Tie Replacement
- 28. External Wall Insulation
- 29. Damp Proofing / Dry Rot / Woodworm Treatment
- 30. Cavity Wall and / or Loft Insulation
- 31. Asbestos Handling & Removal, Asbestos Surveys & Asbestos Consultancy Services
- 32. Window Blinds
- 33. Shop Fitters – Specialist Joinery
- 34. Refurbishment of Laboratories
- 35. Clearance of Void properties
- 36. Works to Listed Buildings

Mechanical & Electrical Engineering

- 37. Domestic (including Housing) Plumbing & Central Heating below £50,000
- 38. Domestic (including Housing) Plumbing & Central Heating above £50,000
- 39. Commercial Heating & Ventilating below £100,000
- 40. Commercial Heating & Ventilating above £100,000
- 41. Domestic (including Housing) Electrical Installation below £50,000
- 42. Domestic (including Housing) Electrical Installation above £50,000
- 43. Commercial Electrical Installations below £100,000
- 44. Commercial Electrical Installations above £100,000
- 45. Gas Boiler Maintenance
- 46. Maintenance of Building Management Systems for Heating & Ventilation

Mechanical & Electrical Specialist Services

- 47. CCTV
- 48. Intruder Alarms
- 49. Fire Alarms
- 50. Warden Call System
- 51. Lifts
- 52. Swimming Pool Plant Equipment
- 53. Water Systems Cleaning & Chlorination

54. Ductwork System Cleaning & Sterilisation
55. Domestic & Commercial Kitchen Equipment Maintenance
56. Supply & Installation of Specialist Kitchen Equipment / Fittings
57. Installation, Testing & Maintenance of Local Exhaust Ventilation (LEV)
58. Water Systems – Risk Assessment
59. Supply & Installation of Pipework & Ductwork Installation
60. Supply, Installation and / or Servicing of Automatic Door Systems
61. PA Systems / Sound Systems
62. Stage Lighting
63. Service / Repair of Kilns
64. Supply, Installation & Servicing of Leisure Services Equipment
65. Specialist Steelwork (stainless Steel & Fabricated Works)
66. Lightening Conductors
67. Fire Fighting Equipment including Hose Reels
68. Smoke / Fire Detectors
69. Stage Equipment including Curtains, Gantry, Special Effects etc.
70. Computer / Telephone Cabling

Civil Engineering

71. Civil Engineering £0 – £25,000
72. Civil Engineering £25,000 – £250,000
73. Civil Engineering £250,000 – £1m
74. Civil Engineering over £1m
75. Land Reclamation
76. Sewers & Drainage
77. Hard & Soft Landscaping
78. Ground Investigation
79. Demolition
80. Surfacing, Carriageway & Footways
81. Surface Dressing
82. Road Markings & Reflective Road Studs
83. Carriageway Slurry Surfacing & Footways
84. Fencing
85. Gabion & Blockstone
86. Steel Fabrication below £25,000
87. Steel Fabrication above £25,000
88. Bridge Works, New & Maintenance

Civil Engineering Specialists

89. Concrete Repairs
90. Diving Inspections & Works within Water

91. Bridge Deck Expansion Joints
92. Bridge Deck Water Proofing
93. Soil Nailing
94. Sewer Relining
95. Sewer Surveys
96. Safety Fencing
97. Bridge Parapets (Manufacture & Installation)
98. Access Plant for Inspection
99. Bridge Parapet Painting
100. Painting of Structural Steelwork
101. Arboriculturalist
102. Weed-spraying
103. Weather Forecasting
104. Playground Equipment
105. Specialist Cleaning
106. Synthetic Pitches and Sports Facilities
107. Bus/Cycle Shelters
108. Traffic Signals
109. Street Lighting
110. Street Furniture
111. Specialist Contractor not listed above – please specify type of work



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Appendix B

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
Version 1	Amanda Phillips	Programme & Commissioning Manager	April 2021

1. Details of the initiative

	Title of the Initiative: List of Approved Contractors – Approval to add Contractors
1a	Service Area: Procurement
1b	Directorate: All
1c	<p>Summary of the initiative: Approving additional Contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.</p> <p>The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.</p>
1d	Is this a ‘strategic decision’? No.
1e	Who will be directly affected by this initiative? Internal administrative process only.
1f	<p>When and how were people consulted?</p> <p>The Approved List is available for all construction companies to apply to be included. Various checks are undertaken on applicants to ascertain their suitability for inclusion, these checks are undertaken in the form of references, technical, quality, environmental and Health and Safety checks. Checks are performed in consultation with other departments in the Authority. Due to the nature of the process there is no requirement to consult with external groups on this matter, consultation will be undertaken for the individual schemes procured using contractors on the Approved List.</p>
1g	<p>What were the outcomes of the consultation?</p> <p>Consultation with other departments in the Authority has supported the recommendations within the report.</p>

2. Evidence

What evidence was used in assessing the initiative?

Applicants wishing to be included on the List of Approved Contractors need to demonstrate their suitability on the application form. The application is checked by various departments to determine the suitability of the applicant to be included on the Approved List prior to approval being sort by Members.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			x	
Disability			x	
Gender reassignment			x	
Marriage & civil partnership			x	
Pregnancy and maternity			x	
Race			x	
Religion or belief			x	
Sex			x	
Sexual orientation			x	

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

Applications to be included on the List of Approved Contractors are welcomed from all construction companies.

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			x	
To advance equality of opportunity between different groups			x	
To foster good relations between different groups			x	

Tudalen24

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

The Approved List is open to applications from all construction companies.

4. Socio Economic Duty

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

What action will be taken to reduce inequality of outcome

5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			x	
Social Exclusion			x	
Poverty			x	

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

The List of Approved Contractors facilitate the procurement of local construction companies to secure work with NPT. This will allow local companies to provide employment opportunities allowing people to secure decent work.

6. Welsh

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: – people’s opportunities to use the Welsh language			x	
– treating the Welsh and English languages equally			x	

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

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			x	
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			x	

Tudalen28

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

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	The addition of Contractors onto the List of Approved Contractors will enable these companies to be procured in accordance with NPT’s Procurement Rules.
ii. Prevention – preventing problems occurring or getting worse	The List of Approved Contractors allows local contractors the opportunity to undertake works for NPT.
iii. Collaboration – working with other services internal or external	Several departments have been involved in checking that Contractors are suitable to undertake works for the category/ies. The Approved list is available for use by all departments in the Authority wishing to undertake works.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The companies have been assessed to determine their suitability to be included on the Approved List. External financial checks have been undertaken. Various departments have undertaken checks on the companies for Insurance, Technical ability, Quality, Environmental and Health & Safety.
v. Integration – making connections to maximise contribution to:	Approving additional Contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment opportunities, allowing people to take advantage of the wealth generated through securing decent work. The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.
Council’s well-being objectives	The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works. This will allow local companies to provide employment opportunities allowing people to secure decent work.
Other public bodies objectives	The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works. This will allow local companies to provide employment opportunities allowing people to secure decent work.

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.

Regular checks in accordance with the Authority's Corporate Procurement Rules are undertaken on the companies on the List of Approved Contractors to ensure they are compliant.

10. Assessment Conclusions

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

	Conclusion
Equalities	Applications to be included on the Approved List of contractors are welcomed from all construction companies.
Socio Economic Disadvantage	
Community Cohesion/ Social Exclusion/Poverty	The List of Approved Contractors facilitate the procurement of local construction companies to secure work with NPT. This will allow local companies to provide employment opportunities allowing people to secure decent work.
Welsh	N/A
Biodiversity	N/A
Well-being of Future Generations	Approving additional Contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.

	<p>The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.</p> <p>Several departments have been involved in checking that Contractors are suitable to undertake works for the category/ies. The approved list is available for use by all departments in the Authority wishing to undertake works.</p>
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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

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			

12. Sign off

	Name	Position	Signature	Date
Completed by	Amanda Phillips	Programme & Commissioning Manager	AJP	22/4/21
Signed off by	David Griffiths	Head of Engineering & Transport	DWG	22/4/21



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

21st May 2021

Report of the Head of Streetcare – Mike Roberts

Matter for Decision

Wards Affected: Sandfields West & Sandfields East

Accessibility to Aberavon beach via the new slipway access ramp at Scarlett Avenue car park

Purpose of the Report:

The Council has received correspondence regarding access to the beach via the new slipway constructed as part of the Aberavon Promenade Coastal Risk Management Scheme, located at Scarlet Avenue car park. This paper sets out the reasoning behind the ramps design and its intended use and the options that are available to address those queries in order for a decision to be made on its future use.

Executive Summary:

A new beach maintenance access ramp has been constructed as part of the Aberavon Promenade Coastal Risk Management Scheme at Scarlett Avenue car park.

The ramp was designed as an access ramp and therefore does not meet current standards in terms of pedestrian or disabled access.

The Council has received enquiries concerning the accessibility arrangements in place at the West end of Aberavon Beach.

There are actions that the Council can take in order to address the enquiries raised, however each action has associated risks that need to be considered before a decision on the most appropriate is made.

Background:

Design and Planning

The project team considered the intended use of the ramp early on during the design stage. The design statement (a) prepared by the Principal Designer and planning condition (b) concerning the gate and fencing located at the top of the ramp are included below for reference. Also included are comments raised by the Countryside and Wildlife Team (c), detailing the on-going issues associated with motorbike activity on the dunes and the impact that improved access from the new slipway may have.

In addition to statements and the planning condition set out below, there were serious concerns raised during the planning process surrounding antisocial behaviour at Scarlett Avenue Car Park and the potential for a publicly accessible ramp to the beach at this location to exacerbate this matter.

(a) Design Statement

The design of the access ramp first considered the potential usage. In order for the ramp to be compliant with the Equalities Act (2010) and pedestrian access, the slope would have to be 1 in 20, with regular landings and handrails throughout. This would make the structure very long and a significant projection out of the coastline. This would likely affect coastal processes and may increase down-drift erosion at

the Site of Importance for Nature Conservation of Baglan Burrows. In addition, it was felt that increasing access to the northern area would increase anthropogenic pressures (walkers, motorbikes etc.) on the dune system, which is already under some stress. For these reasons, the decision was taken at the design stage that this should be an emergency/maintenance vehicular access only.

Having defined the function of the ramp, the team sought to identify the physical form. The Health and Safety Executive (2014) states that 'in general, no plant or other heavy vehicle should use a ramp with a slope of more than 10% unless a competent person is satisfied that the vehicle can safely be moved on that ramp. Generally, with slopes steeper than a gradient of 1 in 10, there is a risk of plant and vehicles being unable to safely move on the concrete slipway and a risk of slips and/or trips. Therefore, a maximum slope of 1 in 10 was recommended for the new concrete slipway.

However, the Council instructed the designer that the new concrete slipway would have a slope of 1 in 6, in order to match the existing slipway (RNLI slipway) located to the south-east of the Aberavon frontage. The designer therefore sought to reduce the risk so far as reasonably practicable through specifying a brushed surface finish of the new concrete ramp to increase the grip for plant, vehicles, and operatives.

(b) Planning Conditions

The Planning consent that was granted contained the following at Planning Condition (9)

“Prior to the first beneficial use of the hereby approved slipway a 1.8m high weldmesh access gate and associated fencing shall be implemented on site in accordance with drawing No. AJQ-JBA-00-00-DR-C-5001 revision P05 and shall be retained as such thereafter.

Reason

In the interests of pedestrian safety and the biodiversity of the sand dunes.”

(c) Countryside & Wildlife Representations

Baglan Burrows sand dunes, which is owned by St. Modwen's, is extremely prone to illegal motorbike use. In addition to local use, the site has gained a reputation as a training venue prior to competitions, and has reportedly been listed on biking websites. Use of the bikes on the dunes is a serious H&S issue and the Council (primarily the Countryside and Wildlife Team) has had numerous complaints on the matter over the years. The Council has reported it to the police where we have direct knowledge of bikes there and we encourage the public to report incidents themselves. In addition to obvious H&S issues associated with this activity, the bikes are having a negative impact on the dune habitat, as there are now extensive areas of bare sand within the dune system. Whilst some dune mobility, with open areas, can be positive for sand dune habitats, the damage is now too extensive, causing loss of plant species and likely to be impacting on fauna species.

The Wales Coast Path runs through the dune system, which has caused some challenge in limiting access for bikes. The Council has installed structures to limit access on land within Council ownership next to The Quays. Maintaining the structures prove to be challenging; they have needed to be retrofitted as bikers were reported to be manoeuvring through initial structures and further remedial work is necessary at the moment following recent vandalism. Signage has also been installed to make it clear that use of the site by bikes is illegal, and to make it easier for police if they are called to the site. Given that access has become more difficult from The Quays, we have had reports of bikes coming in via the beach, promoting requests from residents for further barriers to be put on access points from the beach, however this wasn't feasible given other access requirements to the beach. Given the scale of use of the site, providing an open access point at the western side of the beach (which would negate the need of having to ride along the main beach) is likely to further exacerbate the situation.

Correspondence

To date, queries have been received on the future access arrangements of the ramp from:

- Members of the public,
- Local members, and
- Trem-Y-Mor.

Though, it should be noted that these queries were received shortly after completion of the scheme, the last dated May 2020.

It is also important to note that the project team had to field numerous questions on the matter throughout the design, pre-planning, planning and construction phase.

Current Position

A 1.8m high black weldmesh fence erected as per planning condition (9) and the locked pedestrian and vehicular access gates prohibit formal access to the beach via the new slipway.

Pedestrians are currently accessing the beach via two routes adjacent to the new slipway:

1. Via the steep cliff face located at the far west end of the newly erected weldmesh fence.
2. At the east end of the newly erected weldmesh fence. Pedestrians are climbing under the existing white key clamp fence, walking along the top of the grass bank and then down the slipway embankment (1 in 3 slope) to access the lower half of the slipway and beach.

(Route paths illustrated in Figure 1 and pictured in Figures 2 and 3)

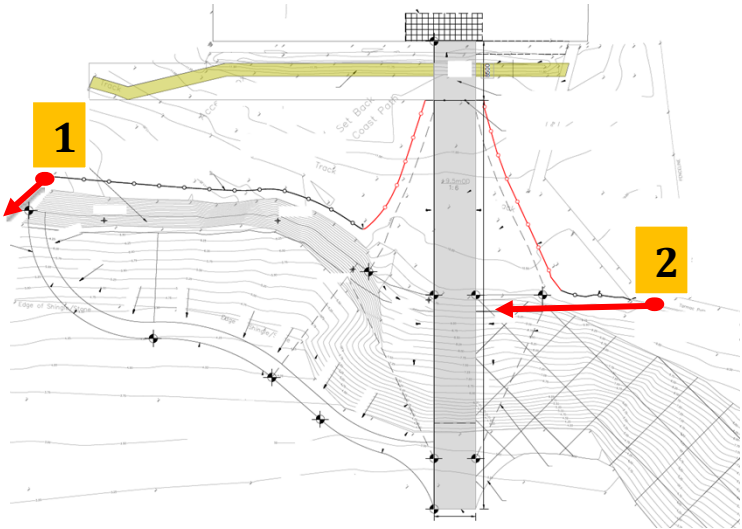


Figure 1 - Plan view of new slipway



Figure 2 - Pedestrian access to the beach at West end of weldmesh fence



Figure 3 - Pedestrian access to the beach at East end of weldmesh fence

Options

Set out below are the options that the Council can consider implementing along with the associated risks.

Option 1 – Do Nothing

To continue to provide a response in line with the reasons identified within the design statement and planning condition. The ramp will remain gated and locked and will only be accessible for maintenance and emergency operations.

Risks:

The Council may continue to receive correspondence and pressure to provide public access to the beach via the newly constructed ramp.

Pedestrians will continue to use the two routes identified in the previous section.

Option 2 – Pedestrian Gate

Only allow access to the beach via the ramp through the pedestrian gate, keeping the main gate locked and only accessible for maintenance and emergency operations. The pedestrian gate (addition to the original design) will remain unlocked and useable as a point of access to the beach at the West end of the promenade.

Risks:

The ramp is not designed for pedestrian access (1 in 6 gradient) and will pose a slip, trip and fall hazard to those using it. However, it should be acknowledged that the ramp is the same gradient as that located in front of the RNLI building, which currently allows pedestrian access.

The pedestrian gate may be used by motorcyclists that wish to access the dune system to the West of the ramp.

The pedestrian gate may be used by wheelchair users for which the risks are foreseen as being very difficult to mitigate, those being manual handling of a wheelchair on a 1 in 6 slope and getting cut off by the tide if located east of the slipway on the beach.

Option 3 – Pedestrian Gate + Access Barrier + Signage + Additional Disabled Car Parking close to DDA Ramp

As Option 2 above, with the addition of some form of barrier to prevent wheelchair and motorcycle access. Installation of signage identifying that use of motorbikes on the dunes is illegal along with safety signage highlighting the risks of using the ramp for pedestrian access. In order to mitigate the risk associated with not allowing access to disabled individuals, additional car parking spaces to be provided near to the purpose built DDA access ramp. Remedial and upgrading of the DDA access ramp has just been delivered as part of the Aberavon Promenade Coastal Risk Management Scheme.

Risks:

The ramp is not designed for pedestrian access (1 in 6 gradient) and will pose a slip, trip and fall hazard to those using it. However, it should be acknowledged that the ramp has the same gradient as the ramp located in front of the RNLI building, which currently allows for

pedestrian access. Accordingly, there would be access issues for individuals with a protected characteristic under the Equality Act 2010

Option 4 – extension of security fencing to restrict access

Further restrict access to the ramp by extension of the weldmesh fencing to the East and West.

Risks:

The Council may continue to receive correspondence and pressure to provide public access to the beach via the newly constructed ramp. This is likely to be exacerbated further than in Option 1 due to the attempt to restrict access further.

Difficult to stipulate an end to the weldmesh fencing to the west. Will likely only achieve moving the route to the beach further along the cliff face and accordingly will likely not withhold access.

Summary

The Council has received limited further correspondence since that which was received initially upon completion of the scheme. Therefore, it is recommended that Option 1 is actioned initially and officers continue to monitor future correspondence and the situation on site.

Should further correspondence be received or new risks associated with Option 1 arise, then officers will review the position and bring back a further report to reconsider the need for Option 3.

It is noted the risk of potential injury associated with Option 2 is considered to be too great, whilst Option 4 does not offer any significant benefits.

Financial Impacts:

- Option 1 – No additional expenditure envisaged.
- Option 2 – No additional expenditure envisaged.
- Option 3 – Costs of circa £7,500.00 to install restrictive barrier, signage and amend car parking.
- Option 4 – Costs will be dependent upon the scale of the extension of the weldmesh fencing.

Integrated Impact Assessment:

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

The first stage assessment, attached at Appendix 1, has indicated that a more in-depth assessment is not required in respect of the recommendation. A summary is included below.

After completing the assessment it has been determined that the proposal to initially implement option 1 and to continue to monitor the situation does not require a full second stage Impact Assessment.

The proposal has no significant negative impact on service users and no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language. Under Option 1 there will also be no impacts on biodiversity.

The initiative embraces the sustainable development principle, by contributing to the Council's three well-being objectives. It does so by improving the wellbeing of both children and adults within the community by ensuring a safe environment through either restricting access where safety issues are a concern, or by implementing

mitigation measures in order to reduce any risk associated with access to the beach via the ramp.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

In considering any decision the Council must have regard to the provisions of the Equality Act 2010, the further detail of which will be set out in the Integrated Impact Screening Assessment.

Risk Management Impacts:

The risks associated with each proposal are considered in detail in the substantive section of this report.

Consultation:

There is no requirement for external consultation on this item.

Recommendations:

Having had due regard to the first stage Integrated Impact Assessment, it is recommended that:

No further changes are made to accessibility at the slipway access ramp at Scarlett Avenue car park and access be allowed for maintenance and emergency situations only as per Option 1 in the report.

Officers continue to monitor correspondence and the situation on site, and should issues arise that require the situation to be reviewed again, officer bring back a further report to reconsider the need for Option 3.

Reasons for Proposed Decision:

To determine any public access in relation to the newly constructed beach maintenance access ramp located at Scarlett Avenue car park.

Implementation of Decision:

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

Appendices:

Appendix 1 – First stage Integrated Impact assessment.

List of Background Papers:

None

Officer Contact:

Name: James Davies
Designation: Drainage Manager
Email: j.davies19@npt.gov.uk
Direct dial: 01639 686408

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Accessibility to Aberavon beach via the new slipway access ramp at Scarlett Avenue car park
Service Area: Streetcare
Directorate: Environment

2. Does the initiative affect:

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

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age	Y					Option 1 – The ramp will remain gated and locked and will only be accessible for maintenance and emergency operations. Impact – No benefit to the general public in terms of beach access, regardless of any protected characteristic. Access to the beach at this point would have positive impact for those who live nearby or who park in the
Disability	Y					
Gender Reassignment		N				
Marriage/Civil Partnership		N				
Pregnancy/Maternity	Y					
Race		N				
Religion/Belief		N				

Sex	Y					nearby carpark, those who are older, who are disabled, young families or pregnant women, where walking to the alternative access points could be difficult. However, there are highly significant negative impacts – as the slope was constructed for maintenance and emergency operations only, the gradient is not suitable or compliant for pedestrian or disabled access.
Sexual orientation		N				<p>Option 2 – Only allow access to the beach via the ramp through the pedestrian gate, keeping the main gate locked and only accessible for maintenance and emergency operations.</p> <p>Impact – Benefit provided to the general public in terms of beach access, and particularly for those groups listed above. However, there are serious health and safety implications associated with providing unrestricted access at this location, owing to the gradient (as above) of the ramp and tidal processes.</p> <p>Option 3 – As Option 2 above, with the addition of some form of barrier to prevent wheelchair and motorcycle access. Installation of signage identifying that use of motorbikes on the dunes is illegal along with safety signage highlighting the risks of using the ramp for pedestrian access. Additional car parking spaces to be provided near to the purpose built DDA access ramp. Remedial and upgrading of the DDA access ramp has just been delivered as part of the Aberavon Promenade Coastal Risk Management Scheme.</p> <p>Impact - Benefit provided to the general public in terms of beach access, however the main benefit of access at this location will only be provided to individuals that do not require wheelchair/walking aids due to the restrictive barrier recommended as a measure to reduce risk in terms of the health and safety of the general public.</p>

						<p>A ramp specifically designed for disabled access to the beach is located further along the promenade and an increase in the number of disabled parking bays is proposed to accommodate potential increased access. Benefit provided to individuals with a disability due to the proposal of increasing disabled parking bays near to the dedicated DDA ramp.</p> <p>Option 4 – Further restrict access to the ramp by extension of the weldmesh fencing to the East and West. Impact - No benefit to the general public in terms of beach access, regardless of any protected characteristic.</p>
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4. Does the initiative impact on:

Tudalen47

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language			Negligible		L	Options 1, 2 and 4 – No impact on people's opportunities to use the Welsh language. Option 3 – Any signage erected in line with this option will be in Welsh and English.
Treating the Welsh language no less favourably than English			Negligible		L	Options 1, 2 and 4 – No impact on people's opportunities to use the Welsh language. Option 3 – Any signage erected in line with this option will be in Welsh and English.

5. Does the initiative impact on biodiversity:

Tudalen48

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity	Y				H	Baglan Burrows sand dunes, which is owned by St. Modwen's, is extremely prone to illegal motorbike use. In addition to local use, the site has gained a reputation as a training venue prior to competitions, and has reportedly been listed on biking websites. Use of the bikes on the dunes is a serious H&S issue and the Council (primarily the Countryside and Wildlife Team) has had numerous complaints on the matter over the years. The Council has reported it to the police where we have direct knowledge of bikes there and we encourage the public to report incidents themselves. In addition to obvious H&S issues associated with this activity, the bikes are having a negative impact on the dune habitat, as there are now extensive areas of bare sand within the dune system. Whilst some dune mobility, with open areas, can be positive for sand dune habitats, the damage is now too extensive, causing loss of plant species and likely to be impacting on fauna species. Whilst options 1, 3 and 4 would have no negative impact on ecosystem, option 2 would provide a direct access to the dune system for motorcyclists and so be detrimental to the area.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	Y				H	As above.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	Y		Providing additional beach access at Aberavon directly in front of a designated car parking area can assist in the wellbeing improvement of both children and adults. However the safety implications associated with doing so may potentially have a significantly negative impact on people's wellbeing.
Integration - how the initiative impacts upon our wellbeing objectives	Y		Providing additional beach access at Aberavon directly in front of a designated car parking area can assist in the wellbeing improvement of both children and adults. However the safety implications associated with doing so may potentially have a significantly negative impact on people's wellbeing.
Involvement - how people have been involved in developing the initiative	Y		Numerous meetings were held concerning the ramp access arrangements throughout the various stages of the Aberavon Promenade Coastal Risk Management Scheme development in 2019, including with the countryside and wildlife team, Trem y Mor care home, local councillors and the general public. The main action resulting from the meetings held was for the project team to consider opening the new ramp to pedestrian access in addition to its intended purpose. The team subsequently assessed the risk and the feasible options available for doing so, which have now been detailed in a report for which this assessment is being carried out.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	Y		The board report to which this stage 1 IIA has been prepared for is the result of collaboration and communication with various services and organisations during the planning, construction and post construction stages of the Aberavon Promenade Coastal Protection Scheme. Numerous meetings were held concerning the ramp access arrangements through the various stages of the project, including with the countryside and wildlife team, Trem y Mor care home, local councillors and the general public.

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<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	Y		<p>Options 1 and 4 will prevent safety issues arising by restricting pedestrian access to the beach.</p> <p>Option 2 poses a safety issue for disabled individuals, young families with children, and pregnant women who would likely make use of the ramp to access the beach at Scarlett Avenue due to the tidal processes at this location as well as the gradient of the slope.</p> <p>Option 3 mitigates the issues associated with preventing a problem in option 2. Furthermore, it will prevent safety issues associated with options 1 and 4 associated with accessing the beach via the steep dune system.</p>
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7. Declaration - based on above assessment (tick as appropriate):

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
<p>After completing the assessment it has been determined that the proposal - to initially implement option 1 and to continue to monitor the situation and implement option 3, should further correspondence or new risks arise rendering option 1 no longer suitable - does not require a full Impact Assessment (second stage). The proposal has no significant negative impact on service users, initially has no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language. Furthermore, initially there will be no impacts on biodiversity.</p> <p>Should the need arise in the future to implement option 3, there will be a beneficial impact for service users. There is a low impact associated with this option for individuals with certain disabled characteristics, though mitigation will be provided by way of introducing further disabled parking spaces near to the dedicated DDA ramp and through the improvements made to that ramp during the Aberavon Promenade Coastal Risk Management Scheme. There is a negligible impact in terms of the Welsh language with any signage associated with option being erected in both Welsh and English. Furthermore, initially there will be no impacts on biodiversity.</p> <p>The initiative embraces the sustainable development principle, by contributing to the Council's three well-being objectives. It does so by improving the wellbeing of both children and adults within the community by ensuring a safe environment through either restricting access where safety issues are a concern, or by implementing mitigation measures in order to reduce any risk associated with access the beach via the ramp.</p>	

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

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	Name	Position	Signature	Date
Completed by	James Davies	Drainage Manager	J M Davies	21-April-2021
Signed off by	Mike Roberts	Head of Service/Director	M Roberts	22-April-2021

Mae'r dudalen hon yn fwiadol wag

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

21st May 2021

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

Matter for Decision

Wards affected: Aberdulais and Cadoxton

20 mph Speed Limit Traffic Regulation Order at Cilfrew Village, Neath.

Purpose of Report

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

Executive Summary

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

Background

The proposed traffic regulation order is required to help reduce traffic speed in the interest of road safety. The proposed 20 mph speed limit throughout the village will create a safer environment for all encouraging walking and cycling to and from the local amenities and the two schools.

The proposed scheme is indicated in Appendix A.

Financial Impact

The scheme will be funded by the Welsh Government.

Integrated Impact Assessment

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide a benefit to the Community.

Valleys Community Impacts

There are '**No implications**' associated with this report.

Workforce Impacts

There are '**No Implications**' associated with this report.

Legal Impacts

The scheme is to be advertised for a 21 day period as part of the statutory process.

Risk Management Impacts

There are no risk management impacts associated with this report.

Consultation

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

Recommendations

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the proposed 20 mph Speed Limit Traffic Regulation Order at Cilfrew Village, Neath (as detailed

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

Reason for Proposed Decision

To help reduce traffic speed in the interest of road safety.

Implementation of Decision:

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

Appendices

Appendix A – Plan – Proposed 20 mph speed limit, Cilfrew.

Appendix B – Integrated Impact Assessment.

Background Papers

None.

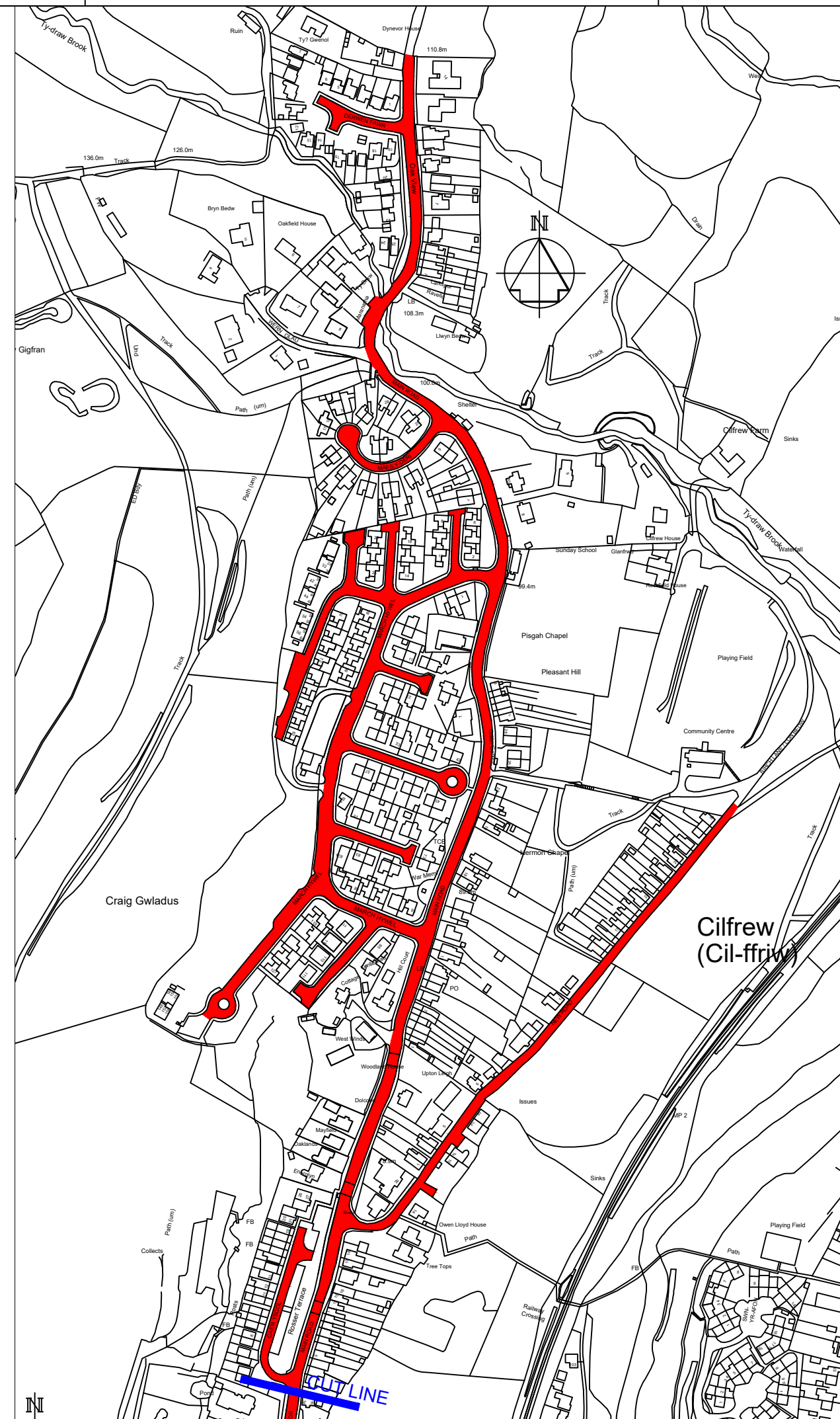
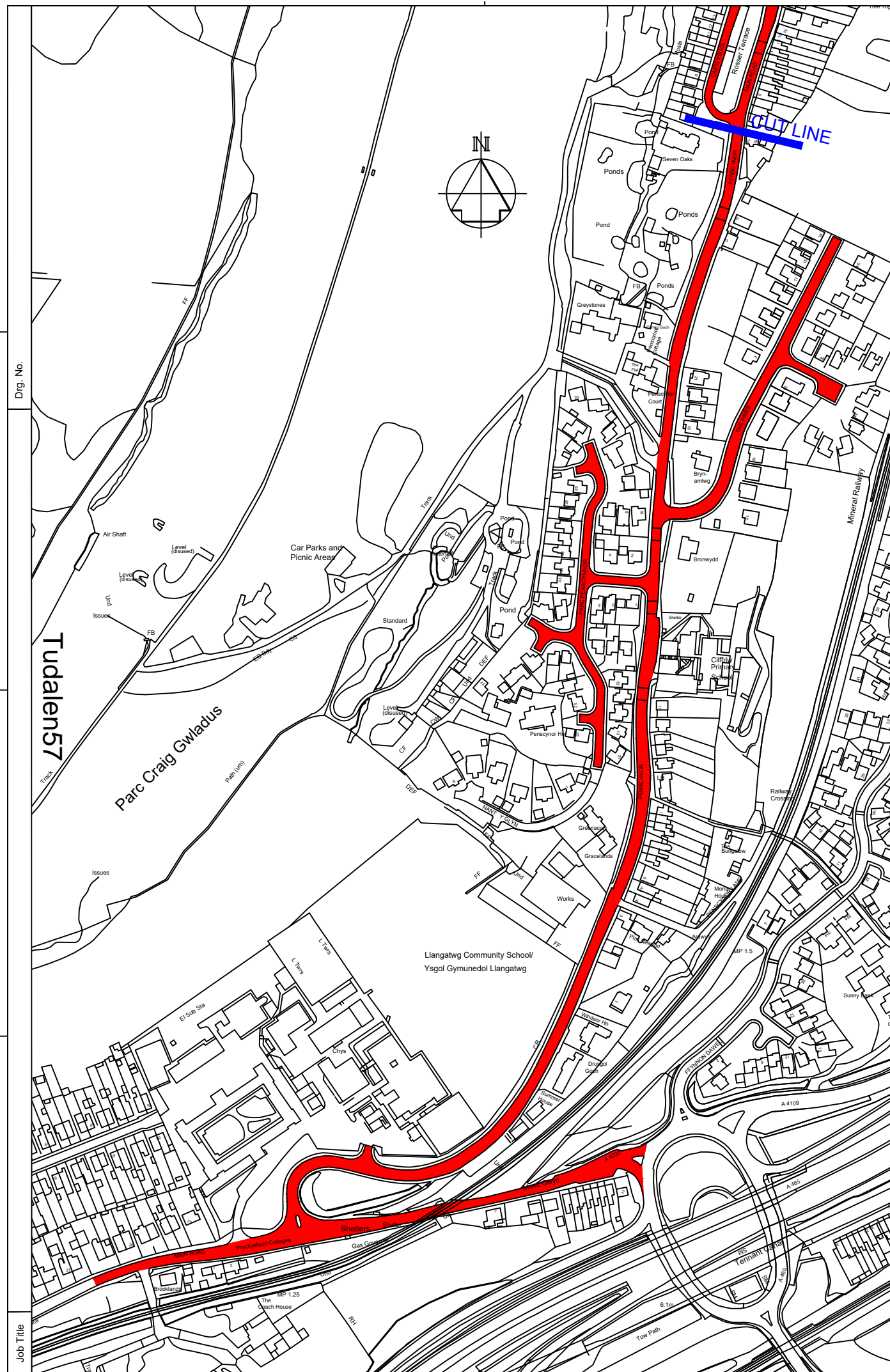
Officer Contact

Mr Martin Brumby, Engineering & Transport


Tel. No. 01639 686013

Email m.brumby@npt.gov.uk

Mae'r dudalen hon yn fwriadol wag



NOTES
 1. All dimensions are in millimetres unless otherwise stated.

Key:-
 Proposed 20mph Speed Limit



Rev	Details	Dr	Ch	Ap	Date

Client



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

Job Title
 Proposed 20mph Speed Limit
 Cilfrew

File No.	TR22	Financial Code No.	26.007500.B054.266306
Drawn		Checked	MCB
Date	Apr 21	Date	Apr 21
Scales	NTS	Status	
Approved		Date	Apr 21
Drawing No.	C20920.CIL.04		

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
e.g. Version 1	Martin Brumby	Project Manager Highways	4/05/2021

1. Details of the initiative

	Title of the Initiative: 20 mph Speed Limit Traffic Regulation Order at Cilfrew Village, Neath
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To implement a 20 mph speed limit traffic regulation order at Cilfrew village, Neath.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? Members of the public that drive.
1f	When and how were people consulted? If allowed to proceed. The scheme will be advertised for a period of 21 days as per the statutory process.
1g	What were the outcomes of the consultation? N/A

2. Evidence

What evidence was used in assessing the initiative?

The traffic regulation order is required in order to help reduce traffic speed in the interest of road safety.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	
Disability			√	
Gender reassignment			√	
Marriage & civil partnership			√	
Pregnancy and maternity			√	
Race			√	
Religion or belief			√	
Sex			√	
Sexual orientation			√	

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

Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

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			√	
To advance equality of opportunity between different groups			√	
To foster good relations between different groups			√	

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

Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

4. Socio Economic Duty

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

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What action will be taken to reduce inequality of outcome

5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	
Social Exclusion			√	
Poverty			√	

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

Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

6. Welsh

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: - people's opportunities to use the Welsh language	√			We welcome all correspondence in Welsh and English when dealing with the wider community
- treating the Welsh and English languages equally	√			All permanent highway approved signage used in the traffic regulation order is Bilingual (Welsh / English).

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

Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

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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			√	
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			√	

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

Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

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	The proposed scheme will help to reduce traffic speed in the interest of road safety.
ii. Prevention – preventing problems occurring or getting worse	The proposed scheme will help to reduce traffic speed in the interest of road safety.
iii. Collaboration – working with other services internal or external	The various sections such as Highway Engineering, Highway Development and Control and the Legal section have worked together on this initiative.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The various sections such as Highway Engineering, Highway Development and Control and the Legal section have worked together on this initiative.
v. Integration – making connections to maximise contribution to:	The proposed scheme will help to reduce traffic speed in the interest of road safety.
Council's well-being objectives	The proposed scheme will help to reduce traffic speed in the interest of road safety.
Other public bodies objectives	The proposed scheme will help to reduce traffic speed in the interest of road safety.

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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.

The scheme will be advertised for a period of 21 days as per the statutory process. Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

10. Assessment Conclusions

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

	Conclusion
Equalities	Any written correspondence received to the proposed scheme will be considered and discussed with the local members.
Socio Economic Disadvantage	Any written correspondence received to the proposed scheme will be considered and discussed with the local members.
Community Cohesion/ Social Exclusion/Poverty	Any written correspondence received to the proposed scheme will be considered and discussed with the local members.
Welsh	Any written correspondence received to the proposed scheme will be considered and discussed with the local members.

Biodiversity	Any written correspondence received to the proposed scheme will be considered and discussed with the local members.
Well-being of Future Generations	The proposed scheme will help to reduce traffic speed in the interest of road safety.

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** with advertising the scheme as per the statutory consultation process.

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?
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The outcome of the statutory consultation	Local members and officers from Engineering and Transport.	Post statutory consultation	Recommendations will be reported to the Streetscene and Engineering Cabinet Board for decision.

12. Sign off

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		10/05/21
Signed off by	D.W.Griffiths	Head of Service/Director		10/05/21

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

21st May 2021

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

Matter for Decision

Wards affected: Godre'r Graig

Design Options for the Remediation of Cilmaengwyn Tip above Godre'r Graig Primary School

Purpose of Report

To obtain Members approval to direct award Earth Science Partnership work to investigate design options and produce budget estimates for works associated with the remediation of Cilmaengwyn Spoil Tip.

Executive Summary

The report outlines the risks associated with Cilmaengwyn tip to Godre'r Graig Primary School & the wider village and remedial options.

Background

Inspection of historic Ordnance Survey plans dating from 1877 indicates the overall site to have initially developed with the formation of two small quarries, one named Cwar Pentwyn and the other un-named and described as an 'old quarry'. A mine entry (adit) is shown as an 'old coal level' at the southwest corner of Cwar Pentwyn with a small spoil tip immediately adjacent. Mounds of quarry waste are shown to the south and east of both quarries.

The 1898 plan shows Cwar Pentwyn to have expanded slightly, with a corresponding increase in spoil tip mounds to the south and east. Both quarries appear to be disused on the 1918 Edition plan, with Godre'r Graig School having been constructed during the period between surveys.

The spoil tip to the east is the problematic one above the school. The majority of the land on which this tip is on, is in the ownership of Neath Port Talbot CBC and is registered on the same Land Registry Title as the school. The other tips within this complex are on privately owned land.

Investigations to Date

Earth Science Partnership were commissioned in 2019 to investigate the tip material and land slip above Godre'r Graig School following concerns raised following the investigation works on the Pantteg Landslip on the same hillside but further up the valley.

The first body of work was to investigate the possible affect the tip could have on the school and the results are contained in the following reports, which can be found online at <https://www.npt.gov.uk/19911> :-

Godre'r Graig School Interpretive Report - ESP.7234e.02.3302 - Godre'r Graig Primary school Preliminary Investigation and Additional Assessment

Preliminary Landslide Hazard and Risk Assessment - ESP.7234e.3221 - Godre'r Graig Primary School Preliminary Landslide Hazard and Risk Assessment

Godre'r Graig School Executive Summary - ESP.7234e.02.3339 - Godre'r Graig Primary School Executive Summary; Preliminary Investigation and Additional Assessment

The second body of work was to investigate the possible affect the tip could have on the wider village of Godre'r Graig and the results are contained in the following reports, which can be found online at the address noted above:-

Wider Godre'r Graig Preliminary Landslide Hazard And Risk Assessment - ESP.7372e.3331 - Godre'r Graig Village Preliminary Landslide Hazard and Risk Assessment

Godre'r Graig Village Executive Summary - ESP.7372e.3394 - Godre'r Graig Village Executive Summary; Preliminary Landslide Hazard and Risk Assessment

The final report is the Combined Summary of Land Stability for Godre'r Graig Village and School Site - ESP.7234e.7372e.3451.Rev1 - Godre'r Graig Village Land Stability Summary.

The conclusions contained in the last report were as follows

Primary School Area

Risk management or mitigation options were considered and following an assessment using a semi-quantitative scoring system. Each mitigation option was scored for effectiveness, durability, practicability, sustainability, and cost. The scoring system was given +1, for a positive impact, 0 (or zero) for a neither negative nor positive impact and a -1 for a negative impact, all relative to the other options. The risk management or mitigation options that scored the highest were:

1. Stop using the current school property such that the tip no longer represents a risk to users, 1 point; or
2. A combined approach of incorporating drainage to create betterment only, install monitoring points and produce warning system, 2 points. It is worth noting that this option only scores higher than the option above because of cost, not because it is viewed as safer.

The assessment showed that physically removing the tip spoil or some combination of hard-engineered structure(s) are unlikely to be favourable due to physical conditions & cost.

The original/initial slope stability assessment based on ground investigation has shown that the Quarry Spoil Tip is marginally stable (marginally stable - likely to fail at some time in response to destabilising forces reaching a certain level of activity). This assessment broadly aligns with the medium risk assigned to the Quarry Spoil Tip in ESP's previous report (ESP 2019).

Following additional monitoring of the in-ground instrumentation in 2020 suggests that the Quarry Waste (Hazard Type 2a), may be, or has become, actively unstable (actively unstable - slopes where destabilising forces produce continuous or intermittent movements). Downward continuous and/or intermittent movements have been recorded via inclinometers. This would need to be considered in point 2 above.

Wider Godre'r Graig Village

The assessment has shown that there is a very low to low risk to residential properties in Godre'r Graig, which is "usually acceptable to regulators" (AGS, 2007). No specific remedial or mitigation recommendations are considered necessary. Risks to cemetery users is likely to be lower than the risks to residential properties surrounding the cemetery (due to lower frequency & duration of occupation). The risk to residential properties to the south of Graig Road is very low, due to their location.

Remedial Options

There are three main remedial options for the tip material.

1. The removal of the spoil material associated with Cilmaengwyn Tip.
2. A hard engineering solution in the form of bunds, catch walls etc., with associated drainage to protect Godre'r Graig Primary School site from the slip of any spoil material associated with Cilmaengwyn Tip.
3. The demolition of Godre'r Graig Primary School building and reusing the site with a community benefit.

Proposal

A Specialist Consultant should be appointed to investigate design options and produce budget estimates for works associated with the remediation of Cilmaengwyn Spoil Tip. To include but not limited to:-

1. The development of a design (including methodology) and production of a budget estimate for the removal of the spoil material associated with Cilmaengwyn Tip and associated drainage works.
2. The development of a design and production of a budget estimate for a hard engineering solution in the form of bunds, catch walls etc., with associated drainage to protect Godre'r Graig Primary School site from the slip of any spoil material associated with Cilmaengwyn Tip.
3. The development of a design and production of a budget estimate for demolition of Godre'r Graig Primary School building and reusing the site with a community benefit. This option will have to take into account the effect on properties downhill of the school from the slip of any spoil material associated with Cilmaengwyn Tip.

In order to maintain continuity of the geotechnical expertise it is proposed to appoint, via direct award, Earth Science Partnership using the rates & terms agreed in the South West Wales Regional Civil Engineering Framework and that the civil engineering experts will be sub-contracted to Earth Science Partnership.

Financial Impact

The feasibility study will be funded from the Councils Revenue Contingency Budget as set out for 2021/22.

The study is estimated to be in the region of £20K.

Integrated Impact Assessment

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

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

A full impact assessment is not required, as the proposed remediation works will provide a benefit to the Community.

Valleys Community Impacts

There are '**No implications**' associated with this report.

The findings of this study and community valley impacts will be considered in a future report.

Workforce Impacts

There are '**No Implications**' associated with this report.

Legal Impacts

There are '**No Implications**' associated with this report.

Risk Management Impacts

There are no risk management impacts associated with this report.

Consultation

No formal consultation has taken place.

Recommendations

Having due regard to the Integrated Impact Assessment Screening it is recommended that;

Members approve the direct award of work to investigate the design options to Earth Science Partnership, including the production of budget estimates for all works associated with the remediation of Cilmaengwyn Spoil Tip.

Reason for Proposed Decision

To help produce a suitable remediation option for Cilmaengwyn Tip.

Implementation of Decision:

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

Appendices

Appendix A – Integrated Impact Assessment.

Background Papers

As outlined within this report and published on the Councils website.

Officer Contact

Mr. Hasan Hasan, Engineering Manager

Tel. No. 01639 686463

Email h.hasan@npt.gov.uk

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
Version 1	Paul Ransome	Bridges & Highway Structures Manager	12/05/2021

1. Details of the initiative

	Title of the Initiative: Design Options for the Remediation of Cilmaengwyn Tip above Godre'r Graig Primary School
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To procure Design Options for the Remediation of Cilmaengwyn Tip above Godre'r Graig Primary School.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? Members of the public that live, work or visit Godre'r Graig.
1f	When and how were people consulted? If allowed to proceed. No formal consultation has taken place. Individual land owners will be consulted prior to the design work commencing.
1g	What were the outcomes of the consultation? N/A

2. Evidence

What evidence was used in assessing the initiative?

None.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	
Disability			√	
Gender reassignment			√	
Marriage & civil partnership			√	
Pregnancy and maternity			√	
Race			√	
Religion or belief			√	
Sex			√	
Sexual orientation			√	

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

Members will be consulted following the feasibility work to agree which option is implemented.

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			√	
To advance equality of opportunity between different groups			√	
To foster good relations between different groups			√	

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

Members will be consulted following the feasibility work to agree which option is implemented.

4. Socio Economic Duty

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

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What action will be taken to reduce inequality of outcome
Members will be consulted following the feasibility work to agree which option is implemented.

5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	
Social Exclusion			√	
Poverty			√	

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

Members will be consulted following the feasibility work to agree which option is implemented.

6. Welsh

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on:			√	
- people's opportunities to use the Welsh language			√	
- treating the Welsh and English languages equally			√	

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

Members will be consulted following the feasibility work to agree which option is implemented.

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	√			During the design of the options the potential for creating enhanced biodiversity will be considered.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	√			The design of any remediation works will take into account the existing ecosystem and the creation of wider biodiversity.

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

The design of any remediation works will take into account the existing ecosystem and the creation of wider biodiversity.

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	The remediation work once completed will help to prevent any damage from potential slippages from the tip material.
ii. Prevention – preventing problems occurring or getting worse	The remediation work once completed will help to prevent any damage from potential slippages from the tip material.
iii. Collaboration – working with other services internal or external	The Engineering Section are working with specialist geotechnical consultants & contractors.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The Engineering Section will be involving the individual landowners in discussions to agree the best all round solution for all parties.
v. Integration – making connections to maximise contribution to:	The remediation works will give the residents of Godre'r Graig a greater sense of security and will allow the school site to be utilised.
Council's well-being objectives	The remediation works will give the residents of Godre'r Graig a greater sense of security and will allow the school site to be utilised.
Other public bodies objectives	The remediation works will give the residents of Godre'r Graig a greater sense of security and will allow the school site to be utilised.

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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.

Members will be consulted following the feasibility work to agree which option is implemented.

10. Assessment Conclusions

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

	Conclusion
Equalities	Local members will be consulted following the feasibility work to agree which option is implemented
Socio Economic Disadvantage	Local members will be consulted following the feasibility work to agree which option is implemented
Community Cohesion/ Social Exclusion/Poverty	Local members will be consulted following the feasibility work to agree which option is implemented
Welsh	Local members will be consulted following the feasibility work to agree which option is implemented
Biodiversity	The design of any remediation works will take into account the existing ecosystem and the creation of wider biodiversity
Well-being of Future Generations	The remediation works will give the residents of Godre'r Graig a greater sense of security and will allow the school site to be utilised.

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** with the direct award to Earth Science Partnership of work to investigate design options and produce budget estimates for works associated with the remediation of Cilmaengwyn Spoil Tip.

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?
None			

12. Sign off

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		13/05/21
Signed off by	D.W.Griffiths	Head of Service		13/05/21

Executive
FORWARD WORK PROGRAMME

2021 – 2022

Streetscene and Engineering Cabinet Board

Immediately following Scrutiny Committees starting at 10am

Meeting Date	Agenda Item	Type	CDG/ CMB	Contact Officer
2 July 2021	Three year Review of Grit Bin Provision			Mike Roberts
24 September 2021				
5 November 2021	2021/22 Quarterly Performance – Quarter 1	Information		Shaun Davies
17 December 2021	2021/22 Quarterly Performance – Quarter 2	Information		Shaun Davies
28 January 2022				
11 March 2022	2021/22 Quarterly Performance – Quarter 3	Information		Shaun Davies
29 April 2022				

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