



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

YN SYTH AR OL CYFARFOD PWYLLGOR CRAFFU'R STRYDLUN A PHEIRIANNEG

DYDD GWENER, 28 IONAWR 2022

O BELL DRWY TEAMS

RHAID GOSOD POB FFÔN SYMUDOL AR Y MODD DISTAW AR GYFER PARHAD Y CYFARFOD

1. Penodi Cadeirydd
2. Croeso a galw'r rhestr
3. Cyhoeddiadau'r Cadeirydd
4. Datganiadau o fuddiannau
5. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 3 - 8*)
6. Blaenraglen Waith 2021/2022 (*Tudalennau 9 - 10*)
7. Gorchmynion Rheoleiddio Traffig - Glyn-nedd (*Tudalennau 11 - 30*)
8. Gorchmynion Rheoleiddio Traffig - Tonna ac Aberdulais (*Tudalennau 31 - 54*)
9. Côt Post Newydd ar gyfer Bro Nant Fer yng Ngwauncaegurwen (*Tudalennau 55 - 68*)
10. Cytundeb fframwaith Gwasanaeth Cyflawni Masnachol Llywodraeth Cymru ynghylch rhannau sbâr cerbydau (*Tudalennau 69 - 80*)

11. Rhestr o Gontractwyr Cymeradwy (*Tudalennau 81 - 100*)
12. Eitemau brys
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ôl disgresiwn y Cadeirydd yn unol ag Offeryn Statudol 2001 rhif 2290 (fel y'i diwygiwyd).

K.Jones
Prif Weithredwr

**Canolfan Ddinesig,
Port Talbot**

21 Ionawr 2022

Aelodau Bwrdd Strydlun a Pheirianeg y Cabinet:

Y Cyngowyr: A.Wingrave a/ac M.Harvey

EXECUTIVE DECISION RECORD

17 DECEMBER 2021

STREETSCENE AND ENGINEERING CABINET BOARD

Cabinet Members:

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

Invitees: Councillors S.M.Penry and R.Wood (Scrutiny Chair and Vice Chair)

Officers in Attendance:

D.Griffiths, M.Roberts, C.Davies and T.Davies

1. **APPOINTMENT OF CHAIRPERSON**

Agreed that Councillor M.Harvey be appointed Chairperson for the meeting.

2. **WELCOME AND ROLL CALL**

Councillor M.Harvey welcomed all to the meeting and a roll call was completed.

3. **CHAIRS ANNOUNCEMENTS**

No announcements made.

4. **DECLARATIONS OF INTEREST**

No declarations of interest were received.

5. **MINUTES OF PREVIOUS MEETING**

Decision:

That the Minutes of 5 November 2021, be approved.

6. **FORWARD WORK PROGRAMME 2021/22**

Decision:

That the Forward Work Programme 2021/2022 be noted.

7. **GOYTRE ROAD, GOYTRE CRESCENT, EMROCH STREET AND EAST STREET - GOYTRE - (PROPOSED PROHIBITION OF WAITING, LOADING OR UNLOADING AT ANY TIME) TRAFFIC REGULATION ORDER**

Decision:

That having had due regard to the integrated impact assessment, approval be granted to advertise the Goytre Road, Goytre Crescent, Emroch Street and East Street – Goytre - Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order (as detailed at Appendix A to the circulated report) and should no objections be 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 which ends at 9am, Tuesday 21 December 2021. No call in's were received.

Consultation:

This item will be subject to external consultation.

8. **PEN-Y-CAE AND GWAR-Y-CAEAU, PORT TALBOT - (REVOCATION) AND (PROHIBITION OF WAITING AT ANY TIME) TRAFFIC REGULATION ORDER 2021**

Decisions:

1. That having had due regard to the integrated impact assessment, the objections be upheld to the Pen-Y-Cae and Gwar-Y-Caeau, Port Talbot – (Revocation) and (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021 (as detailed at Appendix A to the circulated report) and the scheme, as advertised, be withdrawn.
2. That 'H bar' road markings be placed across the garage dropped crossings instead, with the situation being monitored going forward.
3. That the objectors be informed of the decision accordingly.

Reasons for Decisions:

1. The majority of residents that would have benefited from the implementation of the proposed Prohibition of Waiting at Any time traffic regulation order had objected.
2. The 'H bar' road markings will help to prevent indiscriminate parking across the garage entrances.

Implementation of Decisions:

The decisions will be implemented after the three day call in period which ends at 9am, Tuesday 21 December 2021. No call in's were received.

Consultation:

This item has been subject to external consultation.

9. **SIRIUS DRIVE, BAGLAN - PROPOSED PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME TRAFFIC REGULATION ORDER 2021**

Decision:

That having had due regard to the integrated impact assessment, approval be granted to advertise the proposed Sirius Drive, Baglan –

Proposed Prohibition of Waiting, Loading and Unloading at Any Time – Traffic Regulation Order 2021 (as detailed at Appendix A to the circulated report) and should no objections be 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 which ends at 9am, Tuesday 21 December 2021. No call in's were received.

Consultation:

This item will be subject to external consultation.

10. **KEY PERFORMANCE INDICATORS 2021/2022 - QUARTER 2 (1ST APRIL 2021 - 30TH SEPTEMBER 2021)**

Decision:

That the monitoring report be noted.

11. **LIST OF APPROVED CONTRACTORS**

Decision:

That having had due regard to the Integrated Impact Assessment, the List of Approved Contractors be amended as follows:

Companies to be **removed** from List of Approved Contractors:

<u>Company</u>	<u>Category</u>
A Hartley Ltd (H022)	101
R T (Contractors) Ltd (R013)	12,13,14
Thortec Ltd (T022)	80,81,92,111
Neath Music Ltd (N004)	61

Reason for Decision:

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process, and for the purpose of supplying a List of Approved Contractors for invitation to tender within the relevant category.

Implementation of Decision:

The decision will be implemented after the three day call in period which ends at 9am, Tuesday 21 December 2021. No call in's were received.

12. **URGENT ITEMS**

No urgent items were received.

CHAIRPERSON

Mae'r dudalen hon yn fwriadol wag

Streetscene and Engineering Cabinet Board

Immediately following Scrutiny Committees starting at 10am

Meeting Date	Agenda Item	Type	Contact Officer
11 March	2021/22 Quarterly Performance – Quarter 3	Monitor	Mike Roberts / Dave Griffiths
	Traffic Regulation Orders (Various)	Decision	Dave Griffiths
	Cilmaengwyn Tip Report	Decision	Dave Griffiths
	One-off investment to support Covid Delivery	Decision	Mike Roberts and Dave Griffiths
	Fleet Renewal Programme	Decision	Peter Jackson/ Kevin Lewis/Dave Griffiths

Tudalen 9

Eitem yr Agenda 6

Tudalen10



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28 January 2022

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

Matter for Decision

Wards Affected: Glynneath

B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022.

Purpose of the Report:

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

Executive Summary:

The report outlines the proposed traffic regulation orders and the reason why the orders are required.

Background:

The traffic regulation orders are required to prevent indiscriminate parking in the interest of road safety.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The funding source is yet to be confirmed.

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide a safe environment for pedestrians, cyclists, school children, motorists and residents.

Valleys Communities 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 B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed No Waiting at Any Time and Proposed No Waiting on Footway at Any Time traffic regulation orders 2022 (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 subject to the availability of funding.

Reasons for Proposed Decision:

To prevent indiscriminate parking 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 – Pontneathvaughan Road. Proposed Traffic Regulation Orders.

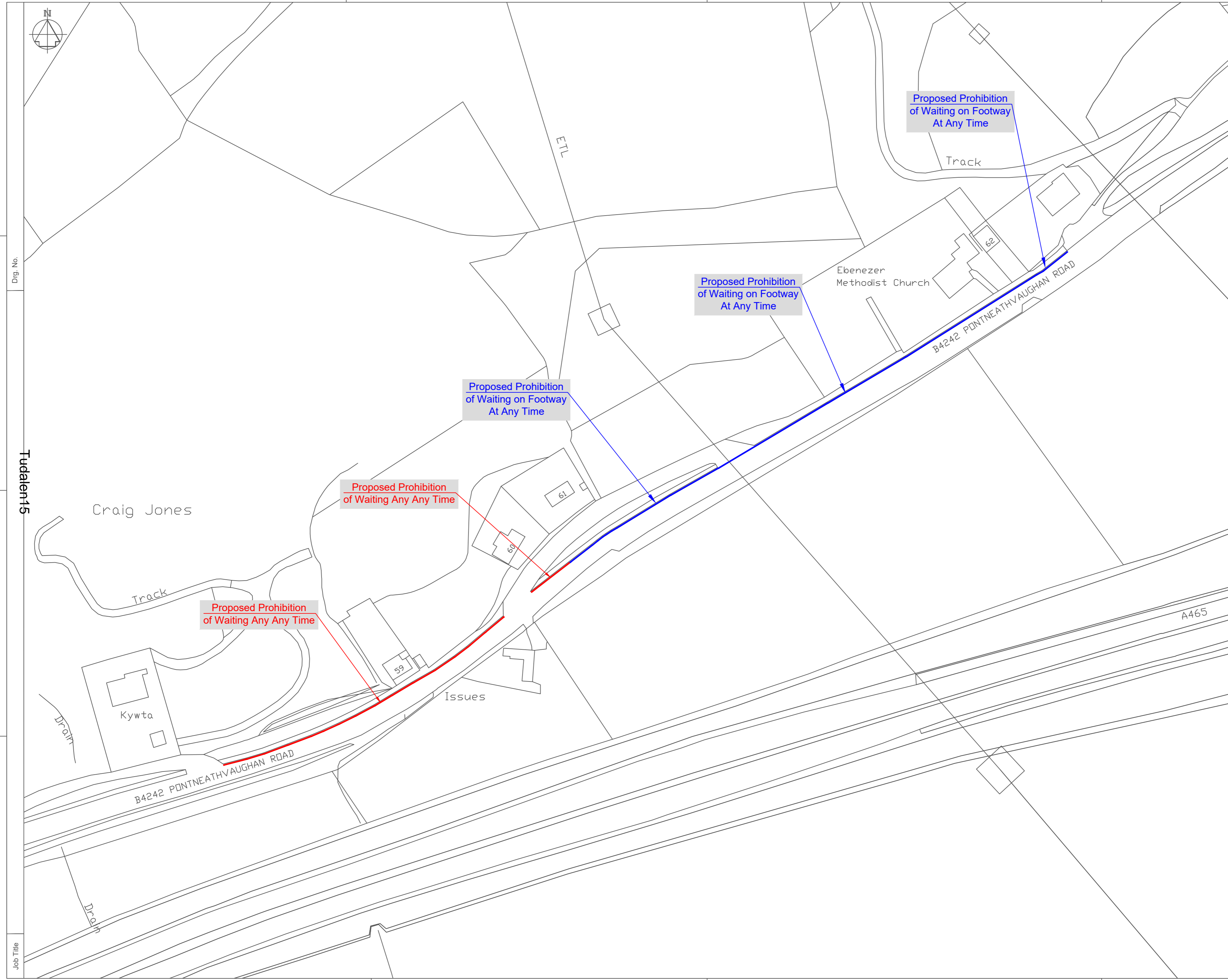
Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

Mr Martin Brumby,
Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk



NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY:-

- █ Proposed Prohibition of Waiting At Any Time
- █ Proposed Prohibition of Waiting on Footway At Any Time

Dwg. No.

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Job Title

APPENDIX 'A'

Rev	Details	Dr	Ch	Ap	Date

Client

Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

ENGINEERING AND TRANSPORT

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

Job Title

PONTNEATHVAUGHAN ROAD

PROPOSED TRAFFIC REGULATION ORDERS

File No.		Financial Code No.			
Drawn	RLJ	Checked	MCB	Approved	HHH
Date	SEP 21	Date	SEP 21	Date	SEP 21
Scales	1:1000 @ A2	Status	PRELIM		
Drawing No.	C44580_002_PNF_TRO				

Mae'r dudalen hon yn fwrriadol 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
	Martin Brumby	Project Manager Highways	06/01/22

1. Details of the initiative

	Title of the Initiative: B4242 Pontneathvaughan Road, Pontneddfechan, Glynneath – Proposed Prohibition of Waiting at Any Time and Proposed Prohibition of Waiting on Footway at Any Time traffic regulation orders 2022.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To prevent indiscriminate parking in the locality in the interest of highway safety.
1d	Is this a ‘strategic decision’? No
1e	Who will be directly affected by this initiative? The public including all user groups will benefit as the road and footways will become safer with the removal of indiscriminate parking.
1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise will be under taken for a period of 21 days. The traffic regulation orders will be formally advertised in the South Wales Evening Post, on the

	Council's website and Notices posted on site. The Council's legal section will place the advert on behalf of Engineering and Transport have a list of statutory consultees as part of the formal process.
1g	What were the outcomes of the consultation? N/A

2. Evidence

What evidence was used in assessing the initiative?

Pontneathvaughan Road is being used by visitors to park their vehicles when visiting the waterfalls area which is part of the Brecon Beacons National Park. The Council has been in discussion with the Park Authority, Local Members and the Community regarding indiscriminate parking at junctions, private means of access and on the footways. The volume of visitors are causing distress and access issues for the Community. The Council has previously implemented parking restrictions and provided a parking lay by adjacent to the carriageway for approximately 44 vehicles to help relieve congestion. The proposed scheme builds on this previous work in order to help further assist the local Community.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.
Disability			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians with mobility scooters to use the footways helping to connect the facilities in the locality. Visitors will also be able to safely use the footways to the start of the waterfall walk.
Gender reassignment			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.

Marriage & civil partnership			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.
Pregnancy and maternity			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in the locality.
Race			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.
Religion or belief			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.
Sex			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality.

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

There are no negative impacts associated with the proposal as the scheme will prevent indiscriminate parking, thereby allowing the footways to be used to their full advantage by all the user groups above. The scheme will encourage safer access to the community facilities and the waterfall walk. The street scene will be improved helping to create a positive image for local businesses and the visitors enhancing the tourist destination. Encouraging both locals and visitors to use the waterfall walks will help with a healthier life style and the consideration of a life style change such as the promotion of alternative transport modes to the private car as described in the Active Travel Act.

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

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Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To advance equality of opportunity between different groups			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To foster good relations between different groups			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.

What action will be taken to improve positive or mitigate negative impacts?
There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and are more likely to socially interact.

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 Neath Port Talbot CBC has recently partially improved the locality by removing indiscriminate parking helping to create a more pleasant street scene for all. Improving highway safety in this area, whilst facilitating a safe footway will help to improve community cohesion by allowing people to travel to the local village facilities by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme by preventing indiscriminate parking will help to encourage all groups to be more active in their mode of transport to the local facilities which are available to all income streams 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. To access employment, health, education and leisure these households rely on active travel and public transport.

			Providing a safer environment especially the footway and protecting junction crossing points will encourage walking, mobility scooters, prams and buggy usage for short journeys to the local facilities.
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What action will be taken to improve positive or mitigate negative impacts?

There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians to use the footways helping to connect the facilities in the locality. This will encourage the 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 will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
- treating the Welsh and English languages equally	√			There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation order are Bilingual (Welsh / English) with Welsh placed above English.

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

We welcome all correspondence in Welsh and English when dealing with the wider community.
 All publicity and consultation materials will be developed bilingually with Welsh above English.
 All permanent highway approved signage and road markings used in the traffic regulation order is Bilingual (Welsh / English).

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 road markings are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have minimal impact.
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 road markings are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.

Tudalen23

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

There are no negative impacts associated with the proposal.
 Throughout the Contract, the Contractor will be required to endeavour to comply with WG targets for use of recycled materials in the works.
 A zero waste to landfill approach is taken on all of our schemes.
 The prevention of indiscriminate parking on the road and especially the footways should help to improve the overall street environment for the Community.

8. Well-being of Future Generations

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

Tudalen24

Ways of Working	Details
<p>i. Long term – looking at least 10 years (and up to 25 years) ahead</p>	<p>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. 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 and commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture. The 5 year priorities call for a transport system and infrastructure that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport, cycling and walking as the preferred transport modes.</p> <p>The scheme will help encourage Active Travel through helping to enhance the street scene environment (footpath access) thereby benefiting the community. Furthermore in May 2023 the Welsh Government national 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel, walking and cycling.</p>
<p>ii. Prevention – preventing problems occurring or getting worse</p>	<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead to difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p>

	<p>Facilitating more journeys by active travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing active travel routes will help people to be healthy, to achieve their potential.</p> <p>Preventing indiscriminate parking in the locality will make the highway safer for all users.</p>
iii. Collaboration – working with other services internal or external	The various sections within the Council such as Highway Engineering, Tourism section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	A statutory consultation exercise for the traffic regulation orders will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders will be advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site. A wider consultation was previously under taken by Brecon Beacon National Park regarding the waterfall walks, car parking, local business opportunities and community engagement. The Council has consulted on previous parking restrictions with the community and the local members with these proposals building on what has already been implemented following the feedback received from the Community.
v. Integration – making connections to maximise contribution to:	The scheme through the prevention of indiscriminate parking will help to improve the street scene improving the Community health through reduced air pollution and people walking to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.
Council's well-being objectives	The proposal will prevent indiscriminate making the area safer for vehicles using the carriageway, as well as making it easier and safer for children, young people and adults to cross the carriageway when accessing the local facilities.
Other public bodies objectives	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety and making it easier to access active travel. Additional benefits will be reduced vehicle emissions. A more pleasant street scene and promotion of Active travel.

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.

A consultation exercise will be undertaken with letters and plans delivered to the adjacent properties detailing the proposals. An advert will be placed in the South Wales Evening Post, Plans deposited on the Council's website and Notices posted on site.

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

Any public correspondence will be saved and considered, accordingly tracked and referenced through the Engineering and Transport mail monitoring system and responded to accordingly.

Traffic surveys to capture both average traffic speed and volume will be undertaken on completion of the works to determine the impact of the proposal.

Personal Injury Collision data will be reviewed when available from the Welsh Government and compared between pre and post scheme.

10. Assessment Conclusions

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

	Conclusion
Equalities	There are no negative impacts associated with the proposal to prevent indiscriminate parking which will have a positive benefit for all user groups by creating an enhanced street scene for the community and tourists.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal to prevent indiscriminate parking because the scheme will have a positive benefit for all user groups helping to promote Active Travel allowing more residents of lower incomes to access the Active Travel network and public transport.

Community Cohesion/ Social Exclusion/Poverty	There are no negative impacts. The proposal will prevent indiscriminate parking thereby improving highway safety and making it safer and easier for users to cross the road walking to the local facilities and hence meeting more members of the community in the process helping to build relationships with all user groups.
Welsh	There are no negative impacts of the proposals as any correspondence is welcome in Welsh and all highway signage and road markings are bi lingual with Welsh above English.
Biodiversity	The requirements of SUDs and biodiversity have been considered in the development of the proposal, however because the scope of the works is on a small scale and mainly located within the surfaced carriageway the opportunity for any enhancement of both SUDs and Biodiversity was very limited.
Well-being of Future Generations	The proposal will prevent indiscriminate parking. This will help to improve highway safety and make it easier for all users to cross the road at this location. Improving highway safety and encouraging travel by active modes will help to meet the targets set out in the Welsh Governments Llwybr Nweydd Wales transport strategy.

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 indicated in Appendix A.
 Any feedback received to the scheme will be considered by the local members. The local members are in support of the scheme being in the interest of highway safety.

11. Actions

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

Tudalen28

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?
Public correspondence will be monitored during the statutory consultation.	Officers from Engineering and Transport through the mail monitoring system.	All correspondence will receive an acknowledgement and this will be recorded and tracked during the statutory consultation period of 21 days.	The monitoring and tracking of correspondence which will be from a variety of sources such as letters, Email, Facebook, social media etc will be logged and considered.
Feedback from the local members. The members are a community link within their ward with all of the varied user groups.	Officers from Engineering and Transport through the mail monitoring system.	Feedback will be recorded during the statutory consultation period of 21 days.	Feedback from the public via the local members will be recorded and considered.
Traffic surveys- Under take surveys .	Officers from Engineering and Transport and Network Management.	Surveys will be under taken over a number of years post scheme completion and after an initial settlement period.	Data should show a reduction in indiscriminate parking and more use of the footways in the locality.
Personal injury collisions	Officers from Engineering and Transport and the Road	When the data is available from the Welsh Government	The data should show a reduction or certainly not an

	Safety team through the Welsh Government data.	the personal injury collisions can be tracked for any emerging trends over a three year period for which data is available.	increase in personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.
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12. Sign off

	Name	Position	Signature	Date
Completed by	Hasan Hasan	Engineering Manager		6/01/22
Signed off by	D.W.Griffiths	Head of Service/Director		6/01/22

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

28 January 2022

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

Matter for Decision

Wards Affected: Tonna and Aberdulais

B4434 Dulais Fach Road, Station Road, Brunel Close, Tai Bach and Riverside, Tonna – 20mph Speed Limits Order 2021 and Traffic Calming Measures at B4434 Dulais Fach Road

Purpose of the Report:

To consider the comments and objections received following the advertisement of the B4434 Dulais Fach Road, Station Road, Brunel Close, Tai Bach and Riverside, Tonna – 20mph Speed Limits Order 2021 and Traffic Calming Measures at B4434 Dulais Fach Road, as indicated in Appendix A and Appendix B.

Executive Summary:

The report outlines the proposed traffic regulation orders which were formally advertised resulting in objections being received.

Background:

The proposed traffic regulation orders are required to help reduce traffic speed in the locality with specific reference to the area adjacent to the Active Travel Route Nos INM NEA C015, C014 and P016.

Visibility for pedestrians and cyclists on route No. INM NEA C015 is poor at the junction with the B4434 which means that by helping to reduce traffic speed it will make the route connection safer.

The proposed speed cushions are required in the interest of highway safety.

The proposed scheme is indicated in Appendix A and Appendix B.

Financial Impacts:

The work 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 C, has indicated that a more in-depth assessment is not required. A summary is included below:-

A full impact assessment is not required as the proposed traffic regulation orders will help to provide a safe environment for pedestrians, cyclists, school children, motorists and residents.

Valleys Communities Impacts:

There are 'No implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposals were formally advertised for a 21-day period between 17th November 2021 and 8th December 2021.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

A consultation exercise was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals.

Following a three-week consultation exercise, 6 statements of support and 2 statements of objection were received.

A summary of the support/objections received are given below:-

Support:- *Any officer observations/ comments are illustrated in italics in response to the points raised.*

- a) South Wales Police are in support of the proposal.
- b) A local business is in full support of the proposal. The slowing down of vehicles on the main road will assist visibility constraints and access/egress issues of vehicles to their site.

- c) Residents are in full support of the proposal, however, they have suggested that traffic light control, a 'One Way' system and restricted turning manoeuvres also be implemented. *Traffic signal control at this location is likely to increase congestion through delays and possible increased traffic speed on the approach to the signals. A one way system would create a long diversion for residents fronting the proposals.*
- d) Residents are in full support of the proposal and believe it will assist in minimising the number of 'near misses' that occur along this route.
- e) Residents are in full support of the proposal, however, they have suggested that a footway be installed on the south side of Dulais Fach Road linking Taibanc and the Active Travel Route Nos INM NEA C015, C014 and P016 on the southern side of Dulais Fach Road. *This has been considered by local members though it should be noted that the Council do not own the adjacent land to the highway, therefore the Council would have to undertake a compulsory purchase order, the outcome of which would be determined by the Welsh Government. This could take several years to complete with no guaranteed outcome.*

Objection:- *Any officer observations/ comments are illustrated in italics in response to the points raised.*

- a) A resident has objected to the scheme on the grounds that the works to implement the scheme will cause massive disruption to the community. *The works will be implemented with due consideration to the needs of the Community and involve illuminated speed limit terminal signage located in the verge and footway and bolt down rubber cushions that can be quickly installed on the existing carriageway, thereby reducing the time needed for traffic signal control whilst the work is undertaken.*
- b) A resident has objected to the scheme on the grounds that the traffic calming measures will cause damage to cars

suspension. *The cushions are narrow soft rubber cushions 75 mm in height and these should not cause any issues if vehicles negotiate them at a low speed.*

- c) A resident has objected to the scheme on the grounds that the works will cost too much. *The scheme has been approved by the Welsh Government in order to promote Active Travel in the locality.*
- d) A resident has suggested that a speed camera would be more suitable. Any requests for fixed speed cameras would need to be supported by the Police/Go Safe and as such meet their criteria. A resident has suggested that speed bumps are ineffectual and will cause issues with parking. *The speed cushions are located in a specific area in order to assist with reducing traffic speed in the location of the Active Travel Route and they will slow the majority of vehicles which are cars and should not impact on any street parking.*
- e) A voluntary organisation has objected to the scheme and suggested that chicanes would be a safer and appropriate option. *Chicanes would not be appropriate at this location, if placed incorrectly they can increase traffic speed as traffic tries to negotiate the chicane avoiding the need to give way to opposing traffic which could lead to head on collisions.*

The local members have been consulted and support the scheme as advertised. The proposed scheme is indicated in Appendix A and Appendix B.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are over ruled to the B4434 Dulais Fach Road, Station Road, Brunel Close, Tai Bach and Riverside, Tonna – 20mph Speed Limits Order 2021 and Traffic Calming Measures at B4434 Dulais Fach Road (as detailed in Appendix A and Appendix B to the circulated report) and the scheme implemented as advertised.

The objectors are to be informed of the decision accordingly.

Reasons for Proposed Decision:

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

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Active Travel – B4434 Dulais Fach Road, Tonna – Proposed 20mph Speed Limit.

Appendix B – Plan - Active Travel - B4434 Dulais Fach Road, Tonna - Proposed Speed cushions.

Appendix C – Integrated Impact Assessment.

List of Background Papers:

None.

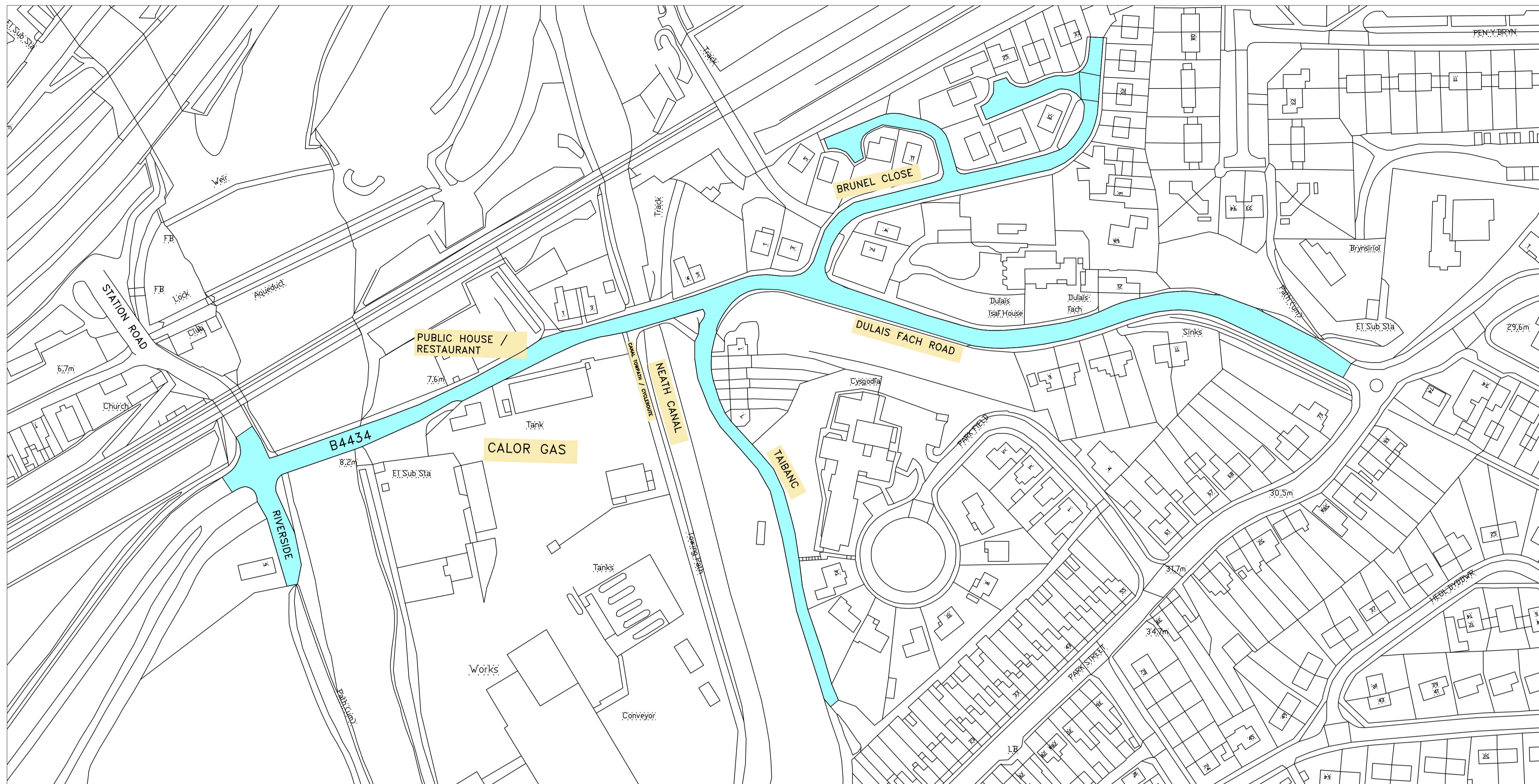
Officer Contact:

Mr Martin Brumby, Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk

Drwg. No.

Tudalen 37

Job Title



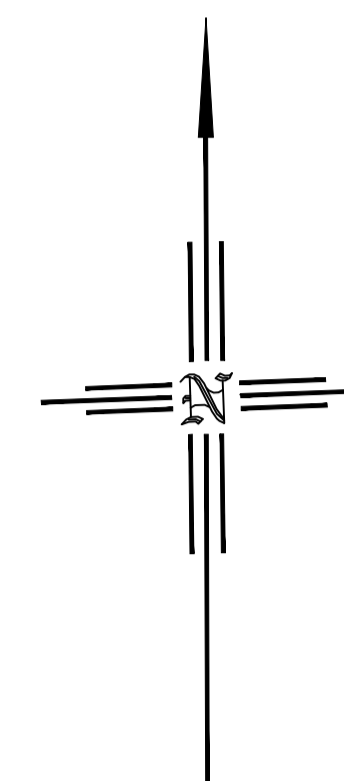
Proposed 20mph Speed Limit

LAYOUT PLAN
SCALE 1:1000

NOTES

A1

1. All dimensions are in millimetres unless otherwise stated.



APPENDIX A

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
Active Travel
B4434 Dulais Fach Road, Tonna.
Proposed 20mph Speed Limit

File No. DC3/284 Financial Code No. 26/007500/B054/266314

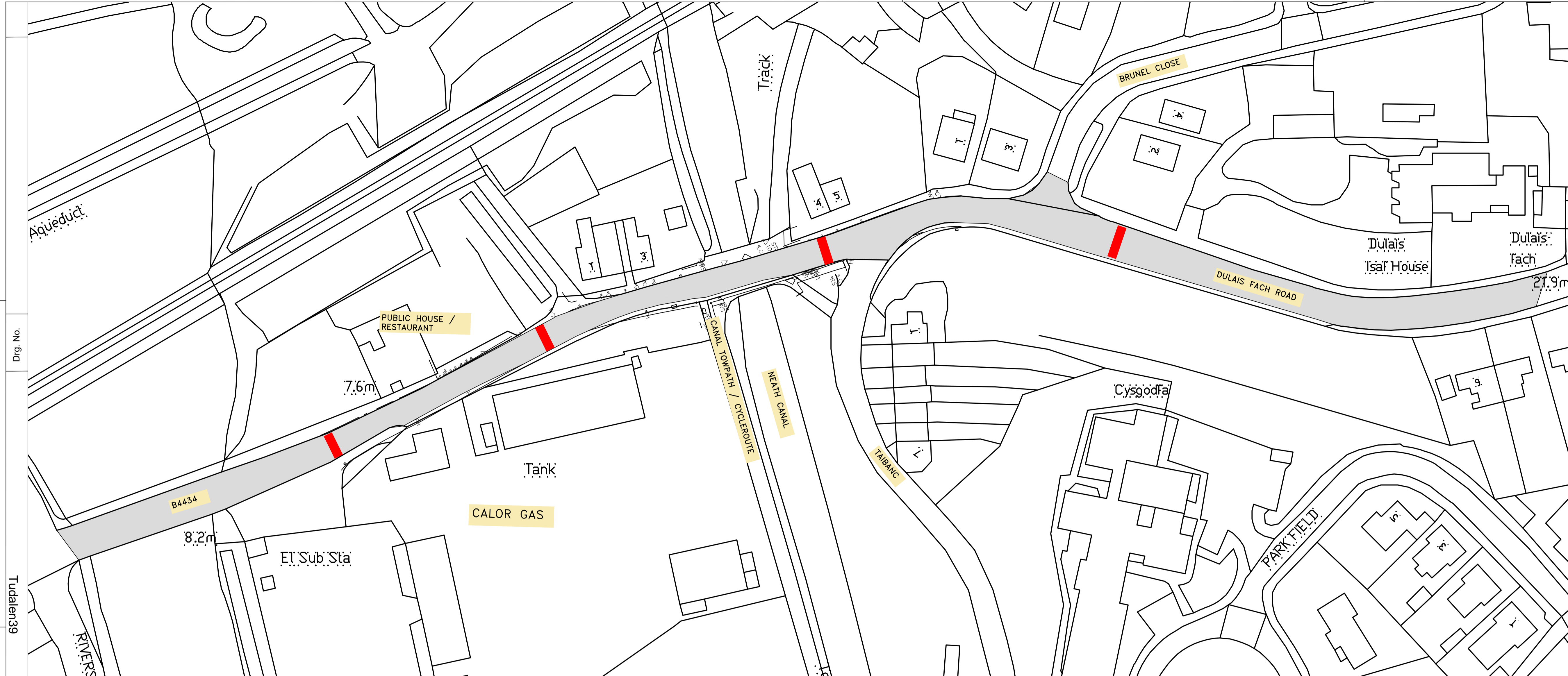
Drawn	Checked	Approved
AJ	MB	HH

Date	Date	Date
July 2021	July 2021	July 2021

Scales	Status
AS SHOWN	PRELIM

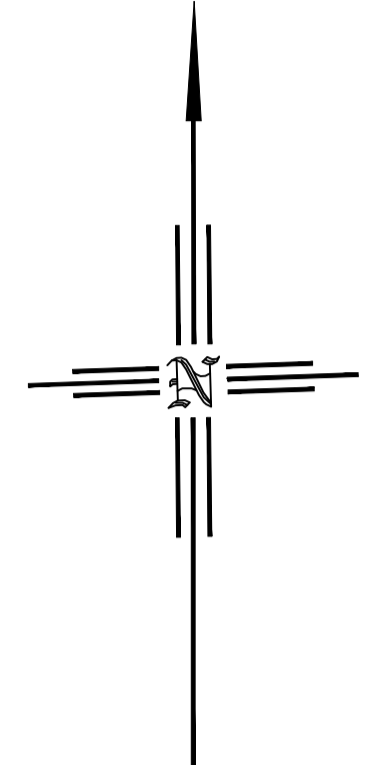
Drawing No. **C21040/DF/T1**

Mae'r dudalen hon yn fwrddol wag



NOTES (A1)

1. All dimensions are in millimetres unless otherwise stated.




LAYOUT PLAN
SCALE 1:500

APPENDIX B

 PROPOSED SPEED CUSHION LOCATIONS

Rev	Details	Dr	Ch	Ap	Date

Client



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

ENGINEERING AND TRANSPORT

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

Job Title

Active Travel

B4434 Dulais Fach Road, Tonna.

Proposed Speed Cushions

File No.	DC3/284	Financial Code No.	26/007500/B054/266314
Drawn	RLJ	Checked	MCB
Date	OCT'21	Approved	HIH
Date	OCT'21	Date	OCT'21
Scales	AS SHOWN	Status	PRELIM
Drawing No.	C21040_001_02_TRO_DF		

Job Title

Mae'r dudalen hon yn fwrddol 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
	Martin Brumby	Project Manager Highways	03/01/22

1. Details of the initiative

	Title of the Initiative: B4434 Dulais Fach Road, Station Road, Brunel Close, Tai Bach and Riverside, Tonna – 20mph Speed Limits Order 2021 and Traffic Calming Measures at B4434 Dulais Fach Road
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To help reduce traffic speed in the locality in the interest of highway safety and to promote the use of the Active Travel route along side the Neath Canal especially at the crossing point on Dulais Fach Road.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? The public including all user groups will benefit as the legal speed limit in the location will be reduced from 30mph to 20mph, improving highway safety whilst making it easier for users of the active travel route alongside the canal to cross the carriageway.

1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. The traffic regulation orders were placed in the South Wales Evening Post, on the Council's website, Notices posted on site. The Council's legal section who placed the advert on behalf of Engineering and Transport have a list of statutory consultees as part of the formal process.
1g	What were the outcomes of the consultation? Following a three-week consultation exercise, 6 statements of support and 2 statements of objection were received.

2. Evidence

What evidence was used in assessing the initiative?

A site visit has determined that the visibility from the Active Travel Route along the canal is poor at the crossing point on Dulais Fach Road. Concerns have been raised by both the public and the local members regarding traffic speed on this road. Traffic surveys have shown the average 85th percentile traffic speeds to be in the range of 28 mph to 34 mph. Negotiations to provide a footway on the south side of the road within private land have been unsuccessful and a compulsory purchase order would be required which can take over two years to be determined. A combination of both poor visibility and current traffic speed could lead to the take up / promotion of this Active Travel Route been reduced contrary to the Welsh Government's Active travel Act 2013. Reducing the speed limit to 20 mph from 30 mph will help provide a safer crossing experience for all non motorised users. The proposed 20 mph speed limit in advance of the Welsh Government's 20 mph default speed limit will deliver other benefits to the Community through reduce vehicle emissions and a perception of a safe street scene.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians and cyclists to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.

Disability			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Gender reassignment			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging pedestrians with buggies and prams to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Race			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Religion or belief			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Sex			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrian and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality.

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

There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures. These measures should help to reduce negative perceptions and provide a positive impact to the locality through a reduction in traffic speed making both the crossing point and adjacent footways more attractive to all non motorised users.

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

Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To advance equality of opportunity between different groups			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.
To foster good relations between different groups			√	There is no negative impact as the scheme will help to reduce traffic speed, thereby encouraging all pedestrians and cycle groups to use the Active Travel Route and adjacent footways helping to connect the facilities in the locality. This will encourage the community to walk to local facilities and in doing so meet different groups and socially interact.

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

There are no negative impacts associated with the scheme as the speed limit will be reduced from 30mph to 20mph in the interest of highway safety. This will encourage more residents to walk and cycle to local facilities and in doing so encourage more social inter action.

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. Neath Port Talbot CBC recently improved the active travel route between Neath and Tonna (along the canal). At one location of the

			<p>proposal it is necessary for pedestrians and cyclists to cross Dulais Fach Road to continue along the cycle route to Glynneath.</p> <p>Traffic surveys undertaken in May 2021 show 85th percentile speeds in the range of 28 to 34 mph, due to the speed of traffic it is difficult for users to cross Dulais Fach Road.</p> <p>Improving highway safety in this area, whilst facilitating a safe crossing point on the active travel route will help to improve community cohesion by allowing people to travel to work or education by active travel modes.</p>
Social Exclusion		√	<p>There is no negative impact. The scheme by reducing traffic speed will help to encourage all groups to be more active in their mode of transport to the local facilities which are available to all income streams and therefore the scheme helps to reduce social exclusion with non car house holds benefiting from a better more inclusive street environment.</p>
Poverty		√	<p>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.</p> <p>To access employment, health, education and leisure these households rely on active travel and public transport.</p> <p>The active travel route between Neath and Tonna was improved last year the proposal will build upon these works by make it easier and safer for users of the active travel route to cross Dulais Fach Road when using the active travel route and walking or cycling for short journeys to the local facilities.</p>

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

There are no negative impacts. The proposal will reduce the speed limit in the locality from 30mph to 20mph improving highway safety and making it safer and easier for users of the active travel route to cross the road. The scheme will help to encourage walking and cycling to local facilities which is a 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 will be a positive impact as we welcome all correspondence in Welsh and English when dealing with the wider community.
– treating the Welsh and English languages equally	√			There will be a positive impact because all permanent highway approved signage and road markings used in the traffic regulation order are Bilingual (Welsh / English) with Welsh placed above English.

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

We welcome all correspondence in Welsh and English when dealing with the wider community.
All publicity and consultation materials will be developed bilingually with Welsh above English.
All permanent highway approved signage and road markings used in the traffic regulation order is Bilingual (Welsh / English).

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 road markings and speed cushions are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or Biodiversity. Any signage located in the verge will be on a pole which will have

			minimal impact. Lighting units are the same as those used throughout the borough and as such will not impact biodiversity.
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 speed cushions are located away from the kerb allowing the carriageway and footway drainage to function as at present. The scheme is located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc. The reduction in traffic speed should help to improve air quality for the residents and as the cushions are made from recycled soft rubber noise and vibration should not have an impact.

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

There are no negative impacts associated with the proposal.

Throughout the Contract, the Contractor will be required to endeavour to comply with WG targets for use of recycled materials in the works.

A zero waste to landfill approach is taken on all of our schemes.

The reduction in speed limit should help to improve air quality and the overall street environment for the Community.

8. Well-being of Future Generations

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

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

	<p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as commuting by active travel. By enabling active travel, the proposal will contribute to improved health benefits for users whilst reducing carbon emissions from vehicles.</p> <p>The Welsh Governments Llwybr Nweydd Wales transport strategy sets out the 20 year ambition and focuses on delivering an accessible, sustainable transport system that is good for people, communities, the environment the economy and Welsh language and culture. The 5 year priorities call for a transport system that plays its part in reducing greenhouse gas emissions whilst increasing active travel and public transport use by providing safe, accessible, sustainable transport systems that people will want to use.</p> <p>The sustainable transport hierarchy places active travel at the forefront of transport and sets out how the strategy will encourage people to change their travel behaviour to use low-carbon sustainable transport.</p> <p>The scheme will help encourage Active Travel through the lower speed limit helping to enhance the street scene environment and through lower vehicle emissions thereby benefiting the community health. Furthermore in May 2023 the Welsh Government national 20 mph speed limit default strategy may be implemented lowering the speed limit over a greater area with the locality increasing the enhancement of reduced emissions and the promotion of Active Travel.</p>
<p>ii. Prevention – preventing problems occurring or getting worse</p>	<p>In NPT 25.5% of homes do not have access to a car. Where car ownership levels are low, residents are more likely to be reliant on public transport and active travel for their day to day needs and to access key services and employment. Poor facilities can lead difficulty in using active travel which can cause to social exclusion and isolation, which subsequently can lead to a range of health and social problems.</p> <p>Facilitating more journeys by active travel will reduce our consumption of natural resources and act to tackle the causes and consequences of congestion, climate change, traffic pollution and noise.</p> <p>Encouraging people to be more active by providing active travel routes will help people to be healthy, to achieve their potential.</p> <p>Reducing the speed of traffic in the location will make the highway safer for all users.</p>
<p>iii. Collaboration – working with other services internal or external</p>	<p>The various sections within the Council such as Highway Engineering and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been are working in collaboration with the Council on Active Travel Routes within the Borough and providing advice and direction.</p>

iv. Involvement – involving people, ensuring they reflect the diversity of the population	A statutory consultation exercise for the traffic regulation orders was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. The orders were advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site. A wider consultation was undertaken with regard to the Active Travel mapping exercise both at the inception and just recently under the mapping review.
v. Integration – making connections to maximise contribution to:	The scheme through a reduction in traffic speed will help to improve the Community health through reduced air pollution and people walking and cycling to the local facilities thereby contributing to other organisations goals on improving health for the population of Wales.
Council's well-being objectives	The proposal will reduce the speed of traffic on Dulais Fach Road making the area safer for vehicles using the carriageway, as well as making it easier and safer for children, young people and adults to cross the carriageway when using the active travel route.
Other public bodies objectives	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety and making it easier to access active travel. Additional benefits will be reduced vehicle emissions. A more pleasant street scene and promotion of Active travel.

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.

A consultation exercise was undertaken in November/December 2021 with approximately 92 letters and plans delivered to the adjacent properties detailing the proposals. An advert was placed in the South Wales Evening Post, Plans deposited on the Council's website and Notices posted on site.

The written correspondence received to the proposed scheme was considered and discussed with the local members.

Any future public correspondence will be saved and considered, accordingly tracked and referenced through the Engineering and Transport mail monitoring system and responded to accordingly.

Traffic surveys to capture both average traffic speed and volume will be undertaken on completion of the works to determine the impact of the proposal.

Personal Injury Collision data will be reviewed when available from the Welsh Government and compared between pre and post scheme.

10. Assessment Conclusions

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

	Conclusion
Equalities	There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures as a reduction in traffic speed will have a positive benefit for all user groups.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal to reduce the speed limit from 30mph to 20mph and the installation of traffic calming measures as a reduction in traffic speed will have a positive benefit for all user groups helping to promote Active Travel allowing more residents of lower incomes to access the Active Travel network and public transport.
Community Cohesion/ Social Exclusion/Poverty	There are no negative impacts. The proposal will reduce the speed limit in the locality from 30mph to 20mph improving highway safety and making it safer and easier for users of the active travel route to cross the road walking and cycling to the local facilities and hence meeting more members of the community in the process helping to build relationships with all user groups.
Welsh	There are no negative impacts of the proposals as any correspondence is welcome in Welsh and all highway signage and road markings are bi lingual with Welsh above English.
Biodiversity	The requirements of SUDs and biodiversity have been considered in the development of the proposal, however because the scope of the works is on a small scale and mainly located within the

	surfaced carriageway the opportunity for any enhancement of both SUDs and Biodiversity was very limited.
Well-being of Future Generations	The proposal will reduce the speed of traffic on Dulais Fach Road and adjacent streets from 30mph to 20mph together with the select location of traffic calming measures. This will help to improve highway safety and make it easier for users of the active travel route to cross the road at this location. Improving highway safety and encouraging travel by active modes will help to meet the targets set out in the Welsh Governments Llwybr Nweydd Wales transport strategy.

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 scheme as advertised. The feedback received objecting to the scheme was considered by the local members. The local members are in support of the objections being overruled and the scheme being implemented as advertised in the interest of highway safety.

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?
Public correspondence post scheme will be monitored because the public are quick to provide feedback post implementation.	Officers from Engineering and Transport through the mail monitoring system.	All correspondence will receive a response and this will allow any developing trends to be recorded and tracked. This will take place over a number of years.	The monitoring and tracking of correspondence which will be from a variety of sources such as letters, Email, Facebook, social media etc will identify any emerging trends for further action.
Feedback from the local members. The members are a community link within their ward with all of the varied user groups.	Officers from Engineering and Transport through the mail monitoring system.	Feedback will be recorded allowing for any developing trends to be considered and tracked. This will take place over a number of years.	Feedback from the public via the local member should become positive if we have achieved the objectives set out above.
Traffic surveys- Under take surveys of both average traffic speed and volume.	Officers from Engineering and Transport and Network Management.	Surveys will be under taken over a number of years post scheme completion and after an initial settlement period to allow the public to adhere to the lower speed limit.	Data should show a reduction in both the average 85 th percentile and mean speed of traffic compared to pre scheme data.
Personal injury collisions	Officers from Engineering and Transport and the Road Safety team through the Welsh Government data.	When the data is available from the Welsh Government the personal injury collisions can be tracked for any emerging trends over a three year period for which data is available.	The data should show a reduction or certainly not an increase in personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	3/01/22
Signed off by	D.W.Griffiths	Head of Transport & Engineering	3/01/22



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

28 January 2020

**Report of the Head of Engineering and Transport
David W Griffiths**

Matter for Decision

Wards Affected: Gwaun Cae Gurwen

To provide a new Post Code for Bro Nantfer in Gwaun Cae Gurwen

Purpose of the Report:

To seek permission from Members to consult with the residents of Bro Nantfer, Gwaun Cae Gurwen, in relation to a proposed post code change.

Executive Summary:

A resident of Bro Nantfer, Gwaun Cae Gurwen is alleging persistent difficulties with receiving mail and deliveries due to the inclusion of Leyshon Road in the current registered address. A new postcode exclusively for Bro Nantfer would see the removal of Leyshon Road

from the Royal Mail postal address system, and alleviate the ongoing issues.

Background:

In 1994 under the powers of the former LLiwy Valley Council, a portion of Leyshon Road in Gwaun Cae Gurwen which consisted of nine properties was renamed as Bro Nantfer. The post code however remained unchanged and to this day Bro Nantfer shares the same post code with Leyshon Road. A resident of Bro Nantfer recently raised this matter due to mail and deliveries being confused with similar numbered properties on Leyshon Road.

In order to rectify this anomaly, a decision is being sought to canvass all nine properties on Bro Nantfer to ascertain whether they would consider amending their post code which should alleviate this issue.

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 has indicated that a more in-depth assessment is not required. A summary is included below. An overview of the Integrated Impact Assessment has been included below in summary form only and it is essential that Members read the Integrated Impact Assessment, which is attached to the report at Appendix A, for the purposes of the meeting.

Valleys Communities Impacts: No implications

Workforce Impacts: No implications

Legal Impacts: No implications

Risk Management Impacts:

There are no risks in implementing this proposal however failing to undertake it may result in further mail and deliveries being misdirected to residents.

Consultation:

If approved all residents of Bro Nantfer will be consulted.

Recommendations:

Having due regard to the first stage integrated impact assessment that members approve the consultation of Bro Nantfer residents on whether they would like to change their post code.

Reasons for Proposed Decision:

To provide a separate post code for Bro Nantfer to avoid the mis-delivery of mail with other properties on Leyshon Road.

Implementation of Decision:

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

Appendices:

Appendix A - IIA

List of Background Papers:

None

Officer Contact:

Ross Williams, Address Management Officer
Email: r.j.williams@npt.gov.uk
Tel. No: 01639 686799

Officer Contact:

Joy Smith, Designation: Road Safety and Business Performance
Manager
Email: j.smith@npt.gov.uk
Tel. No: 01639 686581

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	Joy Smith	Road Safety Manager	11.01.22

1. Details of the initiative

	Title of the Initiative: To provide a new Post Code for Bro Nantfer in Gwaun Cae Gurwen
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To seek permission from Members to consult with the residents of Bro Nantfer, Gwaun Cae Gurwen, in relation to a proposed post code change.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? All residents of Bro Nantfer, Gwaun Cae Gurwen
1f	When and how were people consulted? If allowed to proceed. This is a formal request to consult residents on the proposal.
1g	What were the outcomes of the consultation? Feedback from the local member was positive

2. Evidence

What evidence was used in assessing the initiative?

Residents of Bro Nantfer, GCG have experienced delays in mail and deliveries due to the shared postcode with Leyshon Road, GCG.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Disability	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Gender reassignment	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Marriage & civil partnership	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Pregnancy and maternity	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Race	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Religion or belief	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.

Sex	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.
Sexual orientation	√			A postcode specifically for Bro Nantfer would eliminate the current difficulties experienced for all.

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

If approved the consultation process will inform the decision making process.

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			√	Neutral – the proposal has no material effect on the ability to meet the Public Sector Equality Duty
To advance equality of opportunity between different groups			√	Neutral – the proposal has no material effect on the ability to meet the Public Sector Equality Duty
To foster good relations between different groups			√	Neutral – the proposal has no material effect on the ability to meet the Public Sector Equality Duty

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

If approved the consultation process will inform the decision making process.

4. Socio Economic Duty

Impact	Details of the impact/advantage/disadvantage
Positive/Advantage	Not Applicable
Negative/Disadvantage	Not Applicable
Neutral	Not Applicable

What action will be taken to reduce inequality of outcome

Not Applicable

5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	Neutral – the proposal has no material effect on community cohesion
Social Exclusion			√	Neutral – the proposal has no material effect on social exclusion
Poverty			√	Neutral – the proposal has no material effect on poverty

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

If approved the consultation process will inform the decision making process.

6. Welsh

	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: – people’s opportunities to use the Welsh language			√	Neutral – the proposal has no material effect on the use of the Welsh language
– treating the Welsh and English languages equally			√	Neutral – the proposal has no material effect on the use of the Welsh language

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

Overall, the proposal will have a neutral benefit to residents with no impact on the use of the welsh language.

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			√	Neutral – the proposal has no material effect
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			√	Neutral – the proposal has no material effect

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

Overall, the proposal will have a neutral benefit to residents with no impact on 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 proposal if approved would enable residents to consider a change to the postcode for Bro Nantfer, removing the opportunity for address/property confusion moving forward.
ii. Prevention – preventing problems occurring or getting worse	The proposal if approved would enable residents to consider a change to the postcode for Bro Nantfer, removing the opportunity for address/property confusion moving forward.
iii. Collaboration – working with other services internal or external	The proposal if approved would require collaboration with the post office, utility providers and officers within the Environment and Regeneration Directorate.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The proposal if approved would require collaboration with all residents of Bro Nantfer reflecting the diversity of the Bro Nantfer population.
v. Integration – making connections to maximise contribution to:	All public bodies would be notified of the changes to the postal code if supported.

Council's well-being objectives	The proposal if approved would enable residents to consider a change to the postcode for Bro Nantfer, removing the opportunity for address/property confusion moving forward.
Other public bodies objectives	All public bodies would be notified of the changes to the postal code if supported; reducing conflict between residents and public bodies in relation to misdirected mail and deliveries.

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.

Any written correspondence received to the proposed scheme will be considered and discussed with the local member.
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10. Assessment Conclusions

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

	Conclusion
Equalities	In conclusion, those who share a protected characteristic will all benefit from the proposal.
Socio Economic Disadvantage	There are no envisaged socio economic disadvantages.

Community Cohesion/ Social Exclusion/Poverty	Local residents will be actively engaged with and views sought on the proposal.
Welsh	Overall, the proposal will have a neutral benefit to residents with no impact on the use of the welsh language.
Biodiversity	Overall, the proposal will have a neutral benefit to residents with no impact on biodiversity.
Well-being of Future Generations	The proposal if approved would enable residents to consider a change to the postcode for Bro Nantfer, removing the opportunity for address/property confusion moving forward.

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 proposal because it will provide a benefit to the members of Bro Nantfer.

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?
Consult with all residents of Bro Nantfer	Officers from Engineering and Transport.	End of financial year 2021/22.	Consultation exercise completed all views collated and discussed with Local member, before conclusion.

12. Sign off

	Name	Position	Date
Completed by	C.J.Smith	Road Safety and Business Performance Manager	11.01.22
Signed off by	D.W.Griffiths	Head of Engineering & Transport	11.01.22



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Neath Port Talbot Council

Streetscene and Engineering Cabinet Board

28 January 2022

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: All

Welsh Government Commercial Delivery Service Framework Agreement of Vehicle Spare Parts, Workshop Consumables Framework (Ref No. NPS-FT-0108-21)

1 Purpose of Report

- 1.1 To seek Members approval to put a formal contract in place ensuring continuation of supply of vehicle spare parts, workshop consumables and associated stores management services (“Supply”) to Neath Port Talbot County Borough Council (“the Council”) for a period of up to 24 months with an option to extend for a further two years, in multiples not exceeding 12 months (“Term”).

2 Executive Summary

- 2.1 Fleet has previously used the NPS-FT-0047-15 to purchase vehicle and plant spare parts. The Welsh Government Commercial Delivery Service (previously known as National Procurement Service (NPS)) has developed a new Vehicle Spare Parts Framework that will enable all public sector organisations including Local Government to utilise whilst remaining compliant with The

Public Contracts Regulations 2015 as the previous framework has expired.

2.2 The report seeks authorisation to continue with the current arrangement for the Supply as per the new Welsh Government Commercial Delivery Service framework.

2.3 If agreed, the Fleet Section will procure parts for the Supply via the framework which comprises of the following regional lots (see Appendix A) where a single supplier is awarded to each lot of the framework agreement shown below:

Lot	Region	SUPPLIER
1	North Wales	Truckparts (North Wales)
2	South West Wales	Fleetwheel Ltd.
3	South East Wales	Fleetwheel Ltd.
4	All Wales	Digraph

2.4 The Council has been allocated against lot 2 of the framework of which there is a single supplier (Fleetwheel Ltd.).

2.5 A direct award can be made to call-off from lot 2 or All-Wales depending on the nature of the fleet operation. A contract will be formed by making a direct award to the relevant supplier.

3 Background

3.1 In previous years, the Council's Fleet Section has used the NPS spare parts framework. Over the past 4 years it is found that the framework created many benefits such as;

- Cost savings
- One point of contact when ordering parts
- Less downtime
- Value for Money
- Regular deliveries
- Security of supply throughout Brexit, Covid and the general shortages in vehicle and plant spares worldwide.

3.2 A Delivery Group was set up with Fleet Managers and the Commercial Delivery Service to approach the market covering the whole of Wales. Wales was split into four geographical zones. The

Council is in the South West Zone (Lot 2), which gives a £2.5 million aggregated spend on parts across all Authorities and public sector bodies within our area.

- 3.3 The table below sets out details of the previous, current and proposed arrangements for the Supply together with the estimated expenditure for the contract term for the supplier Fleetwheel Ltd:

Previous Agreement				
Framework Ref	Start Date	Expiry Date	Extension Applied	Actual Expiry Date
NPS-FT-0047-15	13 th Mar 2017	31 st Mar 2019	Yes	31 st Mar 2021
New Agreement				
Framework Ref	Start Date	Expiry Date	Notes	
NPS-FT-0108-21	1 st Dec 2021	30 th Nov 2025	Option to end the agreement after end of years 2 and 3	
Proposed Agreement				
Framework Ref	Start Date	Expiry Date	Option to Extend	Proposed Estimated Value of Spend ¹
NPS-FT-0108-21	1 st Jan 2022	31 st Dec 2023	Yes 2 x 12 months period	£955,248.34

4 Reason for Proposed Decisions:

- 4.1 The continuity for the Supply, enabling Fleet Section to compliantly purchase both manufacturer and non-manufacturer vehicle spare parts using an approved framework.
- 4.2 Access potential financial savings on vehicle and plant parts whilst getting a better, more efficient service from suppliers who can access parts data across the whole of South Wales.

¹ Estimation is based on a four year period 2017-2021 spend data for Neath Port Talbot Council.

- 4.3 Due to the previous NPS framework proving a success having run for four years, the arrangement of this framework is of a similar nature.
- 4.4 Potential opportunities for local suppliers to supply more parts.
- 4.5 The quality of parts the Council purchase will be the same standard currently used or higher. The Council will continue to access manufacturer parts if required by the business, however, a better quality lower cost part can usually be purchased from a motor factor in most cases.
- 4.6 The Council will challenge the manufacturer supplier to lower prices and negotiation is performed via the framework supplier on behalf of the Council, eliminating back office functions such as contacting various suppliers and administration.
- 4.7 Security of supply and prioritisation in the event of major disruption such as Covid, Brexit and demand.

5 Using the Framework

- 5.1 **Orders:** Purchasing of parts remains unchanged. Purchase orders will be raised with directly with Fleetwheel Ltd. Sub-suppliers have to commit parts pricing to Fleetwheel Ltd., who in turn will negotiate savings on our behalf or source the same parts from alternative suppliers at less cost to what we are currently paying.
- 5.2 **Invoicing:** Remains unchanged. The implementation of consolidated invoicing from previous framework has greatly improved office efficiency.

6 Social and Economic Benefits

- 6.1 It is recognised that a number of social and economic benefits will be delivered through this Framework such as:-
 - 6.1.1 **Community Benefits:** Use of Welsh workers through local supply chain opportunities. Potential for local suppliers to gain work from other Public Bodies.

- 6.1.2 **Environmental Benefits:** There is the potential for consolidated / optimised delivery within geographical zones reducing the emissions derived from current logistics.
- 6.1.3 **Economic Benefits:** Fleetwheel Ltd. procure goods in bulk for the whole zone and the discounts achieved are far greater than would be available to the Council, these savings are in turn passed onto the Council.

7 Financial Impact:

- 7.1 From the information set out in paragraph 3.3, the estimated cost of the purchase of the Supply from the Supplier for a period based on 24 months including maximum extension is: £955,248.34. This figure is an estimate based on 2017 to 2021 spend data.
- 7.2 An original price comparison test was carried out in 2017 for a random parts basket of 55 items which the Council currently purchase against the North Wales Procurement Partnership (NWPP) Framework supplier prices. This produced significant savings by their supplier. A similar exercise will be conducted across the zone on the new price structure supplied to the Commercial Delivery Service.
- 7.3 Fleet services and all sections saw significant savings on vehicle spare parts from the previous framework. The stores also changed over to using cheaper parts without compromising on quality as the market opened up. The Council used manufacturer approved parts and in one case saved £600 on one suspension spring which was manufactured in the same factory as the dealer part. For future years, price increases will be benchmarked against general market increases to calculate any cost avoidance and value for money.
- 7.4 It is expected that the Welsh Public Sector organisations in South Wales would achieve higher savings due to the absence of any formal arrangements in the past, coupled with the fact that all organisations' requirements will now be aggregated enabling the potential of standardisation with a greater combined spend on parts.
- 7.5 There will be a charge from the supplier on parts purchased shown below:

Section	Group	Comment
1	Core basket of parts	Pricing is fixed for OEM & Aftermarket/Non OE Parts ²
2	A (Non-core aftermarket parts/Non OE)	30% Mark-up
3	B (Non-core OEM parts)	8% Mark-up

7.6 The parts purchased by the Council remains lower due to agreed pricing and buying power of the Welsh Government Commercial Delivery service as opposed to non-collaborative agreement.

8 Integrated Impact Assessment:

8.1 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) Regulation 2015, the Well-being and Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016

9 Valleys Communities Impacts:

9.1 No Impacts

10 Workforce Impact:

10.1 This has a positive impact on staff as they will receive a better quality service resulting from this Framework and greater options on parts delivery to limit frontline service downtime.

10.2 There will be a slight reduction in workload and back office functions within the Fleet Office due to consolidating invoices by the supplier. The Council currently process around 60 parts invoices a day and batch for payment.

11 Legal Impact:

² See appendix B pricing schedule

11.1 The Council will be utilising a compliant framework let by the Welsh Government Commercial Delivery Service for the purpose of entering into this arrangement. The Framework allows for local authorities to make a direct award to the single supplier awarded in Lot 2 which in this case is Fleetwheel Ltd. The Council will be required to enter into a call-off agreement with Fleetwheel Ltd. to govern the relationship between the Council and Fleetwheel Ltd. for the duration of the arrangement.

11.2 Given the estimated cost of the purchase of the Supply for the proposed period is above threshold (£955,248.34), consideration has been given to the requirements of the Public Contract Regulations 2015. However, a single supplier has been awarded for each lot, negating the requirement to run further competitions.

12 Risk Management Impacts:

12.1 The Fleet Manager will attend quarterly meetings to measure performance of the supplier against agreed KPI's.

13 Consultation:

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

14 Recommendation:

14.1 Having due regard to the integrated impact screening assessment it is recommended that Members approve the use of the new Welsh Government Commercial Delivery Service Framework and authorise the Head of Engineering and Transport to make a direct award to the single supplier in Lot 2 (Fleetwheel Limited) for a period of two years from the 1st January 2022, with an option to extend for a further two years, in multiples not exceeding 12 months (in line with Commercial Delivery framework terms).

15 Implementation of Decision:

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

16 Appendices:

16.1 Appendix A – Framework Guidance Document



1. WG - FT - Vehicle
Spare - Customer Gui

16.2 Appendix B – Pricing Schedule



3. FT -108 - Vehicle
Spares User Guidance

17 List of Background Papers:

17.1 Welsh Government Commercial Delivery Framework Documents

Officer Contact

Kevin Lewis, Fleet Manager

Tel: 01639 765071 or email: k.lewis@npt.gov.uk

Peter Jackson, Integrated Transport Unit Manager

Tel: 01639 686091 or email: p.jackson@npt.gov.uk

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: National Procurement Service of Vehicle Spare Parts Framework
Service Area: Fleet Services
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users		X
Staff		X
Wider community		X
Internal administrative process only	X	

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

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age						
Disability						
Gender Reassignment						
Marriage/Civil Partnership						
Pregnancy/Maternity						
Race						
Religion/Belief						
Sex						
Sexual orientation						

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language			X			Use of Welsh workers through local supply chain opportunities. Potential for local suppliers to gain work from other Public Bodies.
Treating the Welsh language no less favourably than English			X			Use of Welsh workers through local supply chain opportunities. Potential for local suppliers to gain work from other Public Bodies.

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity						
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			X			There is the potential for consolidated / optimised delivery within geographical zones reducing the emissions derived from current logistics.

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	X		National Procurement Service Supply of Vehicle Spare Parts Framework will enable Fleet Services to be procure vehicle spare parts in accordance with NPT's procurement rules.
Integration - how the initiative impacts upon our wellbeing objectives	X		Approving the Framework and first ranked supplier will enable NPT to procure vehicle spare parts from the first ranked local supplier. The National Procurement Service provides a Vehicle Spare Parts Framework which provides the local supply chain with the opportunity to be contracted by NPT
Involvement - how people have been involved in developing the initiative	X		The regional partners have worked with NPS to develop the framework companies have been assessed to determine their suitability to be included on the National Procurement Service Supply of Vehicle Spare Parts Framework. Each partner authority have undertaken checks on the companies for insurance, Technical Ability, Quality, Environmental, Health and Safety.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	X		Several Partner Authorities have been involved in checking that NPS and Fleetwheel are proficient in delivering the desired service.
Prevention - how the initiative will prevent problems occurring or getting worse	X		The National Procurement Service Supply of Vehicle Spare Parts Framework allows the local supply chain and their employees the opportunity to undertake work for NPT.

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

A full impact assessment (second stage) is not required	<input checked="" type="checkbox"/>
Reasons for this conclusion	
This is an Internal admin process only and does not require a full impact assessment.	

A full impact assessment (second stage) is required	<input type="checkbox"/>
Reasons for this conclusion	

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	Name	Position	Signature	Date
Completed by	P. Jackson	Integrated transport Manager	P Jackson	07.01.22
Signed off by	D.W Griffiths	Head of Service/Director	D. W Griffiths	07.01.22



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

28 January 2022

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 who have not met with NPTCBC's criteria to be removed.

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 **removed** from List of Approved Contractors

The following companies have failed to meet NPTCBC criteria due to no Health & Safety assessment/accreditation and therefore, approval is required for removal from the List of Approved Contractors:-

<u>Company</u>	<u>Category</u>
Interserve Construction Ltd (I002)	12,13,14,15,17,17A,17B,17C,17D,17E,18,19,20,33,34,36,73,74,87 88
Andrew Colwill Garage Doors (C050)	21A,21B,21C,21D,21E,21F,21G

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

Hasan Hasan, Engineering Manager

Tel. No: 01639 686463

Email: h.hasan@npt.gov.uk

Amanda Phillips, Programme & Commissioning Manager

Tel. No: 01639 686483

Email: environment@npt.gov.uk

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. Lightning 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



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

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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 – Remove Contractors
1a	Service Area: Procurement
1b	Directorate: All
1c	Summary of the initiative: Approving additional Contractors onto the Approved list of 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 Approved List of Contractors gives Local companies the opportunity to be contracted by NPT to undertake works.
1d	Is this a 'strategic decision'? No.
1e	Who will be directly affected by this initiative? Internal administrative process only.
1f	When and how were people consulted? 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.
1g	What were the outcomes of the consultation? Consultation with other departments in the Authority has supported the recommendations within the report.

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	

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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

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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

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

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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?

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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.

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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	<p>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> <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>

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?

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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	21/12/21
Signed off by	David Griffiths	Head of Engineering & Transport	DWG	21/12/21

Mae'r dudalen hon yn fwiadol wag