



BWRDD STRYDLUN A PHEIRIANNEG Y CABINET

DYDD GWENER, 18 MAWRTH 2022

***YN SYTH AR ÔL CYFARFOD PWYLLGOR CRAFFU STRYDLUN A
PHEIRIANNEG***

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 enwau
3. Cyhoeddiadau'r Cadeirydd
4. Datganiadau o fuddiannau
5. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 10*)
6. Blaenraglen Waith 2021-2022
7. Adolygiad o'r Polisi Biniâu Graean - Yn dilyn Grwp Tasg a Gorffen y Pwyllgor Craffu (*Tudalennau 11 - 34*)
8. Dangosyddion Perfformiad Chwarter 3 2021/22 (*Tudalennau 35 - 44*)
9. Adroddiad Diweddarau am yr Amgylchedd (*Tudalennau 45 - 64*)
10. Côt Post newydd ar gyfer Bro Nant Fer - Gwauncaegurwen (*Tudalennau 65 - 80*)

11. Rhestr o gontractwyr cymeradwy (*Tudalennau 81 - 100*)
12. Rhaglen Gyfalaf Traffig a Chynlluniau Teithio Llesol 2022-2023 (*Tudalennau 101 - 124*)
13. Rhaglen Caffael Cerbydlu Cerbydau a Pheiriannau Trymion 2022/23 (*Tudalennau 125 - 138*)
14. Gorchymyn/gorchmynion Rheoleiddio Traffig - Datblygiad Hamdden a Manwerthu Castell-nedd (*Tudalennau 139 - 158*)
15. Gorchymyn/gorchmynion Rheoleiddio Traffig - Goetre, Port Talbot (*Tudalennau 159 - 180*)
16. Gorchymyn/gorchmynion Rheoleiddio Traffig - Graham Terrace, Sgiwen (*Tudalennau 181 - 206*)
17. Gorchymyn/gorchmynion Rheoleiddio Traffig - Oakwood Street, Port Talbot (*Tudalennau 207 - 228*)
18. Gorchymyn/gorchmynion Rheoleiddio Traffig - Oakwood Street, Port Talbot (*Tudalennau 229 - 250*)
19. Gorchymyn/gorchmynion Rheoleiddio Traffig - Glan yr afon (Brickyard Cottages), Castell-nedd (*Tudalennau 251 - 272*)
20. Gorchymyn/gorchmynion Rheoleiddio Traffig - Tai-bach (*Tudalennau 273 - 292*)
21. Gorchymyn/gorchmynion Rheoleiddio Traffig - Ysgol Gynradd Abbey, Mynachlog Nedd (*Tudalennau 293 - 312*)
22. Lle parcio unigol i'r anabl - Penywern Road, Castell-nedd (*Tudalennau 313 - 330*)
23. Lle parcio unigol i'r anabl - Geoffrey Street, Castell-nedd (*Tudalennau 331 - 348*)
24. 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).

25. Rhaglen Gwaith 2022-2023

K.Jones
Prif Weithredwr

Canolfan Ddinesig
Port Talbot

10 Mawrth 2022

Aelodau Bwrdd Strydlun a Pheirianeg y Cabinet:

Y Cynghorwyr: M Harvey ac A Wingrave

Mae'r dudalen hon yn fwriadol wag

EXECUTIVE DECISION RECORD

28 JANUARY 2022

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:

M.Roberts, H.Hasan, P.Jackson, K.Lewis, J.Smith, J.M.Davies, C.Plowman and T.Davies

1. **APPOINTMENT OF CHAIRPERSON**

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

2. **WELCOME AND ROLL CALL**

The Chair welcomed everyone to the meeting, and a roll call was completed.

3. **CHAIR'S ANNOUNCEMENTS**

No announcements made.

4. **DECLARATIONS OF INTEREST**

No Declarations of Interest were received.

5. **MINUTES OF PREVIOUS MEETING**

Decision:

That the Minutes of 17 December 2021, be approved.

6. **FORWARD WORK PROGRAMME 2021-2022**

That the Forward Work Programme 2021/2022 be noted.

7. **TRAFFIC REGULATION ORDERS - GLYNNEATH**

Decision:

Having had due regard to the integrated impact assessment, approval be 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 should no objections be received, the proposals be implemented on site as advertised, subject to the availability of funding.

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 9.00am, Tuesday 1 February 2022. There was no call in of this item.

Consultation:

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

8. **TRAFFIC REGULATION ORDERS – TONNA AND ABERDULAIS**

Decision:

Having had due regard to the integrated impact assessment, the objections 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) be overruled, and the scheme be implemented as advertised, and the objectors informed accordingly.

Reason for Decision:

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

Implementation of Decision:

The decision will be implemented after the three day call in period, which ends at 9.00am, Tuesday 1 February 2022. There was no call in of this item.

Consultation:

This item has been subject to external consultation.

9. **NEW POST CODE FOR BRO NANTFER IN GWAUN CAE GURWEN**

Decision:

Having due regard to the first stage integrated impact assessment, residents of Bro Nantfer be consulted on whether they would like to change their post code.

Reason for 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 will be implemented after the three day call in period, which ends at 9.00am, Tuesday 1 February 2022. There was no call in of this item.

Consultation:

This item will be subject to external consultation.

10. **WELSH GOVERNMENT COMMERCIAL DELIVERY SERVICE
FRAMEWORK AGREEMENT OF VEHICLE SPARE PARTS**

Decision:

Having due regard to the integrated impact screening assessment, the use of the new Welsh Government Commercial Delivery Service Framework be approved, and the Head of Engineering and Transport be authorised 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).

Reason for Decision:

To provide continuity for the Supply, enabling Fleet Section to compliantly purchase both manufacturer and non-manufacturer vehicle spare parts using an approved framework, and to be able to 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.

Implementation of Decision:

The decision will be implemented after the three day call in period, which ends at 9.00am, Tuesday 1 February 2022. There was no call in of this item.

11. **LIST OF APPROVED CONTRACTORS**

Decision:

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

The following companies have failed to meet NPTCBC criteria due to no Health and Safety assessment/accreditation and therefore, will be removed 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

Reason for Decision:

To keep the List of Approved Contractors up to date and as far as possible, ensure a competitive procurement process, as well as 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 9.00am, Tuesday 1 February 2022. There was no call in of this item.

12. **URGENT ITEMS**

None were received.

CHAIRPERSON

Tudalen9

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

18 March 2022

Report of the Streetscene and Engineering Scrutiny Committee

Matter for Decision

Wards Affected: All Wards

Grit Bin Policy Review Task and Finish Group

Purpose of the Report:

To provide the Streetscene and Engineering Cabinet Board with the findings of the recent Grit Bin Policy Review Task and Finish Group, undertaken by the Streetscene and Engineering Scrutiny Committee; and to seek approval for the recommendation contained within the report.

Executive Summary:

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

Members of the Cabinet Board will receive the comments of the Streetscene and Engineering Scrutiny Committee, to determine whether they were supportive of the recommendation contained within the report, to commend to Cabinet Board.

Background:

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

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

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

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

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

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

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

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

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

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

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

Recommendations: That the following recommendation be considered by Cabinet Board, subject to the approval from the Streetscene and Engineering Scrutiny Committee:

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

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

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

Appendices:

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

Appendix 2 – Locations deemed suitable for a grit bin

Officer Contact:

Chloe Plowman

Democratic Services Officer

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

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

March 2022



Neath Port Talbot County Borough Council

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CHAIR'S FOREWORD

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

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

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

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

BACKGROUND

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

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

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

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

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

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

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

APPROACH

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

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

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

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

TERMS OF REFERENCE

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

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

First meeting – 1 December 2021

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

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

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

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

Survey Exercise

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

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

Second meeting – 23 February 2022

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

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

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

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

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

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

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

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

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

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

Aberdulais

The Pines

Alltwen

Edward Street

Baglan

Thorney Road (by garages entrance)

Crofton Drive

Tir Onen

Crawford Road

Albion Road

Bleangwrach

Heol Wenallt

Chainwalk (Lambs Bridge)

Briton Ferry East

Graig Road

Bryn & Cwmavon

Chapel Terrace

Penhydd Street

Bryn to Goytre Lane (Middle)

Bryncoch South

Kestrel Close to Daphne Road

Cimla

Brynau wood to Woodview

Heol Derwyn

Larch Close (End)

Maple Close (End)

Botton of the Oaks/Crynallt Drive

Top of Pine Grove

Heol Ffynon

The Meadows

Crynallt Road (Top)

Coedffranc Central

Bayview Gardens

Coedffranc West

Corner of Charles Street/The Meadows

School Road (Jersey Marine)

Ocean View

Crynant

Woodland Road

Cymmer

Heol Sir William

Bryn Coed

Heol Y Fedw

Dyffryn

Junction of Highland Gardens

Junction of Heol Heddwch and Heol Penderyn

Glyncorrwg

Norton Terrace

Waun Avenue/Park Street

Glynneath

Hays Crescent

Godregraig

Tanydarren

Hodgsons Road

Gwaun-Cae-Gurwen

Crescent Road

Heol Hir

Derwydd Avenue

Neath East

Walters Road Flats/Mile End Row

Penrhiwtyn Drive

DC Griffiths Way

Herbert Road

Neath North

Church Place

Fairyland

Neath South

Bwlch Road

Burnside

Bryn Road

Penlenna

Maesgwyn

Pontardawe

Primrose Road

Top of Parc Gilbertson

Lower Heathfield

Port Talbot

Ty Draw Hill

Resolven

Moses Row

Dunvant Avenue

Heol Nant

Sandfields East

Darwin Road

Seven Sisters

Martyns Avenue

Church Road

Taibach

Goytre Close – by Playground

Tonna

Parsons Lane to St Annes Drive

Fairyland Road – Picnic area

Trebanos

Cae Ismaen

Heol Y Llwynau

Ystalyfera

Varteg Road/Wade Avenue

Varteg Road/Ffordd Glandwr

Varteg Road (Bus Shelter)

YG School – Drop off area

Glantwrch

Bronallt/Alltygrug Farm Road

Zoar Road

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

Alltwen

Heol Y Parc – Road too narrow

Bleangwrach

Parish Road – Grit bin on site

Briton Ferry East

Cwm y Dwr – Road un-adopted

Coedffranc West

Elba Crescent – Does not fit criteria

Cae Morfa – Site un-adopted

Crymlyn Parc – New part of site un-adopted

Gwaun-Cae-Gurwen

Cefn Road – Does not fit criteria

Gron Road – Does not fit criteria

Neath East

Morgans Road – Bin on site

Pontardawe

Upper Heathfield – No suitable location

Heol Las - No suitable location

Bryn Derwen – Bin on site

Baran Mountain – Large number of bins already on site

Rhos

Primrose Lane – Bin on site

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

Seven Sisters

Commercial Road – Bin on site

Tan y Rhiw – Access to fill bin would be difficult

Marigold Place – Bin on site

Tonna

Hunters Ridge – Bin on site

Dol Coed Terrace – Bin on site

Lock House path – Private Road

Ystalyfera

Wade Avenue - Bin already close to area requested

The Gardens– Bin already close to area requested

RECOMMENDATIONS

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

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

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

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

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

Mae'r dudalen hon yn fwriadol wag

Locations deemed suitable for a grit bin

Aberdulais

The Pines

Alltwen

Edward Street

Baglan

Thorney Road (by garages entrance)

Crofton Drive

Tir Onen

Crawford Road

Albion Road

Bleangwrach

Heol Wenallt

Chainwalk (Lambs Bridge)

Briton Ferry East

Graig Road

Bryn & Cwmavon

Chapel Terrace

Penhydd Street

Bryn to Goytre Lane (Middle)

Bryncoch South

Kestrel Close to Daphne Road

Cimla

Brynau wood to Woodview

Heol Derwyn

Larch Close (End)

Maple Close (End)

Botton of the Oaks/Crynallt Drive

Top of Pine Grove

Heol Ffynon

The Meadows

Crynallt Road (Top)

Coedffranc Central

Bayview Gardens

Coedffranc West

Corner of Charles Street/The Meadows

School Road (Jersey Marine)

Ocean View

Crynant

Woodland Road

Cymmer

Heol Sir William

Bryn Coed

Heol Y Fedw

Dyffryn

Junction of Highland Gardens

Junction of Heol Heddwch and Heol Penderyn

Glyncorrwg

Norton Terrace

Waun Avenue/Park Street

Glynneath

Hays Crescent

Godregraig

Tanydarren

Hodgsons Road

Gwaun-Cae-Gurwen

Crescent Road

Heol Hir

Derwydd Avenue

Neath East

Walters Road Flats/Mile End Row

Penrhiwtyn Drive

DC Griffiths Way

Herbert Road

Neath North

Church Place

Fairyland

Neath South

Bwlch Road

Burnside

Bryn Road

Penlenna

Maesgwyn

Pontardawe

Primrose Road

Top of Parc Gilbertson

Lower Heathfield

Port Talbot

Ty Draw Hill

Resolven

Moses Row

Dunvant Avenue

Heol Nant

Sandfields East

Darwin Road

Seven Sisters

Martyns Avenue

Church Road

Taibach

Goytre Close – by Playground

Tonna

Parsons Lane to St Annes Drive

Fairyland Road – Picnic area

Trebanos

Cae Ismaen

Heol Y Llwynau

Ystalyfera

Varteg Road/Wade Avenue

Varteg Road/Ffordd Glandwr

Varteg Road (Bus Shelter)

YG School – Drop off area

Glantwrch

Bronallt/Allygrug Farm Road

Zoar Road



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Regeneration and Sustainable Development Cabinet Board

18 March 2022

**Joint Report of
The Head of Streetcare – M Roberts
The Head of Engineering and Transport – D. W .Griffiths**

Matter for Monitoring

Wards Affected: All Wards

**Report Title: Key Performance Indicators 2021/2022 – Quarter 3
(1st April 2021 – 31st December 2021)**

Purpose of the Report:

To report quarter 3 performance management data for the period 1 April 2021 to 31 December 2021 for Streetscene and Engineering Cabinet Board. This will enable the Streetscene and Engineering Cabinet Board and Scrutiny Members to discharge their functions in relation to performance management.

Executive Summary:

A list of quarter 3 Corporate Plan KPI's with progress comments on each indicator are attached as appendix 1, these do not include those KPI's collected on an annual basis, these will be reported in quarter

4. The full suite of Corporate Plan KPI's can be found in the [Corporate Plan 2018-2022](#).

KPI's that have improved on or achieved target are GREEN status, KPI's that have not achieved target but performance is within 5% are AMBER status and KPI's that are 5% or more below target are RED status.

Where available, performance indicators report quarter 3 target and 3 years of quarter 3 data for comparison.

Appendix 2 provides quarter 3 information for Compliments and Complaints data, collected in line with the [Council's Comments, Compliments & Complaints Policy](#) for Cabinet and relevant Cabinet Board purviews.

Appendices 1 and 2 are new reports from the Corporate Performance Management System (CPMS), which went live in August 2018.

Background:

Not applicable.

Financial Impact:

The performance described in the report is being delivered against a challenging financial backdrop.

Integrated Impact Assessment:

There is no requirement to undertake an Integrated Impact Assessment as this report is for monitoring / information purposes.

Valleys Communities Impacts:

No implications.

Workforce Impacts

1. The progress described in the Quarter 3 report was achieved against a backdrop of an unprecedented emergency situation. This has involved a step change in workforce flexibility and innovation underpinned by enhanced use of data and digital technology. A significant number of the Council's workforce were redeployed temporarily to new duties.

Legal Impacts:

This report is prepared under:

- 1) The Local Government (Wales) Measure 2009 and discharges the Council's duties to "make arrangements to secure continuous improvement in the exercise of its functions"
- 2) Well-being of Future Generations (Wales) Act 2015
- 3) The Neath Port Talbot County Borough Council Constitution requires each cabinet committee to monitor quarterly budgets and performance in securing continuous improvement of all the functions within its purview.

Risk Management Impacts:

Failure to produce a compliant report within the timescales can lead to non-compliance with our Constitution. Also, failure to have robust performance monitoring arrangements could result in poor performance going undetected.

Consultation

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

Appendices:

Appendix 1 – Key Performance Indicators 2021/2022 – Quarter 3 Performance (1 April 2021 – 31 December 2021)

Appendix 2 – Compliments and Complaints information – Quarter 3 2021/2022 (1 April 2021 – 31 December 2021)

Officer Contact:

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Performance Indicators

Neath Port Talbot Council

Appendix 1 - Streetscene and Engineering Cabinet Board - Key Performance Indicators - Quarter 3 (1st April - 31st December) - 2021/22




Print Date: 15-Feb-2022

RAG (Red, Amber Green) key:

- **Green:** achieved target for the period – Quarter 3 2021/22
- **Amber:** Within 5% of target for the period – Quarter 3 2021/22
- **Red:** 5% or more below target for the period – Quarter 3 2021/22
- **NA** – no comparable data or no target set for the Quarter 3 2021/22 period

How will we know we are making a difference (01/04/2021 to 31/12/2021)?

PI Title	Qtr.3 Actual 19/20	Qtr.3 Actual 20/21	Qtr.3 Actual 21/22	Qtr.3 Target 21/22	Perf. RAG
3 Well-being Objective 3 - To develop the local economy and environment so that the well-being of people can be improved					
CP/067- PAM/030 - Percentage of waste, reused, recycled or composted	63.03	67.37	67.33	64.00	 Green
32872.17 tonnes of 48821.59 The overall figure is essentially the same as last year at this point in the annual cycle, reinforcing the need to review the Council's waste strategy later in the year as planned, to ensure the next statutory target of 70% in 2024/25 is achieved and exceeded.					
CP/068 - PAM/043 - Kilograms of residual waste generated per person	134.32	155.46	151.88		
21,767,000 kilograms/143,315 population. The overall figure is essentially the same as last year at this point in the annual cycle, reinforcing the need to review the Council's waste strategy later in the year as planned, to ensure the next statutory target of 70% in 2024/25 is achieved and exceeded.					
PI/346 - WMT/010i - The percentage of local authority municipal waste prepared for re-use	0.22	0.06	0.17		
83.65 tonnes of 48821.59 Full narrative breakdown can be found under CP/067.					
PI/347 - WMT/010ii - The percentage of local authority municipal waste: incinerator bottom Ash/Residual waste recycling rate.	2.44	10.43	8.69		
4245 tonnes of 48821.59 Full narrative breakdown can be found under CP/067.					
PI/348 - WMT/010ii - The percentage of local authority municipal waste: Kerbside dry recycling rate	21.77	23.26	22.28		
10878 tonnes of 48821.59 Full narrative breakdown can be found under CP/067.					
PI/349 - WMT/010ii - The percentage of local authority municipal waste: Household Waste Recycling Centres dry recycling rate	19.64	14.91	18.56		
9062.79 tonnes of 48821.59 Full narrative breakdown can be found under CP/067.					

PI Title	Qtr.3 Actual 19/20	Qtr.3 Actual 20/21	Qtr.3 Actual 21/22	Qtr.3 Target 21/22	Perf. RAG
3 Well-being Objective 3 - To develop the local economy and environment so that the well-being of people can be improved					
PI/350 - WMT/010iii - The percentage of local authority municipal waste collected as source segregated Bio-wastes and composted or treated biologically in another way	18.98	18.71	17.62		
8602.73 tonnes of 48821.59 Full narrative breakdown can be found under CP/067.					

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Performance Indicators

Neath Port Talbot Council

Appendix 2 - Streetscene and Engineering - Compliments and Complaints - Quarter 3 (1st April - 31st December) - 2021/22



Print Date: 03-Feb-2022

RAG (Red, Amber Green) key:

- **Green:** achieved target for the period – Quarter 3 2021/22
- **Amber:** Within 5% of target for the period – Quarter 3 2021/22
- **Red:** 5% or more below target for the period – Quarter 3 2021/22
- **NA** – no comparable data or no target set for the Quarter 3 2021/22 period

How will we know we are making a difference (01/04/2021 to 31/12/2021)?

PI Title	Qtr.3 Actual 19/20	Qtr.3 Actual 20/21	Qtr.3 Actual 21/22	Qtr.3 Target 21/22	Perf. RAG
ENVIRONMENT AND REGENERATION					
PI/272 - Streetscene and Engineering - % of complaints at Stage 1 that were upheld/partially upheld	16.67	0.00	0.00		
A total of 14 Stage 1 complaints have been received up to this quarter with 8 being for Parking Services, 4 for Passenger Transport and 2 for Refuse collection, none of which were upheld. This compares to with 9 received for the same period last year.					
PI/273 -Streetscene and Engineering - % of complaints at stage 2 that were upheld/partially upheld	20.00	0.00	0.00		
Only 1 Stage 2 complaint has been received up to this quarter for Parking Services which was not upheld. This compares with the same figure for this period last year.					
PI/274 -Streetscene and Engineering - % of complaints dealt with by the Public Services Ombudsman that were upheld/partially upheld					
No complaints were dealt with by the Ombudsman for this period which compares to the same last year.					
PI/275 - Streetscene and Engineering - Number of compliments received from the public	32.00	34.00	27.00		
A total of 27 compliments have been received for this period for exemplary work by officers with 15 being for Streetcare, 10 for Road Safety and 2 for Highways & Engineering. This compares with 34 being received for the same period last year.					

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

STREETSCENE AND ENGINEERING CABINET BOARD

18 March 2022

Report of the Director of Environment and Regeneration
Nicola Pearce

Matter for Information

Wards Affected: *All Wards*

Environment Service Report

Purpose of Report

- 1 To advise Members of the extensive work programme which is being delivered during the Pandemic by the Environment and Regeneration Directorate. This work not only relates to the responsive work undertaken to manage the spread of the Covid-19 virus, but also the extensive business as usual activities which have been delivered despite the pandemic.

Executive Summary

- 2 In early 2020, the Covid-19 virus which was first identified in the Far East started spreading, resulting in the start of the pandemic which still grips the world. In March 2020, it was clearly evident that the spread of the Covid-19 virus was having a serious impact upon the health and wellbeing of UK citizens resulting in the UK Government,

together with devolved nations, taking unprecedented action and locking down the country.

- 3 Many measures were put in place at the time to mitigate the impacts of the virus and protect the public. A large number of those responsibilities were placed upon local authorities, who have continued to perform well throughout the duration of the pandemic. This report gives a very brief summary of the work undertaken in response to covid-19 but primarily concentrates on the work undertaken by the Environment and Regeneration Directorate during the pandemic.

Background

- 4 When Covid-19 case numbers started escalating within the UK a number of additional support measures were required to be put in place. The Environment and Regeneration Directorate led on many of these and include the following non exhaustive list: The design, commissioning and supervision of the construction of the Llandarcy Field hospital and its subsequent decommissioning; the establishment of a highly successful Test, Trace and Protect (TTP) service which has operated with partners at a local and regional level and was recently commended nationally as the team who has provided the most mutual aid to others when they were experiencing high case numbers; the creation of a Covid Enforcement team which has worked closely with our TTP, Environmental Health and Licencing teams respectively to ensure appropriate control measures are in place across a range of commercial and licensed premises; alongside the establishment and operation of a food distribution hub which supported those who were shielding from the virus; the implementation of health and safety measures, including for a limited time, the provision of town centre rangers to enable the public to safely access town centre facilities; and the distribution of grant money together with general support and advice to businesses who were struggling during the pandemic.
- 5 In addition to these emergency response measures, which resulted in the re-deployment of a large number of staff away from their substantive posts, the Environment and Regeneration Directorate has continued to deliver significant projects. This report gives a very brief summary of the work which has been undertaken across the Directorate.

Cross Cutting Work

- 6 Prior to the Pandemic, the Environment and Regeneration Directorate prepared and published the council's Decarbonisation and Renewable Energy (DARE) Strategy. Whilst authored by this Directorate it is a corporate document and the objectives of the strategy should be owned corporately. In order to achieve the very ambitious 'Net Zero Carbon' Government targets, our behaviour and the way we manage and utilise our assets must change. We are currently in the process of revising the action plan which is appended to this strategy to identify the new work streams which we need to pursue in order to achieve those targets. We are also undertaking a gap analysis to identify how we can deliver net zero carbon by 2030, which is a huge task. Whilst these work streams will be far reaching, we have already started to plan the roll out of low emission vehicles within our fleet together with the installation of charging infrastructure at council buildings. Whilst the majority of this infrastructure will be co-located with our fleet at the Quays/SRC, infrastructure on a smaller scale is also going to be rolled out at the two civic centres and at Tregellis Court.
- 7 Officers within the Directorate are also leading on two decarbonisation and renewable energy projects proposed under the city deal portfolio. Both projects will help us achieve these decarbonisation objectives and are of national importance. There will be more detail on these projects within this report.
- 8 Officers across the Directorate have also been instrumental to the emergency response and associated recovery work following the underground mine blow out and associated flooding which took place in Skewen in January 2021. Significant numbers of people were evacuated as a consequence of that emergency, with staff from this Directorate assisting our partners within the emergency services in that evacuation effort. Since that date, officers have undertaken clean-up work of the highway network and public realm; provided health protection advice to affected residents; supported Coal Authority workers by installing temporary drainage to enable the clean-up operation to commence; assisted residents in removing damaged goods from their properties; removed damaged trees; facilitated the provision of temporary traffic management to ensure that the highway diversion is as safe as possible for highway users; and they also continue to support the Coal Authority in designing and delivering a permanent mine water drainage system. The Coal

Authority have indicated on multiple occasions that our staff are some of the best that they have ever dealt with who have gone out of their way to support them to deliver the best outcomes for the affected community. This glowing feedback is an excellent reflection of the efforts of all staff involved in the Skewen emergency.

- 9 Whilst we are delivering services and responding to emergencies it must be noted that the Directorate are carrying more risks than ever before. A combination of the loss of skilled and experienced staff, Brexit and the pandemic has increased the risks associated with delivering our capital projects. As a consequence, a senior management projects team has been established within the Directorate together with a milestone spreadsheet which identifies all of the major schemes we are currently delivering and their progress to date. This multidisciplinary approach and the sharing of progress on key projects helps us to manage the risk to a greater extent.
- 10 In addition to the above we are also looking to invest additional resources in key areas within the Directorate where staff shortages have been most felt. All of these re-structures will help us to rebuild resilience and maximise the likelihood of securing external funding.

Planning and Public Protection

- 11 Work has continued on the collection and analysis of evidence required to support the review of the Local Development Plan. The Directorate has submitted its Delivery Agreement to the Welsh Government which outlines our intended community involvement and the key timescales associated with the review process.
- 12 Officers have also engaged with their colleagues across the region to identify the scope of and issues to be considered within the region's first Strategic Development Plan (SDP). This plan will cover the South West Wales region and will identify our strategic land use needs including transport, energy and potentially regional employment land.
- 13 The Active Travel officer has undertaken a comprehensive consultation on the Active Travel Network Maps. Incentives were used as part of this consultation to encourage public participation and engagement. These maps will inform future Active Travel funding bids which will enable us to prioritise routes for investment and in turn maximise the number of people using active travel as opposed to private vehicular transport.

- 14 Work has commenced to recruit and train a team of ecologists funded by the Heritage Lottery Fund, to reclaim areas of lost peatland and maximise both the biodiversity benefits as well as those associated with carbon capture and retention. This will be one of the largest such initiatives in the UK and is being supported by a number of partners. It will also contribute towards the Net Zero Carbon agenda.
- 15 A number of national initiatives have continued to be delivered by the Trading Standards service to protect our communities. These include Rogue Trader events, call blocker advice, Real Deal Markets, Buy with confidence, child safety week, scams awareness and many more.
- 16 Despite redeploying many of our Environmental Health Officers to the Regional TTP team, the limited number of staff that remain within the service have continued to deliver many services including the food hygiene service by prioritising the inspection of high risk premises and responding to enforcement complaints. They have also continued to respond to complaints on air quality, noise, contaminated land, rogue landlords, health and safety, empty properties and other housing related issues which includes the re-establishment of a Private rented Landlords Forum. Work has also continued to address the health and safety of residents within Cyfyng Rd, Ystalyfera who have been affected by a landslide to the rear which has affected the stability of their properties. There will be more detail on this later in the report.
- 17 Officers within the Development Management Service have continued to determine planning applications as efficiently as restrictions allow and as a consequence support the construction industry and our council's ambitious regeneration aspirations throughout the duration of the pandemic. They have also worked with colleagues in the wider Directorate together with colleagues in Welsh Government and Powys to enable the delivery of the Global Centre of Rail Excellence (GCRE). This project is a multimillion pound scheme which seeks to transform a former open cast mine and associated rail head and washery into a facility which will test electrical rail stock. This facility, at this scale, will be the first of its kind in the UK which is currently reliant on testing facilities within mainland Europe. This scheme will therefore contribute towards the decarbonisation of the rail industry, create well paid jobs for our citizens and will also link into our wider decarbonisation agenda as

currently illustrated within our DARE strategy and our City Deal Projects. Outline planning permission was granted for the scheme on the 27th July 2021 and work has already commenced on the preparing the Reserved Matters submission.

- 18 After an initial delay while funders and a new project delivery company were secured, the Afan Valley Adventure Resort has secured a resolution of approval from our Planning Committee subject to the signing of a S106 agreement. We have been engaging with that company to ensure that the Afan valley and the wider county borough, benefits from the opportunities which can flow from this multi million pound investment. It is anticipated that the S106 will be signed shortly after which the permission will be issued. Work will then commence on the detailed design of the scheme.
- 19 Officers are currently experiencing a lot of interest from renewable energy companies wishing to construct major on shore wind farm schemes. Whilst these are considered to be Developments of National Significance (DNS), which are considered by the Planning Inspectorate (PINs), the council are still required to give advice to proposed developers, in addition to preparing a Local Impact Report (LIR) which is required to be submitted to PINs. One such scheme is that currently proposed close to Bryn and above Margam. This scheme proposes turbines approximately 250m in height, which would make them the largest on-shore turbines in the UK. There are only two buildings in the UK which would exceed their height and they are the Shard which stands at 310 metres in height while another London building at 22 Bishopsgate rises to a height of 278 metres. As you would expect, there has been a lot of public opposition to this development from communities within Neath Port Talbot and within the neighbouring council of Bridgend.
- 20 Officers continue to work with developers to secure the recommencement of work at Coed Darcy. This sustainable urban village was initially planned to accommodate up to 4000 residential homes however geological issues and infrastructure costs have resulted in a revision of their scheme which is anticipated to be smaller than originally intended. Nevertheless it will still deliver a significant number of new build homes which are needed to address our growing population and associated housing need.
- 21 Officers are also in early discussion with developers seeking to pursue a number of large scale development opportunities in and

around the Harbourside area in Port Talbot. If these schemes come in they will potentially put Port Talbot on the map as a hub of activity relating to the decarbonisation and renewable energy sector. They will also result in the availability of more well paid fulfilling jobs. Given the scale of the number of quite complex jobs coming in together with the number of existing vacancies within the planning service there is a clear need to employ additional staff. A recruitment campaign is currently being pursued to maximise our ability to secure experienced, skilled staff.

- 22 Despite being short of staff and struggling to continue to operate in the field, our Building Control team have continued to work with developers and builders to ensure that new developments are delivered in compliance with all approved building regulations. This has been particularly difficult given the health and safety implications associated with Covid-19 and the need to ensure that all staff are trained to level 5 in the emerging new legislative regime. This has required a major commitment from our team who have had to juggle major projects whilst committing time to studying.

Property and Regeneration

- 23 As the Pandemic was taking hold our colleagues within the Tourism team were about to launch a new Destination Brand/ Marketing strategy for Neath Port Talbot. Due to concerns about mass gatherings at our tourist destinations and the need to ensure social distancing is maintained, this launch was initially delayed until the Autumn. We have now launched with the intention of encouraging sustainable tourism within NPT.
- 24 In addition to the destination branding for tourism, our Business team have been developing their own campaign to place NPT front and centre of inward investment decisions. This campaign will be supported by the regional Economic Development Strategy and the associated local Economic Development Plan, both of which are currently being drafted but nearing completion.
- 25 The Tourism team secured a major grant award for investment within the Afan Forest Park. This involves the construction of a new purpose built children's play area together with a major refurbishment of the toilet facilities and installation of EV charging infrastructure. Such investment will improve the tourism facilities currently available for visitors to the Afan Valley.

- 26 We have a number of tourist destinations within and on the borders of the county borough, with one such destination being our Waterfall Country. Whilst there are a number of beautiful waterfalls across Neath Port Talbot, large volumes of people continue to flock to the Pontneddfechan falls. Whilst it's wonderful that our local assets are appreciated, this does have undesirable consequences to traffic flows. Residents and visitors have for some time experienced traffic congestion within the area from increased visitor pressures with many visitors parking on the pavements and causing a danger to pedestrians. In order to combat this, our tourism team, in partnership with Brecon Beacons National Park and Powys County Council, have secured a bespoke Park and Ride facility, whereby visitors safely park within an existing car park in Glynneath and catch a free bus to the water fall area. This facility was trialled this year and early feedback suggests that there were insufficient users to run this service on a cost recovery basis in future years.
- 27 Investment and improvements to our tourism facilities has not been restricted to our valley communities. Two new facilities have been funded, designed and delivered in the run up to the summer along Aberavon coastline. The outdoor gym officially opened on the 21st June while the new Aquasplash facility was opened on the 5th July, both have been well received by the public.
- 28 Turning to the City Deal, our Directorate have been leading on the regional project entitled 'Homes as Power Stations'. The scheme has secured an investment of £15m to enable the construction of 3300 new homes where renewable energy technology is embedded into the fabric of the building, with 7000 existing properties being retrofitted with renewable energy devices to drive down the cost and carbon footprint of domestic energy. Whilst this investment is limited, it is projected to lever in £490m from the private and public sector resulting in an overall investment across the region of £505m. In addition to this, the project will develop a knowledge sharing platform and will secure the development of a supply chain to support the delivery of low carbon homes at scale within the region. A very detailed Business case has been prepared and has been independently assessed via a WG gateway review panel. The proposal has also been scrutinised by UK Govt and WG officials and has been presented to the Under Secretary of State for Wales, David T C Davies. Following this very thorough process we received confirmation on the 13th July 2021 that both the UK and Welsh

Government had approved our business case and we could move the project forward. Since approval was secured we have appointed a project manager who will drive the project forward.

- 29 Another City deal which is focused on Neath Port Talbot, is our Supporting Innovation and Low Carbon Growth programme which comprises of 7 separate but linked projects. All of the projects are aimed at developing the RD&I around renewable energy and decarbonisation ensuring that NPT is the focus for business growth in this sector. We have progressed at risk with the development of the Technology Centre which is an energy positive building accommodating both office and laboratory floor space for businesses involved in renewable energy and low carbon technology. We are also about to commence pre-engagement events with operators/potential occupiers of our Advanced Manufacturing Facility which will be based on the concept of the AMRC facilities which have been successful in Coventry and Ellesmere Port. This project has undergone the same level of scrutiny as the HaPS project and we secured confirmation of funding of £47.5m y both Governments on the 20th August 2021. This investment is projected to lever in a further £51m of private and public sector investment, which will comprise of £11m of direct leverage and £40m of research funding. The overall investment from this project is therefore projected to be £98.5m. As was the case with the HaPS project a presentation was delivered to the Under Secretary of State for Wales and he also undertook a fact finding visit on the 8th July 2021 which was supported by a number of staff within the Directorate.
- 30 Since the UK withdrew from the EU, the UK Government has given reassurance that the EU funds which we previously benefitted from would be replaced with improved funding opportunities. The replacement fund is known as the Shared Prosperity Fund (SPF) and the precursor to this are the Levelling up and Community Renewal Funds (CRF). These funds were first referred to within the Spending Review in March 2021 with detailed, deliverable and economically positive bids needing to be submitted within a very tight timescale. These bids also involved stakeholder engagement and required endorsement by the constituent MPs. The responsibility for publicising and managing the CRF rested primarily with the Strategic funding team with support by others across the council. Others within the service area were also able to submit detailed bids to this revenue fund. The tight timescales associated with managing this process were taxing, especially given that it was operating simultaneous to

the Levelling Up Fund. As part of the latter funding opportunity, officers within the strategic Funding team compiled a programme of projects for the two parliamentary constituencies within NPT. These projects when combined totalled a bid of £11,189,062 with a private sector investment of £5,748,311. Unfortunately and despite the best efforts of the officers involved in compiling the detailed bids, we were unsuccessful in securing a successful outcome from the levelling up fund. Officers are currently focusing on shortlisting project ideas for the second round of Levelling Up Funds which we anticipate will be launched in the Spring of 2022. Despite this disappointment we were successful in securing 6 out of our 7 bids to the Community Renewal Fund and officers are currently progressing with the delivery of these projects. The total value of those bids amounts to £2,365,073

- 31 In terms of other regeneration schemes, work continues to be delivered on the Plaza development in Port Talbot with an anticipated completion date of January 2022. This will deliver a mixed used development comprising offices, community space and health and wellbeing facilities. In Neath, work is also underway to deliver the refurbished listed building at 8 Wind Street which will deliver employability and shared working space. It is anticipated to be available for occupation in August 2021. The major redevelopment of the site adjacent to Wilko is under construction and will deliver a mix of retail, community and leisure uses which will in turn encourage families into the town centre which should increase footfall within the town centre. This scheme is due for completion in June 2022. We are also working with partners to deliver the re-development of our site to the rear of the Boots loading/delivery yard which again will deliver a mix of retail and residential properties.
- 32 The service is not only responsible for delivering regeneration projects but is also supporting colleagues across the council to deliver their objectives including the 21st Century Strategic Schools Improvement Programme. To this end, our architects have recently completed the construction of a state of the art replacement secondary school at Cefn Saeson. They are also facilitating the provision of child care units at a variety of locations across the county borough including Waunceirch, Blaendulais, Rhos and Cwmafan. Improvements to a large number of other existing schools are also being planned/undertaken. Such works range from WC refurbishments up to the provision of additional teaching blocks. Work is not restricted to educational facilities and encompasses other council

owned assets including Margam Orangery and Hillside. The architects within the service are involved in these developments from inception to completion and are held in high regard by the construction industry as well as internal colleagues.

- 33 Whilst these projects are under construction, preliminary work relating to land assembly and scheme design has commenced for the delivery of the Neath transport hub. The timetable associated with this work is reliant upon land assembly negotiations. Whilst these are the more significant projects being delivered within NPT, there are also a variety of other grant schemes being delivered across the county borough, to support businesses and to improve the quality of business premises.
- 34 Turning finally to regional work, officers have been working with colleagues across the region and Welsh Government to assist the latter in developing a Regional Economic Framework, and from this, develop a Regional Economic Development Strategy. This will identify the region's strengths and associated themes for economic growth. Officers within NPT are also developing the Local Economic Development Plan which will dovetail with the aforementioned regional plans and will set out our vision to improve the economic opportunities for our communities. Officers have also been working across the region, with support from the Welsh Government Energy Service to deliver a Regional Energy Strategy. This will be reported to Cabinet shortly and will enable us to develop a Local Energy Action Plan which will in time complement our evolving DARE Strategy

Streetcare

- 35 The teams within Streetcare have continued to operate and deliver services throughout the pandemic albeit in a slightly different way to minimise risk to staff. Such measures include the temporary removal of three in a cab and the introduction of a booking system for our Household waste and recycling centres both of which will need to be reviewed having regard to the national relaxation of covid-19 restrictions. Whilst our focus remains on protecting staff, the continued restrictions impact upon the service in terms of its affordability and the reduced availability of drivers for the wider service. An alternative service delivery method is therefore needed. Discussions have therefore commenced with the Trade Unions.

- 36 In terms of the main developments in waste, work is ongoing to remodel the Transfer Station to make it a safer environment for staff and to improve the speed of offloading refuse and recycling from our freighters. As part of this remodelling programme, as approved by Members a feasibility study is also being undertaken for the relocation of the waste fleet to the transfer station and the use of renewable energy generation on site to fuel our fleet going forward. The study including any cost implications will be reported for consideration shortly. All works are expected to contribute towards a reduction in costs in the long term, in addition to contributing towards our Net Zero ambitions. The Transfer Station has operated throughout the duration of the pandemic and has been the subject of an extensive management of change exercise. In addition to this, unlike some authorities, our waste teams have continued to collect refuse and recycling throughout the pandemic facilitated by new safer ways of working. Furthermore, our household waste recycling centres introduced a new booking system to enable their continued use whilst keeping both staff and the public safe. This avoided long queues of cars waiting to enter the facilities and ensured that we did not experience traffic congestion around our sites. This was not necessarily the same in other authorities, where long queues have been experienced leading to frustration and anger from those wishing to enter the sites.
- 37 A new Waste Strategy is required and various work strands have been progressed to inform this process including a residual waste analysis and a recycling participation survey. A new policy/procedure for Trade waste and the waste service for flats with a view to improving levels of recycling was stalled at the beginning of the pandemic given that many commercial properties were prevented from operating or operating at a reduced rate. Since restrictions have slowly lifted we have started to roll out these new policies/procedures with a view to continually improving our rates of recycling and potential income generation whilst also reducing our costs. This is already bearing fruit with recently published recycling performance data confirming that NPT is one of 13 local authorities who improved their recycling figures in 2020/21. We are now placed 7th in the performance table and secured a recycling figure of 65.4% exceeding the target of 64%. This is a considerable achievement given that we were one of 4 authorities in Wales who did not meet the recycling targets the previous year. We cannot however rest on our laurels given the need to pursue continuous improvement if we are to achieve the next target of 70% by 2024/25

- 38 We continue to invest in our Directorate assets including the Gnoll country park which is a popular destination and has huge potential to improve visitor experiences. We are currently redesigning and improving the Gnoll website but we are also in the process of installing low emission vehicle charging infrastructure as well as improving the quality of the food and drink offer by undertaking improvements to the café as well as securing a mobile unit to enable the operation of two food and drink concessions during peak periods within the park. This should reduce customer queues and therefore improve the visitor experience but will also improve potential income generation.
- 39 We have a number of reservoirs within our country parks and the risks associated with managing these reservoirs is regularly monitored. As a consequence of that monitoring, works are now required to be undertaken at the Moss House reservoir. This work is currently being designed.
- 40 Members will be aware that we have been implementing a phased replacement of our street lighting to utilise more energy efficient LED bulbs which will in the long run reduce energy costs as well as reducing carbon emissions. This significant programme of works is approaching completion.
- 41 Members will be aware that some areas of the county borough have suffered from flooding on a regular basis for a number of years. Our drainage teams together with partner organisations, including the police and fire authorities, have quickly responded to flooding incidents to try and minimise damage and protect lives. Ideally we want to be in a position whereby improvements to infrastructure are undertaken to avoid or reduce these incidents from occurring. Our drainage officers have therefore been working hard to secure limited funding from Welsh Government to implement improvements to our ageing infrastructure in targeted areas with the aim of avoiding or reducing the frequency of such events. Improvements to the infrastructure are also being carried out in Ystalyfera and Skewen to reduce the likelihood of a flooding event in those areas given the number of events which have occurred. In addition to the direct work we undertake, we have also been working with NRW to secure improvements within the Canalside area of Neath, and a package of measures are being implemented to improve the safety of those residents. Unfortunately the impacts of climate change and the age

of our infrastructure suggests that we will continue to experience flash floods, but the efforts of the staff will minimise this impact where possible. With this in mind the team are currently revising the council's flood risk strategy to reflect current issues.

- 42 In addition to all of the above, the building services teams continue to undertake essential maintenance within our building assets including our schools, to ensure that they continue to operate safely, whilst other streetcare teams continue to enforce against those who illegally tip waste, clean streets, deliver pest control services, replace bus shelters, undertake improvements where practical to children's playgrounds, clear trees affected by Ash Dieback and replace with healthy trees, and undertake highway works to ensure that our roads are safe for pedestrians and vehicular users.

Transportation and Engineering

- 43 Officers within the service have been working with colleagues across the region together with Transport for Wales (TfW) and their appointed consultants to inform the potential route, and implementation plan associated with the South West Wales and Swansea Bay Metro. This scheme aims to improve connectivity and the frequency of services across the region in line with the objective of delivering more sustainable transport solutions. A report will be presented to Cabinet Board in September seeking authorisation to procure studies into the associated improvements in rail, bus, active travel, transport modelling and visioning and concept.
- 44 In order to deliver our Supporting Innovation and Low Carbon growth proposal within the harbourside area, officers within Transportation and Engineering have been working hard behind the scenes to design the remediation and essential infrastructure required to accommodate the proposed SWITCH facility (South Wales Industrial Transition from Carbon Hub) and the Advanced Manufacturing and Production Facility. That scheme has been designed and is currently under construction using a local contractor. These pre-works are essential in order to deliver our wider ambitions for this area which are to deliver important projects which will support our decarbonisation agenda and create high value employment opportunities.

45 The authority is statutorily obliged to prepare an Active Travel Network Map. This map is currently being reviewed by colleagues in Planning with assistance from officers in Transportation. The map highlights the location of existing routes which meet the design criteria of the Active Travel Act together with potential future routes which need investment and improvement. In terms of the latter, the service has been submitting grant applications on an annual basis to secure funding to undertake such improvements. These bids need to demonstrate value for money and as such the decisions from Welsh Government have been heavily influenced towards the authorities where there are large centres of population who can benefit from these routes. With this in mind large urban councils including Cardiff, Newport and Swansea have benefitted from the majority of the funding. Despite this, we have secured funding to deliver the following schemes:

- Blaengwrach to Glynneath route is currently under construction with completion due in April 2022.
- Tonna safe road crossing is currently under construction on site undertaking works to improve the safety of cyclist, pedestrians and drivers in Tonna. This work is due for completion in April 2022.
- Completion of a safe walking route between Dwr y Felin School and Weinceirch Primary school. This work is due for completion in April 2022.
- A number of other schemes are currently subject to consultation/promotion and include a route between Neath Port Talbot hospital and Baglan railway station.

46 Other larger scale highway infrastructure projects are also being implemented, including safety measures on the A4109 Intervalley Road, pier strengthening to the Afan Valley river bridge, and the instalment of safety cameras at the traffic signals on Fabian Way and Afan Way.

47 Whilst a lot of schemes are currently under construction, officers are also coordinating the design and securing the funding for other major infrastructure improvements. These include the following:

- The White bridge in Cymmer has been on the council's risk register for some time and is critical to maintain vehicular access to Abercregan and Glyncorwg. Funding has been secured to design a replacement road bridge and agreement has been reached to undertake joint consultation with the Local Health Board who have a health centre in the path of the replacement bridge. The health centre is no longer fit for modern health and wellbeing purposes and an alternative location is being scoped. The detailed design of the bridge is due for completion in April 2022 with construction estimated to take 18 months.
- Work is underway to secure funding for the Neath Integrated Transport Hub. This will facilitate the relocation of the bus station from Victoria Gardens to the area immediately in front of the Neath railway station. Taxi facilities and cycle parking/charging facilities will also be integrated into the scheme as well as providing improved public realm.
- Neath Junction Improvements – The junction between Cimla Road, Victoria Gardens, Greenway Road and Eastland Road has been a bottleneck to traffic for many years. Not only is congestion problematic, but the vehicle emissions from idling traffic at this junction also causes an increase in nitrogen dioxide levels to the point that the council has been very close to having to declare an Air Quality Management Area. In addition to the aforementioned, the bottleneck also impacts upon the highway capacity of the surrounding network and as a consequence sterilises large areas of potential development land within the Cimla area. Given the shortage of appropriate development land, the infrastructure improvements in this area are essential. As a consequence, officers have prepared draft plans proposing a roundabout solution at the junction which should address all three areas of concern. This proposal has already been presented to CDG and has secured authorisation from the Streetscene and Engineering Cabinet Board to progress with land negotiations and submit a funding application. The funding submission is due in January 2022, but in the meantime, officers will be negotiating the purchase of land to enable its delivery.

48 Despite the restrictions of the pandemic the Road Safety school team moved their training online and when restrictions were lifted Summer 2020 were able to deliver the following:

- Kerbcraft – Child Pedestrian Training for 5- 7 years olds to 737 pupils
- Cycling – Cycle Training was delivered to children and young people during the school holidays as an alternative to accessing pupils via schools trained 81 pupils.
- Education delivered to 3-11 year olds via MS Teams – 4186 pupils
- Over 100 Secondary School Pupils had Road Safety Delivery over MS Teams.
- Young Drivers – 11 newly qualified young drivers trained in between restrictions.
- We cascaded information to the public and schools via Social Media as a way of keeping the public safe and informed.
- We utilised the schools HWB system, to directly deliver worksheets and information to pupils, parents / carers and teachers.

- 49 As a consequence of Storm Dennis, the significant fall of rain resulted in a landslide of an old coal tip within the Tylorstown area of Rhondda Cynon Taff. The dangers associated with former coal tips was amplified as a consequence of this incident and Welsh Government requested support from the Coal Authority who in turn established the Coal Tip Safety Taskforce. The role of that taskforce is to map all the coal tips throughout the country and rate their associated risk with 'A' being the lowest risk and 'D' being the highest. Officers within the Transportation and Engineering service had already started to map and inspect coal tips on council land and had rated them accordingly. Work had also commenced in the delivery of appropriate mitigation measures in relation to the high risk tips. As a result of this early work, the taskforce were able to utilise our existing database and build upon that for the benefit of other areas throughout the country. We have continued to support the taskforce throughout the process and fortunately most tips are within the 'A' risk band, with 6 in the 'B' band, 7 in the 'C' band and 3 in the 'D' band. We are currently securing funding to mitigate the dangers associated with the higher risk tips and early indications suggest that this funding from Welsh Government will be forthcoming but approval remains outstanding.
- 50 In February 2017 and again in August of that year, two landslides occurred to the rear of Cyfyng Road in Ystalyfera. Officers within Transport and Engineering were called out to inspect the landslides and assess the potential dangers to residents within neighbouring

properties. As a consequence of those inspections, specialist Geotechnical consultants were commissioned to advise the council on the complex geology within this area. In response to the advice received, officers within Environmental Health served Emergency Prohibition Orders on the owner/occupiers of those properties to secure their health and safety. Most complied but the council did have to defend its position at 2 packed public meetings as well as in a Property and Land Tribunal when the owners of three of those properties appealed the notices. The council successfully defended its position in the tribunal and all but one couple vacated the property. Officers within Environmental Health are still trying to remove these residents from their property given that there is a sheer unstable drop within about 3m of their back door. Advice has also been secured that works to stabilise this embankment are not deliverable nor affordable. In order to maintain their safety, officers continue to pursue legal processes to remove these residents and thus allow officers within Transport and Engineering to implement a phased demolition of the terrace. The pandemic has delayed this process but we continue to work hard to protect the health and safety of the affected community.

- 51 A short distance further south of the Pantteg area lies the area of Godrergraig. This area has been the subject of geological movement for many years with large areas of housing having been demolished by the former Lliw Valley as a consequence. Following ground modelling undertaken by the council's specialist geotechnical consultants, a report was commissioned to establish the potential risk associated with a quarry spoil tip which was located on land elevated above a primary school, 'Godrergraig Primary School'. This modelling identified that the tip was marginally stable resulting in a medium risk of material slipping from the tip and engulfing the rear yard/playground of the school. The material was unlikely to extend beyond that point as the building would effectively act as a barrier to the onward movement of material. Despite this it was considered that the risk to those in the playground was considered too high and a decision was made to temporarily close the building and relocate the children to a temporary alternative. Our engineers have continued to work with the consultants to confirm that the risk to surrounding residential areas was either low or very low and residents were advised accordingly. Monitoring work has continued at this location and further recorded movement in the tip has resulted in an increase in the risk from marginally stable to actively unstable. Work continues in this area to identify what options could be pursued at this location together with their associated costs. The preliminary findings have

been the subject of a virtual public meeting with a further meeting proposed early in 2022.

- 52 The above report should give a general flavour of the work which has been delivered during the pandemic and continues to be delivered by our hardworking team of dedicated staff. This report does not outline all of the work carried out by the Directorate as that is so diverse it would be difficult to give all officers the credit they deserve. The Directorate does however produce A-Z documents for each Head of Service and their associated teams which outlines all of the services we deliver and who to contact to access those services. There are made available to Cllrs following their election, to enable them to familiarise themselves with our diverse Directorate.

Recommendation: For Information

Officer Contact – Nicola Pearce

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

18 March 2022

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 approach the Royal Mail to provide a new post code for Bro Nantfer in Gwaun Cae Gurwen.

Executive Summary:

A resident of Bro Nantfer, Gwaun Cae Gurwen has alleged persistent difficulties with receiving mail and deliveries due to the inclusion of Leyshon Road in the current registered address.

Following a consultation exercise with the residents of 8 properties in Bro Nantfer we have received one objection to the proposal to provide Bro Nantfer with its own unique post code.

Background:

Permission was sought from Members in January of this year to canvass the residents of Bro Nantfer in Gwaun Cae Gurwen to ascertain whether they were in agreement to annex themselves from Leyshon Road due to delivery issues between properties on Bro Nantfer and Leyshon Road.

After the 21 day consultation period, out of the eight properties canvassed on Bro Nantfer only one objection was received due to the resident not wishing to amend their address.

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.

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:

This item has been subject to an external consultation of 21 days by letter hand delivered to all eight residents (Appendix B) affected with only one objection being received.

The local member supports the proposal.

Recommendations:

Having due regard to the first stage integrated impact assessment that members approve that Bro Nantfer becomes a standalone road name with its own unique post code and that Leyshon Road be removed from their address, overruling the objection from one resident.

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

Appendix B – Consultation Letter

List of Background Papers:

None.

Officer Contact:

Name: Ross Williams

Designation: Address Management Officer

Email: r.j.williams@npt.gov.uk

Direct dial: 01639686799

Officer Contact:

Name: Joy Smith

Designation: Road Safety and Business Performance Manager

Email: j.smith@npt.gov.uk

Direct dial: 01639686581

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	01.03.22

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: Following consultation with the residents we seek permission from Members to overturn one objection from a resident 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. *****
1g	What were the outcomes of the consultation? One objection received – the resident did not want to amend their address

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 residents will receive their own unique postcode specifically for Bro Nantfer, removing the current confusion with deliveries shared with Leyshon Road.

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

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

If approved the residents will receive their own unique postcode specifically for Bro Nantfer, removing the current confusion with deliveries shared with Leyshon Road.

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

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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 residents will receive their own unique postcode specifically for Bro Nantfer, removing the current confusion with deliveries shared with Leyshon Road.

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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
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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?

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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.

Written correspondence received to the proposed scheme has been considered and discussed with the local member.

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?
All residents of Bro Nantfer to be informed of the outcome. Local amenities to be informed of the change.	Officers from Engineering and Transport.	End of financial year 2021/22.	Consultation exercise completed all views collated and discussed with Local member, before conclusion. Residents informed of consultation conclusion. Local amenity changes introduced.

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12. Sign off

	Name	Position	Date
Completed by	C. J. Smith	Road Safety and Business Performance Manager	01.03.22
Signed off by	D. W. Griffiths	Head of Engineering & Transport	01.03.22



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

Dyddiad/Date 7th February 2022
Rhif Ffôn/Direct Line 01639 686799
Epost/Email environment@npt.gov.uk
Cyswllt/Contact Mr. Ross Williams
Eich cyf /Your ref
Ein cyf/Our ref

The Occupier
Bro Nantfer
Leyshon Road
Gwaun Cae Gurwen
Ammanford
SA18 1EN

Dear Sir/Madam

Re: Proposed amendment of your post code

It has been brought to the Authority's attention that some mail and deliveries for Bro Nantfer occasionally get misdirected to properties on Leyshon Road. This may be attributed to the properties in Bro Nantfer sharing the same post code as their counterparts in Leyshon Road.

In order to rectify this and following advice from the Royal Mail, it has been proposed that a new post code be allocated to the properties on Bro Nantfer which would also negate the need to include Leyshon Road in your address.

If you are happy for the Royal Mail to proceed and amend your post code then there is no need for you to take any further action as you will be contacted by them with your new post code. In addition all address holders such as the Land Registry, utility companies and emergency services etc. will also be notified automatically of the amendment.

Should you have any questions or concerns regarding this proposal then please contact my officer above who will be pleased to help. If we do not hear from you within 21 days of the date of this letter then we will you assume you are happy for the amendment to take place.

Amgylchedd ac Adfywio

David W Griffiths Pennaeth Peirianeg a Chludiant

Y Ceiau, Ffordd Brunel, Parc Ynni Baglan, Castell-nedd, SA11 2GG
Ffôn 01639 686868 Ffacs 01639 686100

Environment & Regeneration

David W Griffiths Head of Engineering & Transport

The Quays, Brunel Way, Baglan Energy Park, Neath, SA11 2GG
Phone 01639 686868 Fax 01639 686100

www.npt.gov.uk

Croesewir gohebiaeth yn y Gymraeg a byddwn yn ymdrin â gohebiaeth Gymraeg a Saesneg i'r un safonau ac amserlenni.

We welcome correspondence in Welsh and will deal with Welsh language correspondence to the same standards and timescales.

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Yours sincerely,

Head of Engineering & Transport



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

18th March 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 a Contractor to be included on the List of Approved Contractors, a Contractor to add additional categories and 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:

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

The following company has applied to be included on the list and has passed the required assessments:-

<u>Company</u>	<u>Category</u>
Spencer Environmental Care Associates Ltd (S038)	111 (Clearing of Water Courses)

Company to **add additional categories** on the List of Approved Contractors

The following company has applied to be included on the list for additional categories and has passed the required assessments:-

<u>Company</u>	<u>Category</u>
Vanguard Roofing Ltd (V012)	17,17D,17E

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>
A&D Carbon Solutions (A058)	37,38,45
Ark Fencing & Landscaping (A062)	84
Bush Healthcare (B018)	51,111
F A Clover & Son Ltd (C005)	88,99,100
David A Siggery Ltd (D039)	36
IVC Technologies Ltd (I006)	61,70,111

C H & C M Owers (O004)	41,42
Amico Interprises T/A Rainbow Int'l (R029)	54,55,57,105
John Williams & Co. (Crwbin Quarries) (W013)	80

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

Version Control

Version	Author	Job title	Date
Version 2	Amanda Phillips	Programme & Commissioning Manager	February 2022

1. Details of the initiative

	Title of the Initiative: List of Approved Contractors – Approval to add Contractor/add Categories for Contractor/remove Contractors
1a	Service Area: Procurement
1b	Directorate: All

1c	<p>Summary of the initiative:</p> <p>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.</p> <p>Removal of contractors who have failed to meet the required standards ensures that the select list is kept up to date.</p> <p>The Approved List of Contractors gives Local companies the opportunity to be contracted by NPT to undertake works.</p>
1d	<p>Is this a 'strategic decision'? No.</p>
1e	<p>Who will be directly affected by this initiative? Internal administrative process only.</p>
1f	<p>When and how were people consulted?</p> <p>The Approved List is available for all construction companies to apply to be included. Various checks are undertaken on applicants to ascertain their suitability for inclusion, these checks are undertaken in the form of references, technical, quality, environmental and Health and Safety checks. Checks are performed in consultation with other departments in the Authority.</p> <p>Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.</p> <p>Due to the nature of the process there is no requirement to consult with external groups on this matter, consultation will be undertaken for the individual schemes procured using contractors on the Approved List.</p>
1g	<p>What were the outcomes of the consultation?</p> <p>Consultation with other departments in the Authority has supported the recommendations within the report.</p>

2. Evidence

What evidence was used in assessing the initiative?

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

Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.

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	There is no impact. Applications are accepted from all Contractors who meet the criteria.
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**?

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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	

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	<p>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.</p> <p>Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.</p>
Social Exclusion			x	
Poverty			x	

What action will be taken to improve positive or mitigate negative impacts?
<p>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.</p> <p>Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.</p>

6. Welsh

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

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

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7. Biodiversity

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

Biodiversity Duty	+	-	+/-	Why will it have this impact?
To maintain and enhance biodiversity			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?

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. Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.
ii. Prevention – preventing problems occurring or getting worse	The List of Approved Contractors allows local contactors the opportunity to undertake works for NPT. Contractors who fail to comply with the ongoing checks for the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.

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. Any Contractors who fail to comply with the ongoing checks for the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors. The Approved list is available for use by all departments in the Authority wishing to undertake works.
iv. Involvement – involving people, ensuring they reflect the diversity of the population	The companies have been assessed to determine their suitability to be included on the approved list. External financial checks have been undertaken. Various departments have undertaken checks on the companies for Insurance, Technical ability, Quality, Environmental and Health & Safety.
v. Integration – making connections to maximise contribution to:	Approving additional Contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment opportunities, allowing people to take advantage of the wealth generated through securing decent work. The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works.
Council's well-being objectives	The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works. This will allow local companies to provide employment opportunities allowing people to secure decent work.
Other public bodies objectives	The List of Approved Contractors gives local companies the opportunity to be contracted by NPT to undertake works. This will allow local companies to provide employment opportunities allowing people to secure decent work.

9. Monitoring Arrangements

Provide information on the monitoring arrangements to:

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

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

Any Contractors who fail to comply with the ongoing checks for the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.

10. Assessment Conclusions

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

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	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. Contractors who fail to meet the requirements of the Approved List will be given the opportunity to meet NPT criteria. If this is not met, approval will be sought by Members to remove these contractors.
Welsh	N/A
Biodiversity	N/A
Well-being of Future Generations	Approving additional Contractors onto the List of Approved Contractors will enable NPT to procure works with these companies. This will allow the companies to provide employment

	<p>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>
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Overall Conclusion

Please indicate the conclusion reached:

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

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

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11. Actions

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

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

12. Sign off

	Name	Position	Signature	Date
Completed by	Amanda Phillips	Programme & Commissioning Manager	AJP	11/2/22
Signed off by	David Griffiths	Head of Engineering & Transport	DWG	11/2/22

Tudalen100



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

18 March 2022

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

Matter for Decision

Wards Affected: All

Traffic Capital Programme 2022-2023: Proposed Traffic Regulation Orders.

Active Travel Schemes 2022-2023: Proposed Traffic Regulation Orders.

Purpose of the Report:

To obtain Members approval to advertise the traffic regulation orders associated with both the Council's Traffic Capital Programme and the Welsh Government funded Active Travel Programme as indicated in both Appendix A and Appendix B.

Executive Summary:

The Traffic Capital Programme consists of traffic management schemes relating to requests made by Council members, the public

and proposals put forward by officers of the Traffic Section, who have highlighted road safety issues. The proposals, if implemented require various legal traffic regulation orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

The Active Travel Programme is approved by Welsh Government and consist of road safety measures associated with delivering Active Travel Routes. The proposals, if implemented require various legal traffic regulation orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

Background:

Following confirmation of the Traffic Capital Programme, permission has to be sought from members for approval to advertise any scheme prior to making Legal orders.

Following confirmation of funding of the Active Travel Programme by the Welsh Government, permission has to be sought from members for approval to advertise any scheme prior to making Legal orders.

Financial Impacts:

The Traffic Capital Programme will be funded by the Capital Works Programme 2022-2023.

The Active Travel Programme 2022-2023 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 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 schemes will be publicly advertised for the requisite 21 day statutory period as required by legislation.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

Initial consultation on each scheme contained in both the Traffic Capital Programme and the Active Travel Programme will be carried out with the local member(s) for each ward affected by a scheme prior to the formal consultation process undertaken with the public and any other affected bodies.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that approval is given to Traffic Section Officers, for schemes contained within the Traffic Capital Programme 2022-2023 (as detailed in Appendix A to the circulated report) and the Active Travel Programme 2022-2023 (as detailed in Appendix B to the circulated report) to be advertised in accordance with the statutory requirements. That the schemes be implemented in accordance with the relevant statutory requirements contained within the current Road Traffic Regulations, subject to there being no objections received. In the event of any objections being received in respect of any schemes, these will be reported back to the Streetscene and Engineering Cabinet Board for a decision.

Reasons for Proposed Decision:

The schemes are necessary in the interest of road safety, providing speed reduction and providing adequate parking provision within the Borough.

Implementation of Decision:

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

Appendices:

Appendix A – Summary of the proposed schemes for the Traffic Capital programme 2022-2023.

Appendix B – Summary of the proposed schemes for the Active Travel Programme 2022-2023.

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

Mae'r dudalen hon yn fwriadol wag

APPENDIX A – Summary of the proposed schemes for the Traffic Capital programme 2022-2023.

1. Oak View lane, Cilfrew – 20 mph speed limit (*Aberdulais Ward*).
2. A474 Neath Road Lodge lights, Briton Ferry – Prohibition of right turn (*Briton Ferry East Ward*).
3. A474 Neath Road, Bryncoch – A reduction in speed limit from 60 mph to 40 mph (*Bryncoch North Ward*).
4. Rhiwlas/Dwr y Felin Road, - Bryncoch – Roundabout signage and road markings (*Bryncoch South Ward*).
5. Siding Terrace/Lucy Road, Skewen – Extension of parking restrictions and junction realignment (*Cordffranc North Ward*).
6. A4063 Maesteg Road, Croeserw – A reduction in speed limit from 60 mph to 40/30 mph (*Cymmer Ward*).
7. B4242 High Street, Glynneath – Enhancement of Zebra crossing (*Glynneath Ward*).
8. A4107 High Street, Abergwynfi – Traffic calming measures (*Gwynfi Ward*).
9. B4603 Ynysmeudwy Road – Traffic calming measures (*Pontardawe Ward*).
10. Pen-y-Dre, Neath – Removal of resident parking bays (*Neath North Ward*).
11. Lewis Road, Neath – 7.5 T Weight Limit (*Neath South Ward*).
12. Sardis Hill, Pontrhydyfen – Installation of bollards on the footway (*Pelenna Ward*).
13. Broad /Eagle Street, Port Talbot – Resident parking scheme (*Port Talbot Ward*).
14. Oakwood Street, Port Talbot – Resident parking scheme (*Port Talbot Ward*).
15. Mariners Quay, Sandfields - Parking restrictions (*Sandfields East Ward*).
16. Whittington Street, Tonna – Parking restrictions (*Tonna Ward*).
17. Tonna School - Parking restrictions (*Tonna Ward*).
17. Resolven - Traffic Calming measures near School (*Resolven Ward*).
18. Victoria Road Junction – Vision Splays – Feasibility Study (*Sandfields East Ward*).

19. Dalton Road – Zebra Crossing by Community Centre – Feasibility Study (*Sandfields East Ward*).
20. Golwg-y-Mor – Parking restrictions – Feasibility Study (*Sandfields East Ward*).
21. New Road, Gellinudd – Councillor requested a footway be installed along stretch of road due to lack of crossing points – Feasibility Study (*Rhos Ward*).
22. Heol-y-Nant and Delfordd – Parking restrictions requested near school due to new childcare scheme at Rhos Primary School – Feasibility Study (*Rhos Ward*).
23. Plas Road / March Hywel – Bus Route – Councillor would like a turning area for buses to be looked at – Feasibility Study (*Rhos Ward*).
24. Heol Y Glyn/ Llewelyn Street, Glynneath – Junction improvement – Feasibility Study (*Glynneath Ward*).
25. A4067 Road safety measures at Gnoll Road and Church Road, Godr'ergraig and Ystalyfera - Feasibility study (*Godr'ergraig and Ystalyfera wards*).
26. A474 Heol Y Gors, GCG - Removal of priority buildout/ traffic calming, measures - Feasibility study (*Gwaun Cae Gurwen ward*).
27. Dwr y Felin Road, Bryncoch - Parking restrictions and removal of the layby adjacent to primary school - Feasibility study (*Bryncoch South ward*).
28. A474 Neath Road, Briton Ferry -Pedestrian crossing to be relocated closer to the school – Feasibility study (*Briton Ferry East ward*).
29. Baglan Way/ Abbotsmoor, Aberavon –Traffic calming - Feasibility study (*Aberavon ward*).
30. Village Road, Aberavon Traffic calming measures, parking restrictions, controlled crossing – Feasibility study (*Aberavon ward*).
31. Corporation Road/Julian Terrace, Aberavon - Speed bumps causing structural damage to properties. Feasibility study (*Aberavon ward*).
32. Rupert Howells Court, Aberavon – Parking restrictions and traffic calming measures. Feasibility study (*Aberavon ward*).

APPENDIX B – Summary of the proposed schemes for the Active Travel Programme 2022-2023.

1. Southdown View, Southdown Road, Sandfields - Parking restrictions and traffic calming.
2. Scarlet Avenue, Purcell Avenue, Handel Avenue, Sandfields - Parking restrictions and traffic calming.
3. Baglan Way, Aberavon - Parking restrictions and traffic calming.

Mae'r dudalen hon yn fwriadol 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	16/02/22

1. Details of the initiative

	<p>Title of the Initiative: Traffic Capital Programme 2022-2023: Proposed Traffic Regulation Orders and the Active Travel Schemes 2022-2023: Proposed Traffic Regulation Orders.</p>
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To prevent indiscriminate parking and reduce traffic speed in the Borough in the interest of highway safety.
1d	Is this a 'strategic decision'? No
1e	<p>Who will be directly affected by this initiative? The public including all user groups will benefit as the roads and footways will become safer with the removal of indiscriminate parking and a reduction in traffic speed.</p>

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?

The Traffic Capital Programme consists of traffic management schemes relating to requests made by Council members, the public and proposals put forward by officers of the Traffic Section, who have highlighted road safety issues. The proposals, if implemented require various legal traffic regulation orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

The Active Travel Programme is approved by Welsh Government and consist of road safety measures associated with delivering Active Travel Routes. The proposals, if implemented require various legal traffic regulation orders to be made to alleviate/mitigate the issues raised in the interest of road traffic management.

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 schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their locality and across the Borough.
Disability			√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians with mobility scooters to use the footways helping to connect the facilities in their locality and across the Borough.

Gender reassignment		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their locality and across the Borough.
Marriage & civil partnership		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their locality and across the Borough.
Pregnancy and maternity		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in their locality and across the Borough.
Race		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in their locality and across the Borough.
Religion or belief		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in their locality and across the Borough.
Sex		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in their locality and across the Borough.
Sexual orientation		√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians especially those with prams and buggies to use the footways helping to connect the facilities in their locality and across the Borough.

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

There are no negative impacts associated with the proposal as the schemes will prevent indiscriminate parking and reduce speed, 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 across the Borough. Encouraging the communities to engage with Active Travel 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**?

Public Sector Equality Duty (PSED)	+	-	+/-	Why will it have this impact?
To eliminate discrimination, harassment and victimisation			√	There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their 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 schemes will prevent indiscriminate parking and reduce traffic speed, 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 schemes 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 and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their locality and across the Borough. This will encourage the community to walk to local facilities and in doing so meet different groups and are more likely to socially interact. The schemes will help to promote the use of Active Travel to the communities as a sustainable alternative to the private car.

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 improving highway safety in the Borough, whilst facilitating safer footways 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 schemes by preventing indiscriminate parking and reducing traffic speed across the Borough 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 footways and promoting Active Travel Routes will encourage walking, mobility scooters, prams and buggy usage for short journeys to the local facilities.

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

There is no negative impact as the schemes will prevent indiscriminate parking and reduce traffic speed, thereby encouraging pedestrians to use the footways helping to connect the facilities in their locality and across the Borough. 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 schemes 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 and traffic calming features 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			√	There is no negative impact as the road markings and traffic calming features are located away from the kerb allowing the carriageway and footway drainage to function as at present.

environment, such as air quality, flood alleviation, etc.				The schemes are located within the existing road surface and as such there is no opportunity to provide additional drainage systems such as swales, soakaways etc.
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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?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	<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.</p> <p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking 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 Llywybr 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.</p>

	<p>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>
ii. Prevention – preventing problems occurring or getting worse	<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	<p>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.</p>
iv. Involvement – involving people, ensuring they reflect the diversity of the population	<p>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.</p>

v. Integration – making connections to maximise contribution to:	The scheme through the prevention of indiscriminate parking and a reduction in traffic speed 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 parking and reduce traffic speed making the Borough 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 the 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 and reduce traffic speed across the Borough 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 and reduce traffic speed across the Borough 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 and reduce traffic speed, 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 and reduce traffic speed across the Borough. This will help to improve highway safety and make it easier for all users to cross the roads. 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 traffic regulation orders associated with the schemes as indicated in Appendix A and Appendix B.
Any feedback received to the schemes will be considered by the local members.

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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 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 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	16/02/22
Signed off by	D. W. Griffiths	Head of Engineering & Transport	16/02/22

Mae'r dudalen hon yn fwiadol wag



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene and Engineering Cabinet Board

18 March 2022

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Ward Affected: All

Vehicle and Heavy Plant Fleet Procurement Programme 2022/23

Purpose of Report

1. To seek approval to procure new and replacement vehicles and heavy plant in 2022/23 as outlined in the attached programme.
2. To further approve delegated authority for Head of Service to replace vehicles from future years 24/25 if any Grants become available to assist with the purchase of vehicles.

Executive Summary

3. A report has been prepared (appendix a) which identifies Vehicles and Plant which has reached the end of their economic life cycle and require replacement in line with the Authority's Fleet renewals policy.
4. If agreed, vehicles and plant will be procured either by outright purchase or prudential loans and repaid by departments over the life of the vehicles/plant.

Background

5. The preparation of the Vehicle and Plant Fleet Replacement Programme for 2022-23 has been undertaken by the Council's Fleet section in consultation with user Directorates and Sections,

including a review of current vehicle condition, serviceability and environmental position.

6. Vehicles acquired by contract hire such as certain pool vehicles, are dealt with separately and are not included in this report as there are low numbers of these type vehicles and low costs.
7. The proposed renewal programme is shown on the attached (appendix a). The Fleet Manager, in conjunction with the user Directorates, may decide to extend the working life of individual vehicles or plant once tenders are received and where there are economic advantages to be gained. Going forward the Council will have to give careful consideration to the environmental impact of high emitting carbon vehicles, and to the global supply issues of new vehicles.
8. The means of financing the acquisition of each of the items listed will be either by outright purchase or prudential loan.
9. Outright purchase – Can be used to acquire new or preowned vehicles or items of plant. Items acquired by this means will involve monthly contributions to the Renewals Fund for a predetermined period of time prior to the section purchasing the required items.
10. Vehicles purchased from Grant funding or with the help of Grant funding will need to be budgeted for by the service area when a replacement vehicle is required. Vehicles and plant purchased via grant funding especially in the case of transitioning to zero emission vehicles may be bought forward from future years if identified as a financial benefit to the Authority.
11. Prudential loan – Can be used to acquire new or preowned vehicles or items of plant. Items required by this means will involve loan repayments for a predetermined period of time.
12. The financing costs of the vehicle acquisitions will be a charge on the relevant Directorate's operating account and the means of acquisition will be agreed between the Fleet Manager and user Directorate in each case. In the case of uplifted costs to any new purchases especially with vehicles been transitioned to low emissions the fleet manager will closely liaise with the budget holder and finance section to ensure vehicles are costed and any

shortfalls or pressure to departments accounts are identified and reported.

13. Any vehicles purchased out of the Renewals Fund will get the residual value deducted from the total cost of the vehicle. The Fleet Manager will seek an estimated residual value which he expects to achieve at the end of the vehicles economical life or term. This has been agreed with finance and committed to achieve savings towards the FFP. The Fleet Manager will expect the vehicles to be returned at the end of the term in a reasonable condition to ensure the vehicle recovers the committed up front residual values. Any additional monies achieved at sale will help off-set any uplift costs of new vehicle purchases out of the renewals fund.
14. Vehicles purchased via prudential loans do not follow the above commitment for the residual values. Any monies achieved at auction will be given back to sections minus a disposal arrangement fee.
15. Members will recall the Zero Emission Fleet Transition report which was presented on the 24th September 2021. At that meeting Members approved the Zero Emissions Fleet Transition Plan and the subsequent submission of the plan to the Welsh Government Energy Service on 22nd October 2021, in line with the requirements set out in Welsh Governments Prosperity for All Document 2019, a Low Carbon Wales. The Fleet Transition Plan provides a definitive timeline of when vehicles are to be renewed and what they are to be replaced with. The Transition Plan is a Management tool which will help the Council budget for the increased costs that will be incurred with E.V's.

Financial Impact

16. Like for like replacements for existing vehicles already has a budget in place to fund the costs of replacement. Therefore there are no financial implications apart from natural vehicle price increase.
17. Where vehicles and plant are replaced with zero emission equivalents there will be an increased costs in purchase price. The extra cost are currently funded by grants. However, going forward the transition cost is expected to increase, each purchase will be reviewed for affordability prior to purchase.

Integrated Impact Assessment

18. 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.

Workforce Impacts

19. There will be no workforce impacts.

Legal Impacts

20. There is no legal risk to the Authority.

Risk Management

21. The vehicles and plant listed in this report are reaching the end of their economic life and their replacement will have a beneficial effect on both the environment and the productivity of the Council.

Consultation

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

Recommendations

23. Having due regard to the Integrated Impact Assessment it is recommended that;
24. That Members approve the proposed Vehicle/Plant Procurement Programme for 2022/23 set out at appendix a.
25. That Delegated Authority be granted to the Head of Service in consultation with the Cabinet Member for Streetscene and Engineering to purchase any vehicles in order to maximise the availability of Grant funding that may become available to assist with the purchase cost of the vehicles.

Reason for Proposed Decision

26. The replacement vehicles and plant will have a higher euro standard which will enable the fleet to be more fuel efficient by producing better MPGs and reducing the carbon footprint of the Council by lower emissions.
27. The Integrated Transport Unit in conjunction with the Welsh Government Energy Service undertaken a review of the Councils Fleet of vehicles to establish usage within sections and where there are opportunities for introducing full electric and other zero emission vehicles and plant to further reduce the Councils carbon emissions in line with the Councils Fleet Transition Plan.

Implementation of Decision

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

Appendices

29. Appendix A – Fleet Procurement Programme 2022/23.
30. Appendix B - IIA

List of Background Papers

31. None

Officer Contact

Peter Jackson, Integrated Transport Manager, Engineering and Transport

☎ 01639 686091 ✉ p.jackson@npt.gov.uk

Kevin Lewis, Fleet Manager, Engineering & Transport

☎ 01639 765071 ✉ k.lewis@npt.gov.uk

Appendix A

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Cyngor Bwrdeistref Sirol Castell-Nedd Port Talbot

ENVIRONMENT DIRECTORATE

FLEET SERVICES SECTION

VEHICLE FLEET PROCUREMENT PROGRAMME

2022/23

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

Fleet No.	Reg No.	Existing Item	Replacement Type
2959	HX13 FPG	Heavy Van	Possible EV depending on availability and suitability to service needs
1289	CU65 DZE	Lorry	Possible replacement with EV
5646	CV67 AOW	Ride On Mower	Like For Like
5647	CV67 AOX	Ride On Mower	Like For Like
5648	CV67 AOY	Ride On Mower	Like For Like
5645	CV67 AOZ	Ride On Mower	Like For Like
6127	6127	Trailer	Like For Like
5148	CN13 AVP	Tractor	Like For Like
5147	CN13 AVR	Tractor	Like For Like

User: Environment Directorate – Streetcare Division – Building Services

Fleet No.	Reg No.	Existing Item	Replacement Type
POSSIBLE ADDITIONAL	N/A	N/A	UNIMOG MULTI PURPOSE VEHICLE WITH VARIOUS ATTACHEMENTS SUCH AS; ROAD MENDING SNOW BLOWER WATER PUMP FOR FLOODING SNOW PLOUGH
5332	CU62 AUP	JCB Excavator	Like For Like
5333	CU62 AUV	JCB Excavator	Like For Like

User: Education Directorate – Margam Country Park

Fleet No.	Reg No.	Existing Item	Replacement Type
5146	CN12 CCU	Tractor	Like For Like

User: Environment Directorate – Streetcare Division – Building Services

Fleet No.	Reg No.	Existing Item	Replacement Type
4873	CU14 YDN	Light Van	Light Van Electric

User: Environment Directorate – Engineering and Transport Division – Community Service Transport

Fleet No.	Reg No.	Existing Item	Replacement Type
270	GN14 DVF	Welfare Bus	Possible Electric Welfare Bus
271	GN14 DVX	Welfare Bus	Like For Like
355	CP64 EUA	17 Seater Minibus	Possible Electric Welfare Bus

User: Education Directorate – Access Managed Services

Fleet No.	Reg No.	Existing Item	Replacement Type
FC20	CN67 LWU	Car	Electric Car
FC21	CN67 LUJ	Car	Electric Car

**User: Environment Directorate – Engineering and Transport
Division – Parking Services**

Fleet No.	Reg No.	Existing Item	Replacement Type
ADDITIONAL	N/A	N/A`	Electric Crew Van

Mae'r dudalen hon yn fwriadol wag

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Vehicle and Heavy Plant Fleet Procurement Programme 2022/23
Service Area: Engineering and Transport
Directorate: Environment and Regeneration

2. Does the initiative affect:

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

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

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Disability		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Gender Reassignment		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Marriage/Civil Partnership		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Pregnancy/Maternity		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.

Race		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Religion/Belief		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sex		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.
Sexual orientation		N				The renewal of fleet vehicles and plant will have no impact on anyone with protected characteristics.

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		N				The renewal of vehicles will have a positive impact on the ability of staff to communicate in Welsh with Bilingual signage and livery.
Treating the Welsh language no less favourably than English		N				Replacement vehicles will not impact on provision to ensure staff can use their first language of choice.

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5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		N				There is no impact and there are no pathways for biodiversity to be maintained/enhanced.
To promote the resilience of ecosystems, i.e. supporting protection of	Y					Renewing old vehicles will have a positive effect on air quality for everyone living in Neath and Port Talbot CBC due to new vehicles emitting less emissions and improving air quality.

the wider environment, such as air quality, flood alleviation, etc.						Where possible zero emission vehicles will be procured in line with the Fleet Transition plan.
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6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	Y		The vehicle and plant renewals will support well-being by using the latest vehicle technologies.
Integration - how the initiative impacts upon our wellbeing objectives	Y		The fleet renewal programme supports frontline services by procuring, maintaining vehicles and equipment necessary to ensure NPT is a safe and healthy place to work and live.
Involvement - how people have been involved in developing the initiative	Y		Staff will be engaged when developing vehicle and plant specifications
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	Y		Working with the National Procurement service to ensure value for money and reduce additional resources within the Authority. Collaborating with service to ensure the most efficient vehicles and plant is procured for their services. The Council is collaborating with Welsh Government Energy Services (WGES) to ensure smooth transition to zero emission vehicles and secure funding to achieve transition goals set out in the plan.
Prevention - how the initiative will prevent problems occurring or getting worse	Y		By working with sections to ensure staff can effectively provide essential frontline services.

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

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

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

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	Name	Position	Date
Completed by	Kevin Lewis	Fleet manager	17-Jan-2022
Signed off by	D.W Griffiths	Head of Engineering & Transport	14-Feb-2022



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

18 March 2022

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

Matter for Decision

Wards Affected: Neath North

Various Traffic Regulation Orders associated with the planning conditions for Neath Leisure and Retail Development, Wind Street, Neath.

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 new Neath Leisure and Retail Development at Wind Street, Neath has planning approval conditions that require various traffic regulation orders are considered in the interest of road safety. The traffic regulation orders will prevent indiscriminate parking, reduce the extent of the current on street full time taxi rank, provide a Disabled Badge Holders only at Any Time parking bay outside the main entrance and provide a One Way and No Entry system within Wind Street car park.

The One Way order on Wind Street will be extended to meet Prince of Wales Drive. The Wind Street carpark will be used to accommodate overflow parking for the taxis.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Council's Capital Strategy and Capital Programme, Regeneration.

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 orders will provide a safe environment for all highway users and provide Disabled parking outside the new development.

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 Various Traffic Regulation Orders associated with the planning conditions for Neath Leisure and Retail Development, Wind Street, Neath (as detailed in Appendix A to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised.

Reasons for Proposed Decision:

The proposed traffic regulation order will 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 – Neath Leisure and Retail Development, Wind Street, Neath. Proposed Traffic Regulation orders.

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

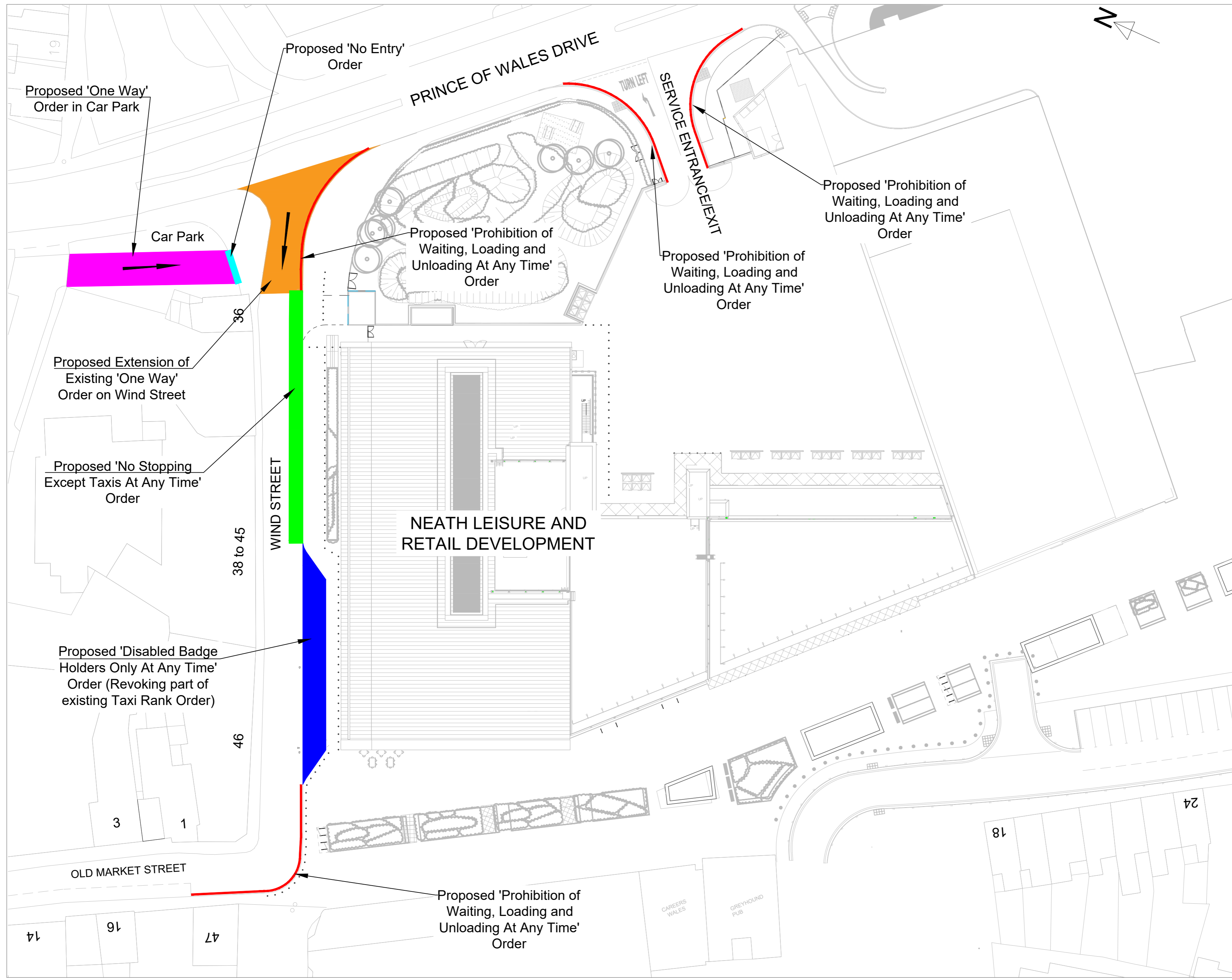
Officer Contact:

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

1. All dimensions are in millimetres unless otherwise stated.

KEY:-

- Proposed 'Prohibition of Waiting, Loading and Unloading At Any Time' Order
- Proposed 'Disabled Badge Holders Only At Any Time' Order (Revoking part of existing Taxi Rank Order)
- Proposed 'No Stopping Except Taxis At Any Time' Order
- Proposed 'Prohibition of Entry' Order
- Proposed 'One Way' Order in Car Park
- Proposed Extension of Existing 'One Way' Order on Wind Street



'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
NEATH LEISURE AND RETAIL DEVELOPMENT
 WIND STREET, NEATH
 PROPOSED TRAFFIC REGULATION ORDERS

File No.	Financial Code No.	26/007500/B051/300949			
Drawn	RLJ	Checked	MCB	Approved	HIH
Date	MAR'22	Date	MAR'22	Date	MAR'22
Scales	As Detailed	Status	PRELIM		
Drawing No.	D31970_NLRD_TRO				

PROPOSED TRAFFIC REGULATION ORDER LAYOUT - NOT TO SCALE

Dwg. No. Tudalen 143 Job Title

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	01/03/2022

1. Details of the initiative

	Title of the Initiative: Various Traffic Regulation Orders associated with the planning conditions for Neath Leisure and Retail Development, Wind Street, Neath.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide various traffic regulation orders in response to the Planning Conditions associated with Neath Leisure and Retail Development, Wind Street, Neath in the interest of highway safety and to provide on street Disabled parking outside the main entrance.
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 locality will become safer with the prevention of indiscriminate parking and provide a benefit to Disabled Badge holders using the new facility on a first come basis.

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?

The planning application conditions for the new Neath Leisure and Retail Development require that traffic regulation orders are considered to prevent indiscriminate parking, reduce the existing taxi rank, provide on street Disabled parking on Wind Street and a One Way and No Entry system within Wind Street car parking to be used as a taxi over flow. The existing One Way order on Wind Street will be extended to the Prince of Wales Drive. Parking restrictions will also be considered at the service entrance bell mouth to the development off Prince of Wales Drive. The traffic regulation orders will protect the footways and footway crossing points by keeping the area free from parked vehicles benefiting all users and benefit Disabled Badge Holders by provide on street parking outside the main entrance.

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 making the location safer for all users of the locality around the new development. Disabled parking directly outside the main entrance will assist with a shorter distance to walk in order access the facility on a first come basis. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Disability			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the locality around the new

				development. Disabled parking directly outside the main entrance will assist with a shorter distance to walk in order access the facility on a first come basis. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Gender reassignment			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Marriage & civil partnership			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Pregnancy and maternity			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Race			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Religion or belief			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Sex			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.
Sexual orientation			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the development entering and exiting the main entrance. This will encourage all users to walk and cycle to the development and in doing so will help to promote active travel.

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 new development. The street scene will be improved helping to create a positive image for the new facility enhancing the locality. Encouraging all users to walk and cycle to and from the development 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 promote both walking and cycling to the new development 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 promote both walking and cycling to the new development 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 promote both walking and cycling to the new development 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 to and from the new development. This will encourage the community to walk and cycle 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

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5. Community Cohesion/Social Exclusion/Poverty

Tudalen150

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact as by removing indiscriminate parking it will help to create a more pleasant street scene for all. Improving highway safety around the new development, whilst facilitating a safe footway will help to improve community cohesion by allowing people to travel to and from the development 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 the perimeter of the new development including the crossing points will encourage walking, mobility scooters, prams and buggy usage for short journeys to the facility.

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 to the new facility encouraging health activity. This will encourage the community to walk and cycle to the location 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?
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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.

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 and enhance the journey to and from the new development for all users thereby helping to promote active travel modes above the use of the private car.

8. Well-being of Future Generations

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

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

	<p>Only 48.4% of adults in Neath Port Talbot are meeting the physical activity guidelines compared to 53.1% in Wales. For most people, the easiest form of physical activity are those that can be built into everyday life such as walking 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.</p> <p>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 around the new development 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, Highway Development Control section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been 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.
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 new leisure and retail development.
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 Disabled Badge holders.
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 walk and cycle to the new development 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 access the facilities especially Disabled Badge Holders through additional on street parking directly outside the main entrance. 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.

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 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 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.

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12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	01/03/22

Signed off by	D. W. Griffiths	Head of Engineering & Transport	01/03/22
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Tudalen158



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

18 March 2022

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

Matter for Decision

Wards Affected: Taibach

**(GOYTRE ROAD, GOYTRE CRESCENT, EMROCH STREET, LANE
REAR OF EMROCH STREET AND EAST STREET, GOYTRE)
(PROHIBITION OF WAITING, LOADING AND
UNLOADING AT ANY TIME)
ORDER 2022**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the (Goytre Road, Goytre Crescent, Emroch Street, Lane rear of Emroch Street and East Street, Goytre)(Prohibition of Waiting, Loading and Unloading at Any Time) Order 2022 as indicated in Appendix A.

Executive Summary:

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

Background:

The local ward members have highlighted concerns raised by the residents that indiscriminate parking is taking place on the junctions connecting to Dyffryn Road and Goytre Road, Goytre causing road safety concerns.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Learner Travel Fund.

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:-

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

Valleys 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 in January / February 2022.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

Following a three-week consultation exercise in January / February 2022, 185 properties received hand delivered letters with a plan. Ten objections were received and no statements of support.

A summary of the objection received is given below:-

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

- a) Placing parking restrictions on the junctions will make parking more difficult for residents, visitors, carers etc.

Parking restrictions are proposed on the junctions of the side roads and at the raised uncontrolled crossing point to allow

visibility when exiting the junction and to protect pedestrians when crossing these junctions.

- b) There is no evidence of collisions at the junctions in over thirty years.

The personal injury collision data base shows that there have been no personal injury collisions in a five year period (2015 - 2020), however as the junctions connect to Goytre Road which is the main walking route in and out of the village, these crossing points need to be protected in the interest of road safety.

- c) A suggestion to reduce the length of parking restrictions from 10.0 metres to 5.0 metres will allow more parking on the corners.

The Highway Code states that vehicles should not park on or within 10.0 metres of a junction. Goytre Road is the main road through the village and as such is the main walking route, therefore 5.0 metres is considered an insufficient length of restriction.

- d) A request for resident only parking has been suggested.

Resident only parking is unlikely to improve the situation for the residents as the dedicated bays would be limited in extent. The space within the dedicated bays is most likely be over subscribed because all the residents would be entitled to apply for up to two permits per property. Furthermore formal parking bays are not normally consider on narrow streets because they would reduce the space for vehicles to pass the bay.

The local members have been consulted and they support up holding the objections in part. A revised scheme has been discussed with the members who support a reduction in the extent of the proposed traffic regulation orders following the public consultation.

However, they would like the traffic regulation orders further reduced on the corner of No 1 East Street and Goytre Road.

Officers consider that this would not protect the corner from indiscriminate parking and would reduce the visibility for pedestrians crossing the road at this point.

Therefore, Officers recommend that the revised scheme as indicated in Appendix B is implemented on site in the interest of road safety.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are up held in part to (Goytre Road, Goytre Crescent, Emroch Street, Lane rear of Emroch Street and East Street, Goytre) (Prohibition of Waiting, Loading and Unloading at Any Time) Order 2022 (as detailed in Appendix A to the circulated report) and a revised scheme implemented on site (as detailed in Appendix B to the circulated report).

The objectors are to be informed of the decision accordingly.

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 – Learner Travel Wales. Road Safety Improvement. Goytre, Port Talbot. Proposed Traffic Order.

Appendix B – Plan – Learner Travel Wales. Road Safety Improvement. Goytre, Port Talbot. Revised Traffic Order.

List of Background Papers:

None.

Officer Contact:

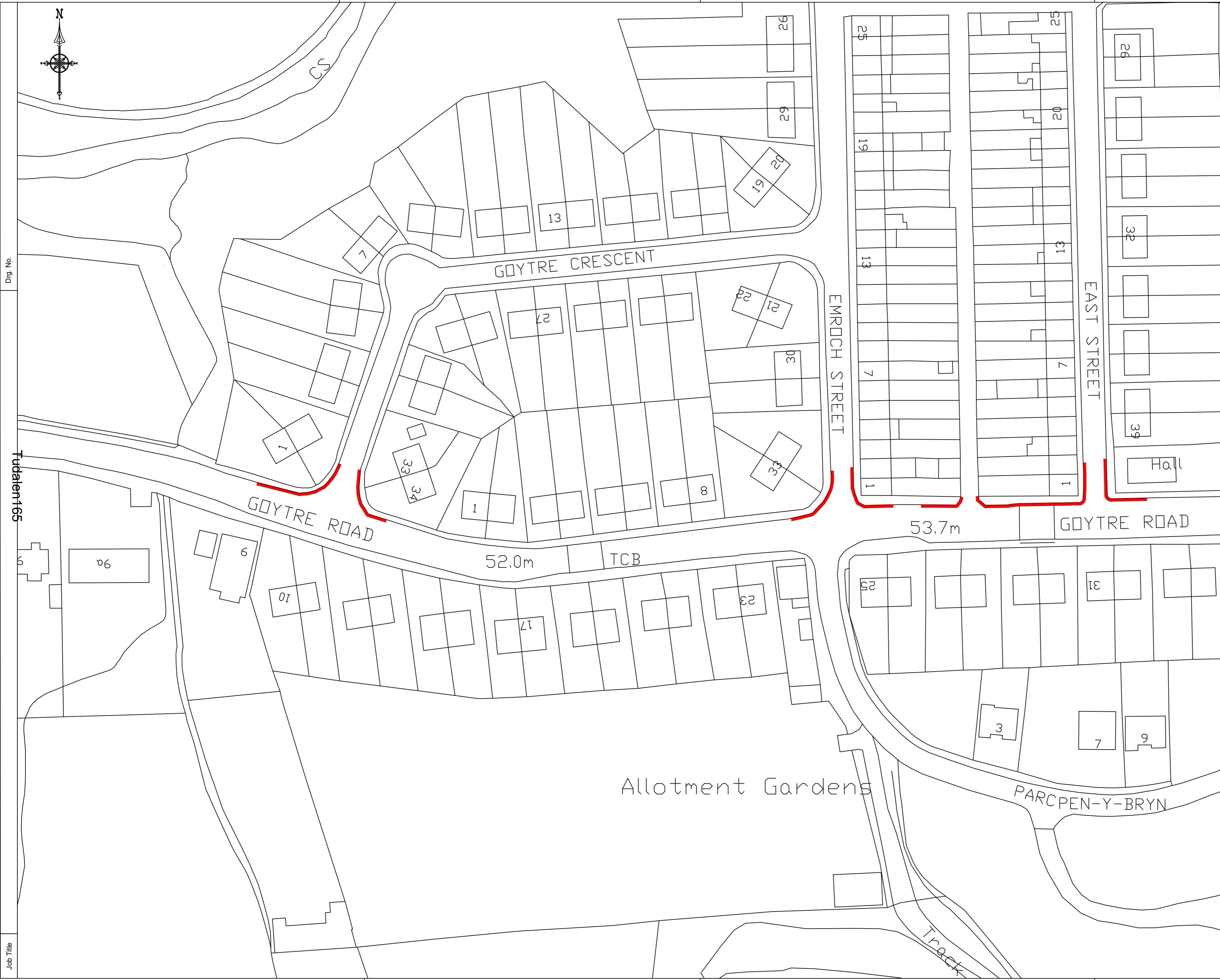
Mr Martin Brumby,
Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk



Dwg. No.

Tudalen 165

Job Title



NOTES

1. All dimensions are in millimetres unless otherwise stated.

█ Proposed 'Prohibition of Waiting, Loading or Unloading At Any Time' order.

Rev	Details	Dr	Ch	Ap	Date

Client

APPENDIX A

**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
**LEARNER TRAVEL WALES,
ROAD SAFETY IMPROVEMENTS**

**GOYTRE,
PORT-TALBOT**

PROPOSED TRAFFIC ORDER

File No.	Financial Code No.				
Drawn	JJD	Checked	MCB	Approved	HHH
Date	OCT'21	Date	OCT'21	Date	OCT'21
Scales	NTS	Status			
Drawing No.	LTW-GOYTRE-TR01				

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	2/03/2022

1. Details of the initiative

	Title of the Initiative: (GOYTRE ROAD, GOYTRE CRESCENT, EMROCH STREET, LANE REAR OF EMROCH STREET AND EAST STREET, GOYTRE)(PROHIBITION OF WAITING, LOADING AND UNLOADING AT ANY TIME) ORDER 2022
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to prevent indiscriminate parking in the interest of road safety at the above junctions situated off Goytre Road, Goytre. Visibility when exiting the junction is also an issue due to parking directly on the junction especially large vans. Pedestrians crossing these junctions are also at risk due to the reduced visibility.
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 traffic regulation order will address indiscriminate parking and improve visibility at the aforementioned junctions, therefore improving highway safety for all users.

1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in January / February 2022 with approximately 185 letters and plans delivered within the village of Goytre 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, 10 objections were received and no statements of support.

2. Evidence

What evidence was used in assessing the initiative?

The local ward members have highlighted concerns raised by residents that indiscriminate parking on the above mentioned junctions with Goytre and Dyffryn Roads are restricting visibility causing road safety concerns. The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety. Visibility for pedestrians crossing these junctions on the main walking route in and out of the village will be improved making the walking experience much safer and thereby promoting / encouraging active travel.

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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure in order to access public transport and use active travel.

Disability		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and adjacent footways helping to connect the facilities in the locality. The proposed parking restrictions have been limited to protect the junctions for the minimum distance, thereby reducing the impact on any disabled residents of side streets.
Gender reassignment		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Race		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Sex		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of

				motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the active travel and the 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 introduce a traffic regulation orders to prevent indiscriminate parking and improve visibility on the junctions with Goytre and Dyffryn Road. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use active travel and the 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 with their neighbours.

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

There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 between all groups.

4. Socio Economic Duty

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

Neutral	N/A
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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. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junctions when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve the junctions making it safer and easier for users of the active travel in the locality. 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

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	+	-	+/-	Why will it have this effect?
What effect does the initiative have on: - people's opportunities to use the Welsh language	√			There 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.
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 level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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
<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 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 a safer 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>
iii. Collaboration – working with other services internal or external	The various sections within the Council such as Highway Engineering, Road Safety section and the Legal section have worked together on this initiative. The Welsh Government, Transport for Wales and Sustrans have all been working in collaboration with the Council on Active Travel 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 was consulted upon for a period of 21-days in January / February 2022. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council’s web site and Notices posted on site. A wider consultation was under taken 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 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 make 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 active travel.
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 period of 21-days in January / February 2022 was undertaken with 185 properties receiving hand delivered letters with a plan. 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.

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 introduce a traffic regulation order to prevent indiscriminate parking and improve visibility on the junctions with Dyffyrn and Goytre Road. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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.
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	<p>The proposal will help to improve highway safety and make it easier for users of the active travel route to cross the road at this location.</p> <p>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.</p>
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Overall Conclusion

Please indicate the conclusion reached:

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

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

The overall conclusion for the Integrated Impact Assessment (IIA) is to **Make adjustments** to the scheme as advertised. The feedback received objecting to the scheme was considered by the local members especially in regard to the properties located directly on the junctions being the most impacted by the restrictions and the possibility of displacement of on street parking. The local members are in support of up holding the objections in part, however the members would like to see a further reduction of parking restrictions on the corner of No. 1 East Street / Goytre Road.

Officers consider that reducing the parking restrictions on this corner would not prevent indiscriminate parking and put pedestrians at risk.

Officers recommended that the revised scheme as indicated in Appendix B to the Board report is implemented on site in the interest of road 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 member. The member is 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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the personal injury collisions especially with vulnerable groups such as the elderly, children, pedestrians and cyclists.

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12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	2/03/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	2/03/2022

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Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

18 March 2022

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

Matter for Decision

Wards Affected: Coedffranc North

**Graham Terrace, Skewen – (Prohibition of Waiting At Any Time)
Traffic Regulation Order 2021.**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the Graham Terrace, Skewen - (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021, as indicated in Appendix A.

Executive Summary:

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

Background:

The local ward member highlighted concerns raised by residents that indiscriminate parking on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive were restricting visibility and manoeuvrability causing road safety concerns.

The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Capital Works Programme.

Integrated Impact Assessment:

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

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

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

Valleys 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 advertised for a 21-day period between 22nd October 2021 and 12th November 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 October/November 2021 with approximately 78 letters and plans delivered to the adjacent properties detailing the proposals.

Following a three-week consultation exercise, 5 statements of support and 4 objections were received.

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

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

- a) Residents have difficulty entering and exiting the lane servicing Newall Road and Brookville Drive onto Graham Terrace due to parked vehicles either side of the lane causing a hazard. The introduction of yellow lines will address this issue.

Whilst the introduction of the yellow lines will benefit residents with access/egress difficulties into the lane, the Council must also balance the need for access/egress to the lane with the need to maintain adequate unrestricted on-street parking. Therefore, the length of the yellow lining is being reduced to accommodate this.

- b) Residents have difficulty entering and exiting the lane servicing Newall Road and Brookville Drive onto Graham Terrace due to parked vehicles opposite the lane causing a hazard and the yellow lines will address this issue.

The introduction of yellow lines will address this issue by providing better manoeuvrability for vehicles in and out of the lane.

- c) Residents have reported difficulty or failure to receive deliveries to their properties via the lane servicing Newall Road and Brookville Drive and the yellow lines will address this issue.

The introduction of yellow lines will address this issue by providing better manoeuvrability vehicles in and out of the lane.

- d) Residents have reported a number of near misses at this junction of Graham Terrace/lane servicing Newall Road/Brookville Drive due to indiscriminate parking and the introduction of the yellow lines would address the issue.

The introduction of yellow lines will address this issue by providing better visibility at the junction.

- e) Residents felt that access to the lane and their off-street parking facilities is paramount as the demand for parking on Graham Terrace is high and space is limited.

As the demand for unrestricted on-street parking on Graham Terrace is high, the Council intends to reduce the length of the proposed yellow lines to accommodate this.

- f) The introduction of the advertised proposal is supported but please could the council introduce further yellow lines on Graham Terrace at the alley/access road between 7A/7B.

As the demand for unrestricted on-street parking is high on Graham Terrace, the Council intends to reduce the length of the proposed yellow lines at this location to maintain a level of unrestricted on-street parking.

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

- a) Residents feel that the introduction of yellow lines will make an already existing parking situation worse on Graham Terrace.

The Authority acknowledges the objections received from the residents' of Graham Terrace and recognises the need to maintain adequate unrestricted on-street parking whilst maintaining visibility and manoeuvrability at the junction. Therefore, the Council will reduce the length of the proposed double yellow lines to accommodate this.

- b) The length of proposed yellow lining outside resident properties on Graham Terrace is too extensive and should be reduced.

The parking restrictions will be reduced.

- c) The length of proposed yellow lining is not long enough outside the Bungalow Garage and should be extended.

As the demand for unrestricted on-street parking is high on Graham Terrace, the Council propose to reduce the length of the yellow lines at this location to maintain a level of unrestricted on-street parking.

- d) Parking spaces are currently managed by residents with each having their own areas to park. If the proposal is introduced then this will displace that and cause friction between residents.

The parking restrictions only apply to a short length adjacent to the junction with the rear lane and as such should have minimal impact on the remaining street.

- e) Residents of Newall Road, Foundry Row and Brookville Drive already have off-street parking facilities. The proposal is favouring residents who already have off-street parking facilities over residents who do not have off street parking facilities.

The comments regarding disability access to homes are noted, however, disabled badge holders are permitted to park on double yellow lines for a period of 3 hours and it should be noted that the amended proposals will not significantly affect the existing on-street parking regime.

- f) The proposal, if implemented, will mean that residents have to park further away from their homes.

The Council has strived to achieve a balance of local needs within the constraints of the site.

- g) Many residents of Graham Terrace do not have the luxury of providing off-street parking facilities on their own land.

The proposed length of yellow lines are being amended to accommodate for this.

- h) Cars and Vans have no problem driving into the lane.
- i) Large vehicles should not be using the lane.

The rear lane is not suitable for very large vehicles and as such a common sense approach should be applied by the residents using this lane.

The local member has been consulted and supports that the objections are upheld in part with the scheme revised and implemented as indicated in Appendix B.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are upheld in part to the Graham Terrace, Skewen (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021 (as detailed in Appendix A to the circulated report) and that the revised scheme (as detailed in Appendix B to the circulated report) be implemented on site.

The objectors are to be informed of the decision accordingly.

Reasons for Proposed Decision:

To prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A – Original Plan – Graham Terrace, Skewen – Proposed Traffic Regulation Order

Appendix B – Revised Plan – Graham Terrace, Skewen – Revised Traffic Regulation Order

Appendix C – Integrated Impact Assessment.

List of Background Papers:

None.

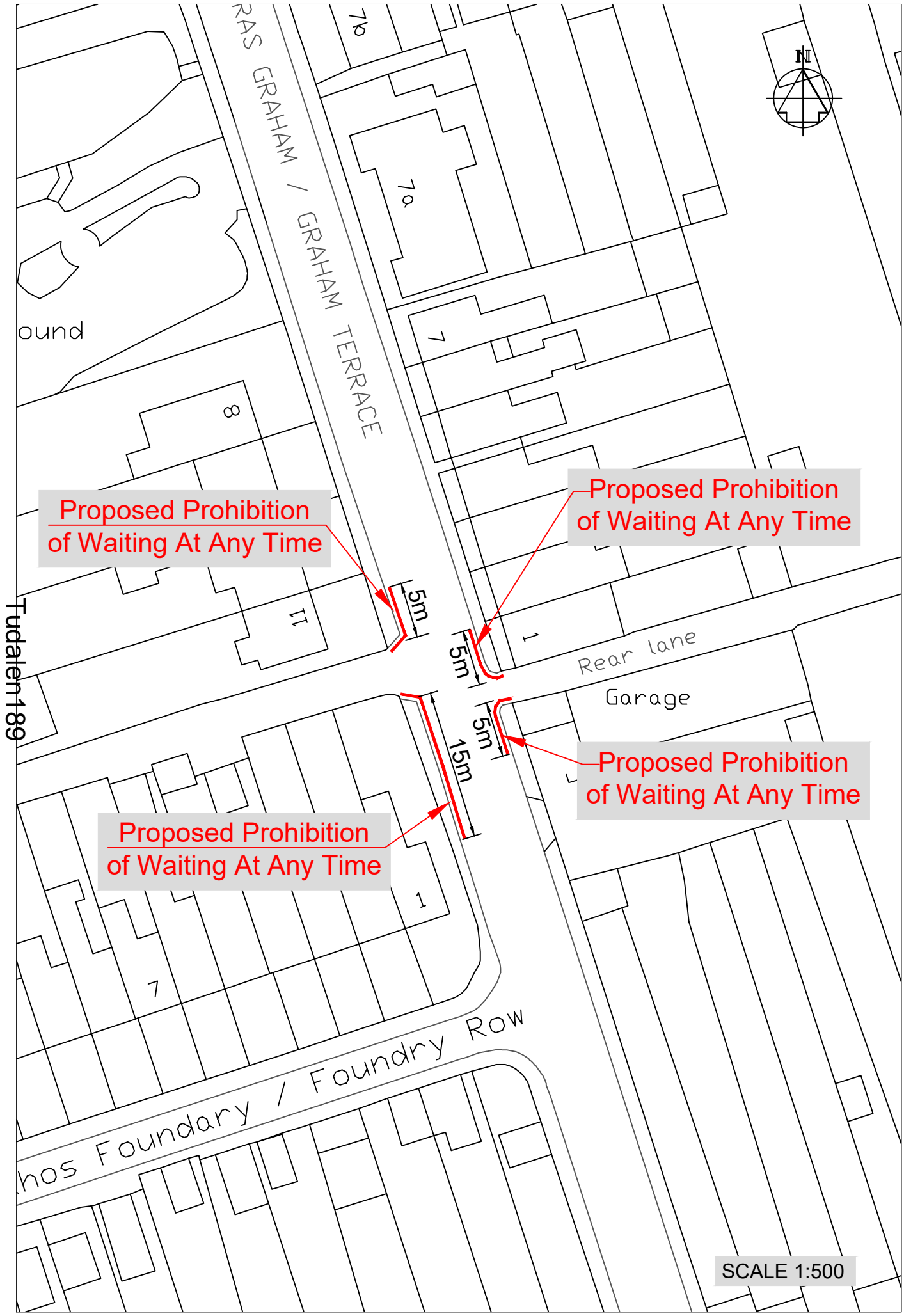
Officer Contact:

Mr Martin Brumby,
Engineering & Transport
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Email m.brumby@npt.gov.uk

Mr Ryan Jones,
Engineering & Transport
Tel. No. 01639 686771
Email r.jones15@npt.gov.uk

Dwg. No.

Job Title



NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY:-

█ Proposed Prohibition of Waiting At Any Time

'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

**GRAHAM TERRACE
SKEWEN**

**PROPOSED TRAFFIC
REGULATION ORDER**

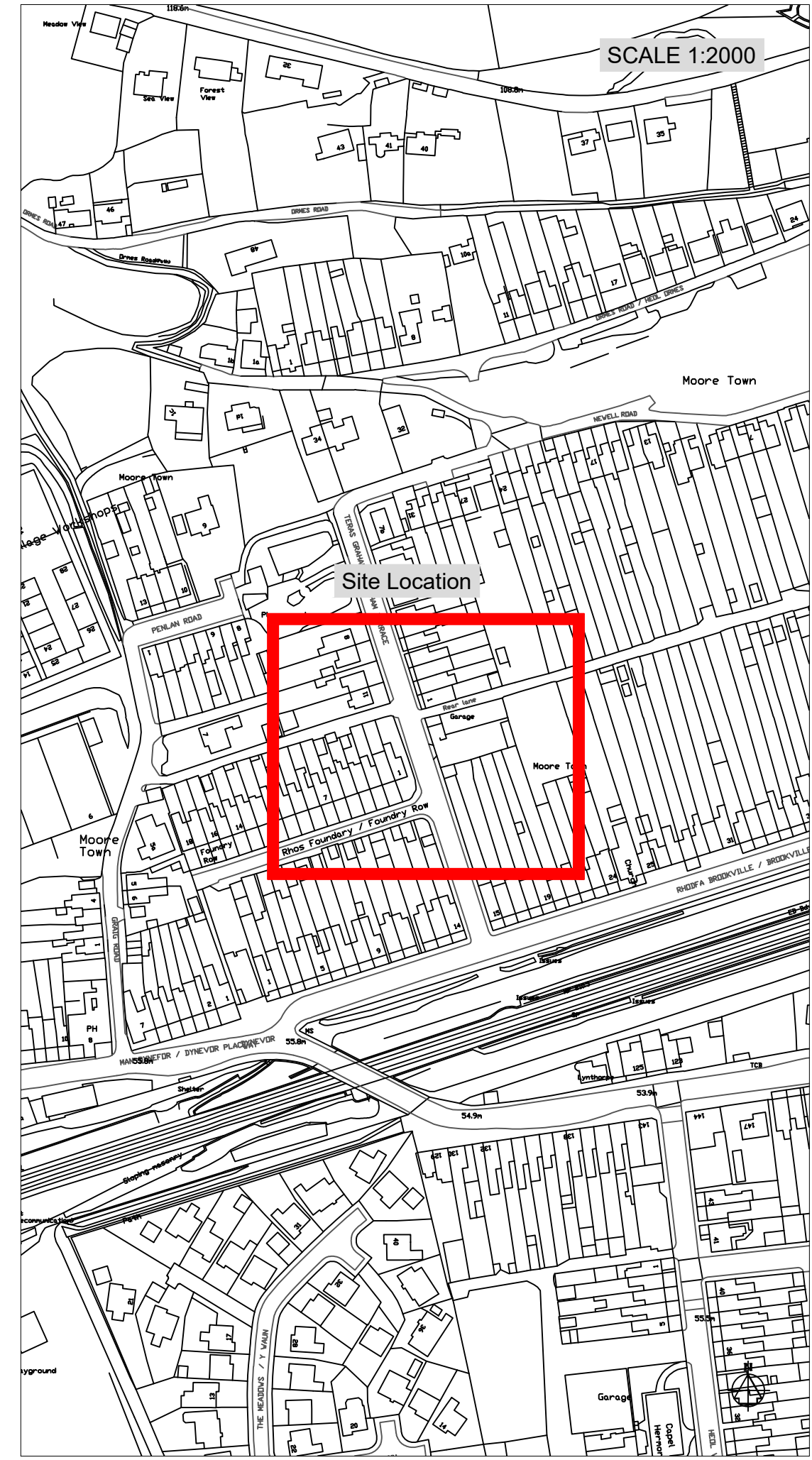
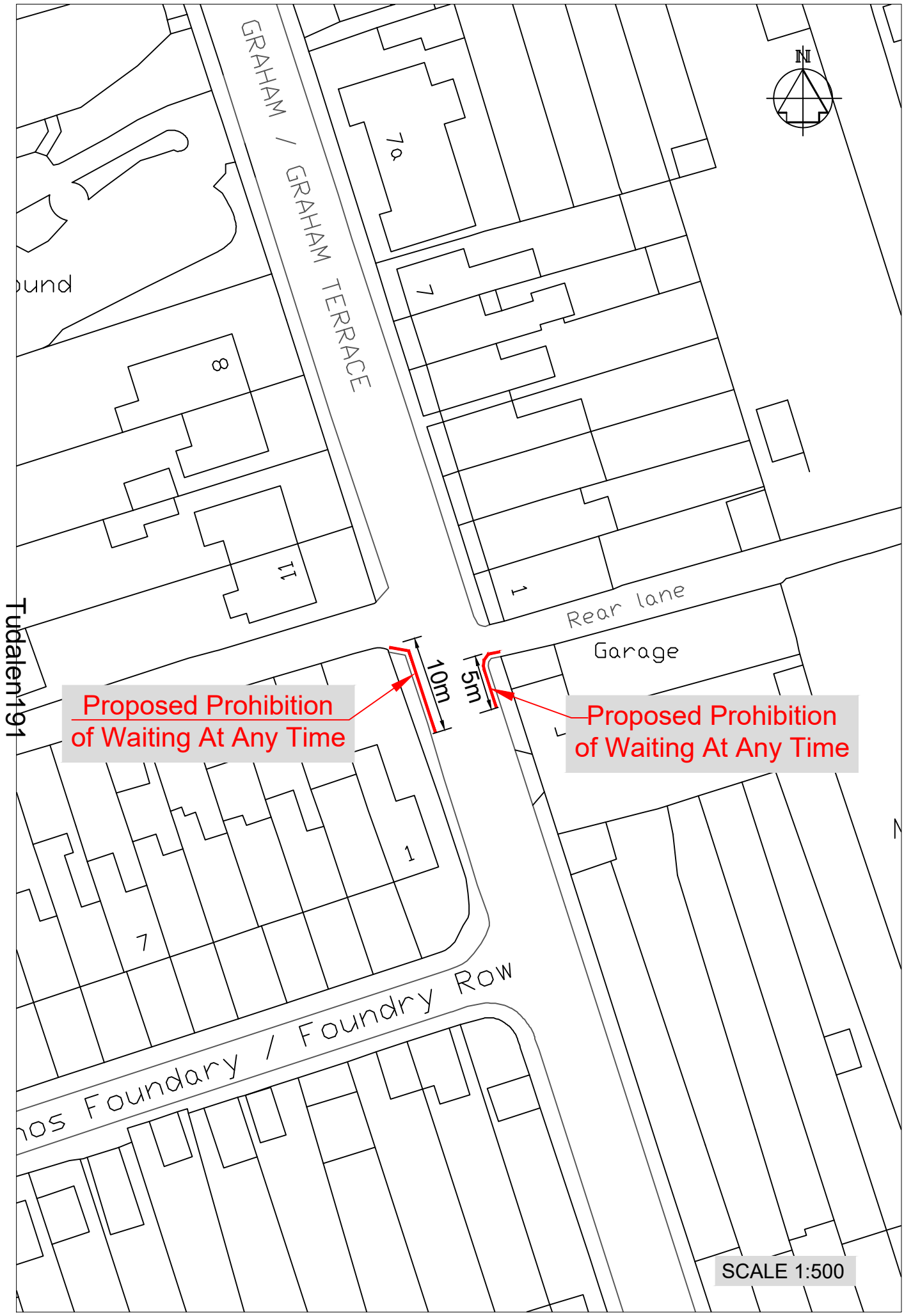
File No.	Financial Code No.
Drawn RLJ	Checked MCB
Date OCT'21	Date OCT'21
Scales As Detailed	Status PRELIM

Drawing No. **C93839H_001_TRO1**

Mae'r dudalen hon yn fwiadol wag

Dwg. No.

Job Title



NOTES

1. All dimensions are in millimetres unless otherwise stated.

KEY:-

█ Proposed Prohibition of Waiting At Any Time

'APPENDIX B'

Rev	Details	Dr	Ch	Ap	Date
A					DEC'21

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
**GRAHAM TERRACE
 SKEWEN**
**REVISED TRAFFIC
 REGULATION ORDER**

File No.	Financial Code No.
Drawn RLJ	Checked MCB
Date OCT'21	Date OCT'21
Scales As Detailed	Status PRELIM

Drawing No. **C93839H_001_TRO1** **A**

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Ryan Jones	Assistant Engineer	02/02/2022

1. Details of the initiative

	Title of the Initiative: Graham Terrace, Skewen - (Prohibition of Waiting At Any Time) Traffic Regulation Order 2021
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to prevent indiscriminate parking and improve visibility and manoeuvrability on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive 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 traffic regulation order will address indiscriminate parking and improve visibility/manoeuvrability at the aforementioned junction therefore improving highway safety for all users.
1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in October/November 2021 with approximately 78 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, 5 statements of support and 4 objections were received.

2. Evidence

What evidence was used in assessing the initiative?

The local ward member highlighted concerns raised by residents that indiscriminate parking on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive were restricting visibility and manoeuvrability causing road safety concerns.
The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure to access public transport and Active Travel.
Disability			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians

			using wheelchairs, mobility scooters and adapted cycles to use Active Travel and adjacent footways helping to connect the facilities in the locality.
Gender reassignment		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Race		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sex		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sexual orientation		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of

			motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
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What action will be taken to improve positive or mitigate negative impacts?

There are no negative impacts associated with the proposal to introduce a traffic regulation order to prevent indiscriminate parking and improve visibility and manoeuvrability on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.

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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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 with their neighbours.
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What action will be taken to improve positive or mitigate negative impacts?

There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 between all groups.

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

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	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junction when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve the junction making it safer and easier for users of the active travel in the locality. 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?
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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.
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 level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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. 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

	<p>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.</p> <p>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 a safer 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>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 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 consulted upon for a period of 21-days between 22nd October 2021 and 12th November 2021. 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 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 make 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 active travel.
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 period of 21-days between 22nd October 2021 and 12th November 2021 was undertaken with 78 properties receiving hand delivered letters with a plan. 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.

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 introduce a traffic regulation order to prevent indiscriminate parking and improve visibility and manoeuvrability on Graham Terrace at its junction with the residential access lane servicing properties of Newall Road and Brookville Drive. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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.
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 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.

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Overall Conclusion

Please indicate the conclusion reached:

Continue - as planned as no problems and all opportunities have been maximised

- **Make adjustments** - as potential problems/missed opportunities/negative impacts have been identified along

with mitigating actions

- **Justification** - for continuing with the initiative even though there is a potential for negative impacts or missed opportunities
- **STOP** - redraft the initiative as actual or potential unlawful discrimination has been identified

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

The overall conclusion for the Integrated Impact Assessment (IIA) is to **Make adjustments** to the scheme. The feedback received objecting to the scheme was considered by the local member. The local member supports the objections being upheld in part and that a revised scheme be implemented. The feedback received showed that the Community wanted a more balanced approach to the issues than had initially been advertised. Consideration by the local member allow all user needs to be carefully considered and a revised scheme implemented that will address as many concerns as possible. The revised scheme will be monitored going forward and any mitigation measures considered at a future date if required.

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 member. The member is 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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the 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	15/02/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	15/02/2022

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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

18 March 2022

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

Matter for Decision

Wards Affected: Port Talbot

**(Oakwood Street, Port Talbot)
(Revocation) (Prohibition of Waiting At Any Time)
(Prohibition of Waiting, Loading or Unloading At Any Time)
(Prohibition of Waiting Mon to Sat 8am - 6pm) And
(Resident Permit Holders) Order 2021**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the Oakwood Street, Port Talbot - (Revocation) (Prohibition of Waiting At Any Time) (Prohibition of Waiting, Loading or Unloading At Any Time) (Prohibition of Waiting Mon to Sat 8am - 6pm) And (Resident Permit Holders) Traffic Regulation Order 2021, as indicated in Appendix A.

Executive Summary:

The report outlines the proposed Traffic Regulation Order which was formally advertised resulting in objections being received.

Background:

The scheme was prioritised by the local members following representations from residents regarding parking issues on Oakwood Street. The nearby town centre has an impact on the adjacent residential streets reducing the available parking for residents. The existing orders at the site include resident permit holder parking and consideration was given as to whether the extent of the permit holder parking could be increased. A survey was undertaken to determine the extent of the existing resident permit parking orders.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Capital Works Programme.

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide a benefit for the local community.

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 advertised for a 21-day period between 13th October 2021 and 3rd November 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 for a period of 21 days between 13th October 2021 and 3rd November 2021.

There were 72 letters and plans delivered to the adjacent properties detailing the proposals. Following a three-week consultation exercise, 2 objections and 4 statements of support were received.

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

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

- a) Residents feel that the scheme will provide no benefit as parking spaces gained by the proposal are lost with the introduction of the proposed double yellow lines at the junction of Crown Street and Oakwood Street.

Additional resident parking spaces are being provided as part of the scheme.

- b) Residents have previously requested that the single yellow line at the top end of Oakwood Street near numbers 55 to 59 be removed to provide additional parking. There are houses on both sides of the road at this location with demand for parking being high.

There are no proposals to increase parking on the other side of the street in order to maintain traffic flow.

- c) Residents object to scheme as advertised and requests that the extent of resident permit parking is increased to cover additional properties.

The proposals increase the current resident only parking provision while maintaining a balance for visitors, doctors and carers etc.

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

- a) Residents support the proposals and feel some unrestricted parking is required for short periods of time.

The proposals allow for some areas of unrestricted parking are to remain.

- b) Residents fully support the parking for permit holders as workers of the nearby town often park on Oakwood Street.

- c) Residents support the residents parking as they are not currently able to park outside their homes.

- d) The proposals will reduce the need to cross the road when loading children into vehicles.

The local members have been consulted and support that the objections are overruled and that the scheme is implemented as advertised.

The proposed scheme is indicated in Appendix A.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the Oakwood Street, Port Talbot - (Revocation) (Prohibition of Waiting At Any Time) (Prohibition of Waiting, Loading or Unloading At Any Time) (Prohibition of Waiting Mon to Sat 8am - 6pm) and (Resident Permit Holders) Order 2021, (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objectors are to be informed of the decision accordingly.

Reasons for Proposed Decision:

To improve the provision of resident permit holder parking and to prevent indiscriminate parking in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Oakwood Street, Port Talbot –Traffic Regulation Orders

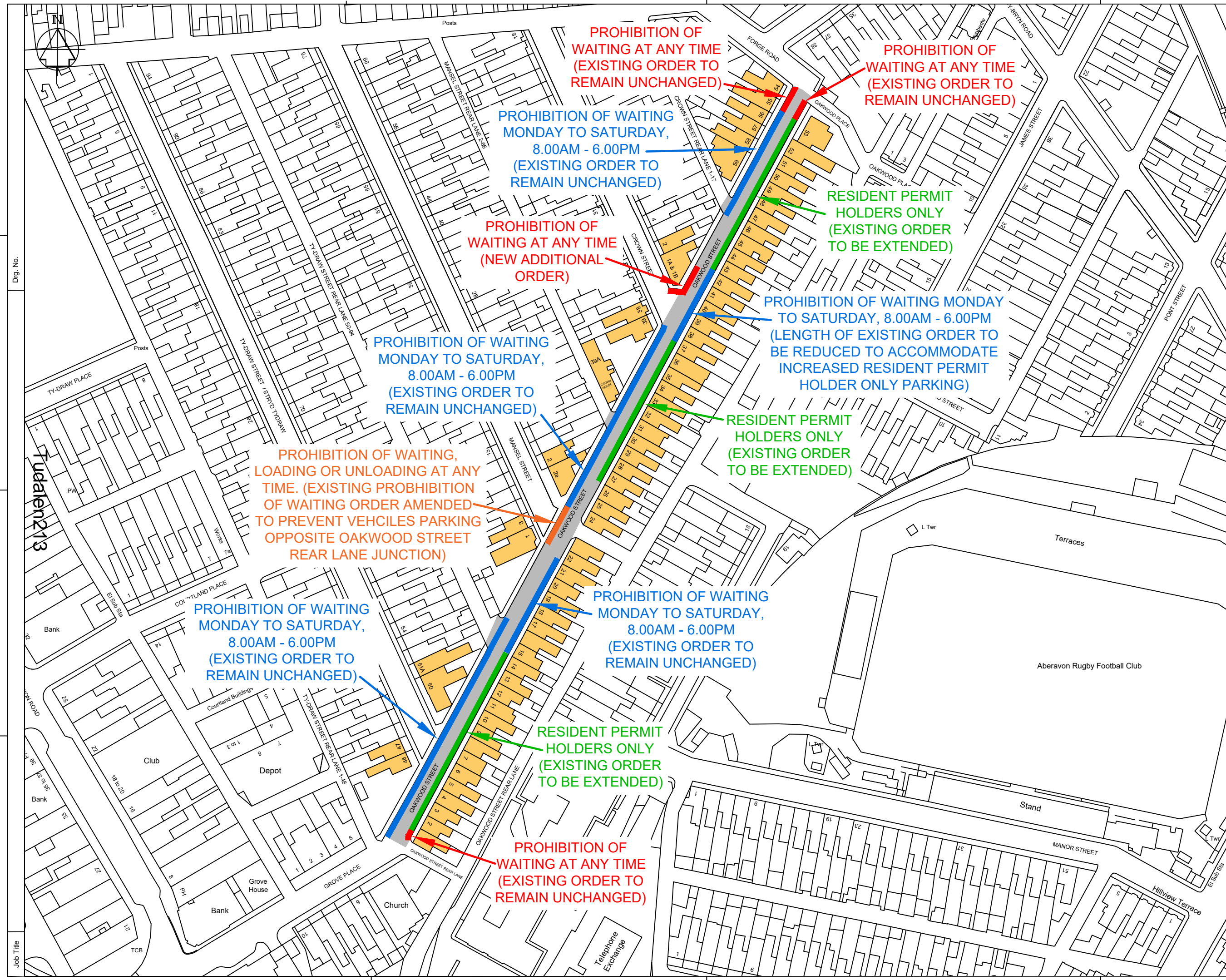
Appendix B – Integrated Impact Assessment.

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

- PROHIBITION OF WAITING AT ANY TIME (DOUBLE YELLOW LINES)
- PROHIBITION OF WAITING, LOADING OR UNLOADING AT ANY TIME (DOUBLE YELLOW LINES WITH KERB CLIPS)
- PROHIBITION OF WAITING, MONDAY TO SATURDAY, 8.00AM TO 6.00PM (SINGLE YELLOW LINE)
- RESIDENT PERMIT HOLDERS ONLY PARKING
- PROPERTIES CONSULTED AS PART OF STATUTORY CONSULTATION (LETTER AND PLAN)

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
**OAKWOOD STREET
 PORT TALBOT
 TRAFFIC REGULATION ORDERS**

File No. TR/25	Financial Code No.
Drawn CGD	Checked MCB
Date JUNE 21	Date JUNE 21
Scales 1:1250 @ A3	Status
Approved HIH	Date JUNE 21
Drawing No. C98390 / OS / TRO 1	

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	16/02/2022

1. Details of the initiative

	Title of the Initiative: Oakwood Street, Port Talbot - (Revocation) (Prohibition of Waiting At Any Time) (Prohibition of Waiting, Loading or Unloading At Any Time) (Prohibition of Waiting Mon To Sat 8am - 6pm) And (Resident Permit Holders) Order 2021.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to increase the provision of residents only parking and to prevent indiscriminate parking in the interest of road safety.
1d	Is this a 'strategic decision'? No
1e	Who will be directly affected by this initiative? Residents of the Oakwood Streets including all user groups who utilise the highway network to access Oakwood Street i.e. visitors, deliveries. The traffic regulation order will address indiscriminate parking and improve the availability of resident only parking, therefore improving highway safety for all users.

1f	When and how were people consulted? If allowed to proceed. A consultation exercise was undertaken for a period of 21 days between 13th October 2021 and 3rd November 2021 with 72 letters and plans hand delivered to the adjacent properties detailing the proposals. The traffic regulation orders were placed in the South Wales Evening Post and on the Council's website, notices were also erected 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, 2 objections and 4 statements of support were received.

2. Evidence

What evidence was used in assessing the initiative?

The scheme was prioritised by the local members following representations from residents regarding parking issues on Oakwood Street. The nearby town centre has an impact on the adjacent residential streets reducing the available parking for residents. The existing orders at the site include resident permit holder parking and consideration was given as to whether the extent of the permit holder parking could be increased. A survey was undertaken to determine the extent of the existing resident permit parking orders which confirmed that the extent of resident permit holder parking could be increased. The traffic regulation order is required to increase the on street parking provision for residents only and to prevent indiscriminate parking in the interest of road safety.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure to access public transport and Active Travel.

Disability			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure to access public transport and Active Travel.
Gender reassignment			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Race			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user

				groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sex			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.

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

There is no negative impact as the scheme will improve the availability of resident only parking within the town centre where parking is at a premium. There are large Pay and Display car parks in the locality, however the public are parking in adjacent side streets possibly to avoid a charge to park. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality especially the integrated transport hub which includes a bus terminal and train station which is located near to Oakwood Street.

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?
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To eliminate discrimination, harassment and victimisation		√	There is no negative impact as the scheme will encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 especially within the town centre.
To advance equality of opportunity between different groups		√	There is no negative impact as the scheme will encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 especially within the town centre.
To foster good relations between different groups		√	There is no negative impact as the scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 with their neighbours especially within the town centre.

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

There are no negative impacts associated with the scheme as the traffic regulation order will improve parking for residents within the Town Centre where parking is at a premium. This will encourage more residents to walk and cycle to local facilities and in doing so encourage more social interaction between all groups.

4. Socio Economic Duty

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

Neutral	N/A
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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. Improved parking for residents will encourage all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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 households 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. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junction when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve parking for residents living within the town centre thereby also encouraging the residents of Oakwood Street to walk and cycle in the locality. 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	√			We welcome all correspondence in Welsh and English when dealing with the wider community
- treating the Welsh and English languages equally	√			All permanent highway approved signage used in the traffic regulation order is Bilingual (Welsh / English).

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

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.
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 level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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

	<p>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 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 a safer 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>

iii. Collaboration – working with other services internal or external	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 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 was consulted upon for a period of 21-days in October / November 2021. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council’s web site and Notices posted on site. A wider consultation was under taken 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 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 make 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 active travel.
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 October/November 2021 with 72 properties receiving hand delivered letters with a plan.

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

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

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 introduce a traffic regulation order to prevent indiscriminate parking and improve parking for residents within the town centre on Oakwood Street. These measures should help to reduce negative perceptions and provide a positive impact to the locality.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 within the Town Centre.
Community Cohesion/ Social Exclusion/Poverty	There are no negative impacts associated with the scheme as the traffic regulation order will improve parking for the residents in the town centre. This will encourage more residents to walk and cycle to local facilities and in doing so encourage more social inter action.
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 help to improve parking for the residents within the town centre where parking is at a premium and it will make it easier for users to access active travel within the locality 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.
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Overall Conclusion

Please indicate the conclusion reached:

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

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

The overall conclusion for the Integrated Impact Assessment (IIA) is to **Continue** 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 to provide greater parking capacity on street for residents and in the interest of highway safety.

The situation will be monitored going forward.

11. Actions

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

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
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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 member. The member is 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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the 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	22/12/21
Signed off by	D. W. Griffiths	Head of Engineering & Transport	22/12/21

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

18 March 2022

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

Matter for Decision

Wards Affected: Pontardawe

**(Thomas Street and Clos Yr Hen Ysgol, Pontardawe)
(Prohibition of Waiting, Loading and Unloading at Any Time)
order 2021.**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the (Thomas Street and Clos yr Hen Ysgol, Pontardawe) (Prohibition of Waiting, Loading and Unloading at Any Time) traffic regulation order 2021 as indicated in Appendix A.

Executive Summary:

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

Background:

The local ward members have highlighted concerns raised by the residents that indiscriminate parking is taking place on Thomas Street at its junction with Clos Yr Hen Ysgol causing road safety concerns. The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Capital Works Programme.

Integrated Impact Assessment:

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

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

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

Valleys 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 in October/ November 2021.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

Following a three-week consultation exercise in October /November 2021, three statements of support and one objection were received.

A summary of the support and the objection 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 this proposal.
- b) The proposals will improve traffic flow and access to Clos Yr Hen Ysgol.
- c) Indiscriminate parking is causing visibility issues, access issue for refuse wagons and large deliveries.
- d) Some residents on Thomas Street have access to off street parking.

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

- a) Clos Yr Hen Ysgol is blocked by residents parking opposite the junction not on the junction.

The proposed parking restrictions although not opposite the junction will assist vehicles with entry and egress.

- b) The proposals will make it difficult to load and unload adjacent to the properties.

The extent of the proposed parking restrictions are limited in order to reduce the difficulty in loading to adjacent properties.

The local members have been consulted and they support over ruling the objection and implementing the scheme as advertised.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are over ruled to the (Thomas Street and Clos yr Hen Ysgol, Pontardawe) (Prohibition of Waiting, Loading and Unloading at Any Time) order 2021 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector is to be informed of the decision accordingly.

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 – Proposed No Waiting, No Loading or Unloading at Anytime order, Thomas Street/ Clos yr Hen Ysgol, Pontardawe.

Appendix B – Integrated Impact Assessment.

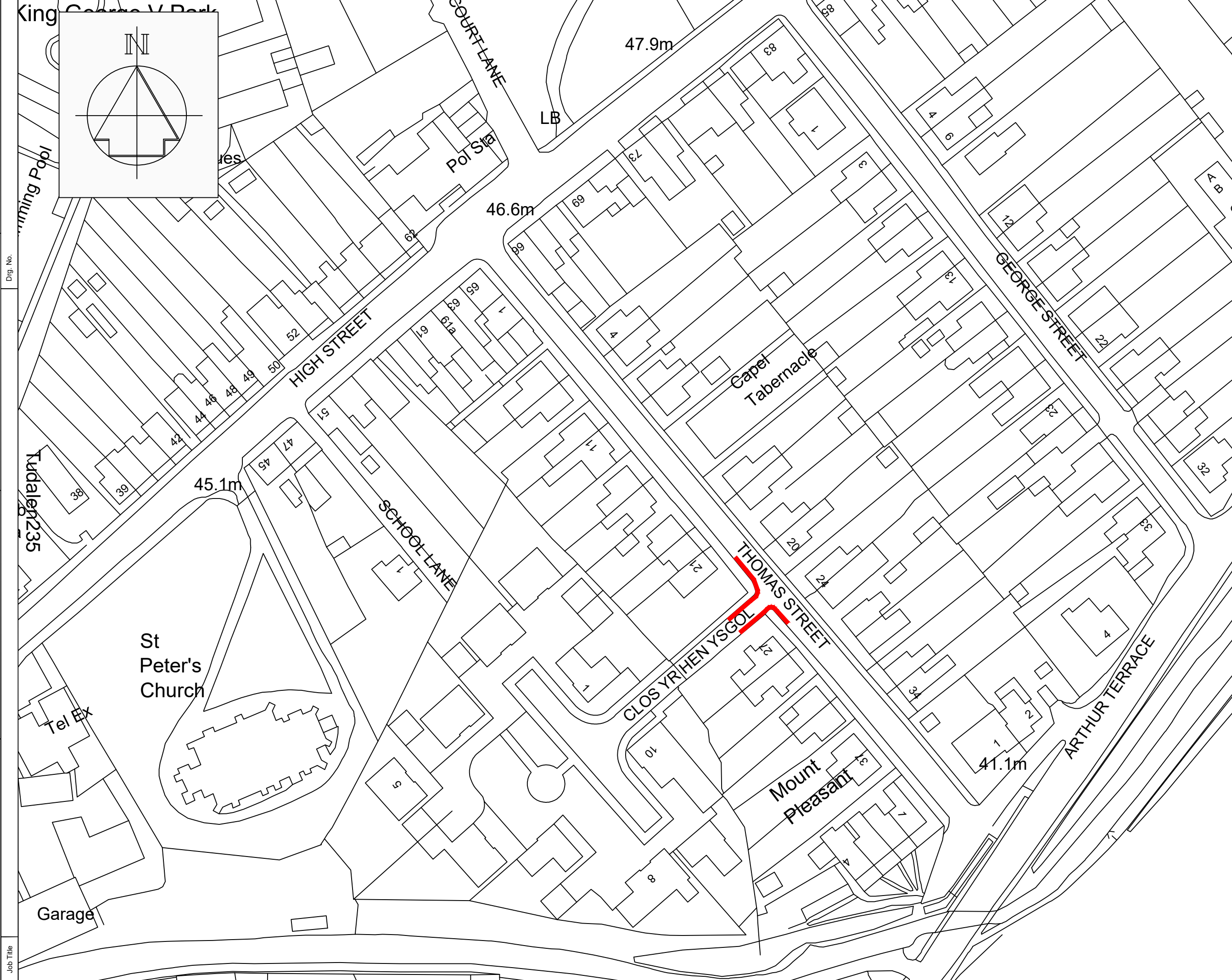
List of Background Papers:

None.


Officer Contact:

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

Mae'r dudalen hon yn fwriadol wag




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

Key:-
 Proposed No Waiting, No Loading or Unloading At Any Time Order



Rev	Details	Dr	Ch	Ap	Date

Client



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

Job Title
**Proposed No Waiting, No Loading or Unloading At Any Time Order
 Thomas Street / Clos y Hen Ysgol
 Pontardawe**

File No.	TR25	Financial Code No.	26.007500.B054.266321
Drawn		Checked	
Date	July 21	Date	July 21
Scales	NTS	Status	
Drawing No.	C3028Q_01		

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager - Highways	15/02/2022

1. Details of the initiative

	Title of the Initiative: (Thomas Street and Clos yr Hen Ysgol, Pontardawe) (Prohibition of Waiting, Loading and Unloading at Any Time) order 2021.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to prevent indiscriminate parking in the interest of road safety at the junction of Thomas Street and Clos Yr Hen Ysgol. Deliveries and access to the development site are being made difficult by indiscriminate parking directly on the junction. Visibility when exiting the junction is also an issue due to parking directly on the junction.
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 traffic regulation order will address indiscriminate parking and improve visibility/manoeuvrability at the aforementioned junction, therefore improving highway safety for all users.

1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in October/November 2021 with approximately 24 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, 3 statements of support and 1 objection were received.

2. Evidence

What evidence was used in assessing the initiative?

The local ward members highlighted concerns raised by residents that indiscriminate parking on Thomas Street at its junction with the residential access lane (Clos Yr Hen Ysgol) were restricting visibility and manoeuvrability causing road safety concerns. The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure to access public transport and Active Travel.

Disability		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use Active Travel and adjacent footways helping to connect the facilities in the locality.
Gender reassignment		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Race		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sex		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to

				use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sexual orientation			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the 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 introduce a traffic regulation order to prevent indiscriminate parking and improve visibility and manoeuvrability on Thomas Street at its junction with the residential access lane servicing properties of Clos Yr Hen Ysgol. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel

			and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 with their neighbours.

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

There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 between all groups.

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

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	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junction when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve the junction making it safer and easier for users of the active travel in the locality. 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 are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or 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 road markings are level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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
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Tudalen244

<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 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 a safer 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>

iii. Collaboration – working with other services internal or external	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 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 was consulted upon for a period of 21-days in October / November 2021. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council's web site and Notices posted on site. A wider consultation was under taken 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 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 make 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 active travel.
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 period of 21-days in October / November 2021 was undertaken with 24 properties receiving hand delivered letters with a plan. 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.

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 introduce a traffic regulation order to prevent indiscriminate parking and improve visibility and manoeuvrability on Thomas Street at its junction with the residential access lane servicing properties on Clos Yr Hen Ysgol. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 interaction.
Welsh	There are no negative impacts of the proposals as any correspondence is welcome in Welsh and all highway signage and road markings are bilingual 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 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 Government's 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 member. The member is a community link within their	Officers from Engineering and Transport through the mail monitoring system.	Feedback will be recorded allowing for any developing trends to be considered and	Feedback from the public via the local member should become positive if we have

ward with all of the varied user groups.		tracked. This will take place over a number of years.	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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the 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	15/02/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	15/02/2022

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

18 March 2022

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

Matter for Decision

Wards Affected: Neath North

**Riverside (Brickyard Cottages), Neath
Proposed Prohibition of Waiting, Loading or Unloading at Any
Time traffic regulation order and
Proposed Goods Loading Only traffic regulation order.**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the Riverside (Brickyard Cottages), Neath Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and Proposed Goods Loading Only traffic regulation order, as indicated in Appendix A.

Executive Summary:

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

Background:

The traffic regulation order is required to prevent indiscriminate parking and to allow Goods Loading only on the highway. Riverside locally known as Brickyard Cottages has recently become an adopted highway and there is now a need to prevent indiscriminate parking in order to allow the free flow of traffic on the highway in the interest of road safety.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Capital Works Programme.

Integrated Impact Assessment:

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

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

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

Valleys 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 advertised for a 21-day period between 29th November 2021 and 20th 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 8 letters and plans delivered to the adjacent properties detailing the proposals.

Following a three-week consultation exercise 2 objections were received.

A summary of the objections received are given below:-

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

- a) Residents feel that the introduction of yellow lines outside of their property encroaches on private land and are not required.

In order for vehicles to safely traverse the highway the proposed traffic regulation orders are required within the extent of the new adopted highway.

- b) The proposed goods loading only bay located outside Neath Athletic rugby club is not required as they have delivery lorry that park on Bridge Street and they use the footway to transport the deliveries into the clubhouse.

Goods loading to the Athletic Club is required at the side entrance off the newly adopted highway (Riverside). This was previously prevented by boulders being placed on the highway.

The local members have been consulted and they support the scheme as advertised.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the Riverside (Brickyard Cottages), Neath - Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and Proposed Goods Loading Only traffic regulation order (as detailed in Appendix A to the circulated report) and that the scheme be implemented on site as advertised.

The objectors are to be informed of the decision accordingly.

Reasons for Proposed Decision:

To prevent indiscriminate parking and allow Goods Loading only 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 –Riverside (Brickyard Cottages), Neath.
Proposed traffic regulation order.

Appendix B – Integrated Impact Assessment.

List of Background Papers:

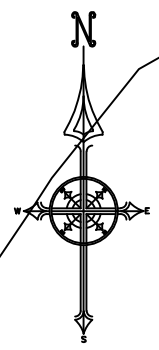
None.

Officer Contact:

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

Mr Jonathan Davies
Engineering & Transport
Tel. No. 01639 686494
Email j.davies11@npt.gov.uk

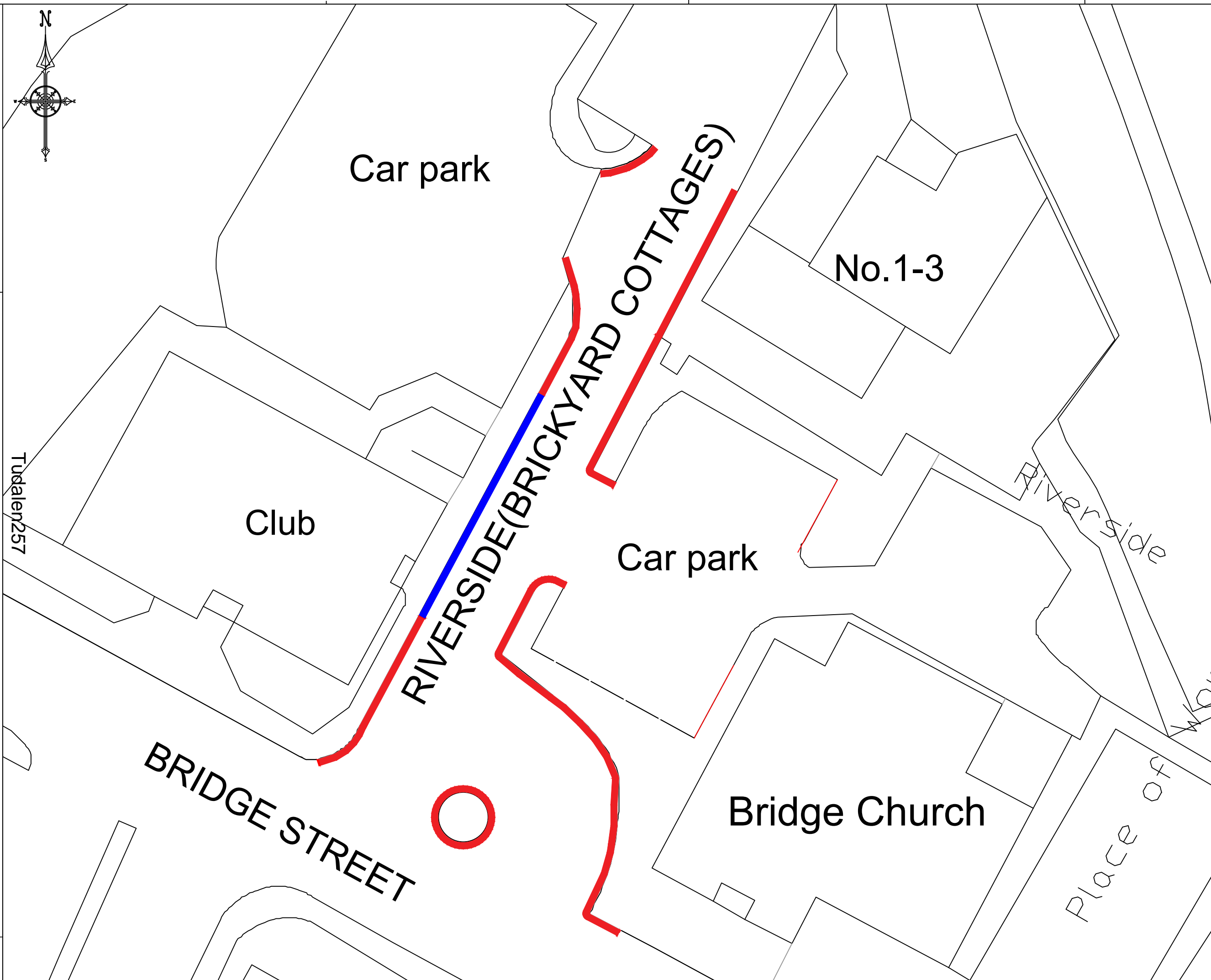
Mae'r dudalen hon yn fwriadol wag



Dwg. No.

Tudalen 257

Job Title



- NOTES
- All dimensions are in millimetres unless otherwise stated.
- █ PROPOSED GOODS LOADING ONLY.
 - █ PROPOSED PROHIBITION OF WAITING, LOADING OR UNLOADING AT ANY TIME ORDER.

Rev	Details	Dr	Ch	Ap	Date
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Client

APPENDIX A

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

RIVERSIDE (BRICKYARD COTTAGES), NEATH

PROPOSED TRAFFIC REGULATION ORDER

File No.	Financial Code No.
Drawn JJD	Checked MCB
Date OCT'20	Date OCT'20
Approved HIH	Date OCT'20
Scales NTS	Status
Drawing No. BYLB-01-TRO1	

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	21/02/2022

1. Details of the initiative

	Title of the Initiative: Riverside (Brickyard Cottages), Neath Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and Proposed Goods Loading Only traffic regulation order.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order in order to prevent indiscriminate parking and allow Goods Loading only in the interest of road safety on the newly adopted highway.
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 traffic regulation order will address indiscriminate parking and allow Goods Loading only at Riverside for the benefit of all user groups.

1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in November/December 2021 with approximately 8 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 2 objections were received.

2. Evidence

What evidence was used in assessing the initiative?

The traffic regulation order is required to prevent indiscriminate parking and to allow Goods Loading only on the highway. Riverside locally known as Brickyard Cottages has recently become an adopted highway and there is now a need to prevent indiscriminate parking in order to allow the free flow of traffic on this road in the interest of road safety. Previously as a private road boulders had been placed to prevent deliveries and parking. The road was adopted in the interest of road safety in order that parking and deliveries on the highway could be rationalised benefiting all users in a safe manner.

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 and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.

Disability			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Gender reassignment			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Marriage & civil partnership			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Pregnancy and maternity			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Race			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Religion or belief			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Sex			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.
Sexual orientation			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic.

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

There are no negative impacts associated with the proposal to introduce a traffic regulation order to prevent indiscriminate parking and allow a dedicated Goods Loading bay for a local business which will discourage other users parking in this bay and improve traffic flow at Riverside.

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 and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic. The street scene will be greatly improved which will encourage pedestrians and cyclists to use the street to access the local facilities and also the connection into the town centre.
To advance equality of opportunity between different groups			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic. The street scene will be greatly improved which will encourage pedestrians and cyclists to use the street to access the local facilities and also the connection into the town centre. This will allow users to socially interact.
To foster good relations between different groups			√	There is no negative impact as the scheme will prevent indiscriminate parking and allow for deliveries to be made to surrounding businesses without obstructing the free flow of traffic. The street scene will be greatly improved which will encourage pedestrians and cyclists to use the street to access the local facilities and also the connection into the town centre. This will encourage social interaction.

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

There are no negative impacts associated with the proposal to introduce a traffic regulation order to prevent indiscriminate parking and allow a dedicated loading bay for a local business which will enhance the street scene promoting Active Travel and encouraging social interaction.

4. Socio Economic Duty

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

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

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5. Community Cohesion/Social Exclusion/Poverty

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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			√	<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 availability in the locality will make it easier and safer for all users to access when walking for short journeys to the local facilities.</p>
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What action will be taken to improve positive or mitigate negative impacts?

There are no negative impacts. The proposal will improve the street scene making it safer and easier for users of the active travel in the locality. 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 are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or 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 road markings are level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and should not have an impact.

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

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There are no negative impacts associated with the proposal.
 Throughout the Contract, the Contractor will be required 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.

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	<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.</p> <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.</p> <p>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>

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	<p>The scheme will help encourage Active Travel through a safer 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>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 within the Borough and providing advice and direction.</p>
<p>iv. Involvement – involving people, ensuring they reflect the diversity of the population</p>	<p>A statutory consultation exercise for the traffic regulation orders was consulted upon for a period of 21-days between 29th November 2021 and 20th December 2021. 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 under taken with regard to the Active Travel mapping exercise both at the inception and just recently under the mapping review.</p>
<p>v. Integration – making connections to maximise contribution to:</p>	<p>The scheme 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.</p>
<p>Council's well-being objectives</p>	<p>The proposal will make the area safer for vehicles using the carriageway, as well as making it easier and safer for children, young people and adults to use active travel as a mode when accessing local facilities.</p>
<p>Other public bodies objectives</p>	<p>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.</p>

9. Monitoring Arrangements

Provide information on the monitoring arrangements to:

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

A consultation exercise period of 21-days between 29th November 2021 and 20th December 2021 was undertaken with 8 properties receiving hand delivered letters with a plan.

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.

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 introduce a traffic regulation order to prevent indiscriminate parking and allow Goods loading only on Riverside. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 associated with the scheme as the traffic regulation order will prevent indiscriminate parking and allow Goods Loading only 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 interaction.
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 help to improve highway safety and make it easier for all users to access the local facilities by walking and cycling. 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. However the local members considered that the proposals should provide a significant benefit to all users of the newly adopted highway.

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 member. The member is 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.
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	The data should show the personal injury collisions especially with vulnerable groups such as the elderly,

		year period for which data is available.	children, pedestrians and cyclists.
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12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	21/02/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	21/02/2022

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

18 March 2022

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

Matter for Decision

Wards Affected: Taibach

**(DYFFRYN ROAD AND ALMA TERRACE, TAIBACH)
(PROHIBITION OF WAITING, LOADING AND
UNLOADING AT ANY TIME)
ORDER 2021.**

Purpose of the Report:

To consider the comments and objections received following the advertisement of the (Dyffryn Road and Alma Terrace, Taibach) (Prohibition of Waiting, Loading and Unloading at Any Time) traffic regulation order 2021 as indicated in Appendix A.

Executive Summary:

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

Background:

The local ward members have highlighted concerns raised by the residents that indiscriminate parking is taking place on Dyffryn Road at its junction with Alma Terrace causing road safety concerns. The proposed scheme is indicated in Appendix A.

Financial Impacts:

The work will be funded by the Capital Works Programme.

Integrated Impact Assessment:

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

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

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

Valleys 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 in October/ November 2021.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

Following a three-week consultation exercise in October /November 2021, one objection was received.

A summary of the objection received is given below:-

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

- a) Placing parking restrictions directly outside the properties on Alma Terrace will impact on the quality of life and access for disabled people.

Parking restrictions have not being placed outside the properties on Alma Terrace to reduce the impact on the residents. A limited section of parking restrictions have been placed on Dyffryn Road to allow visibility when exiting Alma Terrace. In consultation with the local members it is considered that sufficient on street parking remains for the residents of Alma Terrace.

Subsequently the Members support over ruling the objection and implementing the scheme as advertised.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objections are over ruled to (Dyffryn Road and Alma Terrace, Taibach) (Prohibition of Waiting, Loading and Unloading at Any Time) order 2021 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector is to be informed of the decision accordingly.

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 – Proposed No Waiting, No Loading or Unloading at Anytime order, Alma Terrace / Dyffryn Road, Taibach.

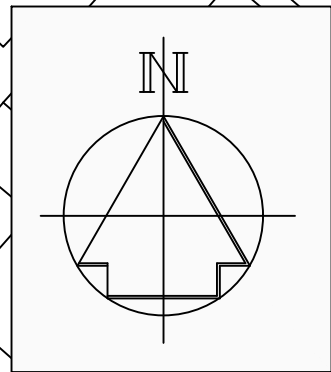
Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

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



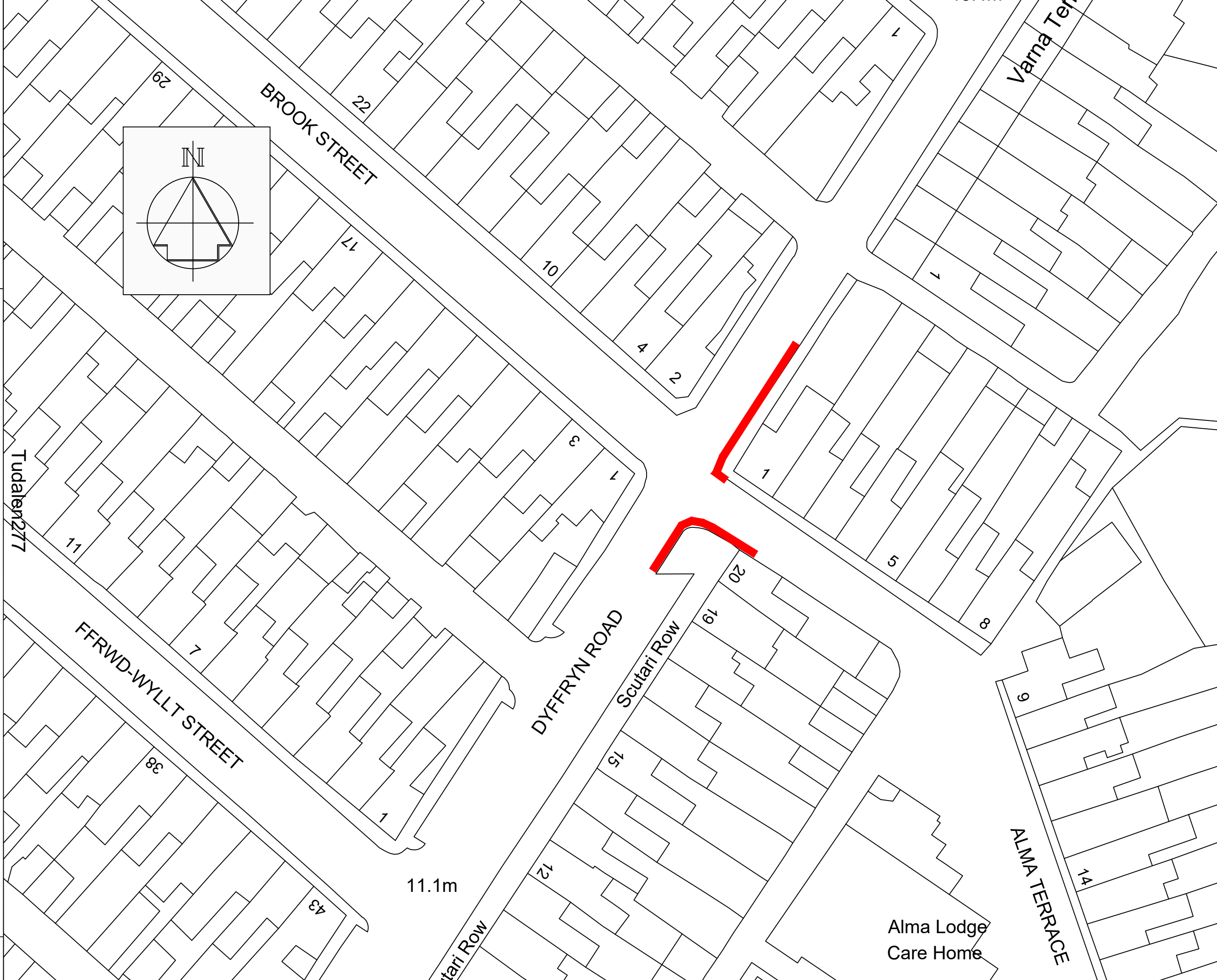
NOTES
 1. All dimensions are in millimetres unless otherwise stated.

Key:-
 Proposed No Waiting, No Loading At Any Time Order

Dwg. No.


Tudalen 277

Job Title



Rev	Details	Dr	Ch	Ap	Date

Client



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

Job Title
Proposed No Waiting, No Loading or Unloading At Any Time Alma Terrace / Dyffryn Road Taibach

File No.	TR25	Financial Code No.	26.007500.B054.266321
Drawn		Checked	MCB
Date	July 21	Date	July 21
Approved		Approved	FHH
Date	July 21	Date	July 21
Scales	NTS	Status	
Drawing No.	C3028W_01		

Alma Lodge
Care Home

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager - Highways	15/02/2022

1. Details of the initiative

	Title of the Initiative: (Dyffryn Road and Alma Terrace, Taibach) (Prohibition of Waiting, Loading and Unloading at Any Time) order 2021.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To provide a traffic regulation order to prevent indiscriminate parking in the interest of road safety at the junction of Dyffryn Road and Alma Terrace. Visibility when exiting the junction is also an issue due to parking directly on the junction especially large vans.
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 traffic regulation order will address indiscriminate parking and improve visibility at the aforementioned junction, therefore improving highway safety for all users.
1f	When and how were people consulted? If allowed to proceed. A statutory consultation exercise was undertaken in October/November 2021 with approximately 12 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, 1 objection was received.

2. Evidence

What evidence was used in assessing the initiative?

The local ward members highlighted concerns raised by residents that indiscriminate parking on Dyffryn Road at its junction with Alma Terrace was restricting visibility causing road safety concerns. The traffic regulation order was proposed to allow improved visibility for vehicles negotiating the junction and thus improve road safety.

3. Equalities

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

Protected Characteristic	+	-	+/-	Why will it have this impact?
Age			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians, wheelchairs users, mobility scooters and adapted cycles to use the existing infrastructure to access public transport and Active Travel.
Disability			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use Active Travel and

			adjacent footways helping to connect the facilities in the locality. The proposed parking restrictions have been limited mainly to Dyffryn Road to allow on street parking in Alma Terrace, thereby reducing the impact on any disabled residents of the Terrace.
Gender reassignment		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Marriage & civil partnership		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Pregnancy and maternity		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Race		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Religion or belief		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
Sex		√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.

Sexual orientation			√	There is no negative impact as the scheme will improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will encourage all user groups to use the Active Travel and the adjacent footways helping to connect the facilities in the locality.
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What action will be taken to improve positive or mitigate negative impacts?

There are no negative impacts associated with the proposal to introduce a traffic regulation order to prevent indiscriminate parking and improve visibility on Dyffryn Road at its junction with Alma Terrace. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 improve visibility and manoeuvrability at the junction, thereby allowing for free-flowing movement of motorised and non-motorised users. The scheme will also encourage pedestrians using wheelchairs, mobility scooters and adapted cycles to use the Active Travel and the 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 with their neighbours.

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

There are no negative impacts associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 between all groups.

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

Tudalen284

	+	-	+/-	Why will it have this impact?
Community Cohesion			√	There is no negative impact. Improving highway safety in this area, whilst encouraging all users within the locality to walk and cycle will help to improve community cohesion by allowing people to travel to work or education by active travel modes.
Social Exclusion			√	There is no negative impact. The scheme 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. The active travel availability in the locality will make it easier and safer for users of the active travel to cross the junction when walking for short journeys to the local facilities.

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

There are no negative impacts. The proposal will improve the junction making it safer and easier for users of the active travel in the locality. 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 are located on the carriageway, therefore the scheme does not impact the existing Flora, Fauna or 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 road markings are level with the existing carriageway surface allowing 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 road markings are composed of thermoplastic a hard wearing material and 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 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.

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
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<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 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 a safer 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>

iii. Collaboration – working with other services internal or external	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 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 was consulted upon for a period of 21-days in October / November 2021. The traffic regulation orders were advertised in the South Wales Evening Post, on the Council’s web site and Notices posted on site. A wider consultation was under taken 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 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 make 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 active travel.
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 period of 21-days in October / November 2021 was undertaken with 12 properties receiving hand delivered letters with a plan. 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.

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 introduce a traffic regulation order to prevent indiscriminate parking and improve visibility on Dyffryn Road at its junction with Alma Terrace. These measures should help to reduce negative perceptions and provide a positive impact to the locality through allowing for free-flowing movement of motorised and non-motorised users.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal which 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 associated with the scheme as the traffic regulation order will improve visibility and manoeuvrability 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 interaction.
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	<p>The proposal will help to improve highway safety and make it easier for users of the active travel route to cross the road at this location.</p> <p>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.</p>
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Overall Conclusion

Please indicate the conclusion reached:

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

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

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. This is because the parking restrictions are limited in scope and mainly apply to Dyffryn Road and as such it is considered that they do not significantly impact the residents of Alma Terrace.

11. Actions

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

Action	Who will be responsible for seeing it is done?	When will it be done by?	How will we know we have achieved our objective?
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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 member. The member is 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 record actual speed.	Data should show the actual average 85th percentile and mean speed of traffic.
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 the 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	15/02/2022
Signed off by	D. W. Griffiths	Head of Engineering & Transport	15/02/2022

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

18 March 2022

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

Matter for Decision

Wards Affected: Dyffryn

Ysgol Gynradd Abbey, Neath Abbey – Proposed Prohibition of Waiting, Loading and Unloading at Any Time traffic regulation order and No Stopping, Mon - Fri 8am – 5pm On Entrance Markings.

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 new school Ysgol Gynradd Abbey, Neath Abbey has its main entrance located on Heol Penlan. The planning approval conditions require that traffic regulation orders are considered in the interest of road safety. The traffic regulation orders will prevent indiscriminate parking at the school main entrance keeping this area clear of parked traffic, thereby improving visibility for pupils, staff and parents entering and exiting the school.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The scheme is to be funded by the Strategic School Improvement Programme.

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide a safe environment for 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 Ysgol Gynradd Abbey, Neath Abbey - Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and No Stopping, Mon-Fri 8am – 5pm On Entrance Markings (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.

Reasons for Proposed Decision:

The proposed traffic regulation order will 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 – Ysgol Gynradd Abbey, Neath Abbey, Neath Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and No Stopping, Mon - Fri 8am - 5pm On Entrance Markings.

Appendix B – Integrated Impact Assessment.

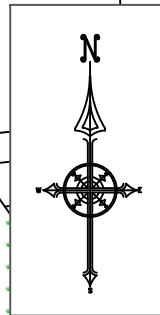
List of Background Papers:

None.

Officer Contact:

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

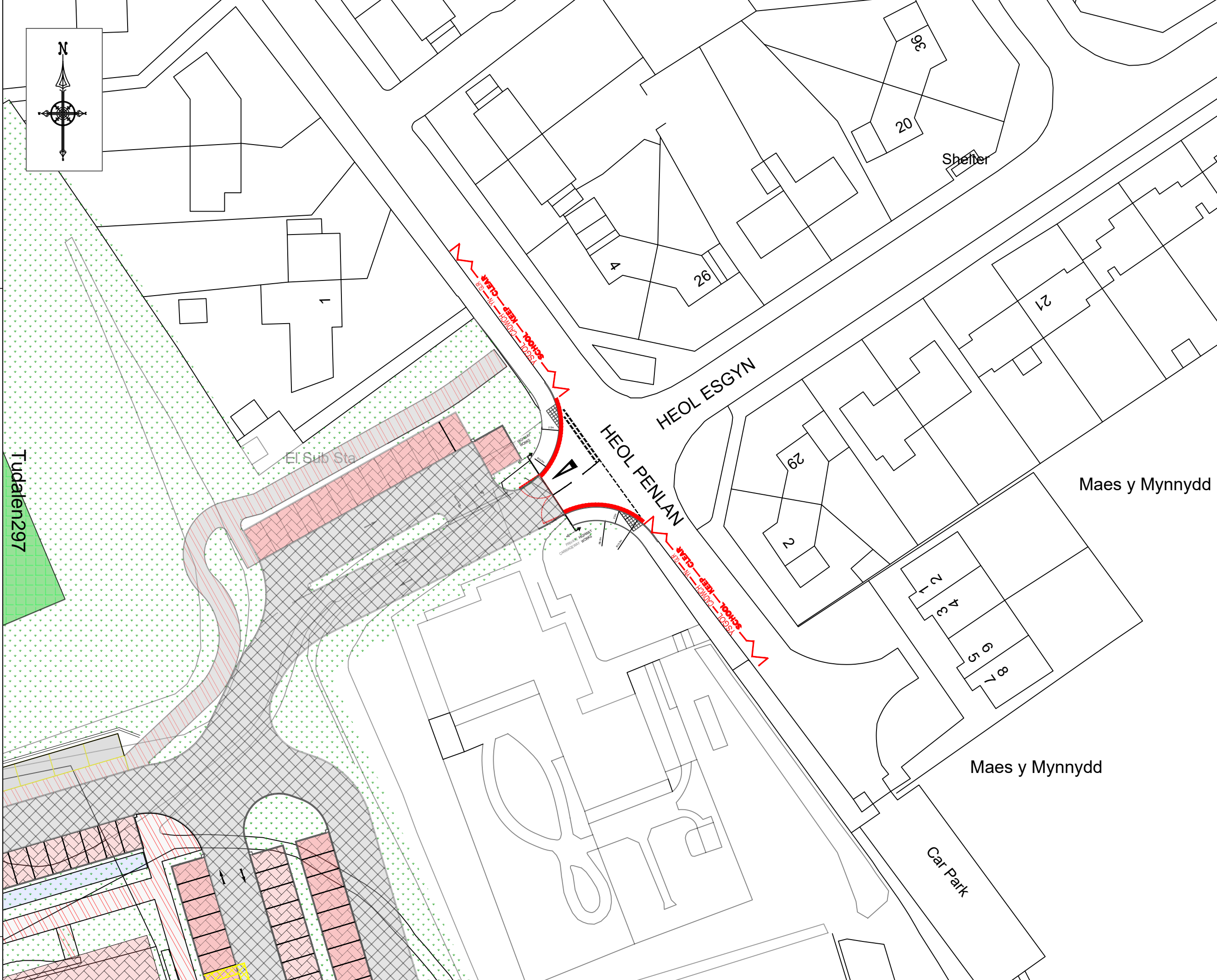
Mr Jonathan Davies
Engineering & Transport
Tel. No. 01639 686494
Email j.davies11@npt.gov.uk



Dwg. No.

Tudalen 297

Job Title



NOTES

1. All dimensions are in millimetres unless otherwise stated.

- Proposed Prohibition of Waiting, Loading or Unloading At Any Time Order.
- Proposed No stopping, Mon - Fri 8am - 5pm on Entrance markings.

Rev	Details	Dr	Ch	Ap	Date
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Client

APPENDIX A

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 **Ysgol Gynradd Abbey, Neath Abbey Neath**

Proposed Prohibition of Waiting, Loading or Unloading at Any Time traffic regulation order and No Stopping, Mon - Fri 8am - 5pm On Entrance Markings.

File No.	Financial Code No.			
Drawn JJD	Checked MCB	Approved HHH		
Date FEB'22	Date FEB'22	Date FEB'22		
Scales NTS	Status PRELIM			

Drawing No. **YGGDABBEY-GA1**

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	23/02/2022

1. Details of the initiative

	Title of the Initiative: Ysgol Gynradd Abbey, Neath Abbey – Proposed Prohibition of Waiting, Loading and Unloading at Any Time traffic regulation order and No Stopping, Mon - Fri 8am – 5pm On Entrance Markings.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: To prevent indiscriminate parking at the main entrance to Ysgol Gynradd Abbey, Neath Abbey 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 school main entrance will become safer with the prevention 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?

The planning application conditions for the new school (Ysgol Gynradd Abbey, Neath Abbey) require that traffic regulation orders are considered to prevent indiscriminate parking at the school main entrance in the interest of road safety. The traffic regulation orders will improve visibility and protect the footways and footway crossing points by keeping the area free from parked vehicles benefiting all users of the school.

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 making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Disability			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby encouraging pedestrians with mobility scooters to use the footways adjacent to the school main entrance. Visitors to the school will also be able to safely use the footways.

Gender reassignment			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Marriage & civil partnership			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Pregnancy and maternity			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Race			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel..
Religion or belief			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Sex			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.
Sexual orientation			√	There is no negative impact as the scheme will prevent indiscriminate parking thereby making the location safer for all users of the school entering and exiting the school main entrance. This will encourage all users to walk and cycle to the school and in doing so will help to promote active travel.

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 school. The street scene will be improved helping to create a positive image for school enhancing the locality. Encouraging all users to walk and cycle to and from school 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**?

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 promote both walking and cycling to school 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 promote both walking and cycling to school 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 promote both walking and cycling to school 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 to and from school. This will encourage the community to walk school 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 by removing indiscriminate parking it will help to create a more pleasant street scene for all. Improving highway safety at the school main entrance, whilst facilitating a safe footway will help to improve community cohesion by allowing people to travel to and from school 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 the school main entrance including the crossing points will encourage walking, mobility scooters, prams and buggy usage for short journeys to the school.

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 to the school. This will encourage the community to walk and cycle to school 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.
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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.

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 and enhance the journey to and from school for all users thereby helping to promote active travel modes above the use of the private car.

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
<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.</p> <p>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>
ii. Prevention – preventing problems occurring or getting worse	<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 at the school main entrance will make the highway safer for all users.</p>
iii. Collaboration – working with other services internal or external	<p>The various sections within the Council such as Highway Engineering, Highway Development Control 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.</p>
iv. Involvement – involving people, ensuring they reflect the diversity of the population	<p>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.</p>
v. Integration – making connections to maximise contribution to:	<p>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.</p>

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 school.
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
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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 school pupils.
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 walk and cycle to school 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 access the school. 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.

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 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	Date
Completed by	Hasan Hasan	Engineering Manager	23/02/22
Signed off by	D. W. Griffiths	Head of Engineering & Transport	23/02/22

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

18 March 2022

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

Matter for Decision

Wards Affected: Bryncoch South.

No. 7 Penywern Road, Neath – Proposed Individual Disabled Parking Place.

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 individual disabled parking place (IDPP) is required due to the resident meeting all the criteria required for an individual disabled parking place to be located directly outside No. 7 Penywern Road, Neath.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The IDPP is to be funded by the capital works programme.

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide an IDPP that will create a safe place for a resident to park ensuring that they can access their properties with the minimal distance to travel from vehicle to front door.

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 Individual Disabled Parking Place located at number 7 Penywern Road, Neath (as detailed in Appendix A to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised subject to the availability of funding.

Reasons for Proposed Decision:

The individual disabled parking place is required due to the resident meeting all the criteria required for an individual disabled parking place to be located outside No. 7 Penywern Road, Neath.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Individual Disabled Parking Places 2021-22
7 Penywern Road, Neath.

Appendix B – Integrated Impact Assessment.

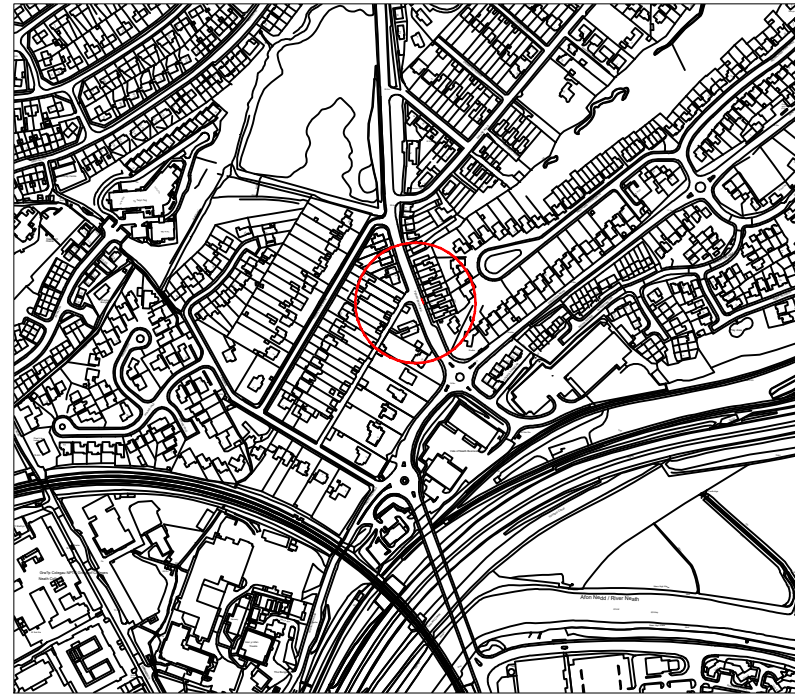
List of Background Papers:

None.

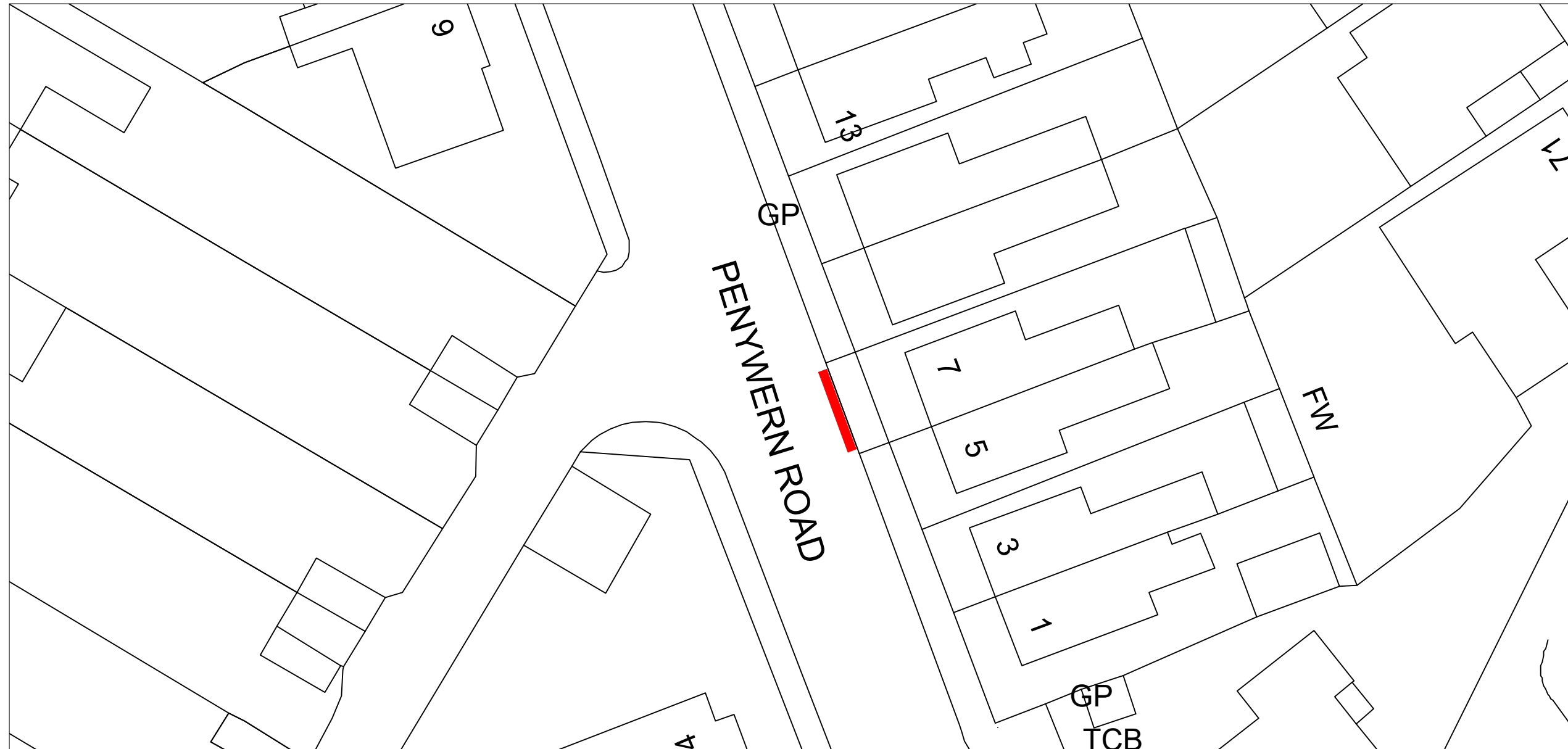
Officer Contact:

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Engineering & Transport
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Dwg. No.



NOTES

- 1. All dimensions are in millimetres unless otherwise stated.
- █ PROPOSED INDIVIDUAL DISABLED PARKING PLACE 6.0m X 2.0m

Rev	Details	Dr	Ch	Ap	Date

APPENDIX A

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
INDIVIDUAL DISABLED PARKING PLACES 2021-22
7 PENYWERN ROAD, NEATH

File No.	Financial Code No.
Drawn JJD	Checked MCB
Date FEB'22	Date FEB'22
Scales NTS	Status PRELIM

Drawing No. **IDPP-7PENYWERN**

Job Title

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	21/02/2022

1. Details of the initiative

	Title of the Initiative: No. 7 Penywern Road, Neath – Proposed Individual Disabled Parking Place.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person
1d	Is this a ‘strategic decision’? No
1e	Who will be directly affected by this initiative? The member of the public that has qualified for an IDPP and their immediate neighbours.
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?

The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The dedicated bay will assist severe mobility restricted persons to access their vehicle using the shortest distance available from their front door.

The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.

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 a positive impact to the severely disabled applicant who will now be able to park directly outside their own home.
Disability	√			There is a positive impact to the severely disabled applicant who will now be able to park directly outside their own home improving their quality of life and independence.
Gender reassignment			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Marriage & civil partnership			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Pregnancy and maternity			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

Race			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Religion or belief			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sex			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sexual orientation			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

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

The dedicated individual disabled parking bay will allow the resident the security of a parking space directly outside their property giving easy access to their front door, This will enhance their independence and quality of life without the fear that they will not be able to park on returning home.

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 provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
To advance equality of opportunity between different groups	√			There is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's homes it will give them a better sense of equality and a better chance of independence.

To foster good relations between different groups		√	There is no negative impact as the scheme will provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
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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 assist severely disabled persons that drive, thereby allowing a dedicated parking bay outside the resident's home which will give them a better sense of equality and a better chance of independence to access health care and local facilities.

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 a positive impact. The scheme by allowing an individual disabled parking bay will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
Social Exclusion	√			There is a positive impact. The scheme by allowing an individual disabled parking place will help to encourage IDPP permit holders 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.
Poverty			√	An individual disabled parking place for a disabled resident will help towards poverty exclusion as there is no charge from the Local Authority to the resident. Residents on low incomes will therefore not be impacted by the proposal.

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

There is no negative impact as the scheme will provide an Individual Disabled Parking Place to the disabled resident which will help them to be more independent to connect to the facilities in the locality. This will encourage the resident to safely travel from their house to local facilities and in doing so meet different groups and they are more likely to socially interact helping to promote wellbeing, 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			√	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.

environment, such as air quality, flood alleviation, etc.				
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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?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The dedicated bay will be maintained over the duration of the need for the resident. If circumstances change and the resident no longer needs the bay or does no longer qualify then the bay is removed.
ii. Prevention – preventing problems occurring or getting worse	The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. This will allow the resident to access health care and the local facilities on a daily basis removing the fear of being unable to park when returning home.

iii. Collaboration – working with other services internal or external	The various sections within the Council such as Highway Engineering, Customer Services and the Legal section have worked together on this initiative as well as the customer services department.
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.
v. Integration – making connections to maximise contribution to:	The scheme through the creation of an Individual Disabled Parking Place will help to improve the resident having greater integration within the local community and further afield. This also has a great impact on the resident’s mental health as they no longer need to worry about getting home and not being able to exit their specially adapted vehicle in some cases to disembark the vehicle.
Council’s well-being objectives	The proposal will create an Individual Disabled Parking Place making it easier for somebody with a severe disability to access their home and also to access with wider community ensuring a better quality of life.
Other public bodies objectives	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety for the Disabled permit holder at the registered address.

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.

10. Assessment Conclusions

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

	Conclusion
Equalities	There is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's home it will give them a better sense of equality and a better chance of independence.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal as there is no charge to the resident in implementing an Individual Disabled Parking Place.
Community Cohesion/ Social Exclusion/Poverty	There is a positive impact. The scheme by allowing an Individual Disabled Parking Place will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
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	<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.</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

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 the quality of life and independence of the resident.

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 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.

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	16/02/22
Signed off by	D. W. Griffiths	Head of Engineering & Transport	16/02/22

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

18 March 2022

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

Matter for Decision

Wards Affected: Neath East

No. 2 Geoffrey Street, Neath – Proposed Individual Disabled Parking Place.

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 individual disabled parking place (IDPP) is required due to the resident meeting all the criteria required for an individual disabled

parking place to be located directly outside No. 2 Geoffrey Street, Neath.

The proposed scheme is indicated in Appendix A.

Financial Impacts:

The IDPP is to be funded by the capital works programme.

Integrated Impact Assessment:

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

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

A full impact assessment is not required as the proposed traffic regulation order will provide an IDPP that will create a safe place for a resident to park ensuring that they can access their properties with the minimal distance to travel from vehicle to front door.

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 Individual Disabled Parking Place located at number 2 Geoffrey Street, Neath (as detailed in Appendix A to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised subject to the availability of funding.

Reasons for Proposed Decision:

The individual disabled parking place is required due to the resident meeting all the criteria required for an individual disabled parking place to be located outside No. 2 Geoffrey Street, Neath.

Implementation of Decision:

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

Appendices:

Appendix A – Plan – Individual Disabled Parking Places 2021-22
2 Geoffrey Street, Neath – Approval to advertise.

Appendix B – Integrated Impact Assessment.

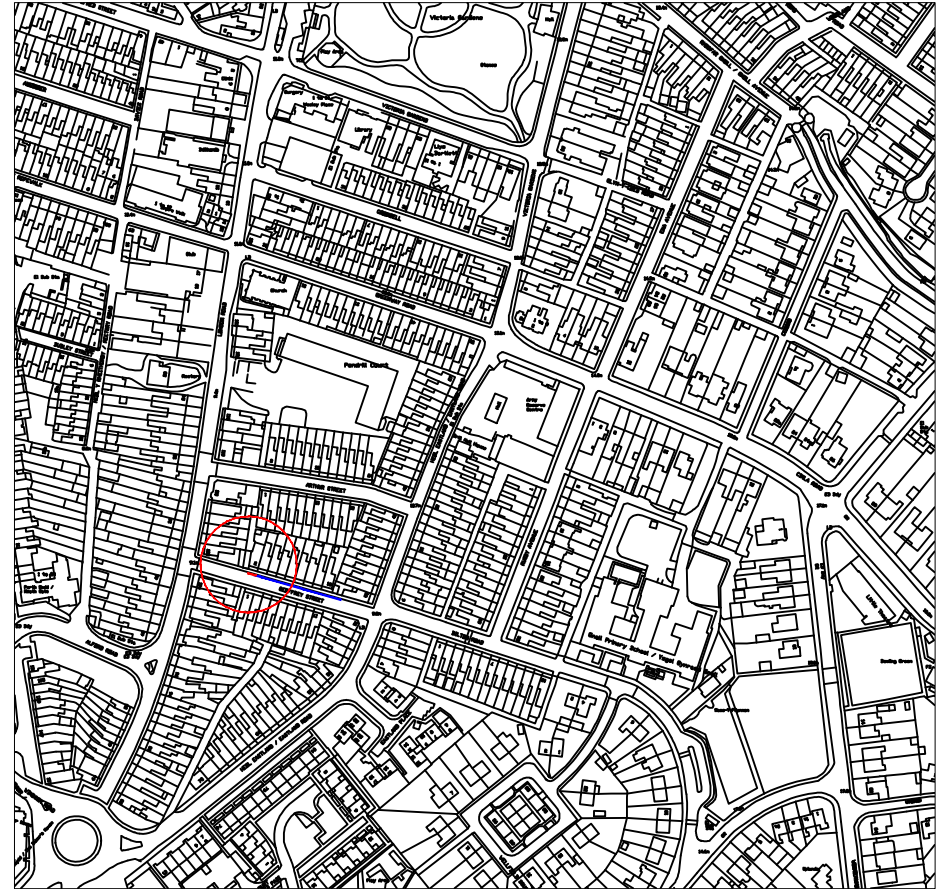
List of Background Papers:

None.

Officer Contact:

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

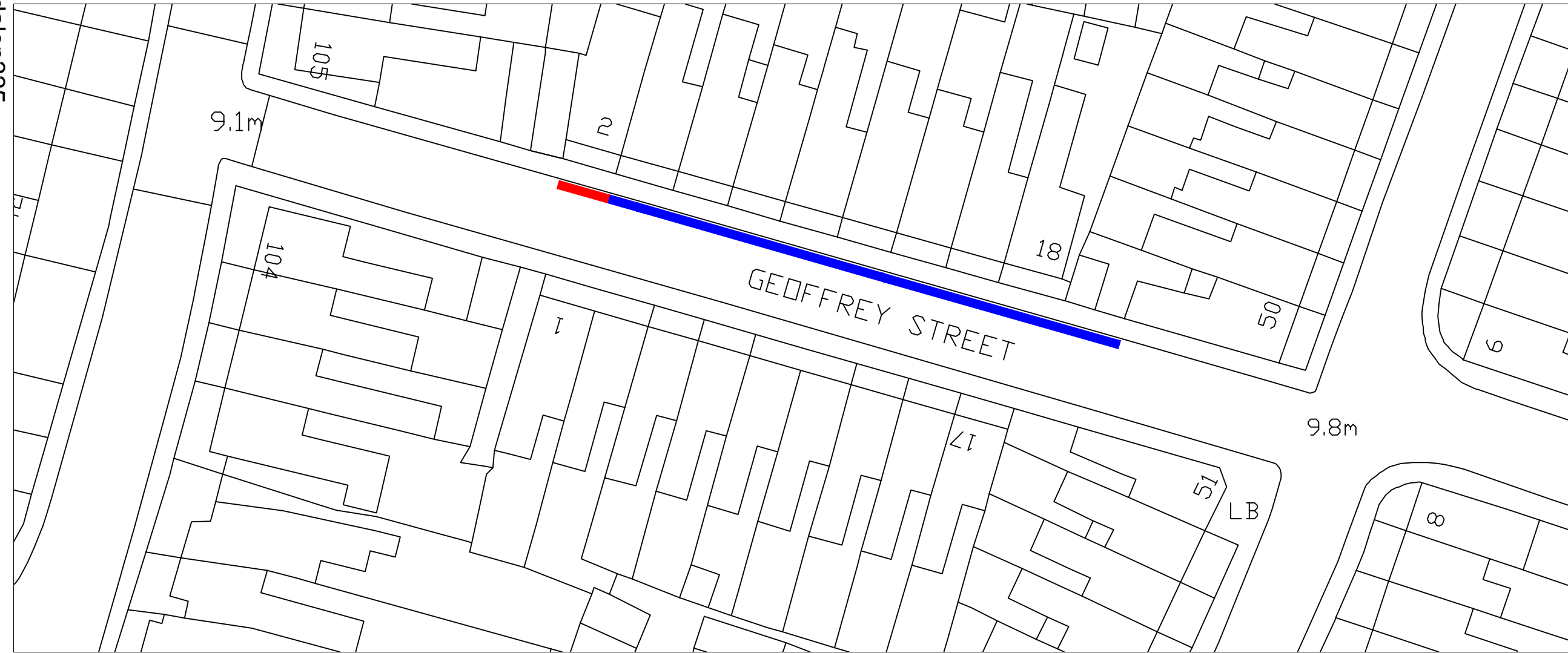
Mr Jonathan Davies
Engineering & Transport
Tel. No. 01639 686494
Email. J.davies11@npt.gov.uk



- NOTES
- All dimensions are in millimetres unless otherwise stated.
- █ EXISTING PERMIT HOLDERS ONLY PARKING
 - █ PROPOSED 5.0m x 2.0m INDIVIDUAL DISABLED PARKING PLACE.

Dwg. No.


Tudalen 335



Rev	Details	Dr	Ch	Ap	Date

Client

APPENDIX A


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
INDIVIDUAL DISABLED PARKING PLACES 2021-22
 2 GEOFFREY STREET, NEATH
 APPROVAL TO ADVERTISE

File No.	Financial Code No.			
Drawn JJD	Checked MCB	Approved HIH		
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Scales NTS		Status PRELIM		
Drawing No. IDPP-2GEOFFREYST				

Mae'r dudalen hon yn fwiadol wag

Integrated Impact Assessment (IIA)

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

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

Version Control

Version	Author	Job title	Date
	Martin Brumby	Project Manager Highways	21/02/2022

1. Details of the initiative

	Title of the Initiative: No. 2 Geoffrey Street, Neath – Proposed Individual Disabled Parking Place.
1a	Service Area: Engineering and Transport
1b	Directorate: Environment and Regeneration
1c	Summary of the initiative: The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person
1d	Is this a ‘strategic decision’? No
1e	Who will be directly affected by this initiative? The member of the public that has qualified for an IDPP and their immediate neighbours.
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?

The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The dedicated bay will assist severe mobility restricted persons to access their vehicle using the shortest distance available from their front door.

The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.

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 a positive impact to the severely disabled applicant who will now be able to park directly outside their own home.
Disability	√			There is a positive impact to the severely disabled applicant who will now be able to park directly outside their own home improving their quality of life and independence.
Gender reassignment			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Marriage & civil partnership			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Pregnancy and maternity			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

Race			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Religion or belief			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sex			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home
Sexual orientation			√	There is no negative impact to the severely disabled applicant who will now be able to park directly outside their own home

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

The dedicated individual disabled parking bay will allow the resident the security of a parking space directly outside their property giving easy access to their front door, This will enhance their independence and quality of life without the fear that they will not be able to park on returning home.

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 provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
To advance equality of opportunity between different groups	√			There is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's homes it will give them a better sense of equality and a better chance of independence.

To foster good relations between different groups		√	There is no negative impact as the scheme will provide a dedicated individual disabled parking place directly outside the applicant's property giving easy access to the front door.
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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 assist severely disabled persons that drive, thereby allowing a dedicated parking bay outside the resident's home which will give them a better sense of equality and a better chance of independence to access health care and local facilities.

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 a positive impact. The scheme by allowing an individual disabled parking bay will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
Social Exclusion	√			There is a positive impact. The scheme by allowing an individual disabled parking place will help to encourage IDPP permit holders 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.
Poverty			√	An individual disabled parking place for a disabled resident will help towards poverty exclusion as there is no charge from the Local Authority to the resident. Residents on low incomes will therefore not be impacted by the proposal.

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

There is no negative impact as the scheme will provide an Individual Disabled Parking Place to the disabled resident which will help them to be more independent to connect to the facilities in the locality. This will encourage the resident to safely travel from their house to local facilities and in doing so meet different groups and they are more likely to socially interact helping to promote wellbeing, social interaction and community cohesion.

6. Welsh

	+	-	+/-	Why will it have this effect?
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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			√	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.

environment, such as air quality, flood alleviation, etc.				
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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?

Ways of Working	Details
i. Long term – looking at least 10 years (and up to 25 years) ahead	The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. The dedicated bay will be maintained over the duration of the need for the resident. If circumstances change and the resident no longer needs the bay or does no longer qualify then the bay is removed.
ii. Prevention – preventing problems occurring or getting worse	The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person. The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life. This will allow the resident to access health care and the local facilities on a daily basis removing the fear of being unable to park when returning home.

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iii. Collaboration – working with other services internal or external	The various sections within the Council such as Highway Engineering, Customer Services and the Legal section have worked together on this initiative as well as the customer services department.
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.
v. Integration – making connections to maximise contribution to:	The scheme through the creation of an Individual Disabled Parking Place will help to improve the resident having greater integration within the local community and further afield. This also has a great impact on the resident’s mental health as they no longer need to worry about getting home and not being able to exit their specially adapted vehicle in some cases to disembark the vehicle.
Council’s well-being objectives	The proposal will create an Individual Disabled Parking Place making it easier for somebody with a severe disability to access their home and also to access with wider community ensuring a better quality of life.
Other public bodies objectives	The proposal will contribute to creating a safe, confident and resilient communities by improving highway safety for the Disabled permit holder at the registered address.

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.

10. Assessment Conclusions

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

	Conclusion
Equalities	There is a positive impact to advance the equality between different groups. The severely disabled are at a disadvantage, thereby allowing a dedicated parking bay outside the resident's home it will give them a better sense of equality and a better chance of independence.
Socio Economic Disadvantage	There are no negative impacts associated with the proposal as there is no charge to the resident in implementing an Individual Disabled Parking Place.
Community Cohesion/ Social Exclusion/Poverty	There is a positive impact. The scheme by allowing an Individual Disabled Parking Place will help to encourage IDPP permit holders to be more active in their mode of transport to the local facilities which are available to all income streams. The scheme helps to improve community cohesion by allowing permit holders to integrate more freely safe in the knowledge that they can return home to their parking space without the stress and worry they would have if they didn't have a dedicated space.
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	<p>The proposed scheme will provide a dedicated disabled parking bay directly outside the property of the disabled person.</p> <p>The traffic regulation order is required to allow the successful applicant to park directly outside their property in order to maintain their independence and quality of life.</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

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 the quality of life and independence of the resident.

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 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.

12. Sign off

	Name	Position	Date
Completed by	Hasan Hasan	Engineering Manager	16/02/22
Signed off by	D. W. Griffiths	Head of Engineering & Transport	16/02/22

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