



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

6th December 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Alltwen

Proposed Prohibition of Waiting at Any Time Traffic Regulation Order: Bryngolau, Alltwen

Purpose of the Report:

To consider an objection received for the implementation of a proposed Prohibition of Waiting at Any Time Traffic Regulation Order on Bryngolau, Alltwen, Pontardawe following public consultation.

Executive Summary:

The report outlines the proposed Traffic Regulation Order that was publicly advertised which has resulted in an objection being received.

Background:

The Traffic Regulation Order is required to prohibit vehicles parking from a point approximately 10 metres east of its junction with Alltwen Hill for a distance of approximately 30 metres in an easterly direction on the north side. Also to prohibit vehicles parking from a point approximately 10 metres east of its junction with Alltwen Hill for a distance of approximately 20 metres in an easterly direction on the south side. This will improve road safety and alleviate access issues to properties in Bryngolau, which they experience due to

indiscriminate parking and is a particular problem during the school drop off and pick up times. 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 provides an improved road safety benefit with negligible detriment to neighbouring properties.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The proposals were advertised for a 21-day period between 3rd October and 24th October 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, one objection has been received expressing concern that the proposed traffic regulation order would result in the problem being pushed to another street such as Lon Tanyrallt or Graig Road and that it would be taking away parking places for visitors to their property or their neighbours property or the nursing home nearby.

The local Member has been consulted and supports the scheme as advertised.

Recommendations:

That the objection is overruled and the proposed Prohibition of Waiting at Any Time Traffic Regulation Order at Bryngolau, Alltwen, Pontardawe be implemented as advertised with the Objector informed of the decision.

Reasons for Proposed Decision:

The objector would suffer little inconvenience as they have individual off-street parking for multiple vehicles alongside the objectors' property, the same for the neighbours' property and the nursing home has a substantial car park.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: *C9836A Bryngolau, Alltwen, Pontardawe - Proposed Prohibition of Waiting at Any Time Order*

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

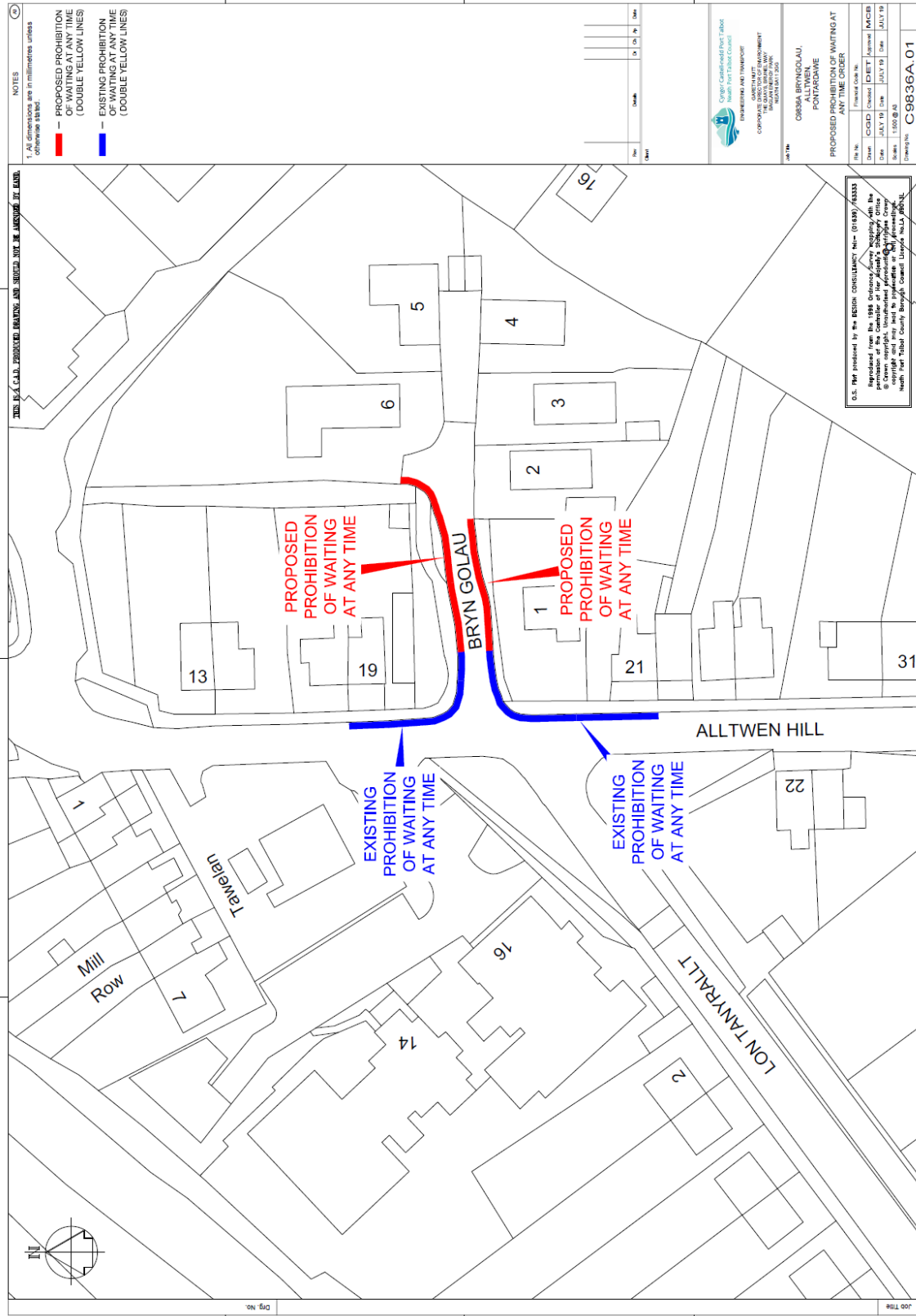
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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Prohibition of Waiting At Any Time Traffic Regulation Order on Bryngolau, Alltwn, Pontardawe
Service Area: Alltwn (Alltwn Ward)
Directorate: Environment

2. Does the initiative affect:

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

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

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

4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		✓				
Treating the Welsh language no less favourably than English		✓				

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity		✓				
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.		✓				

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	✓		The proposed scheme will improve visibility for vehicle users negotiating the junction from all angles.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will provide a safer environment regarding road safety.
Involvement - how people have been involved in developing the initiative	✓		Members of the public had approached the local member with their concerns regarding parking around this junction and it was thus included in the capital programme for implementation. A combined effort between Highways Engineering and Legal Services took the scheme forward. The neighbouring residents surrounding the junction of Cimla Crescent, Chestnut Road and Holly Road have been consulted, with one objection received.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highway Engineering team and the legal section team have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will provide improved visibility and a safer road safety element to all using the junction.

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

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
A full impact assessment is not required as the proposed traffic regulation orders provide a road safety benefit whilst having minimal adverse effect to neighbouring properties.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	1.11.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19