



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: Cwmllynfell

Proposed Traffic Calming Measures Traffic Regulation Order: Gwilym Road, Cwmllynfell

Purpose of the Report:

To consider the objections received following public consultation for the implementation of traffic calming measures on Gwilym Road as indicated in Appendix A.

Executive Summary:

The report outlines the proposed Traffic Regulation Order that was publicly advertised and the objections received.

Background:

Residents of Gwilym Road and the local Member had raised concerns regarding traffic speed entering the village. A proposed traffic calming scheme has been designed to help reduce vehicle speed with a series of speed cushions on the entry to the village from the north.

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 Orders 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 9th & 30th September 2019.

Risk Management Impacts:

No implications.

Consultation:

Following a three-week consultation exercise, one support letter and one objection letter were received. A summary of the objection letter received is given below:-

The objector wishes that the objection be regarded as mild because in the objector's opinion the benefits of the scheme do not outweigh the local nuisance that would be caused by its introduction. The objector raised concerns that the proposed traffic calming scheme should be extended into the

neighbouring borough to protect the cycleway/footway crossing of Gwilym Road.

A response to the above objection is given below:-

The local Member approved the implementation of speed cushions along Gwilym Road as advertised in Appendix A.

The scheme is designed to reduce speed and improve safety for pedestrians, cyclists and motorists.

The proposed scheme includes for a set of speed cushions in advance of the cycleway/footway crossing of Gwilym Road.

Recommendations:

That the objection is overruled and the proposed traffic calming measures (Traffic Regulation Order) on Gwilym Road be implemented on site, as advertised, and that the objector is informed accordingly.

Reasons for Proposed Decision:

To reduce speed in the interest of highway safety.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Gwilym Road, Cwmllynfell - Traffic Calming – General Arrangement

Appendix B – First Stage IIA

List of Background Papers:

None

Officer Contact:

Martin Brumby, Project Manager Highways - Engineering & Transport

Tel. No: 01639 686013

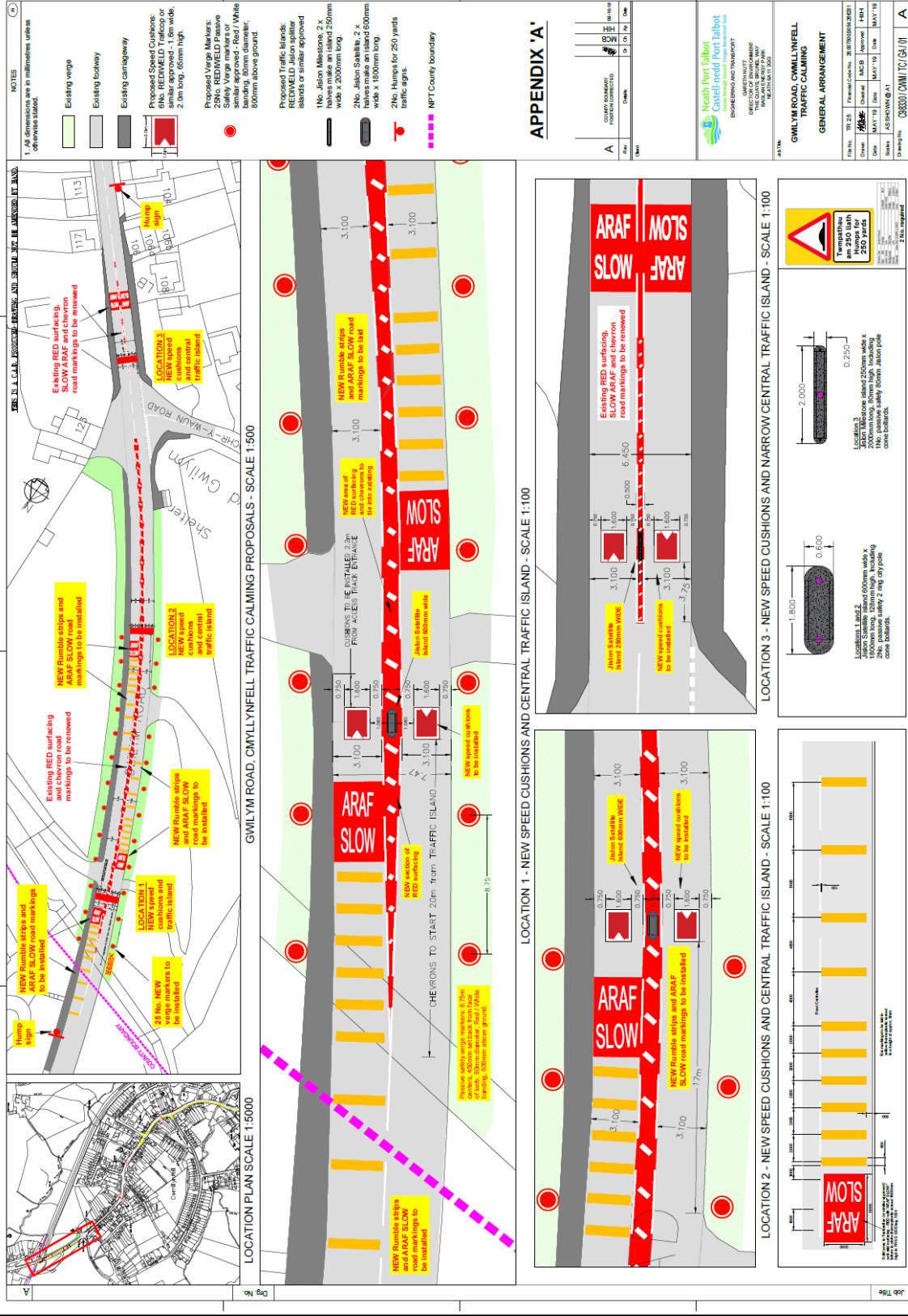
Email: environment@npt.gov.uk

Adrian Isaac, Senior Assistant Engineer - Engineering & Transport

Tel. No: 01639 686467

Email: environment@npt.gov.uk

Appendix A



1918 04/2019 23/05/2019 Traffic Calming Plan - TR 23 - C88337/CMI/TC/GA/01

Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Proposed Traffic Calming Measures (Traffic Regulation Order) on Gwilym Road, Cwmllynfell	
Service Area:	Cwmllynfell
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 reduce vehicular speeds in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways sections along with the local member for Cwmllynfell and the legal section have worked together on this initiative.
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 reduce vehicular speeds in the interest of road safety.

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 provides an improved road safety benefit with negligible detriment 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	12.11.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19