

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

14th April 2023

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

Matter for Decision

Wards Affected: All

Traffic Capital Programme 2023-2024: Proposed Traffic Regulation Orders.

Active Travel Schemes 2023-2024: Proposed Traffic Regulation Orders.

Individual Disabled Parking Places (IDPP) 2023-2024: Proposed Traffic Regulation Orders.

Welsh Government 20 mph Default Speed Limit National Roll Out 2023-2024: Proposed Traffic Regulation Orders.

Purpose of the Report:

To obtain Members approval to advertise the traffic regulation orders associated with the Council's Traffic Capital Programme, the Welsh Government funded Active Travel Programme, the Council's Individual Disabled Parking Places (IDPP) and the Welsh Government funded 20 mph Default Speed Limit programme as indicated in Appendix A, Appendix B, Appendix C and Appendix D.

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.

The Individual Disabled Parking Place (IDPP) consists of priority parking bays directly outside the residents property allowing easy access for those residents that meet the Council's current criteria. The proposals, if implemented require a legal traffic regulation order to be made to create a formal on street parking bay.

The 20 mph Default Speed limit national rollout is approved by the Welsh Government and consists of measures to revise speed limits across the borough associated dealing with roads that do not conform to the default by nature of no street lighting, buffer zones and any other speed limit rationalisation required to bring the borough highway network in line with the overall strategy.

The proposals, if implemented require various legal traffic regulation orders to be made to align the highway network with the overall strategy.

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.

Following identification of eligible properties for Individual Disabled Parking Places (IDPP), permission has to be sought from members for approval to advertise any scheme prior to making Legal orders.

Following confirmation of funding of the Welsh Government 20 mph Default Speed Limit national rollout programme, 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 2023-2024.

The Active Travel Programme 2023-2024 will be funded by the Welsh Government.

The Individual Disabled parking Places (IDPP) will be funded by the Capital Works Programme 2023-2024.

The Welsh Government 20 mph Default Speed Limit national rollout programme 2023-2024 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 E, 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 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, the Active Travel Programme, the Individual Disabled Parking Places (IDPP) Programme and the Welsh Government 20 mph Default Speed Limit national rollout 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 following, to be advertised in accordance with the statutory requirements:

Traffic Capital Programme 2023-2024 (as detailed in Appendix A to the circulated report)

Active Travel Programme 2023-2024 (as detailed in Appendix B to the circulated report)

Individual Disabled Parking Places (IDPP) Programme 2023-2024 (as detailed in Appendix C to the circulated report)

Welsh Government 20 mph Default Speed Limit national rollout Programme 2023-2024 (as detailed in Appendix D to the circulated report)

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 Environment, Regeneration and Streetscene Services Cabinet Board for a decision.

Reasons for Proposed Decision:

The schemes are necessary in the interest of road safety, providing speed reduction, promoting Active Travel, IDPP priority on street parking bays 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 2023-2024.

Appendix B – Summary of the proposed schemes for the Active Travel Programme 2023-2024.

Appendix C – Any eligible property in the Individual Disabled Parking Places (IDPP) Programme 2023-2024.

Appendix D – Any speed limit revision required across the borough as a consequence of the Welsh Government 20 mph Default Speed Limit national rollout programme 2023-2024

Appendix E – Integrated Impact Assessment.

List of Background Papers:

None.

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