



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **CABINET**

**10<sup>th</sup> July 2024**

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

**Matter for Decision**

**Wards Affected: Cymer and Glyncorrwg**

**C250 FROM CYMMER TO GLYNCORRWG AND CYMMER ROAD,  
GLYNCORRWG (REVOCATION) AND (40MPH SPEED LIMIT)  
ORDER 2024.**

**Purpose of the Report:**

To consider the objection received following the advertisement of the C250 from Cymmer to Glyncorrwg and Cymmer road, Glyncorrwg (revocation) and (40mph speed limit) order 2024, as indicated in Appendix A.

**Executive Summary:**

The report outlines the proposed 40mph Speed Limit Traffic Regulation Order which was formally advertised resulting in the objection being received.

## **Background:**

The Welsh Government have implemented a national roll out of a revision to the default speed limit of 30mph.

The new default speed limit in lit areas across Wales will be 20mph not 30mph as previously. This happened in September 2023 with the new default limits becoming operational.

Where roads have a new default speed limit of 20mph it has created a situation such as the C250 from Cymmer to Glyncoed and Cymmer road where you have a section of road that is national speed limit immediately dropping to a 20mph default speed limit. It is proposed to create a buffer speed limit of 40mph in advance of the existing 20mph default speed limit to deter heavy braking which could in turn lead to collisions.

## **Financial Impacts:**

The scheme is to 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 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 all highway users.

**Valleys Communities Impacts:**

There are 'No Implications' associated with this report.

**Workforce Impacts:**

There are 'No Implications' associated with this report.

**Legal Impacts:**

The proposal was advertised for a 21-day period between the 14<sup>th</sup> February 2024 and the 6<sup>th</sup> March 2024.

**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 14<sup>th</sup> February 2024 and the 6<sup>th</sup> March 2024.

There were 654 letters and plans hand delivered to the properties in the village of Glyncorrwg.

We received 1 objection to the scheme which is summarised below :-

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

- a) A resident states that people will not stick to the 20mph speed limit anyway regardless of what we do. The road has many give way junctions that encourage people to slow down and we are to leave well alone.

The local member has been consulted and fully supports 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 objection is overruled to the C250 from Cymmer to Glyncorrwg and Cymmer road, Glyncorrwg (revocation) and (40mph speed limit) order 2024, (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector will be notified of the decision accordingly.

**Reasons for Proposed Decision:**

The Order is necessary to provide a buffer speed limit of 40mph in advance to the 20mph default speed limit on small sections of the highway that were previously national speed limit 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 – C250 From Cymmer to Glyncorrwg and Cymmer road, Port-Talbot – Proposed 40mph Buffer speed limit – Preliminary Layout

Appendix B – Integrated Impact Assessment.

**List of Background Papers:**

None.

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