



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

25th October 2019

Report of the Head of Engineering & Transport

David W. Griffiths

Matter for Decision

Wards Affected: Gwaun-Cae-Gurwen and Pontardawe

Traffic Regulation Order 2019

Heol y Gors, Cwmgors and Pontardawe Road, Rhyd y Fro, (Revocation) and (40mph Speed Limits)

Purpose of the Report:

To consider the objection received following the advertisement of the above scheme, as indicated in Appendix A

Executive Summary:

One letter objecting to the scheme was received.

One email supporting the scheme were received with comments

The report outlines the objections and the recommendations for the scheme.

Background:

The proposed Traffic Regulation Order is required to create a 40mph speed limit 'buffer zone' in order that the speed limit reduces from 60mph to 40mph and then from 40mph to 30mph on the approach to Cwmgors in the interest of road safety.

The proposal will provide a safer environment for motorists, pedestrians, cyclists and local residents, in particular slowing vehicle speeds on the approach to Cwmgors from the Pontardawe direction.

Financial Impacts:

The work will be funded by the Welsh Government Capital Road Safety Grant.

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 benefit for the local community.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No implications.

Legal Impacts:

The scheme was advertised for a 21-day period as part of the statutory process.

Risk Management Impacts:

No implications.

Consultation:

A consultation exercise was carried out when the scheme was advertised in August 2019.

One letter of objection to the scheme was received: The resident objects to the scheme stating that they would like the speed limit reduced from 60mph to 40mph for the full length of the A474 between Cwmgors and Rhyd-y-Fro.

One e-mail in support of the scheme was received with comments: The resident supports the scheme but would also like the speed limit reduced from 60mph to 40mph for the full length of the A474 between Cwmgors and Rhyd-y-Fro.

The Police fully support the proposals for the 40mph speed limit 'buffer zone'. The Police would not support reducing the 60mph speed limit to 40mph for the full length of the A474 as requested by the objector as they feel this would encourage overtaking.

The three local Members have been consulted and they support the comments received from the public in both the letter and the email. However, the Members accept the comments received from the Police and are prepared to overrule the objection because the reduction in speed limit when entering Cwmgors will provide a benefit to road safety.

Recommendations:

That the objection be overruled and the Traffic Regulation Order at Heol y Gors, Cwmgors and Pontardawe Road, Rhyd-y-Fro (Revocation) and (40mph Speed limits) Traffic Regulation Order 2019 be implemented on site as previously advertised.

That the objector be informed of the decision.

Reasons for Proposed Decision:

To provide a safer environment for residents, motorists, pedestrians and cyclists by reducing the speed limit on the approach to Cwmgors.

Implementation of Decision:

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

Appendices:

Appendix A - Plan: Road Safety Grant 2019/20 - A474 Cwmgors to Pontardawe – Heol-y-Gors, Cwmgors & Pontardawe Road, Rhyd-y-Fro – Proposed 40mph Speed Limit
Appendix B – First Stage IIA

List of Background Papers:

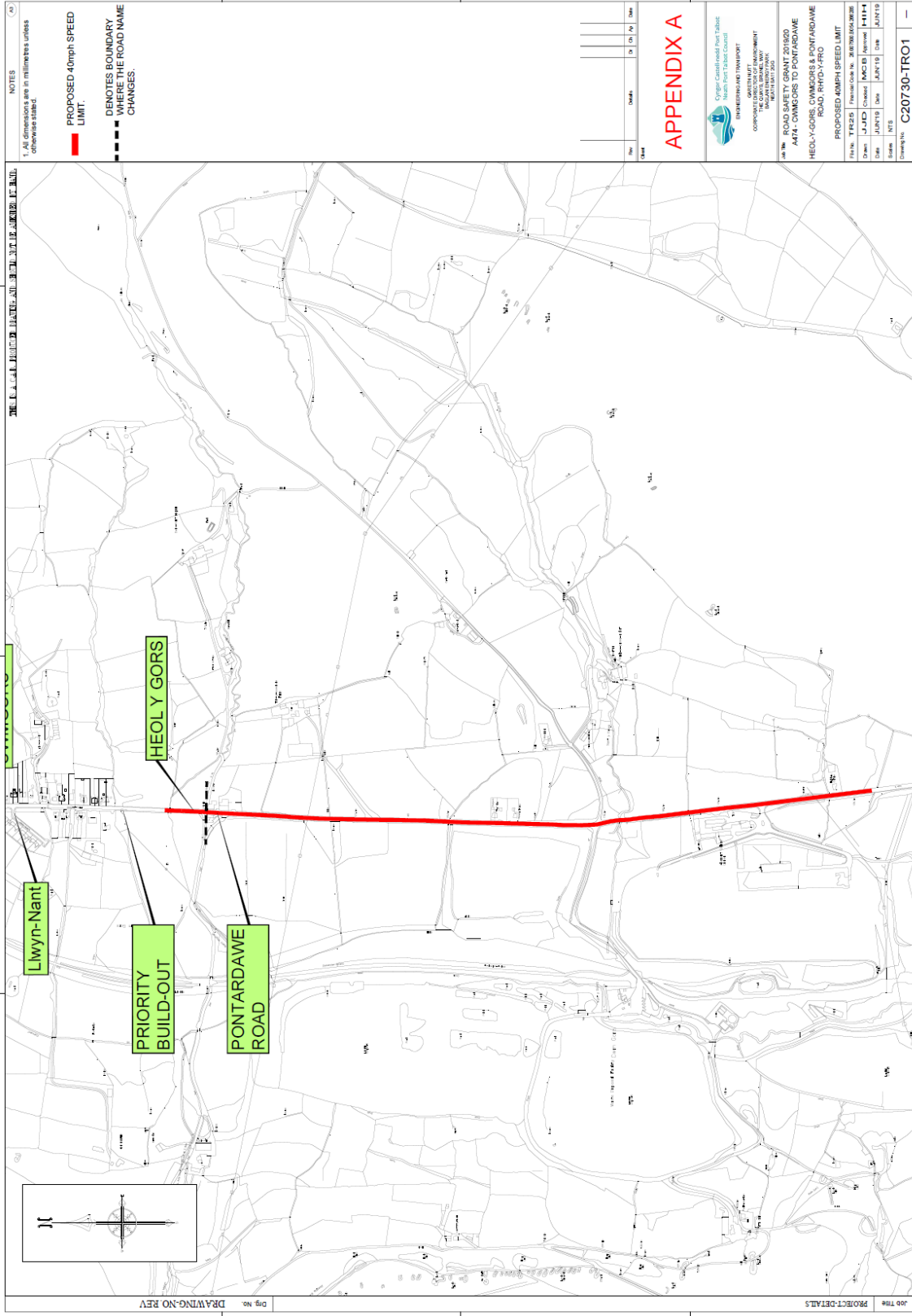
None

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Appendix A



Appendix B

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Heol y Gors, Cwmgors and Pontardawe Road, Rhyd-y-Fro revocation and 40mph speed limits Traffic regulation order 2019
Service Area: Gwaun-Cae-Gurwen and Pontardawe
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 used) / 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 slow vehicles down approaching the 30mph speed limit at Cwmgors. It will also benefit the users of abernant centre for enterprise in the interest of road safety.
Integration - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will slow vehicles down approaching the 30mph speed limit at Cwmgors. It will also benefit the users of abernant centre for enterprise in the interest of road safety.
Involvement - how people have been involved in developing the initiative	✓		The Highways section along with the local members for Gwaun-Cae-Gurwen and Pontardawe, Road safety department 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 Highways section along with the local members for Gwaun-Cae-Gurwen and Pontardawe, Road safety department and the legal section have worked together on this initiative.
Prevention - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will reduce traffic speeds on the approach to Cwmgors 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 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	4.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	4.10.19