



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

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

### **Streetscene & Engineering Cabinet Board**

6<sup>th</sup> December 2019

### **Report of the Head of Engineering & Transport**

David W. Griffiths

#### **Matter for Decision**

**Wards Affected:** Margam

**Proposed 30mph and 50mph Speed Limits:**  
**Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38), Margam, Port Talbot**

#### **Purpose of the Report:**

To obtain Members' approval to advertise the above scheme, as indicated in Appendix A.

#### **Executive Summary:**

The report outlines the proposed Order and the reason why the Order is required.

#### **Background:**

The reduction of the existing National speed limit on A48 Margam Roundabout is required to complement the existing 50mph speed limit on A48 Margam Road and A4241 Harbour Way. The reduced speed limit will create a buffer zone to the proposed 40mph speed limit on the A48 adjacent to Margam Park.

#### **Financial Impacts:**

The work will be funded from the Capital Programme Steering Group (CPSG).

## **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 reduction in speed limit will provide a benefit for the local community. The proposed scheme will reduce vehicular speeds in the interest of highway safety and will encourage cycling and walking in the area.

## **Valleys Communities Impacts:**

No implications.

## **Workforce Impacts:**

No implications.

## **Legal Impacts:**

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

## **Risk Management Impacts:**

No implications.

## **Consultation:**

A consultation exercise will be undertaken when the scheme is advertised.

## **Recommendations:**

That approval to advertise the proposed 30mph and 50mph speed limits on Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38) is granted.

The proposed Traffic Orders to be advertised and if no objections are received, the proposal is to be implemented on site.

**Reasons for Proposed Decision:**

To reduce vehicular speeds 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: Proposed 30mph and 50mph Speed Limits Margam

Appendix B – First Stage IIA

**List of Background Papers:**

None.

**Officer Contact:**

Martin Brumby, Project Manager Highways - Engineering & Transport

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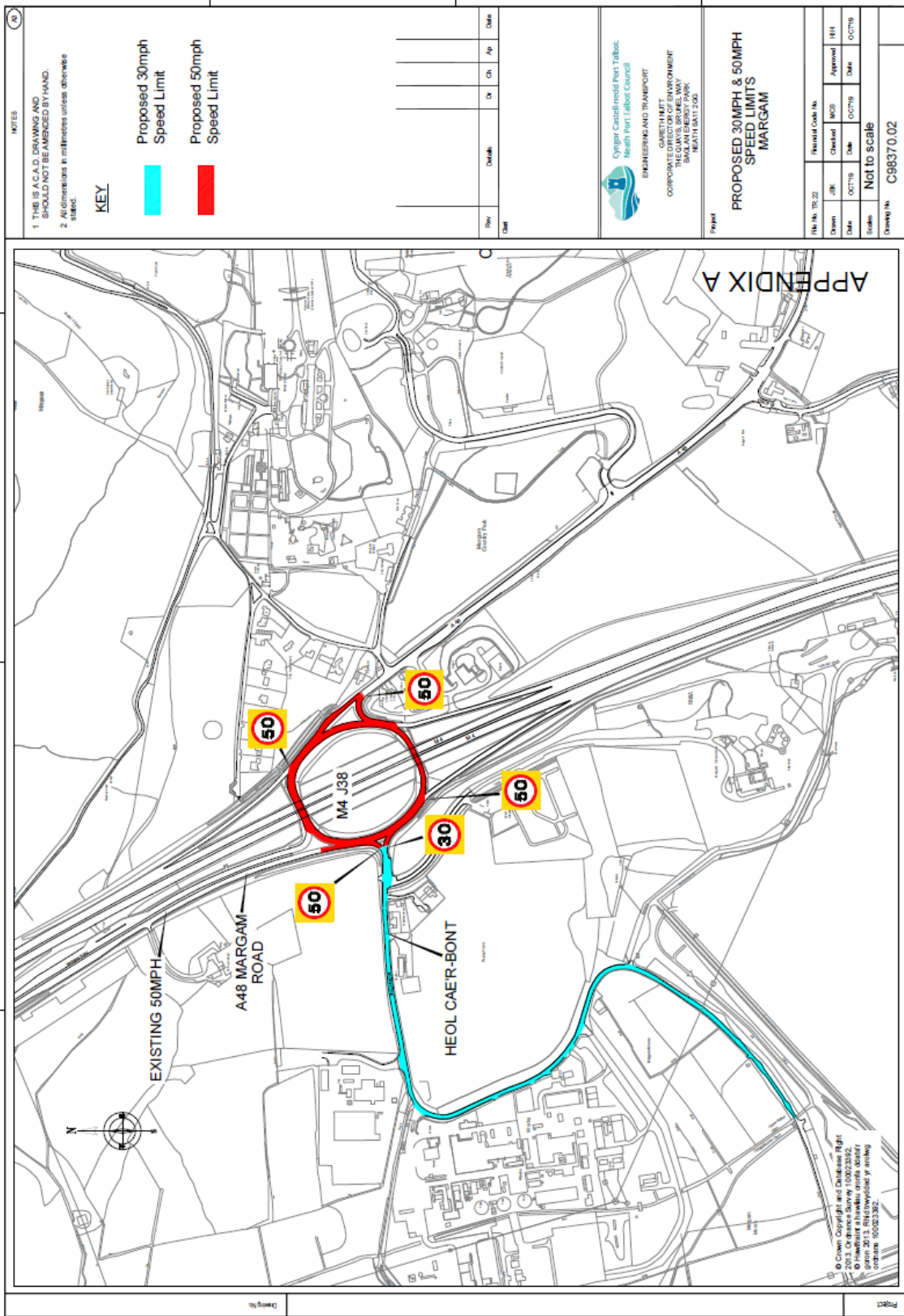
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# Appendix A



**NOTES**

- 1 THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.
- 2 All dimensions in millimetres unless otherwise stated.

**KEY**

- Proposed 30mph Speed Limit
- Proposed 50mph Speed Limit

Rev	Details	Dr	Ch	Ap	Date

**Client**

Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council  
ENGINEERING AND TRANSPORT

**Project**

GARETH MITT  
CORPORATE DIRECTOR OF ENVIRONMENT  
TRUCK AND TRAILER PARK  
MARGAM INDUSTRIAL PARK  
NEATH SA11 2AG

**PROPOSED 30MPH & 50MPH SPEED LIMITS MARGAM**

Item	CHK	Checked	MS	Approved	HT
Date					
Date					
Date					
Scale	Not to scale				
Drawing No.	C98370.02				

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# Appendix B

## Impact Assessment - First Stage

### 1. Details of the initiative

Initiative description and summary: Heol Cae'r Bont and A48 Margam Roundabout (M4 Junction 38) – Proposed 30mph and 50mph Speed Limits
Service Area: Margam
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
<b>Long term</b> - how the initiative supports the long term well-being of people	✓		The proposed scheme will reduce vehicular speeds in the interest of highway safety.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	✓		The proposed scheme will reduce vehicular speeds in the interest of highway safety.
<b>Involvement</b> - how people have been involved in developing the initiative	✓		The Highways section, Local Member for Margam and the Legal section have worked together on this initiative.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	✓		The Highways section, Local Member for Margam and the Legal section have worked together on this initiative.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	✓		The proposed scheme will reduce vehicular speeds in the interest of highway 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 reduction in speed limit will provide a benefit for the local community. The proposed scheme will reduce vehicular speeds in the interest of highway safety and will encourage cycling and walking in the area.	

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

	Name	Position	Date
Completed by	Hasan I. Hasan	Engineering Manager	30.10.19
Signed off by	David W. Griffiths	Head of Engineering & Transport	13.11.19