



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

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

**Streetscene & Engineering Cabinet Board**  
28<sup>th</sup> February 2020

**Report of the Head of Engineering & Transport**  
David W. Griffiths

### **Matter for Decision**

**Wards Affected:** Margam

**Proposed 30mph and 40mph Speed Limits Traffic Regulation Order:  
A48, Ten Acre Wood, Margam Orangery access Lane and Grugwylt Fawr,  
Margam, Port Talbot**

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

To consider the objections and comments received following the advertisement of the above scheme, as indicated in Appendix A.

### **Executive Summary:**

Two emails and one letter objecting to the scheme (in part) were received.

The report outlines the requests and comments and the recommendations for the scheme.

### **Background:**

The local Member, residents and the Police have raised concerns of high speeds on the A48 Margam.

The reduction to the existing National Speed Limit on the A48 Margam is required to implement a safe crossing point for cyclists and pedestrians to access the facilities at Margam Park.

During the initial consultation in October 2019, three residents of Ten Acre Wood requested to have the speed limit reduced to 20mph. This was considered not feasible with a 30mph speed limit recommended to be introduced on Ten Acre Wood which was advertised in January 2020.

### **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. The scheme will encourage cycling and walking in the area.

### **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 undertaken in January 2020.

Two emails and one letter objecting to the scheme (in part), but requesting a 20mph speed limit on Ten Acre Wood were received.

The objections and comments have been discussed with the local Councillor who supports the proposed 30mph speed limit on Ten Acre Wood, Margam Orangery Access Lane and Grugwyllt Fawr.

## **Recommendations:**

That the proposed 40mph Speed Limit (Traffic Regulation Order) on A48, Margam, Port Talbot (as detailed in Appendix A to the circulated report) to be implemented on site.

It is recommended that the objections are overruled and the 30mph Speed Limit (Traffic Regulation Order) on Ten Acre Wood, Margam Orangery Access Lane and Grugwyllt Fawr, Margam, Port Talbot (as detailed in Appendix A to the circulated report) be implemented on site as advertised. The objectors to be informed of the decision accordingly.

## **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 40mph Speed Limit – A48 Margam

Appendix B – First Stage IIA

## **List of Background Papers:**

None.

**Officer Contact:**

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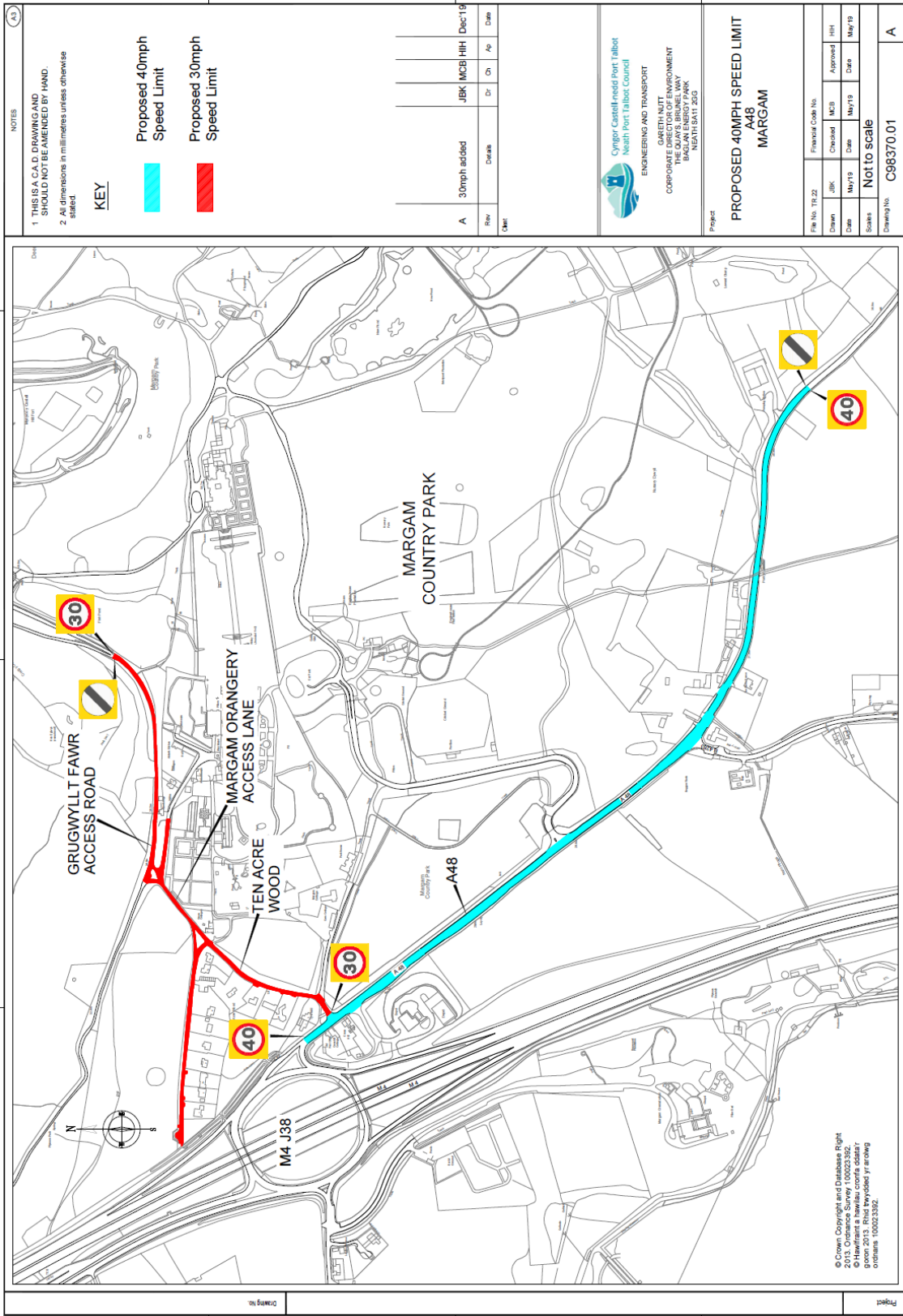
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# Appendix A



# Appendix B

## Impact Assessment - First Stage

### 1. Details of the initiative

<b>Initiative description and summary: Proposed 30mph and 40mph Speed Limits – A48 and Ten Acre Wood, Margam, Port Talbot</b>
<b>Service Area: Margam</b>
<b>Directorate: Environment &amp; Regeneration</b>

### 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.						
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**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. The scheme 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	6.2.20
Signed off by	David W. Griffiths	Head of Engineering & Transport	6.2.20