

**NEATH PORT-TALBOT COUNTY BOROUGH COUNCIL  
STREETSCENE AND ENGINEERING CABINET BOARD**

**24th September 2021**

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

**Matter for Decision**

**Wards affected: Aberdulais and Cadoxton**

**20 mph Speed Limit Traffic Regulation Order at Cilfrew Village,  
Neath.**

**(Various Streets, Cilfrew) (Revocation) and (20 mph Speed Limits)  
Order 2021**

**Purpose of Report**

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

**Executive Summary**

The report outlines the comments received and the recommendations for the scheme

**Background**

The proposed traffic regulation order is required to help reduce traffic speed in the interest of road safety. The proposed 20 mph speed limit throughout the village will create a safer environment for all encouraging walking and cycling to and from the local amenities and the two schools.

The proposed scheme is indicated in Appendix A.

## **Financial Impact**

The scheme 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 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 benefit to the Community.

## **Valleys Community Impacts**

There are '**No implications**' associated with this report.

## **Workforce Impacts**

There are '**No Implications**' associated with this report.

## **Legal Impacts**

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

## **Risk Management Impacts**

There are no risk management impacts associated with this report.

## **Consultation**

A consultation exercise was undertaken in June 2021 with approximately 500 properties receiving hand delivered letters with a plan.

The number of correspondence received by the closure date was 9 (2%) with the number supporting the scheme = 4 (44%), the number objecting to the scheme = 4 (44%) and the number unsure about the scheme = 1 (11%).

Some of the comments received included the following:-

The current 20 mph speed limit makes no difference to how fast people drive.

A resident would like to see speed cameras to enforce the limit.

The roads are busier with cars going faster with a resident worried about children attending the schools due to the speed of the traffic.

A resident considers that it is impossible to cross the road due to the volume and speed of traffic with the need for average speed cameras.

The real issue is not speed but congestion and parking at school time.

There are no firm figures showing speeding in the village is an issue.

The speeds of 40 mph were reached by minimal drivers.

Do the accidents warrant such action of a 20 mph speed limit in the village?

Keeping to the 20 mph speed limit will increase the amount of noise and particulate pollution.

The new speed limit will not tackle the problem of a few individuals speeding.

A speed limit of 30 mph on Penscynor Road is perfectly acceptable.

The new 20 mph speed limit if enforced will have a negative effect on residents who just want to get to work and those that speed will still do so.

The existing traffic calming has had little effect,

There is no rational or reason produced to support a 20 mph speed limit.

The proposals are unnecessary and over intensive like using a sledgehammer to crack a nut.

There is no public appetite to support the proposals.

Cameras are required otherwise the speed limit will be ignored.

The objections have been discussed with the local Councillors who support the proposed traffic regulation order as advertised.

## **Recommendations**

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the proposed 20 mph Speed Limit Traffic Regulation Order at Cilfrew Village, Neath (Various Streets, Cilfrew) (Revocation) and (20 mph Speed Limits) Order 2021 (as detailed in Appendix A to the circulated report) and the scheme be implemented on site as advertised. The objectors to be informed of the decision accordingly

## **Reason for Proposed Decision**

To help reduce traffic speed 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 – Proposed 20 mph speed limit, Cilfrew.

Appendix B – Integrated Impact Assessment.

## **Background Papers**

None.

## **Officer Contact**

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email: [m.brumby@npt.gov.uk](mailto:m.brumby@npt.gov.uk)