



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

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

### **CABINET**

**29<sup>th</sup> June 2022**

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

##### **Matter for Decision**

**Wards Affected:** Neath North, Neath East, Neath South, Cimla and Pelenna, Cadoxton, Bryncoch South, Bryncoch North, Port Talbot, Margam and Taibach.

**Proposed 30 mph Speed Limit Traffic Regulation Orders associated with Welsh Government 20 mph Default Speed Limit National Roll Out.**

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

To obtain Members approval to advertise the above traffic regulation orders as indicated in Appendix A, Appendix B and Appendix C.

##### **Executive Summary:**

The report outlines the proposed traffic regulation orders and the reason why the orders are required.

## **Background:**

The Welsh Government are proposing to implement a national roll out of a revision to the current default speed limit of 30 mph.

The new default speed limit in lit areas across Wales will be 20 mph not 30 mph as currently. This will possibly happen some time in 2023.

Local Authorities are able to revert back from the default of 20 mph speed limit to the current 30 mph speed limit on agreed strategic roads by creating a traffic regulation order.

It has been agreed with the Welsh Government and the local members that as an initial phase the following roads will be converted back to a 30 mph speed limit.

- A48 Margam to Station Road, Port Talbot.
- B4287 Cimla Road, Neath.
- A474 Penywern Hill, Bryncoch.

The proposed schemes are indicated in Appendix A, Appendix B and Appendix C.

## **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 D, 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 safe environment for all highway users and provide Disabled parking outside the new development.

### **Valleys Communities Impacts:**

There are 'No implications' associated with this report.

### **Workforce Impacts:**

There are 'No Implications' associated with this report.

### **Legal Impacts:**

The scheme is to be 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 will be undertaken when the scheme is advertised.

## **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that approval is granted to advertise the 30 mph Speed Limit Traffic Regulation Orders associated with the Welsh Government 20 mph default speed limit national roll out in 2023 (as detailed in Appendix A, Appendix B and Appendix C to the circulated report) and if no objections are received that the proposals are to be implemented on site as advertised.

## **Reasons for Proposed Decision:**

The proposed traffic regulation orders will convert back the strategic routes to a 30 mph speed limit following the national roll out of the 20 mph default speed limit in order to maintain traffic flow on the principal road network.

## **Implementation of Decision:**

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

## **Appendices:**

Appendix A – Plan – Proposed 30 mph speed limit – A48 Port Talbot to Margam.

Appendix B – Plan – B4287 Cimla Road, Neath – Proposed Traffic Regulation Order.

Appendix C – Plan – A474 Penywern Road and A474 Neath Road, Bryncoch – Proposed 30 mph speed limit extent.

Appendix D – Integrated Impact Assessment.

**List of Background Papers:**

None.

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