



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

3rd March 2023

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

Matter for Decision

Wards Affected: Cymmer and Glyncorrwg

C250 FROM CYMMER TO GLYNCORRWG (REVOCATION) AND (30MPH SPEED LIMIT) - ORDER 2022

Purpose of the Report:

To consider the comments and objection received following for the advertisement of the C250 from Cymmer to Glyncorrwg (Revocation) and (30mph Speed Limit) - Order 2022, as indicated in Appendix A.

Executive Summary:

The report outlines the proposed 30mph Speed Limit Traffic Regulation Order which was formally advertised resulting in an objection being received.

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 is planned to happen in September 2023 when the new default limits become operational.

Local Authorities are able to convert 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.

The proposed 30mph speed limit traffic regulation order has been agreed with the Welsh Government and the local member as an exception to the general default 20 mph speed limit as indicated in Appendix A.

The traffic regulation order is necessary to maintain the existing speed limit of 30 mph on a section of C250 from Cymmer to Glyncorrwg within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales in the interest of road safety.

The Council as Local Highway Authority considers that the road is a strategic route with higher volumes of daily traffic compared to urban residential streets and as such does not meet the criteria or the nature of a road or roads with a speed limit of 20 mph.

The Council considers that the existing 30 mph speed limit is an appropriate speed limit in order to maintain a reasonable traffic flow on a higher traffic volume strategic route.

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 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 safe environment for all highway users.

Valleys Communities Impacts:

There are 'No Implications' associated with this report.

Workforce Impacts:

There are 'No Implications' associated with this report.

Legal Impacts:

The proposal was advertised for a 28-day period between Friday 23rd December 2022 and Friday 20th January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

Risk Management Impacts:

There are no risk management impacts associated with this report.

Consultation:

This item has been subject to external consultation.

A consultation exercise was undertaken for a period of 21 days between Friday 23rd December 2022 and Friday 20th January 2023. The proposal was advertised for a further 7 days to allow for any support/objections to be received over the Christmas period.

There were 73 letters and plans hand delivered to the properties on C250 from Cymmer to Glyncorrwg detailing the proposals. Following a three-week consultation exercise, 1 statement of support and 1 statement of objection was received.

A summary of the objection and support received are given below:-

Support: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) *The South Wales Police are in full support of this proposal.*

Objection: - *Any officer observations/ comments are illustrated in italics in response to the points raised.*

a) *The resident feels that the reversion of the speed limit back to 30mph would not be adhered to by motorists as vehicle speeds are already excessive along this route.*

Whilst the council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said

speed limits. The South Wales Police have committed to the routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.

- b) *The resident feels that whatever the speed limit, speed enforcement is required along the route.*

Whilst the council acknowledges that speeding may occur along this route, the enforcement of any speed limit falls under the jurisdiction of the local constabulary and it is the responsibility of the South Wales Police to enforce said speed limits. The South Wales Police have committed to the routine enforcement of speed limits as part of the new Welsh Government default speed limit initiative.

- c) *The resident feels that the reversion of the speed limit back to 30mph may not address the number of accidents that they are aware of along the route.*

The authority's collision analysis system has determined that there have been two personal injury collisions recorded within the last five-year period. In these circumstances, this is not considered a high priority and the Council will continue to monitor this situation.

- d) *The residents feel that something needs to be done regarding driver behaviour along this section of road and that poor road conditions cannot be to blame.*

- e) *The resident feels that some sort of traffic calming measures would be beneficial along the section of road between Avondale Terrace and Sunnyside Terrace.*

The Council will continue to monitor the situation going forward and may consider additional mitigation measures if required.

The local member has been consulted on the feedback received and support that the objection is overruled with the scheme being implemented as advertised in Appendix A.

Recommendations:

Having had due regard to the integrated impact assessment it is recommended that the objection is overruled to the C250 from Cymmer to Glyncorrwg (Revocation) and (30mph Speed Limit) - Order 2022 (as detailed in Appendix A to the circulated report) and that the scheme is implemented as advertised.

The objector will be informed of the decision accordingly.

Reasons for Proposed Decision:

The Order is necessary to maintain the existing speed limit of 30mph on the C250 from Cymmer to Glyncorrwg within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban areas nationally throughout Wales 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 – C250 from Cymmer to Glyncorrwg, 30mph Exception Extents

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

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