



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: Glynneath Central and East

B4242 PONTNEATHVAUGHAN ROAD, GLYNNEATH (REVOCATION) AND (30MPH SPEED LIMIT) - ORDER 2022

Purpose of the Report:

To consider the comments and objection received following the advertisement of the B4242 Pontneathvaughan Road, Glynneath (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 B4242 Pontneathvaughan Road, Glynneath 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 65 letters and plans hand delivered to the properties on B4242 Pontneathvaughan Road, Glynneath 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 is not required due to the number of accidents they are aware over the period of them living on Pontneathvaughan Road.

The Council receives personal injury collision data via the Welsh Government and our records show that there have

been no personal injury collisions in a ten-year period (September 2011 to September 2021).

However, if traffic is exceeding the legal speed limit then this is for the Police to take action.

- b) The resident feels that the speed reduction measures along the route are inadequate.

The Council receives personal injury collision data via the Welsh Government and analysis of our records show that there have been no personal injury collisions in a ten-year period (September 2011 to September 2021).

However, if traffic is exceeding the legal speed limit then this is for the South Wales Police to take action.

- c) The resident has suggested that if the Local Authority are happy with the speed limit along this route being 30mph then the current safety concerning over speeding should be addressed.

Following on from point b), if drivers are not observing the Highway Code and driving in an appropriate manner then this is a matter for the South Wales Police to consider.

- d) The resident has welcomed the prospect of mobile speed enforcement however feels that alone it is not enough and due to the excessive volumes of traffic visiting the waterfall area.

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.

- e) The resident also mentioned that the footways in the area need addressing.

The condition of the footway has been raised with our Network Management colleagues for consideration.

The Council has recently implemented parking restrictions on both the carriageway and footway and provided an extensive parking bay to improve road safety in the locality.

The local member has been consulted on the feedback received and supports 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 B4242 Pontneathvaughan Road, Glynneath (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 B4242 Pontneathvaughan Road, Glynneath 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 – B4242 Pontneathvaughan Road, Glynneath – Proposed 30mph Speed Limit Extent.

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

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