



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**  
**ENVIRONMENT, REGENERATION AND STREETSCENE**  
**SERVICES CABINET BOARD**

**14<sup>th</sup> April 2023**

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

**Matter for Decision**

**Wards Affected: Gwaun-Cae-Gurwen and Lower Brynamman /  
Pontardawe**

**A474 PONTARDAWE ROAD, RHYDYFRO, PONTARDAWE, A474  
HEOL Y GORS, CWMGORS, A474 HEOL CAE GURWEN, GWAUN  
CAE GURWEN, A474 GRAIG ROAD, GWAUN CAE GURWEN,  
A4069 BRYNAMMAN ROAD, GWAUN CAE GURWEN AND  
LOWER BRYNAMMAN, A4069 CANNON STREET, LOWER  
BRYNAMMAN, A4069 PARK STREET, LOWER BRYNAMMAN,  
A4069 AMMAN ROAD, LOWER BRYNAMMAN, A4069 STATION  
ROAD, LOWER BRYNAMMAN (REVOCATION) AND (30MPH  
SPEED LIMIT) - ORDER 2023**

**Purpose of the Report:**

To consider the support, comments and objections received following the advertisement of the A474 Pontardawe Road, Rhydyfro, Pontardawe, A474 Heol Y Gors, Cwmgors, A474 Heol Cae Gurwen, Gwaun Cae Gurwen, A474 Graig Road, Gwaun Cae Gurwen, A4069 Brynamman Road, Gwaun Cae Gurwen and Lower Brynamman,

A4069 Cannon Street, Lower Brynamman, A4069 Park Street, Lower Brynamman, A4069 Amman Road, Lower Brynamman, A4069 Station Road, Lower Brynamman (Revocation) and (30mph Speed Limit) - Order 2023, as indicated in Appendix A.

### **Executive Summary:**

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

### **Background:**

The Welsh Government are proposing to implement a national roll out of a revision to the current default speed limit of 30mph. The new default speed limit in lit areas across Wales will be 20mph not 30mph 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 20mph speed limit to the current 30mph 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 members as an exception to the general default 20mph speed limit as indicated in Appendix A.

The traffic regulation order is necessary to maintain the existing speed limit of 30mph on sections of A474 Pontardawe Road, Rhydyfro, Pontardawe, A474 Heol Y Gors, Cwmgors, A474 Heol Cae Gurwen, Gwaun Cae Gurwen, A474 Graig Road, Gwaun Cae Gurwen, A4069 Brynamman Road, Gwaun Cae Gurwen and Lower Brynamman, A4069 Cannon Street, Lower Brynamman, A4069 Park Street, Lower Brynamman, A4069 Amman Road, Lower Brynamman, A4069 Station Road, Lower Brynamman 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 feedback received has been considered by the local members and a revised scheme put forward for additional consultation.

The revised scheme will be to consider a reduced extent of the 30mph speed limit traffic regulation order on the A4069 Amman Road. The road will then default to a 20mph speed limit in line with the Welsh Government default 20mph initiative. The original scheme is indicated in Appendix A, with the revised scheme indicated in Appendix B.

### **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 C, 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 21-day period between Tuesday 17<sup>th</sup> January 2023 and Tuesday 7<sup>th</sup> February 2023.

### **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 Tuesday 17<sup>th</sup> January 2023 and Tuesday 7<sup>th</sup> February 2023.

There were 1,700 letters and plans hand delivered to the properties on A474 - Pontardawe Road, Heol Y Gors, Heol Cae Gurwen, Graig Road and A4069 - Brynamman Road, Cannon Street, Park Street and Amman Road detailing the proposals. Following a three-week consultation exercise, 4 statements of support, 2 general comments and 7 statements of objection have been received on the proposal.

A summary of the supports/comments/objections received are given below: -

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

- a) The South Wales Police fully support this proposal.

*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) Residents agree that the 30mph speed limit is required to maintain traffic flow.
- c) Residents feel that a 20mph speed limit would decrease journey times by 30% so would prefer the speed limit to remain 30mph.
- d) Residents agree that reducing the speed limit will not be beneficial unless there is constant enforcement.
- e) Residents agree that the 30mph speed limit is warranted as it will avoid extra pollution which would be caused by a 20mph speed limit.
- f) Residents agree that the 30mph speed limit is warranted as it will eliminate potentially dangerous driving from frustrated motorists who feel the speed is too slow.
- g) A resident agrees that the 30mph speed limit is warranted as a 20mph speed limit would further isolate and disadvantage people who live in a rural area.
- h) A resident feels that the introduction of a 20mph speed limit is justified for heavy urbanised areas and City Centres but not for this route.

*The original proposal was to maintain the existing 30mph speed limit and not lower the speed limit along this route. However, as a result of the objections received, the proposal is to reduce the length of the proposed 30mph speed limit previously advertised and advertise the revised scheme.*

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

- a) A resident strongly objects to any increase in pollution that maybe caused by slowing down vehicles and any proposal that will affect bus time tables.
- b) A resident feels that a fixed speed camera should be introduced if the 30mph proposal is to go ahead to deter speed motorists.

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

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

- a) Residents feel that the section of road is extremely dangerous to cross and visibility is exceptionally poor.
- b) Residents feel that the speed limit should be 20mph due to the number of speeding vehicles along the route.
- c) A resident feels that there have been a number of accidents due to drivers speeding which has resulted in damage to cars, damage to residential properties and deaths.
- d) A resident feel that the number of pet and animal deaths along this route would be avoided if the speed limit were 20mph.
- e) There are no pavements on parts of the route and residents are concerned as pedestrians walk in the road.
- f) A 20mph speed limit will help everyone make safer decisions on the road and support local enterprises.

- g) There has been no effort to enforce the speeding of motorists in the opinion of residents.
- h) Residents feel that the introduction of traffic calming would also be beneficial in reducing speeding.

*The objections have been considered and officers of the highways team along with the elected members have agreed that a reduced length of 30mph speed limit will now be advertised going forward.*

The Objections have been considered and a revised scheme proposed for additional consultation.

The local members support the revised scheme being consulted upon.

The revised scheme is indicated in Appendix B.

### **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are upheld in part to the A474 Pontardawe Road, Rhydyfro, Pontardawe, A474 Heol Y Gors, Cwmgors, A474 Heol Cae Gurwen, Gwaun Cae Gurwen, A474 Graig Road, Gwaun Cae Gurwen, A4069 Brynamman Road, Gwaun Cae Gurwen and Lower Brynamman, A4069 Cannon Street, Lower Brynamman, A4069 Park Street, Lower Brynamman, A4069 Amman Road, Lower Brynamman, A4069 Station Road, Lower Brynamman (Revocation) and (30mph Speed Limit) - Order 2023, (as detailed in Appendix A to the circulated report) and that a revised scheme is consulted upon (as detailed in Appendix B to the circulated report). If no objections are received that the proposals are to be implemented on site as advertised.

The objectors will be informed of the decision accordingly.

### **Reasons for Proposed Decision:**

The Order is necessary to maintain the existing speed limit of 30mph on A4069 Amman Road, Lower Brynamman within the borough after the Welsh Government has passed legislation to implement a 20mph default speed limit in urban/rural areas nationally throughout Wales in the interest of road safety.

The Council considers that the proposed 30mph speed limit is an appropriate speed limit for this type of road and that the proposed speed limit aligns with the Welsh Government's strategy.

### **Implementation of Decision:**

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

### **Appendices:**

Appendix A – Plan – A474 Cwmgors, A474 Gwan Cae Gurwen, A4069 Gwan Cae Gurwen and A4069 Lower Brynamman – Proposed 30mph Speed Limit Extent.

Appendix B – Plan – A474 Cwmgors, A474 Gwan Cae Gurwen, A4069 Gwan Cae Gurwen and A4069 Lower Brynamman – Proposed 30mph Speed Limit Extent.

Appendix C – Integrated Impact Assessment.

### **List of Background Papers:**

None.

### **Officer Contact:**



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