



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: Pontardawe**

**A474 JAMES STREET TO PONTARDAWE ROAD (REVOCATION)**  
**AND (30MPH SPEED LIMIT) - ORDER 2023**

**Purpose of the Report:**

To consider the support and objections received following the advertisement of the A474 James Street to Pontardawe Road (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 member 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 James Street to Pontardawe Road 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 20mph.

The Council considers that the existing 30mph 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 21-day period between Wednesday 25<sup>th</sup> January 2023 and Wednesday 15<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 Wednesday 25<sup>th</sup> January 2023 and Wednesday 15<sup>th</sup> February 2023.

There were 160 letters and plans hand delivered to the properties on A474 James Street to Pontardawe Road detailing the proposals. Following a three-week consultation exercise, 1 statement of support and 2 statements of objection have been received on the proposal.

A summary of the support/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.*

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

- a) A resident has objected as even though the road is a well-used traffic route, it is also a residential route.
- b) A resident has objected as a large number of homes do not have off road parking and many cars are parked along the road which results in the road becoming narrow in parts and it is often possible for only one vehicle to pass at a time.
- c) Residents have objected as the speed of the road is often exceeded at present and people will always exceed the speed limit. A lower speed limit will lower the speed of speeding vehicles.

*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.*

- d) Residents feel that the road should be 20mph for the safety of road users and pedestrians (particularly children) in residential areas.
- e) Residents feel that the road should be 20mph for the safety reasons as there is a school along the route.
- f) A resident feels that the current advisory 20mph is commonly ignored, therefore the Welsh Government's recommendation of a default 20mph speed limit is warranted.

*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.*

- g) A resident feels that the route will not be enforced properly.
- h) A resident feels that the high levels of traffic and maintenance of flow would still be achievable at 20mph.

*It should be noted that Neath Port Talbot County Borough Council are currently converting over 92% of the available existing 30mph highway network within the borough to the default speed limit of 20mph as part of the Welsh Government Initiative.*

The local members have been consulted and they support over ruling the objections and implementing the scheme as advertised.

## **Recommendations:**

Having had due regard to the integrated impact assessment it is recommended that the objections are overruled to the A474 James Street to Pontardawe Road (Revocation) and (30mph Speed Limit) - Order 2023, (as detailed in Appendix A to the circulated report) and that the scheme is implemented 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 the A474 James Street to Pontardawe Road 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 – Proposed 30mph Speed Limit A474 James Street, Pontardawe to Pontardawe Road, Rhydyfro – Exceptions Map

Appendix B – Integrated Impact Assessment.

## **List of Background Papers:**

None.

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