



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

**Environment, Regeneration and Streetscene Services Cabinet
Board**

12th January 2024

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

Matter for Decision

Wards Affected: Coedffranc North

**PARK AVENUE AND SIDING TERRACE (REVOCATION) AND
(30MPH SPEED LIMIT) - ORDER 2023**

Purpose of the Report:

To consider the objections received following the advertisement of the Park Avenue and Siding Terrace (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 have implemented a national roll out of a revision to the default speed limit of 30mph.

The new default speed limit in lit areas across Wales will be 20mph not 30mph as previously. This happened in September 2023 with the new default limits becoming operational.

Local Authorities were 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 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 Park Avenue and Siding Terrace within the borough, after the Welsh Government had 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 previous 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 Friday 27th October 2023 and Friday 17th November 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 Friday 27th October 2023 and Friday 17th November 2023.

There were 160 letters and plans hand delivered to the properties on Park Avenue, Siding Terrace, Lonlas Avenue and Dynevor Place detailing the proposals. Following a three-week consultation exercise, 2 statements of support and 3 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) A resident is fully supportive of the proposed 30mph speed limit as the current 20mph speed limit is causing more congestion.
- b) A resident is fully supportive of the proposed 30mph speed limit as the current 20mph speed limit is excessive.
- c) A resident is fully supportive of the proposed 30mph as the road is extremely wide and cars are overtaking anyone doing 20mph currently which is going to cause more accidents.
- d) A resident is fully supportive of the proposed 30mph speed limit as there are only residential properties on one side of the street and 20mph feels too slow.

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 totally disagrees that Sidings Terrace should be to 30mph as vehicles speed along there and onto Brookeville Drive.

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) A resident has stated that the reduction of the speed limit was to ensure compliance with Welsh Government's road improvement and environmental order. Increasing this to 30mph in what is a built-up residential area will not be compliant.

The road at this location is generally wide with properties set back from the carriageway including adequate parking within the curtilage. The road at this location does not give the appearance of a road that should have a speed limit of 20mph. It has been suggested by the resident that traffic is not travelling at 30mph however this not a valid reason to lower the speed limit to 20mph. The police have the statutory responsibility to enforce all legal speed limits.

- c) A resident has stated that when the speed limit was 40mph and then reduced to 30mph this was never policed with the traffic calming measures non-existent, thus vehicles have continued to speed along this stretch of road. Even now with the limit at 20mph it is still very dangerous to cross the road or pull out of our driveways.
- d) Residents would be happier with the 30mph but only if regulated with traffic cameras and other traffic calming measures, such as signs and rumble lines suitably positioned. As well as traffic light controlled pedestrian crossings positioned in Park Avenue at the entrance to the foot path to Crymlyn Road and at New Road at the entrance to Tennant Park.

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

- e) A resident is totally against the proposal and would like it kept at 20mph as the section between Park Drive and Lonlas Avenue is like a S Bend and when cars and vans hit this they speed up to 40-50mph.

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

The local member has been consulted and fully supports 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 Park Avenue and Siding Terrace (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 Park Avenue and Siding Terrace 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 – Park Avenue and Siding Terrace, Skewen –
Proposed 30mph Speed Limit Extent

Appendix B – Integrated Impact Assessment.

List of Background Papers:

None.

Officer Contact:

Mr Hasan Hasan
Engineering & Transport
Tel. No. 01639 636463
Email h.hasan@npt.gov.uk

Mr Martin Brumby,
Engineering & Transport
Tel. No. 01639 686013
Email m.brumby@npt.gov.uk

Mr Ryan L. Jones,
Engineering & Transport
Tel. No. 01639 686771
Email r.jones15@npt.gov.uk