

COFNOD O BENDERFYNIAD WEDI'I DDIRPRWYO GAN SWYDDOG
RECORD OF DELEGATED OFFICER DECISION

Penderfyniad Allweddol | Key Decision ✓

Mae'r Penderfyniad Wedi'i Ddirprwyo hwn wedi'i bennu yn 'Benderfyniad Allweddol' gan ei fod yn debygol o:

This Delegated Decision has been established as a 'Key Decision' as it is likely:

a) arwain at y Cyngor yn ysgwyddo gwariant sylweddol neu wneud arbedion sylweddol;
to result in the Council incurring expenditure which is, or the making of savings which are, significant;

neu / or:

b) fod yn arwyddocaol o ran sut mae'n effeithio ar gymunedau sy'n byw neu'n gweithio mewn ardal sy'n cynnwys dwy etholaeth neu adran etholiadol neu ragor.
to be significant in terms of its effects on Communities living or working in an area comprising two or more electoral wards.

c) Eraill / Other:

PWNC | SUBJECT:

WELSH GOVERNMENTS 20MPH SPEED LIMIT REVIEW and OTHER SPEED LIMITS

VARIOUS LOCATIONS, RHONDDA CYNON TAFF

DIBEN YR ADRODDIAD | PURPOSE OF THE REPORT:

- i. To provide the results of the Public Notice (statutory consultation) on proposals to change speed limits from 20mph to 30mph on **22 sections of road** in RCTCBC as part of the Welsh Government's 20mph Speed Limit Review.
- ii. To provide the results of the Public Notice (statutory consultation) on proposals to change various other local speed limits on '**8 other sections of road**' in RCTCBC. These changes fall outside the specific scope of the Welsh Government's 20mph Speed Limit Review, and were identified through the broader strategic review process.
- iii. To enact the order made under the Road Traffic Regulation Act 1984 to introduce various speed limits within Rhondda Cynon Taf as described within this report, detailed in the attached schedule and drawings.

PENDERFYNIAD WEDI'I DDIRPRWYO | DELEGATED DECISION:

- i. The 37 objections received during the Public Notice period in respect to changing the speed limit to 30mph on **22 sections of road** as described in this report and detailed in the attached schedule are rejected and the objectors informed of the Councils decision
- ii. The 2 objections received during the Public Notice period in respect to changing various other speed limits on '**8 other sections of road**' as described in this report and detailed in the attached schedule are upheld, and the section related to '**Unnamed Road from Chepstow Road to Tylacoch Place**' not be implemented and the objectors informed of the Council's decision
- iii. An order be made under the Road Traffic Regulation Act 1984 to introduce various speed limits within Rhondda Cynon Taf as described within this report, detailed in the attached schedule and shown on the attached drawings
TM25/287/GA-1, TM25/287/GA-2, TM25/286/GA, TM25/284/GA, TM25/281/GA, TM25/289/GA, TM25/274/GA, TM25/273/GA, TM25/271/GA, TM25/269/GA, TM25/267/GA, TM25/265/GA, TM25/256/GA, TM25/257/GA, TM25/258/GA, TM25/259/GA, TM25/264/GA, TM25/268/GA, TM25/270/GA, TM25/363/GA, TM24/345/GA, TM25/364/GA, TM25/064/GA, TM25/034/GA, TM25/031/GA, TM25/065/GA, TM25/494/GA, TM25/495/GA
- iv. The amended scheme be implemented as advertised without delay.

Llofnod y Prif Swyddog

Chief Officer Signature

	Stephen Williams Director – Environmental Services	12.03.26
Enw (priflythrennau) Name (Print Name)	Swydd Designation	Dyddiad Date

Mae'r penderfyniad yn cael ei wneud yn unol ag Adran 15 o Ddeddf Llywodraeth Leol 2000 (Swyddogaethau'r Corff Gweithredol) ac yn y cylch gorchwyl sy wedi'i nodi yn Adran 5 o Ran 3 o Gyfansoddiad y Cyngor.

The decision is taken in accordance with Section 15 of the Local Government Act, 2000 (Executive Functions) and in the terms set out in Section 5 of Part 3 of the Council's Constitution.

YMGYNGHORI | CONSULTATION

	Councillor Andrew Morgan Leader of the Council	12.03.26
LLOFNOD YR AELOD YMGYNGHOROL O'R CABINET CONSULTEE CABINET MEMBER SIGNATURE	ENW A SWYDD NAME AND DESIGNATION	DYDDIAD DATE

	ANDREW STONE Service Director for Highways and Engineering	12/03/2026
LLOFNODSWYDDOG YMGYNGHOROL CONSULTEE OFFICER SIGNATURE	ENW A SWYDD NAME AND DESIGNATION	DYDDIAD DATE

A FYDD Y PENDERFYNIAD YMA'N CAEL EFFAITH AR Y WARD?
WILL THIS DECISION HAVE AN IMPACT ON THE WARD?

BYDD | YES ✓ **NA FYDD | NO**

Unrhyw sylwadau pellach/Oes angen rhoi gwybod i'r Aelod Lleol: ✓
Any further comments/Need for Local Member to be informed:
Please see section 11 of this report.

RHEOLAU'R WEITHDREFN GALW-I-MEWN | CALL IN PROCEDURE RULES.

A YW'R PENDERFYNIAD YN UN BRYN A HEB FOD YN DESTUN PROSES GALW-I-MEWN GAN Y PWYLLGOR TROSOLWG A CHRAFFU?:

IS THE DECISION DEEMED URGENT AND NOT SUBJECT TO CALL-IN BY THE OVERVIEW AND SCRUTINY COMMITTEE:

YDY | YES ✓ NAC YDY | NO

Rheswm dros fod yn fater brys | Reason for Urgency:

To allow the necessary correspondence to be provided to objectors in relation to the Council's decision as part of the 20mph review and to allow the relevant notices to be made as soon as practically possible.

Os yw'n cael ei ystyried yn fater brys - llofnod y Llywydd, y Dirprwy Lywydd neu Bennaeth y Gwasanaeth Cyflogedig yn cadarnhau cytundeb fod y penderfyniad arfaethedig yn rhesymol yn yr holl amgylchiadau iddo gael ei drin fel mater brys, yn unol â rheol gweithdrefn trosolwg a chraffu 17.2:

If deemed urgent - signature of Presiding Member or Deputy Presiding Member or Head of Paid Service confirming agreement that the proposed decision is reasonable in all the circumstances for it being treated as a matter of urgency, in accordance with the overview and scrutiny procedure rule 17.2:



12.03.26

(Llywydd | Presiding Member)

(Dyddiad | Date)

DS - Os yw hwn yn benderfyniad sy'n cael ei ail-ystyried yna does dim modd galw'r penderfyniad i mewn a bydd y penderfyniad yn dod i rym o'r dyddiad mae'r penderfyniad wedi'i lofnodi.

NB - If this is a reconsidered decision then the decision Cannot be Called In and the decision will take effect from the date the decision is signed.

DYDDIADAU CYHOEDDI A GWEITHREDU | PUBLICATION & IMPLEMENTATION DATES

CYHOEDDI | PUBLICATION

Cyhoeddi ar Wefan y Cyngor | Publication on the Council's Website:- _____ 12.03.26 _____

DYDDIAD | DATE

GWEITHREDU'R PENDERFYNIAD | IMPLEMENTATION OF THE DECISION

Nodwch: Fydd y penderfyniad hwn ddim yn dod i rym nac yn cael ei weithredu'n llawn nes cyn pen 3 diwrnod gwaith ar ôl ei gyhoeddi. Nod hyn yw ei alluogi i gael ei "Alw i Mewn" yn unol â Rheol 17.1, Rheolau Gweithdrefn Trosolwg a Chraffu.

Note: This decision will not come into force and may not be implemented until the expiry of 3 clear working days after its publication to enable it to be the subject to the Call-In Procedure in Rule 17.1 of the Overview and Scrutiny Procedure Rules.

Yn amodol ar y drefn "Galw i Mewn", caiff y penderfyniad ei roi ar waith ar:

Subject to Call In the implementation date will be:

_____ N.A _____
DYDDIAD / DATE

WEDI'I GYMERADWYO I'W GYHOEDDI: ✓ | APPROVED FOR PUBLICATION :✓

Rhagor o wybodaeth | Further Information:

Cyfadran Directorate:	Environmental Services
Enw'r Person Cyswllt Contact Name:	Dylan Kelleher / Toby Olden
Swydd Designation:	Principal Officer / Technician
Rhif Ffôn Telephone Number:	01443 281106

RHONDDA CYNON TAF COUNTY BOROUGH COUNCIL

KEY DELEGATED DECISION

**REPORT TO ACCOMPANY A DECISION OF THE DIRECTOR
OF ENVIRONMENTAL SERVICES.**

**WELSH GOVERNMENT'S 20MPH SPEED LIMIT REVIEW and OTHER SPEED
LIMITS VARIOUS LOCATIONS, RHONDDA CYNON TAFF**

MARCH 2026

Author(s): Dylan Kelleher BEng Hons. EngTech MICE MIHE / Toby Olden BEng

1. PURPOSE OF THE REPORT

- 1.1 To provide the results of the Public Notice (statutory consultation) on proposals to change speed limits from 20mph to 30mph on **22 sections of road** in RCTCBC as part of the Welsh Governments 20mph Speed Limit Review.
- 1.2 To provide the results of the Public Notice (statutory consultation) on proposals to change various other local speed limits on '**8 other sections of road**' in RCTCBC. These changes fall outside the specific scope of the Welsh Government's 20mph Speed Limit Review and were identified through the broader strategic review process.
- 1.3 To enact the order made under the Road Traffic Regulation Act 1984 to introduce various speed limits within Rhondda Cynon Taf as described within this report, detailed in the attached schedule and drawings

2. RECOMMENDATIONS

- 2.1 The 37 objections received during the Public Notice period in respect to changing the speed limit to 30mph on **22 sections of road** as described in this report and detailed in the attached schedule are rejected and the objectors informed of the Councils decision
- 2.2 The 2 objections received during the Public Notice period in respect to changing various other speed limits on '**8 other sections of road**' as described in this report and detailed in the attached schedule are upheld, and the section related to '**Unnamed Road from Chepstow Road to Tylacoch Place**' not be implemented and the objectors informed of the Council's decision

- 2.3 An order be made under the Road Traffic Regulation Act 1984 to introduce various speed limits within Rhondda Cynon Taf as described within this report, detailed in the attached schedule and shown on the attached drawings

TM25/287/GA-1, TM25/287/GA-2, TM25/286/GA, TM25/284/GA, TM25/281/GA, TM25/289/GA, TM25/274/GA, TM25/273/GA, TM25/271/GA, TM25/269/GA, TM25/267/GA, TM25/265/GA, TM25/256/GA, TM25/257/GA, TM25/258/GA, TM25/259/GA, TM25/264/GA, TM25/268/GA, TM25/270/GA, TM25/363/GA, TM24/345/GA, TM25/364/GA, TM25/064/GA, TM25/034/GA, TM25/031/GA, TM25/065/GA, TM25/494/GA, TM25/495/GA

- 2.4 Works to implement proposed changes to speed limits as set out in sections 2.1 and 2.2 above are undertaken without delay.

3. REASONS FOR RECOMMENDATIONS

- 3.1 A statutory Public Notice was published between **23rd January 2026 and 13th February 2026** in accordance with the requirements of the *Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996*. The Public Notice set out the Council's intention to introduce amended speed limits on the 22 candidate roads identified through the technical review and pre-statutory consultation process.
- 3.2 Public Notice details were advertised in the press, on site, via the councils traffic consultations website and online portal and other channels for the public to respond and make representations in respect to whether they support or object to changing the speed limit from 20mph to 30mph at the proposed 22 locations.
- 3.3 During the Public Notice period, the Council received a range of representations, including objections, comments, and expressions of support for the proposed changes. All submissions received have been recorded and considered in line with the Council's Scheme of Delegation.
- 3.4 **39 objections** were received in total. **37 objections** were in relation to the proposed changes at Public Notice in relation to reverting the speed limit from 20mph to 30mph on 22 sections of road in RCTCBC. **2 objections** were in relation to the lane section of Chepstow Road that leads to Tylacoch Place, Treorchy. This section of road is outside the specific scope of the Welsh Government's 20mph Speed Limit Review and was one of 8 other road sections, for other various speed limit changes at Public Notice, identified through the broader strategic review process.
- 3.5 Officers have met with affected Ward Members to discuss the objections received relating to the proposed changes within their respective wards. In response to these meetings, no objections to the proposals for the 22 sections of road to change to a 30mph speed limit were received

- 3.6 Following discussions with the relevant Ward Members in respect of the lane section of Chepstow Road that leads to Tylacoch Place, Treorchy, it is recommended that the current 30mph speed limit be withdrawn and that the road revert to the default 20mph speed limit. Both objections received in relation to this section have been considered in accordance with the Council's Scheme of Delegation and are upheld. As a result, this section of road will not form part of the Traffic Regulation Order being made, and the existing 30mph speed limit signing will be removed. The objectors will be informed in writing of the Council's decision.
- 3.7 A summary of all **39 objections** submitted during the Public Notice period, together with the summary of responses is provided in **Appendix D** of this report.
- 3.8 2 responses (not objections) were received regarding Berw Road, Pontypridd asking why this section of road was no longer being considered for 30mph. This road was withdrawn prior to Public Notice, following the pre-statutory consultation, in light of representations from residents and elected Members. Details are included in **Appendix D** of this report.
- 3.9 A further 2 responses (not objections) were received requesting Ely Valley Road be included in the Public Notice, alongside the other roads being consulted to change speed limit to 30mph. Ely Valley Road was not part of the pre-statutory consultation process or the Statutory Public Notice consultation engagement and could not be considered further as part of the process. Details are included in **Appendix D** of this report.
- 3.10 In line with statutory requirements, all objectors will be notified in writing of the Council's decision following conclusion of the review and prior to publication of the Notice of Making.

4. BACKGROUND

- 4.1 WG passed *The Restricted Roads (20mph Speed Limit) (Wales) Order 2022* (Welsh Government 2023)¹ on 13th July 2022, mandating that the national speed limit on most restricted roads be reduced from 30mph to 20mph, effective from 17th September 2023.
- 4.2 Following widespread public debate over the benefits and disbenefits of the 20mph speed limit scheme, including a **petition submitted to the WG at the end of 2023 with nearly 500,000 signatures**, there was significant objection to the principle of the 20mph limit. This public response prompted many residents to contact the Council requesting a review of 20mph limits across Rhondda Cynon Taf (RCT) following the announcement of the WG National Listening Campaign.

¹ <https://www.legislation.gov.uk/en/wsi/2022/800/made>

- 4.3 In response, the County Surveyors Society for Wales conducted a comprehensive review in 2024² to assess how the 20mph default limit had been implemented and how local authorities (LAs) had applied the Exceptions Guidance. The report highlighted significant variation in the number of exceptions applied across Wales, with some LAs retaining very few 30mph limits, while Rhondda Cynon Taf retained 84. The findings informed the development of updated guidance to support a more consistent and evidence-based approach to setting speed limits.
- 4.4 To inform this process, the Welsh Government updated guidance, **Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities** (Welsh Government 2024b)³, 16th July 2024. It provides a structured framework for assessing whether it is safe and appropriate to raise speed limits to 30mph on restricted roads, while also considering local context and conditions. This guidance document will be used as the framework by RCTCBC when assessing the requests to increase the speed limit (from 20mph to 30mph) throughout the County Borough.
- 4.5 This guidance has been developed with consideration of:
- a. The work of the review panels initial report and final report.
 - b. Feedback from the Welsh Government’s 20mph National Listening programme.
 - c. Input from the County Surveyors Society Wales (CSSW).
 - d. Feedback from highway authorities, incorporating public viewpoints shared with the Welsh Government.
- 4.6 The framework set out in the guidance aims to support highway authorities to:
- a. Weigh potential benefits and disbenefits of raising the speed limit, taking into account their statutory duties and functions.
 - b. Assess roads according to common criteria (place, movement, road characteristics) that are relevant in determining the appropriate speed limit, considering local circumstances.
 - c. Ensure any trade-offs between the different criteria, and the justification for decisions taken, are clear, well-reasoned and documented in each case.
- 4.7 Highway authorities have the Statutory powers to set speed limits that are suitable for individual roads, considering specific local needs and conditions. Given the diversity of local roads and circumstances across Wales, it is impractical for the guidance documentation to cover all scenarios. Therefore, the Welsh Government have provided revised placemaking criteria (following the initial implementation of the 20mph scheme) to afford the Highway Authority the ability to re-assess the suitability to increase a speed limit from 20mph to 30mph where there is public requests to do so.

² <https://www.gov.wales/sites/default/files/publications/2024-05/20mph-default-speed-limit-review-of-exceptions-final-report.pdf>

³ <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>

- 4.8 Following the National Listening Programme during summer 2024, the Council received **313 requests** from residents and organisations to review speed limits. These ranged from individual streets and housing estates to distributor and link roads, as well as broader area-wide reviews.
- 4.9 Between May and December 2024, all requests were collated and rationalised based on route and area. In early 2025, approximately **90 distinct road locations were identified for review** (*note: multiple requests for the same road were counted as one location*).
- 4.10 Preliminary assessments and data collection were carried out in February and March 2025. This included journey times, vehicle speeds (pre- and post-implementation), collision data, road environment, traffic flows, to support the decision-making process in line with the revised placemaking criteria.
- 4.11 The review process was conducted in accordance with statutory duties and wider responsibilities under:
- The Equality Act 2010
 - The Active Travel (Wales) Act 2013
 - The Well-being of Future Generations (Wales) Act 2015
 - The Traffic Management Act 2004 (to expedite traffic movement)
 - The Road Traffic Act 1988 (to prevent collisions)
 - The Road Traffic Regulation Act 1984 (to ensure safe and convenient movement of all road users)
- 4.12 A review panel convened on 21st March 2025 at 2 Llys Cadwyn, Pontypridd, to assess all 90 roads. The panel included officers from Traffic Services, Highway Development Control (HDC), Road Safety, and Public Transport.
- 4.13 Each location was discussed in detail, with consideration given to road safety, walking routes, traffic flows, collision history, road environment, markings, crossings, and the revised placemaking criteria. **Of the 90 roads assessed the panel identified 26 candidate roads** that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.
- 4.14 The list of 26 candidate roads identified is set out in **Table 1 below**:
- 4.15 A **pre-statutory consultation was undertaken** on the 26 candidate sections of road, between 22nd September and 13th October 2025. Approximately 1,375 letters with plans were delivered to residents and businesses fronting the 26 candidate road locations in RCTCBC.
- 4.16 Posters were put up at each location providing details on how to view plans, take part and give feedback on the proposals. Public engagement was further supported on the Council's 20mph webpage, press notices, media briefings, and social media channels with details, on how to view the 26 candidate roads, take part in the consultation and leave comments, objections or observations.

- 4.17 Following the **pre-statutory consultation exercise**, responses to all 26 candidate roads were summarised and discussed with elected ward members to provide feedback on the consultation responses and to discuss the proposed return to 30mph speed limit on road(s) in their ward. Meetings between officers from Traffic Services and ward members took place between 13th November 2025 and 10th December 2025. Details and outcomes from these meetings are summarised in Section 10 of this report.
- 4.18 Councillors made strong representations for not increasing the speed limit from 20mph to 30mph on 4 sections of road in support of their local residents.
- 4.19 The following **4 sections of road** were withdrawn and remain a 20mph speed limit.
- Berw Road, Pontypridd.
 - Cardiff Road to Main Road, Llantrisant, Pontyclun.
 - Brynteg Lane, Beddau.
 - A4058 Ystrad Road, Pentre.
- 4.20 The Council subsequently published its key decision report to recommend to proceed to formal statutory consultation (Public Notice) on the 23rd January 2026
- 4.21 **Statutory consultation (Public Notice) was undertaken** on 22 candidate sections of road, between 23rd January and 13th February 2026. Approximately 720 letters with plans were delivered to residents and businesses fronting the 22 candidate road locations in RCTCBC. 60 notices were erected along the 22 candidate roads and copies of all the proposals were deposited in Pontypridd Library, Mountain Ash Library, Treorchy Library, Hirwaun Library and Aberdare Library as well as RCTCBC reception at 2 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH, for all to view.
- 4.22 All objections received at statutory consultation (Public Notice) and a summary of the council responses are shown in **Appendix D** of this report.
- 4.23 A table showing all objections received at Public Notice is shown in **Table 4** below.
- 4.24 All formal objections have been considered in accordance with the Council's Scheme of Delegation for changing the speed limit from 20mph to 30mph on 22 sections of road in RCTCBC. It is recommended that the objections received in respect to the implementation of the 30mph speed limit proposed on the 22 candidate roads are not upheld and that the objectors should be formally notified of this decision in writing.
- 4.25 Two objections were received in relation to the speed limit on the Unnamed Road from Chepstow Road to Tylacoch Place (the lane section of Chepstow Road leading to Tylacoch Place, Treorchy). This section of road falls outside the specific scope of the Welsh Government's 20mph Speed Limit Review and was included as one of the '8 other' proposed speed limit changes identified through the wider strategic review process. Both objections have been considered in accordance with the Council's Scheme of Delegation and, following discussions with the local elected Members, are upheld. As a result, the existing 30mph speed limit signing will be removed, the road will revert to the default 20mph speed limit, and this section will not form part of the Traffic Regulation Order being made.

4.26 It is recommended that the Council publishes its 'Notice of Making' in respect of the proposed speed limit changes and subsequently makes a traffic order to come into operation as soon as practical. The physical changes be delivered to the extent outlined within the formal Public Notice document are implemented without delay as per the recommendations outlined within section 2 of this report.

Route name	Route No. & Classification	Ward
A4059, Penderyn, (North Of School)	A4059	Hirwaun, Penderyn & Rhigos
A4059, Penderyn, (South Of School)	A4059	Hirwaun, Penderyn & Rhigos
Hirwaun Ind Est, Hirwaun	Unclassified	Hirwaun, Penderyn & Rhigos
Swansea Road/Merthyr Road, Hirwaun.	C241	Hirwaun, Penderyn & Rhigos
Llanwonno Road, Mountain Ash.	C221	Penrhiwceiber
Abercynon Link Road, Abercynon.	B4275	Abercynon
Berw Road, Pontypridd	B4273	Pontypridd Town
Sardis Road, Pontypridd	Unclassified	Graig & Pontypridd West
Coedcae Lane, Pontyclun	Unclassified	Pontyclun West & Brynna, Llanharan
Ynyshir Road (Wattstown Roundabout), Ynyshir	Unclassified	Tylorstown & Ynyshir
Penrhys Road, Tylorstown	B4512	Tylorstown & Ynyshir
Hirwaun Road, Trewaun	A4059	Penywaun
Station Road, Church Village	C105	Church Village
Brynteg Lane, Beddau	Unclassified	Beddau & Tyn-y-Nant
Cardiff Road To Main Road, Cross Inn	Unclassified	Llantrisant & Talbot Green
Llwyncelyn Road, Porth	B4278	Porth
Upper Boat Roundabout, Upperboat	A4054	Hawthorn & Lower Rhydyfelin
A4054 Cardiff Road (Northern extent), Rhydyfelin	A4054	Rhydyfelin Central & Hawthorn & Lower Rhydyfelin
A473, Nant Celyn Roundabout, Church Village Bypass	A473	Llantwit Fardre
B4595, Talbot Road, Llantrisant	B4595	Llantrisant & Talbot Green
A4058, Ystrad Road Pentre	A4058	Pentre & Ystrad
B4276, Harriet Street, Llwydcoed Road, Llwydcoed, (Southern extent)	B4276	Aberdare West & Llwydcoed
Cwmynysminton Road, Llwydcoed	C201	Aberdare West & Llwydcoed
A4233, East Road (in part)	A4233	Tylorstown & Ynyshir, Ferndale and Maerdy
Upper Boat to Midway Retail Park & Gelli Hirion Ind. Est.	Unclassified	Hawthorn & Lower Rhydyfelin, Upper Rhydyfelin & Glyntaf
Gwaunmiskin Road (Sothern extent)	Unclassified	Beddau and Tyn-y-nant

*Table 1: List of 26 roads identified following conclusion of the technical review process for possible reversion to a 30mph speed limit. ** The 4 items highlighted in red did not proceed to formal Public Notice. See Section 3 above.*

- 4.27 Throughout the review process officers remained mindful of the benefits and disbenefits of higher and lower speed limits and the impact the speed at which motorists travel can have on our communities and in particular those who interact with highway whether as a motorist or a pedestrian or as someone who simply lives adjacent to a highway.

Benefits of higher speeds

- 4.28 Roads are essential corridors for movement, and safe reductions in vehicle travel times can yield significant social, economic, and operational benefits. Evaluating these benefits requires careful consideration of the route's importance and expected journey time savings for key users.
- 4.29 The potential benefits of setting a higher speed limit for a road should be evaluated by considering:
- a. The importance of the route as a movement corridor for motor traffic
 - b. The expected journey time savings particularly for buses, freight and non-emergency services (in particular, for non-emergency ambulance transport, non-blue light emergency workers such as first responders, and reserve firefighters or social care workers), if the speed limit were raised to 30mph.

Disbenefits of higher speeds

- 4.30 The potential disbenefits of setting a 30mph speed limit for a road should be evaluated by considering the following factors:
- a. Impact on walking, wheeling and cycling safely: Raising the speed limit will have negative consequences on a range of important outcomes (e.g. safety, difficulties for pedestrians in crossing roads, potential to inhibit walking, wheeling and cycling and potentially leading to negative physical and mental health consequences), particularly due to the clear relationship between impact speed and the frequency and severity of casualties.
 - b. Collision data: A high frequency of collisions and casualties (when the limit was previously 30mph) would reduce the justification for raising the limit. However, the absence of collisions previously should not automatically justify a higher speed limit, as pedestrians and cyclists may have been deterred by high speeds.
 - c. Assessment of collision risk: The potential for collisions should be assessed by considering the number of pedestrian and cyclist movements, including for recreational purposes, and the risk of collision, taking into account traffic flow. This can be determined mainly through factors such as whether there are destinations/trip attractors for walking, wheeling and cycling, and if the route is an important walking, wheeling or cycling corridor (such as a public right of way or a route which is identified on the councils Active Travel Network Map).
 - d. Perceived safety and community cohesion: Higher speeds can create real and perceived dangers that may make places less attractive and hinder community cohesion and interaction.

- e. Air quality: Higher speeds have the potential to discourage walking and cycling leading to increased reliance on private motor vehicles (in turn leading to pollution and poor air quality).
 - f. Noise pollution: Evaluate noise levels considering traffic flow patterns, vehicle types, and the proximity of residential properties to the road.
- 4.31 Balancing these competing objectives necessitates a holistic approach that considers statutory duties and broader legislative frameworks.
- 4.32 WG recommends that local authorities use the revised criteria and guidance to assist and guide the decision-making process.
- 4.33 Ultimately, WG recommends that highway authorities should exercise their discretion and judgement to ensure that speed limits are set in a way that promotes safety, efficiency, and community wellbeing.

5.0 REVISED CRITERIA - WELSH GOVERNMENT – 16 JULY 2024

5.1 The revised criteria and guidance for the setting of 30mph speed limits⁴, considered various criteria, such as place criteria, movement criteria, road characteristics and speed limit assessments as well as minimum lengths of speed limits and buffer speed limits and any additional local conditions deemed relevant. The revised guidance suggests the following:-

- a. Most speed limit increases to 30mph are expected to be made on A and B classified roads. These generally form the main or strategic routes carrying traffic through urban areas (C-class and unclassified roads in urban areas typically carry mostly local traffic and mainly serve residential properties. They are usually important routes for people walking, wheeling and cycling).
- b. A speed limit of 30mph is generally not expected to be made for these roads (C-class roads). However, authorities may decide to raise them based on this guidance and a reasoned case referencing local factors.

5.2 Place Criteria

30mph would not be appropriate on sections of roads which may have significant demand for walking, wheeling and cycling, such as:

- a. within a 100m walk of any educational setting (e.g. nurseries, primary, secondary, further education and higher education)
- b. within 100m walk of any community facility
- c. within 100m walk of any medical facility, e.g. hospitals, GP surgeries etc
- d. where the number of residential and/or retail premises immediately fronting a road exceeds 20 properties per km.

5.3 In terms of ‘place’ criteria, 30mph limits could be used on:

- a. main or strategic roads outside city/town/village centres or high streets
- b. roads outside other high-density areas and away from other places that attract frequent pedestrian and/or cyclist trips
- c. roads with very low density of housing and/or very few houses altogether (fewer than 20 properties per km)
- d. roads with residential and retail premises only on one side and no need to cross the road to access services or facilities (or if safe crossings are available or made available, as per [Active Travel Act Guidance](#)⁵).

5.4 In terms of ‘movement’ criteria, 30mph limits could be used on:

- a. strategic roads, such as those for freight or important bus corridors, where evidence exists that journey times have increased significantly since the speed limit was changed to 20mph

⁴ <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>

⁵ <https://www.gov.wales/active-travel-act-guidance>

- b. minor roads in industrial areas with low demand for pedestrian or cyclist traffic, or areas surrounded by open land (excluding sports grounds, parks or playing fields that need to be accessed via said road).

5.5 In terms of 'road characteristics', 30mph limits could be considered:

- a. where there are segregated facilities (of sufficient width, as per [Active Travel Act Guidance](#)) along the road and safe crossings for pedestrians and cyclists (and/or these could be made available, in which case changes to the speed could be considered once in place). It will be necessary to separately consider the degree and quality of protection along (the footway/cycle track) and across the road (this would require safe facilities to be provided for pedestrians and cyclists which meet the [Active Travel Act Guidance](#)).
- b. where there is low demand (or no potential demand e.g. planned future trip generators) for pedestrians and cyclists to cross the road (e.g. development is only on one side).
- c. where the road has been designed so that the highway geometry and features support a higher safe speed of 30mph.

5.6 Speed limit assessment

- 5.6.1 When assessing roads using the criteria outlined above, some evaluations will strongly indicate the appropriateness of a 20mph or 30mph speed limit. However, in cases where the criteria yield mixed results, engineering measures could be implemented to support an increase from a 20mph speed limit to 30mph.
- 5.6.2 If the assessment undertaken largely supports retaining the 20mph speed limit, but evidence shows that there are significant impacts on bus routes, resulting in increased journey times and subsequent cuts to services or areas served, then the implementation of bus priority measures along the affected routes should be considered).

5.7 Minimum lengths of speed limits

- 5.7.1 When applying this guidance, frequent changes in speed limit should be avoided, to avoid driver confusion.
- 5.7.2 As per [SLSLIW](#) (Setting Local Speed Limits in Wales), the minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes along the route. This can be reduced to 400 metres for lower speed limits, or even 300 metres on roads with a purely local access function. Anything shorter is not recommended.' These minimum lengths do not apply to buffer limits, detailed below.

5.8 **Buffer speed limits**

5.8.1 Highway authorities should evaluate situations where a buffer speed limit may be appropriate, particularly in the following scenarios:

- a. significant stepped changes in speed limits when approaching communities, where the difference exceeds 20mph and where approach speeds are not limited by features of width, alignment or any other visible cues.
- b. locations where highway alignment limits visibility to speed limit terminal signs, potentially not meeting the criteria set out in Chapter 3 of the [Traffic Signs Manual](#). The repositioning of speed limit terminal signage should also be explored in the first instance.
- c. retrospective implementation in areas identified through the need for regular enforcement activities, such as high collision rates or excessively high actual speeds on 20mph roads.
- d. changes in highway characteristics between communities (e.g. rural to urban transitions) where physical features may not be easily visible to drivers.

5.9 Highway authorities should use their discretion and judgement to determine whether a buffer speed limit is suitable in areas where the speed limit reduces to 20mph from a higher speed, and the length of that buffer speed limit depending on approach speed and other features on the approach to the 20mph speed limit.

5.10 Highway authorities may also consider other alternative speed management measures to reinforce the message that drivers are entering a lower speed limit and encourage compliance.

5.11 Other options, such as gateway treatments and advance signage on the approach, may be more appropriate.

5.12 Collecting post-intervention speed data and safety-related evidence may help authorities justify additional measures at problematic sites, supported by other evidence such as collision records or community concerns.

5.13 This guidance has been developed with consideration of:

- e. The work of the review panels initial report and final report.
- f. Feedback from the Welsh Government's 20mph National Listening programme.
- g. Input from the County Surveyors Society Wales (CSSW).
- h. Feedback from highway authorities, incorporating public viewpoints shared with the Welsh Government.

- 5.14 The framework set out in the guidance aims to support highway authorities to:
- d. Weigh potential benefits and disbenefits of raising the speed limit, taking into account their statutory duties and functions.
 - e. Assess roads according to common criteria (place, movement, road characteristics) that are relevant in determining the appropriate speed limit, considering local circumstances.
 - f. Ensure any trade-offs between the different criteria, and the justification for decisions taken, are clear, well-reasoned and documented in each case.
- 5.15 Highway authorities have the Statutory powers to set speed limits that are suitable for individual roads, considering specific local needs and conditions. Given the diversity of local roads and circumstances across Wales, it is impractical for the guidance documentation to cover all scenarios. Therefore, the Welsh Government have provided revised placemaking criteria (following the initial implementation of the 20mph scheme) to afford the Highway Authority the ability to re-assess the suitability to increase a speed limit from 20mph to 30mph where there is public requests to do so.

6. EQUALITY AND DIVERSITY IMPLICATIONS / SOCIO-ECONOMIC DUTY

- 6.1 There are no equality or diversity implications associated with this report. An Equality Impact Screening Assessment has been completed and is included in this report. **(Appendix B)**
- 6.2 The EQIA has been reviewed following the statutory consultation which continues to show no equality or diversity implications associated with this report

7. WELSH LANGUAGE IMPLICATIONS

- 7.1 There are no Welsh Language implications associated with this report and commitment to the Welsh Language and the Welsh Language (Wales) Standard Regulations 2015. A Welsh Language Impact Assessment has been completed and is included in this report. **(Appendix C)**

8. 20MPH REVIEW COMMUNICATION STRATEGY

- 8.1 *The 20mph Review Communication Strategy* document outlines the Council's approach to public communication and consultation regarding the proposed changes to the speed limits on the **22 candidate roads** being considered for reversion from 20mph to 30mph. This strategy document details the wider communication approach for the Pre-formal Consultation, Public Notice, Welsh Language, use of the Digital Engagement Platform (AppyWay), Social Media Engagement as well as Monitoring & Evaluation (such as correspondence, feedback and local member engagement). **(Appendix E).**

9. PROGRAMME FOR DELIVERY

- 9.1 The outline programme for delivery is as follows in Table 2:

Key Activity	Completion
Initial sift and geo-plot of 313 requests for change	Early Feb 2025
Formal assessment of sites	Mid-March 2025
Initial period of pre statutory consultation	October 2025
TRO and Public Notice and attain formal approval	January 2026
Site works required to implement changes to limits	March 2026

Table 2: Outline programme for delivery.

10. PRE-STATUTORY and STATUTORY CONSULTATION OVERVIEW

- 10.1 Between 22nd September and 13th October 2025, approximately 1,375 letters with plans were delivered to residents and businesses fronting the 26 candidate road locations in RCTCBC and information posters put up at each location providing details on how to view plans, take part and give feedback on the proposals. Public engagement was further supported on the Council's 20mph webpage, press notices, media briefings, and social media channels with details, on how to take part in the PRE-STATUTORY consultation. The pre-statutory consultation findings of the 26 candidate roads are shown below.

10.2 **A4059 Penderyn (North of School)**

Drawing Number TM25/287/GA-1

Responses	39
Support (30mph)	32
Object (keep at 20mph)	4
Other (out of scope, unclear, void etc)	3

10.3 **A4059 Penderyn (South of School)**

Drawing Number TM25/287/GA-2

Responses	48
Support (30mph)	42
Object (keep at 20mph)	4
Other (out of scope, unclear, void etc)	2

10.4	Hirwaun Industrial Estate	
	Drawing Number	TM25/286/GA
	Responses	10
	Support (30mph)	8
	Object (keep at 20mph)	0
	Other (out of scope, unclear, void etc)	2
10.5	Swansea Road & Merthyr Road, Hirwaun	
	Drawing Number	TM25/284/GA
	Responses	53
	Support (30mph)	44
	Object (keep at 20mph)	7
	Other (out of scope, unclear, void etc)	2
10.6	Llanwonno Road, Mountain Ash	
	Drawing Number	TM25/281/GA
	Responses	13
	Support (30mph)	13
	Object (keep at 20mph)	0
	Other (out of scope, unclear, void etc)	0
10.7	Abercynon Link Road, Abercynon	
	Drawing Number	TM25/289/GA
	Responses	19
	Support (30mph)	18
	Object (keep at 20mph)	0
	Other (out of scope, unclear, void etc)	1
10.8	Berw Road, Pontypridd	
	Drawing Number	TM25/275/GA
	Responses	111
	Support (30mph)	63
	Object (keep at 20mph)	46
	Other (out of scope, unclear, void etc)	2
10.9	Sardis Road (& Factory Lane), Pontypridd	
	Drawing Number	TM25/274/GA
	Responses	38
	Support (30mph)	33
	Object (keep at 20mph)	4
	Other (out of scope, unclear, void etc)	1
10.10	Coedcae Lane, Pontyclun	
	Drawing Number	TM25/273/GA
	Responses	26
	Support (30mph)	23
	Object (keep at 20mph)	3
	Other (out of scope, unclear, void etc)	0
10.11	Ynyshir Road (Wattstown), Ynyshir	
	Drawing Number	TM25/271/GA
	Responses	20

Support (30mph)	19
Object (keep at 20mph)	0
Other (out of scope, unclear, void etc)	1

10.12 **Penrhys Road, Tylorstown**

Drawing Number TM25/269/GA

Responses **48**

Support (30mph) 43

Object (keep at 20mph) 4

Other (out of scope, unclear, void etc) 1

10.13 **A4059 Hirwaun Road, Trewaun**

Drawing Number TM25/267/GA

Responses **76**

Support (30mph) 60

Object (keep at 20mph) 11

Other (out of scope, unclear, void etc) 5

10.14 **A473 Nant Celyn Roundabout & Station Road, Church Village**

Drawing Numbers TM25/259/GA & TM25/265/GA

Responses **70**

Support (30mph) 48

Object (keep at 20mph) 18

Other (out of scope, unclear, void etc) 4

10.15 **Brynteg Lane and Mill Lane, Beddau**

Drawing Number TM25/253/GA

Responses **29**

Support (30mph) 16

Object (keep at 20mph) 13

Other (out of scope, unclear, void etc) 0

10.16 **Cardiff Road to Main Road, Cross Inn, Llantrisant**

Drawing Number TM25/255/GA

Responses **30**

Support (30mph) 20

Object (keep at 20mph) 9

Other (out of scope, unclear, void etc) 1

10.17 **Llwyncelyn Road, Porth**

Drawing Number TM25/256/GA

Responses **25**

Support (30mph) 24

Object (keep at 20mph) 1

Other (out of scope, unclear, void etc) 0

10.18 **Upper Boat Roundabout & Gelli Hirion Industrial Estate, Rhydyfelin**

Drawing Number TM25/257/GA

Responses **55**

Support (30mph) 51

Object (keep at 20mph) 3

Other (out of scope, unclear, void etc) 1

10.19	A4054 Cardiff Road (Northern extent), Rhydyfelin	
	Drawing Number	TM25/258/GA
	Responses	34
	Support (30mph)	28
	Object (keep at 20mph)	6
	Other (out of scope, unclear, void etc)	0
10.20	B4595, Talbot Road, Llantrisant	
	Drawing Number	TM25/264/GA
	Responses	36
	Support (30mph)	29
	Object (keep at 20mph)	6
	Other (out of scope, unclear, void etc)	1
10.21	A4058, Ystrad Road Pentre	
	Drawing Number	TM25/266/GA
	Responses	42
	Support (30mph)	31
	Object (keep at 20mph)	10
	Other (out of scope, unclear, void etc)	1
10.22	B4276, Harriet Street & Llwydcoed Road (southern extent)	
	Drawing Number	TM25/268/GA
	Responses	26
	Support (30mph)	18
	Object (keep at 20mph)	5
	Other (out of scope, unclear, void etc)	3
10.23	Cwmynminton Road, Llwydcoed	
	Drawing Number	TM25/270/GA
	Responses	36
	Support (30mph)	18
	Object (keep at 20mph)	14
	Other (out of scope, unclear, void etc)	4
10.24	A4233 East Road (in part), Tylorstown	
	Drawing Number	TM25/363/GA
	Responses	16
	Support (30mph)	15
	Object (keep at 20mph)	0
	Other (out of scope, unclear, void etc)	1
10.25	Gwaunmiskin Road, Beddau	
	Drawing Number	TM25/345/GA
	Responses	27
	Support (30mph)	20
	Object (keep at 20mph)	6
	Other (out of scope, unclear, void etc)	1

10.27 **A4119 Llantrisant (between Castell Mynach and Groesfaen) (40mph)**

Drawing Number TM25/364/GA

Responses	46
Support (40mph)	9
Object (keep at 60mph)	15
Other (out of scope, unclear, void etc)	22

Note, this location is for a 40mph speed limit (from National Speed Limit 60mph)

10.28 **Heol-y-Cawl, Upper Church Village (20mph)**

Drawing Number TM25/064/GA

Responses	15
Support (20mph)	3
Object (keep at 30mph)	1
Other (out of scope, unclear, void etc)	11

10.29 **Un-named Road, Aberaman (near Mike's Field) (20mph)**

Drawing Number TM25/034/GA

Responses	7
Support (20mph)	1
Object (keep at 30mph)	1
Other (out of scope, unclear, void etc)	5

Note, this location is a defect correction identified on the network for a 20mph speed limit section leading to a sports field / pavilion with high pedestrian footfall.

10.30 **Ynysboeth Industrial Estate, Ynysboeth, Abercynon (30mph)**

Drawing Number TM25/031/GA

Responses	9
Support (30mph)	9
Object (keep at 20mph)	0
Other (out of scope, unclear, void etc)	0

Note, this location is a defect correction identified on the network for a 30mph speed limit to an industrial estate. 30mph speed limit is to be made permanent.

10.31 **Merthyr Road, Llwydcoed (B4276) (40mph)**

Drawing Number TM25/065/GA

Responses	28
Support (40mph)	4
Object	0
Other (out of scope, unclear, void etc)	24

Note, this location is a defect correction identified on the network for correcting a 40mph speed limit traffic order, to reflect the actual 40mph speed limit extents.

10.32 ***Chepstow Road to Tylacoch Place, Treorchy (lane extension) (30mph)***
Drawing Number — TM25/426/PN

Note, this location is withdrawn following Public Notice, to become a 20mph default speed limit in line with the objections received by residents and ward councillor support. Further details are outlined in the consultee table below for Statutory Consultation (Public Notice) between the 23rd January and 13th February 2026 and with details of meetings / discussions that took place with ward members in relation to objections received.

<u>Consultee</u>	<u>Date</u>	<u>Response</u>
<p>Pre-Statutory Consultation Early Engagement</p>	<p>22nd September 2025 to 13th October 2025</p>	<p>Approximately 1,375 letters with a plan were hand delivered to the properties fronting the 26 candidate road locations for reverting the 20mph default speed limit to 30mph. <i>See full list of candidate road locations in Table 1 of this report.</i></p> <p>The letters provided details of how the public can get involved and view the proposed locations, submit comments, objections or observations and how to get in touch to get more information or ask specific questions, by the following:-</p> <p><i>View the proposed locations and share feedback at:</i> www.rctcbc.gov.uk/20mphReview <i>Or use QR code in the letter.</i> <i>Both the webpage and the QR code will give access to the AppyWay digital portal for online feedback.</i></p> <p><i>Write to:</i> Traffic Services Manager Traffic Management Floor 2, 2 Llys Cadwyn Pontypridd, CF37 4TH</p> <p><i>Email for plans, questions or request a call back:</i> 20mph@rctcbc.gov.uk</p> <p><i>Request a call back via the Councils contact centre on:</i> 01443 425001</p> <p>Paper copies of the proposals were also made available for the public to view at the following locations:-</p>

		<ul style="list-style-type: none"> • Pontypridd Library (One4All Centre, 1 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH), • Aberdare Library • Treorchy Library • Hirwaun Library <p>Information posters on the proposals were also erected at the 26 candidate roads - with details of how to take part in the pre-statutory consultation.</p> <p>All letters and plans and information in relation to the pre-statutory consultation were provided in both Welsh and English language.</p>
Pre- Statutory Consultation - engagement with the public.	15 th October 2025	<p>The council received 942 representations via the appyway consultation portal.</p> <p>A further 26 representations were received via either email, postal response or CRM.</p> <p><u>Email responses</u> Object (keep at 20mph) 17 Support (revert to 30mph) 9</p> <p>There were 2181 engagements via the bit.ly link QR code to view the pre-statutory consultation plans – for the 26 candidate road sections proposed to return to 30mph (from 20mph).</p>
Cllr Gareth Caple Cymer Ward	8 th October 2025	<p>Please will you include my email in the current consultation regarding reverting the speed limit from 20 mph to 30 mph on this stretch of highway.</p> <p>This location was one of 90 locations assessed at review in March 2025, but did not meet the final candidate list of 26 roads. Cllr asked that his request be put on record.</p> <p>Trebanog Road (Hill) A4233 is close to a number of schools and is a school walking route on a very busy, high traffic road with a high density of properties on both sides directly fronting the road. Post - implementation of the 20mph speed limit in 2023, the mean speed of cars and HGV's have reduced on this road, however speeding concerns are still an issue needing additional enforcement. Increasing the speed limit on Trebanog Road (Hill) A4233</p>

		location is not supported.
Cllr William Rees Pontypridd Town Ward (letter by email)	11 th Oct 2025	<p>I am writing in response to the current consultation on the review of 20mph speed limits, specifically in relation to Berw Road, Pontypridd. I am of the view that the proposal to revert to 30mph on this road, should not proceed past this current pre statutory consultation period.</p> <p>As the local councillor, I have undertaken an extensive engagement exercise with residents in order to ensure their voices are clearly represented in this process.</p> <p>As the local councillor, I have undertaken an extensive engagement exercise with residents in order to ensure their voices are clearly represented in this process.</p> <p>A total of 72 residents responded to my residents survey undertaken over summer 2025, promoted via social media, community groups, and a leaflet delivered to every household with a QR code link.</p> <p>Of the total respondents, 66% were in favour of retaining the 20mph limit. 40 respondents (56%) live directly on Berw Road. Of these, an overwhelming 83% support keeping the 20mph limit.</p> <p>The strongest reasons cited by residents for retaining the current limit were:</p> <ol style="list-style-type: none"> 1. Pedestrian safety (73%) 2. Narrow pavements (70%) 3. Concerns about large quarry vehicles using the route (70%) 4. School pupils using this route (58%) 5. Proximity of homes to the road (55%) <p>Additionally, 62% of respondents reported noticing slower driving speeds since the 20mph limit was introduced, with many also highlighting reduced traffic noise and an improved quality of life.</p> <p>Residents have been clear that the introduction of the 20mph speed limit has had a positive impact on daily life along Berw Road.</p>

		<p>On the basis of clear and consistent feedback from residents, and the particularly strong support expressed by those living directly on Berw Road, I urge the Council to retain the 20mph speed limit on this road. This decision should reflect the lived experience of the people most affected – local residents. This proposal should not proceed past the current pre statutory consultation phase.</p> <p>Please note - the full letter can be made available on request. Above are extracts of the main points raised.</p>
<p>Cllr Geraint Jones Ystrad and Gelli Ward</p>	<p>13th October 2025</p>	<p>I am writing regarding the current consultation on the proposed amendments to the 20mph speed limit across the Rhondda specifically in relation to location IF220 – A4058 Heol Ystrad, Pentre / A4058 Ystrad Road, Pentre.</p> <p>While I appreciate the Welsh Government guidance and the assessment process that has been followed to identify sections suitable for reversion to 30mph, we have significant concerns about this particular proposal for this section. We believe reinstating a 30mph limit on this very short section of road will cause further confusion for motorists and, more importantly, create additional safety risks for local residents.</p> <p>The proposed section sits between two areas of existing 20mph enforcement and transitions directly into a zone of high pedestrian activity, including school entrances, residential properties, and a busy junction serving multiple side streets. This inconsistency will inevitably make it harder for drivers to know what speed they should be travelling and would like to continue with higher speeds by Gelli Primary School.</p> <p>This section of road is already a known concern for speeding and driver behaviour. Both residents and school staff have raised repeated worries about vehicles exceeding the speed limit. We have spoken directly with the Headteacher of Gelli Primary School, who shares these concerns and is strongly opposed to any increase in the speed limit in the vicinity of the school. The Headteacher has</p>

		<p>highlighted that the safety of pupils during drop-off and collection times is already a daily challenge, and the school would not support any measure that increases vehicle speed or driver uncertainty.</p> <p>We recognise the need for balance between road safety and practical traffic management, but in this case, we do not believe that reverting this small stretch to 30mph is justified or beneficial. Given the short length of the proposed section, would it offer any meaningful improvement in traffic flow?</p> <p>We would therefore strongly urge the Council to reconsider the proposed change for IF220 and retain the current 20mph limit along this section of Ystrad Road. Maintaining a consistent 20mph limit through Pentre and towards Ystrad will provide greater clarity for drivers, reduce confusion, and help safeguard pupils and pedestrians around Gelli Primary School.</p>
<p>Attendees: Dylan Kelleher Cllr Karl Johnson Cllr Graham Stacey</p> <p>Apologies: Cllr Sam Trask Cllr Gaynor Lesley Warren</p>	13 th Nov 2025	<p>Cllr feedback meeting:- A473 Nant Celyn roundabout & Station Road. (Llantwit Fadre & Church Village)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p>
<p>Attendees: Dylan Kelleher Cllr Cai Preedy Cllr Cathy Lises</p> <p>Apologies: Cllr Loretta Ann Tompkinson</p>	14 th Nov 2025	<p>Cllr feedback meeting:- Upper Boat roundabout and Gellihirion Industrial Estate. (Hawthorn & Lower Rhydyfelin, Upper Rhydyfelin & Glyntaf and Tonteg)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p>
<p>Attendees: Dylan Kelleher Cllr Sharon Rees Cllr Ann Crimmings Cllr Gareth Jones</p>	18 th Nov 2025	<p>Cllr feedback meeting:- Cwmynysminton Road and lower section of Llwydcoed Road. (Aberdare West & Llwydcoed)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p>

<p>Attendees: Dylan Kelleher Cllr Karen Morgan Cllr Adam Rogers</p>	<p>24th Nov 2025</p>	<p>Cllr feedback meeting:- -Merthyr Road and Swansea Road -Hirwaun Industrial Estate -A4059 Penderyn (North of School) -A4059 Penderyn (South of School) (Hirwaun, Penderyn and Rhigos)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p> <p>Both members are in support of all 30mph speed limits within their patch.</p> <p>Speed Indicator Device (SID) requested for Brecon Road, Hirwaun. Site is added to list to install a SID when there is stock is available.</p>
<p>Attendees: Chris Hughes Cllr Adam Fox Cllr Ross Williams</p>	<p>24th Nov 2025</p>	<p>Cllr feedback meeting:- Llanwonno Road (Penrhiwceiber)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p> <p>No meeting notes, call was brief and in support of the return to 30mph.</p>
<p>Attendees: Dylan Kelleher Cllr Richard Yeo</p> <p>Apologies: Cllr Julie Barton</p>	<p>24th Nov 2025</p>	<p>Cllr feedback meeting:- Brynteg Lane (to stay 20mph) (Beddau and Tyn-y-nant)</p> <p>Cllr Richard Yeo - if the whole section must be changed or not at all, I am against raising the limit to 30mph.</p> <p>Cllr Julie Barton – was emailed on 1st Dec for a response by 8th Dec 2025 as to whether supports the 30mph speed limit proposal....if residents believe it should remain at 20, then I have to support them. It's actually really hard to do much above 20 anyway because of the amount of traffic using the lane and its narrowness.</p> <p>Gwaunmiskin Road General agreement to proceed with 30mph – up to Manor Chase entrance.</p>
<p>Attendees: Dylan Kelleher Cllr Sarah J Davies</p>	<p>26th Nov 2025</p>	<p>Cllr feedback meeting:- B4595 Talbot Road, Llantrisant. (Llantrisant and Talbot Green)</p>

Cllr Glyn Holmes	& Follow up calls	<p>Both councillors were informed of the pre-statutory consultation results and continues to support the proposals.</p> <p>Cardiff Road to Main Road, Cross Inn (to stay 20mph)</p> <p>Cllr Sarah Davies supports 20mph Cllr Glyn Holmes supports 20mph</p>
<p>Attendees: Chris Hughes Cllr James Dennis</p> <p>Apologies: Cllr Rhys Lewis</p>	26 th Nov 2025	<p>Cllr feedback meeting:- Abercynon Link Road (Abercynon)</p> <p>Both Councillors informed of the pre-statutory consultation results and continue to support the proposals.</p>
<p>Attendees: Chris Hughes Cllr Jayne Brencher Cllr Christina Leyshon</p>	26 th Nov 2025	<p>Cllr feedback meeting:- Sardis Road & Factory Lane, Pontypridd (Graig and West Pontypridd)</p> <p>Sardis Road Councillors were informed of the pre-statutory consultation results and continue to support the proposals - subject to the statutory consultation.</p> <p>Factory Lane (to stay 20mph) Councillors had concerns over 30mph and would prefer this road to remain 20mph – due to it being a walking route to and from school.</p>
<p>Attendees: Mason Powell Cllr Ros Davis Cllr Sarah Hickman</p>	27 th Nov 2025	<p>Cllr feedback meeting:- Llwyncelyn Road, Porth (Porth)</p> <p>Councillors were informed of the pre-statutory consultation results and continue to support the proposals.</p>
<p>Attendees: Dylan Kelleher Cllr Louisa Addiscott</p>	27 th Nov 2025	<p>Cllr feedback meeting:- A4059 Hirwaun Rd, Trewaun / Trenant (Penywaun)</p> <p>Councillor was informed of the pre-statutory consultation results and continues to support the proposals.</p> <p>To provide a pre-notice information pack and ensure letters are sent to all directly affected properties, with the option to include additional streets if requested.</p>

		<ul style="list-style-type: none"> • Pre-Notice Information Pack • Community Communications • Monitor Public Notice Feedback – to adjust plans if necessary.
<p>Attendees: Dylan Kelleher Cllr David Evans</p> <p>Apologies: Cllr Wayne Owen Cllr Geraint Hopkins Cllr Janine Turner</p>	28 th Nov 2025	<p>Cllr feedback meeting:- Coedcae Lane (Brynna & Llanharran and Pontyclun West)</p> <p>Cllr expressed support for either speed limit 30mph or 20mph, noting the road is used mainly by commercial traffic and has few pedestrians or school children currently. Limited impact in this ward.</p> <p>The 3 Cllrs that did not join the meeting, were emailed details of the consultation results and asked for their comments / feedback on the proposed 30mph speed limit by 8th December 2025.</p>
<p>Attendees: Dylan Kelleher Cllr Norman Morgan Cllr Geraint Jones Cllr Wendy Lewis</p> <p>Apologies: Cllr Georgina Williams Cllr Emma Watts</p>	28 th Nov 2025	<p>Cllr feedback meeting:- A4058 Ystrad Road, Pentre (Ystrad, Pentre) Buckland Drive (Llwynypia)</p> <p>A4058 Ystrad Road, Pentre (to stay 20mph) based on community feedback and safety data.</p> <p>Buckland Drive – proceed with 20mph by order on this cul-de-sac road.</p>
<p>Attendees: Dylan Kelleher Cllr Cathy Lises Cllr Maureen Webber Cllr Steve Powderhill</p>	28 th Nov 2025	<p>Cllr feedback meeting:- A4054 Cardiff Road (Northern extent) Rhydyfelin (Hawthorn & Lower Rhydyfelin, Rhydyfelin Central, Treforest)</p> <p>Councillors were informed of the pre-statutory consultation results and 2 Councillors continue to support the proposals.</p> <p>Cllr Lises raised a number of safety concerns - best location for 20mph/ 30mph gateway near Dyffryn Road, junction visibility, traffic data accuracy and speed camera.</p>
<p>Attendees: Mason Powell Cllr Julie Edwards</p>	1 st Dec 2025	<p>Cllr feedback meeting:- - A4233 East Road, Tylorstown (part) - Ynyshir Rd (Wattstown roundabout)</p>

<p>Apologies: Cllr Robert Bevan</p>		<p>- Penrhys Road, Tylorstown (Tylorstown and Ynyshir)</p> <p>Cllr Edwards is happy with the proposals along A4233 East Road.</p> <p>Cllr Edwards has requested that the 30mph reversion extents be increased to encompass the entirety of Penrhys Road and has requested an email to justify the rationale if not possible.</p> <p>Cllr Edwards has requested that the 30mph reversion extents be increased to encompass the majority of Ynyshir Road, to the housing estate accessed via Thomas's Place, and has requested an email to justify the rationale if not possible.</p>
<p>Attendees: Mason Powell Cllr Paul Binning</p>	<p>3rd Dec 2025</p>	<p>A4119, Groesfaen (Pont-y-clun East)</p> <p>Councillor Binning has confirmed his support for the PSL change from National to 40mph along the stretch of road in Groesfaen, Pontyclun.</p>
<p>Statutory Consultation (Public Notice) <i>Engagement with the Public.</i></p>	<p>23rd Jan to 13th Feb 2026</p>	<p>Approximately 720 letters with a plan were hand delivered to the properties fronting the 22 roads for reverting the 20mph default speed limit to 30mph.</p> <p>See full list of the 22 road locations in Table 1 of this report.</p> <p>60 notices were also erected on site for the 22 road locations, providing information on how to take part in the Public Notice (Statutory Consultation)</p> <p>Letters were delivered by hand to residents and businesses and notices erected on site at the 22 roads, providing information on how the public can get involved and view the proposed locations, submit comments, objections and take part in the Public Notice (Statutory Consultation) by the following methods:-</p> <p><i>View the proposed locations and share feedback at:</i> www.rctcbc.gov.uk/20mphReview</p>

		<p><i>The RCT traffic consultations webpage allowed the 22 road location plans, letter and notice to be viewed with details on how to provide feedback.</i></p> <p><i>The various ‘8 other’ locations were also included for local speed limit changes, (these are outside the specific scope of the Welsh Government’s 20mph Speed Limit Review) but are part of the wider speed limit review.</i></p> <p><i>A QR code also allowed for plans and letter to be viewed, with details on how to get in touch also:-.</i></p> <p><i>Write to:</i> <i>Traffic Services Manager</i> <i>Traffic Management</i> <i>Floor 2, 2 Llys Cadwyn</i> <i>Pontypridd, CF37 4TH</i></p> <p><i>Email to object, support, comment, make observations, request plans or raise questions / request a call back:</i> <u>20mph@rctcbc.gov.uk</u></p> <p><i>Request a call back via the Councils contact centre on:</i> 01443 425001</p> <p><i>Copies of the proposed plans were also made available for the public to view, with details of how to get in touch, at the following locations:-</i></p> <ul style="list-style-type: none"> • <i>Pontypridd Library (One4All Centre, 1 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH),</i> • <i>Aberdare Library</i> • <i>Treorchy Library</i> • <i>Mountain Ash Library</i> • <i>Hirwaun Library</i> <p><i>All letters and plans and information in relation to the Public Notice consultation were provided in both Welsh and English language.</i></p>
<p>Details of Statutory Consultation (Public Notice)</p>	<p>16th Feb 2026</p>	<p>In total 39 objections were received.</p> <p>The council received 37 objections at Public Notice (23rd Jan – 13th Feb 2026) for the 22 roads, to have the speed limit changed to 30mph. 192 representations were received in</p>

		<p>respect of the 22 roads.</p> <p>The council received 2 objections at Public Notice (23rd Jan – 13th Feb 2026) for the lane section of Chepstow Road leading to Tylacoch Place, Treorchy that is outside the specific scope of the Welsh Government’s 20mph Speed Limit Review. This location and is one of the various other speed limit changes at Public Notice, identified through the broader strategic review process.</p> <p>All 39 objections and a summary of responses is in Appendix D of this report.</p>
Meetings / discussions with ward members on objections received	17 th Feb to 25 th Feb 2026	The following discussions and conversations took place with ward members in relation to objections received in their ward, there was continued support for the proposed changes to go ahead for the 22 road locations .
<p>Attendees: Dylan Kelleher Cllr Sera Evans Cllr Bob Harris</p>	17 th , 18 th and 23 rd Feb 2026	<p>Chepstow Road (lane section) leading to Tylacoch Place. (Treorchy) Both Councillors were contacted to discuss the 2 objections at Public Notice.</p> <p>Both Councillors share the concerns of the 2 objections raised – and support removing the current 30mph speed limit to become a 20mph speed limit (restricted road status).</p> <p>Signing is to be removed and the road to default to 20mph</p> <p>This section of road is outside the specific scope of the Welsh Government’s 20mph Speed Limit Review and was one ‘various other speed limit changes’ published in the Public Notice document, identified through the broader strategic review process.</p>
<p>Attendees: Chris Hughes Cllr Cathy Lises Cllr M Webber</p>	24 th & 25 th Feb 2026	<p>A4054 Cardiff Road (northern extent) Rhydyfelin. (<i>Rhydyfelin</i>) Both Councillors were contacted to discuss the 2 objections at Public Notice, and continue to support the proposals to change the speed limit to 30mph (from 20mph) as proposed.</p>

<p>Attendees: Mason Powell Cllr Adam Rogers</p> <p>Apologies: Cllr Karen Morgan</p>	<p>24th Feb 2026</p>	<p>A4059 Penderyn (North of School) A4059 Penderyn (South of School) <i>(Hirwaun, Penderyn and Rhigos)</i> Both Councillors were contacted to discuss the 12 objections received at Public Notice.</p> <p>No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.</p>
<p>Attendees: Mason Powell Cllr Adam Rogers</p> <p>Apologies: Cllr Karen Morgan</p>	<p>24th Feb 2026</p>	<p>Swansea Road / Merthyr Road <i>(Hirwaun, Penderyn and Rhigos)</i> Both Councillors were contacted to discuss the single objection received at Public Notice.</p> <p>No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.</p>
<p>Attendees: Mason Powell Cllr Robet Bevan</p> <p>Apologies: Cllr Julie Edwards</p>	<p>24th Feb 2026</p>	<p>A4233 East Road (in part) <i>(Tylorstown and Ynyshir)</i> Both Councillors were contacted to discuss the single objection received at Public Notice.</p> <p>No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.</p>
<p>Attendees: Dylan Kelleher Cllr Graham Stacey Cllr Gaynor Warren</p> <p>Cllr Karl Johnson Cllr Sam Trask</p>	<p>24th Feb 2026</p>	<p>Station Road (main section), Church Village <i>(Church Village & Llantwit Fadre)</i> All 4 Councillors were contacted to discuss the 12 objections received at Public Notice.</p> <p>No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.</p>
<p>Attendees: Dylan Kelleher Cllr Anne Crimmings Cllr Gareth Jones Cllr Sharon Rees</p>	<p>24th Feb 2026</p>	<p>B4276 Llwydcoed Road <i>(Aberdare West and Llwydcoed)</i> Councillors were contacted to discuss the 2 objections received at Public Notice.</p> <p>No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.</p>

Attendees: Dylan Kelleher Cllr Anne Crimmings Cllr Gareth Jones Cllr Sharon Rees	24th Feb 2026	Cwmynysminton Road, Llwydcoed <i>(Aberdare West and Llwydcoed)</i> Councillors were contacted to discuss the 7 objections received at Public Notice. No objections were received on the proposals to change the speed limit to 30mph (from 20mph) on A4059 north and south of the school.
-----------------------------------------------------------------------------------------------------	---------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Table 3: Consultation Responses/

Drawing No's	22 candidate road locations for 30mph speed limits are shown in the following plans:- TM25/287/GA-1, TM25/287/GA-2, TM25/286/GA, TM25/284/GA, TM25/281/GA, TM25/289/GA, TM25/274/GA, TM25/273/GA, TM25/271/GA, TM25/269/GA, TM25/267/GA, TM25/265/GA, TM25/256/GA, TM25/257/GA, TM25/258/GA, TM25/259/GA, TM25/264/GA, TM25/268/GA, TM25/270/GA, TM25/363/GA, TM24/345/GA.
Drawing No's	Additional speed limit changes / minor amendments to other speed limits / traffic orders to be undertaken in the same order:- TM25/364/GA - A4119 Llantrisant (40mph), TM25/064/GA - Church Village, Heol-y-cawl (20mph) TM25/034/GA – Aberaman, Un-named Rd (20mph) TM25/031/GA - Ynysboeth Industrial Est. (30mph) TM25/065/GA – Merthyr Road, Aberdare (40mph) TM/25/494/GA – The Brambles, Llantrisant (20mph) TM25/495/GA – Penycoedcae Road, Beddau (40mph) TM25/426/PN – Chepstow Road (lane section) (30mph) <i>(See 4.25 in this report for details of the lane section of Chepstow Road leading to Tylacoch Place, Treorchy being withdrawn)</i>
Budget	Direct Welsh Government Funding
File No	IF220

11. PUBLIC NOTICE OUTCOMES – (23/01/26 – 13/02/26)

- 11.1 A statutory Public Notice was published between **23rd January 2026 and 13th February 2026** in accordance with the requirements of the *Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996*.
- 11.2 The Public Notice set out the Council's intention to introduce amended speed limits at 22 road locations identified through the technical review and pre-statutory consultation process. A copy of the Public Notice documentation including the schedule, SOR, location plans and letter to residents / businesses is available in **Appendix A** of this report.
- 11.3 A list of all 22 roads that will have a 30mph speed limit, is shown in **Table 1** (in section 4 of this report). Table 1 also shows the 4 roads withdrawn after a pre-statutory consultation (highlighted in red) prior to Public Notice.
- 11.4 During the Public Notice period, the Council received a range of representations, including objections, comments, and expressions of support for the proposed changes. All submissions received have been recorded and considered in line with the Council's Scheme of Delegation. A copy of the statistics per location is displayed in **Table 4** below.
- 11.5 Note that Public Notice included reference to '8 other' proposed changes to local speed limits. These changes were required to correct minor errors and or anomalies in existing Traffic Regulations Orders.
- 11.6 A total of **39 objections** were received at Public Notice.
- 11.7 There were **37 objections** against changing the speed limit form 20mph to 30mph on the 22 roads. See **Part 1 of Table 4** below.
- 11.8 There were **2 objections** in relation to the '8 other' proposed changes to local speed limits, namely the lane section of Chepstow Road that leads to Tylacoch Place, Treorchy. See **Part 2 of Table 4** below.
- 11.9 Consultation responses for sections of highway not included within the Public Notice, are shown as VOID in **Part 3 of Table 4** below. However, responses are provided, due to the nature of these concerns.
- 11.10 A full summary table of all representations submitted during the Public Notice period, together with the issues raised and the Council's assessment and response to each point, is provided in **Appendix D** of this report.
- 11.11 The elected members of each respective ward were provided with a copy of **Appendix D** and meetings were arranged with officers for the 24th February 2026, where Members were asked to provide representations in respect to how they wish to proceed, whether in support of the proposed change to 30mph or to uphold the views of the objectors.
- 11.12 This report has been prepared with a recommendation not to uphold the objections received in respect of the 22 candidate roads consulted upon during the Public Notice period and to proceed with the implementation of the revised scheme as reported. The objections relating to the Unnamed Road from Chepstow Road to

Tylacoch Place are upheld and that section will not form part of the Traffic Regulation Order. A copy of this key delegated decision will be available for viewing on the Council's website following approval.

Table 4 - Summary of Responses to Public Notice

Part 1 - 22 Candidate Roads				
Site	Objection	Support	VOID	Total
A4059 (Penderyn north of school)	5	7	0	12
A4059 (Penderyn south of school)	7	7	0	14
Hirwaun Industrial Estate	0	7	0	7
Swansea Road/Merthyr Road, Hirwaun	1	7	0	8
Llanwonno Road, Mountain Ash	0	7	0	7
Abercynon Link Road	0	7	0	7
Sardis Road, Pontypridd (revised extent – Factory Lane removed)	0	7	0	7
Coedcae Lane, Pontyclun	0	7	0	7
Ynyshir Road (Wattstown Roundabout), Ynyshir	0	7	0	7
Penrhys Road, Tylorstown	0	7	0	7
Hirwaun Road, Trewaun	0	7	0	7
Station Road, Church Village	12	8	0	20
Llwyncelyn Road, Porth	0	7	0	7
Upper Boat Roundabout	0	7	0	7
A4054 Cardiff Road (northern extent), Rhydyfelin	2	7	0	9
A473 Nant Celyn Roundabout (Church Village Bypass)	0	7	0	7
B4595 Talbot Road, Llantrisant	0	7	0	7
B4276 Harriet Street / Llwydcoed Road	2	7	0	9
Cwmynysminton Road, Llwydcoed	7	7	0	14
A4233 East Road (in part)	1	7	0	8
Upper Boat to Midway Retail Park and Gelli Hirion Industrial Estate	0	7	0	7
Gwaunmiskin Road (southern extent).	0	7	0	7
Total	37	155	0	192

Part 2 - Review of various other speed limits				
Site	Objection	Support	VOID	Total
Heol-y-Cawl, Church Village	0	0	0	0
Penycoedcae Road, Beddau	0	0	0	0
Ynysboeth Industrial Estate	0	0	0	0
The Brambles, Pontyclun, Llantrisant	0	0	0	0
Merthyr Road, Llwydcoed	0	0	0	0
A4119 Groesfaen	0	0	0	0
Chepstow Road, Treorchy	2	0	0	2
Unnamed Road, Aberaman	0	0	0	0
Total	2	0	0	2

Part 3 – Responses to sections of highway not included within the Public Notice				
Site	Objection	Support	VOID	Total
Ely Valley Road, Coed ely			2	2
Berw Road, Pontypridd			2	2
Total			2	2

Table 4: Summary of Responses to Public Notice

11.13 In line with statutory requirements, all objectors will be notified in writing of the Council's decision following conclusion of the review and prior to publication of the Notice of Making.

11.14 The Council's Traffic Services Team continues to deliver this WG initiative in accordance with the revised guidance document 'Setting 30mph speed limits on restricted roads – guidance for highway authorities' and in obedience with the agreed programme.

12. FINANCIAL IMPLICATIONS

- 12.1 The costs associated with the design, consultation and implementation of this scheme will be met through The Welsh Government Capital Grant.
- 12.2 There are financial implications associated with the implementation of this review process. The WG have committed to meeting the financial obligation placed on LA's in delivering the required legal and physical infrastructure changes to the highway network. However, the Council has retained much of the 30mph infrastructure that was removed from the highway as part of the implementation of the 20mph default limit, therefore where 30mph speed limits may be reinstated existing signage may be reused.
- 12.3 The implementation of this initiative across RCT has been fully funded by WG Capital Grant. Table 5 below summarises total spend by year.

Financial Year	Grant allocation (£)
2021/22	53,500
2022/23	1,130,000
2023/24	2,934,000
2024/25	480,000
2025/26	405,000

Table 5: RCT's WG Road Safety Capital Grant allocation by year (realised and projected).

13. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 13.1 The Council in its duty as Highway Authority can in accordance with powers granted to it by the Road Traffic Regulation Act 1984, may seek following a period of public notice to eventually:-

- (i) Introduce a Traffic Regulation Order (TRO) to introduce a number of new 30mph Speed Limit exceptions on 22 candidate roads in RCT as well as revoke and vary a number of existing 20mph and 30mph Speed Limit Orders and where appropriate also make changes to other speed limits in connection to the Welsh Governments 20mph Default Speed Limit Programme and subsequent WG revised criteria for setting of 30mph speed limits in Wales.

These changes have been assessed in accordance with the revised placemaking criteria (as published within the '**Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities – July 2024**⁶ and where deemed appropriate from the assessments undertaken; it is recommended to create a Traffic Regulation Order for the extents of highway listed within the Public Notice documents (Appendix A)

- (ii) Implement the necessary gateway Speed Limit changes and any associated speed limit changes on site as required to reflect the extents stipulated by a Traffic Regulation Order (TRO) for the 22 candidate roads in RCTCBC.

⁶ <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>

- 13.2 Whilst Welsh Ministers have utilised existing powers to change primary legislation to introduce a default 20mph speed limit on restricted roads in Wales, it was necessary for the Council in pursuit of its duties as Highway Authority and in accordance with powers granted to it by the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, to set higher speed limits on all roads considered 'exceptions' to the default 20mph limit following a period of public notice. These same powers will be used by the Council to implement any changes identified as part of the review process.
- 13.3 The WG had identified various Legislation, Regulations, Guidance and Policy documents that needed to be revised prior to the implementation of the default limit on restricted roads. These revisions have been completed and are referenced, where appropriate, in the main body of the report.

14. LINKS TO THE CORPORATE AND NATIONAL PRIORITIES AND THE WELL-BEING OF FUTURE GENERATIONS ACT.

- 14.1 The proposals for changing the speed limit on 22 roads, support and promotes the Councils well-being objectives which in turn supports the seven well-being goals of the Well-being of Future Generations (Wales) Act 2015.
- 14.2 The Senedd has implemented legislation to lower the default national default speed limit on restricted roads from 30mph to 20mph to reduce the number and severity of collisions and casualties, to enable more people to use active travel, to reduce environmental impacts and to improve people's quality of life in communities across Wales.
- 14.3 The legislation supports the objectives set out in Llwybr Newydd: The Wales Transport Strategy 2021, which prioritises walking and Cycling above all other modes of travel; and Future Wales, the national development framework which sets the aim for people to live in places where travel has a low environmental impact.⁷
- 14.4 The re-introduction of a 30mph default speed limit is expected to support the Council's Corporate Plan (2024–2030)⁸, aligning with its three strategic priorities: People, Places, and Prosperity. Specifically:
- People: The change responds to public feedback and aims to balance road safety with practical travel needs, particularly for emergency services, public transport, and working residents.
 - Places: It supports more efficient traffic movement across communities, helping reduce congestion and journey times, while maintaining lower limits in sensitive areas such as near schools and residential zones.
 - Prosperity: By improving travel efficiency and reducing delays, the revised limit can support local economic activity, logistics, and service delivery.

⁷ <https://www.gov.wales/llwybr-newydd-wales-transport-strategy-2021>

⁸

15. POLICE RECORDED ROAD COLLISIONS - FOR YEAR 2024 (FULL YEAR)

- 15.1 Given the increased interest in collisions data since the roll out of the 20mph default speed limit on 17 September 2023. The year of 2024 is the first full year that collisions data is available.
- 15.2 In 2024, there were *1,759 casualties* reported on roads with 20mph and 30mph speed limits (combined) which is the lowest annual number reported on Wales. This is 19.5% lower than in 2023 (*2,185 casualties*), the year that the change in default speed limit was implemented, and 25% lower than in 2022 (*2,344 casualties*), the most recent full calendar year before the change in default speed limit.
- 15.3 These statistics are for road collisions which resulted in personal injury and for which information was reported by the police. It is known that there is an element of under-recording of such incidents, particularly for less severe incidents where police officers may not have been in attendance.
- 15.4 The above information is provided by Llywodraeth Cymru / Welsh Government – **Police recorded road collisions: 2024**. Data on severity of injury and type of road user for 2024. This public document is available at the Welsh Government website⁹

16. CONCLUSION

- 16.1 A statutory Public Notice was published between **23rd January 2026 and 13th February 2026** in accordance with the requirements of the *Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996*.
- 16.2 The Public Notice set out the Council's intention to introduce amended speed limits at 22 road locations identified through the technical review and pre-statutory consultation process. Following a comprehensive review of restricted road speed limits in accordance with Welsh Government's revised guidance, Setting 30mph Speed Limits on Restricted Roads.
- 16.3 These locations were progressed through pre-statutory consultation and ward member engagement. Following this process, four locations were withdrawn from progression due to strong local representations in favour of retaining the existing 20mph limit. Both the Public Notice and the pre-statutory consultations indicate that public attitudes are shifting as many people realise the 20mph speed limit has a minimal impact on journey times and overall provides a benefit to road safety.
- 16.4 The statutory Public Notice exercise for 22 roads has now concluded, and all representations received have been assessed in detail. Subject to approval of the key delegated decision, the Council will publish its Notice of Making and undertake the necessary physical works to implement the revised speed limits without delay, ensuring compliance with statutory processes and delivery within the agreed programme.

⁹ <https://www.gov.wales/police-recorded-road-collisions-2024-html>

- 16.5 The Council will continue to support the wider monitoring work undertaken by Transport for Wales and Welsh Government to assess the longer-term effects of the 20mph and revised 30mph limits, including vehicle speeds, collision trends, and community impacts.
- 16.6 The Council will also continue to work in partnership with South Wales Police and Gosafe to promote operation Ugain (*Operation Ugain 2024*) and ensure adequate roadside engagement and enforcement of speed limits is undertaken to ensure greater compliance by drivers. <https://www.gosafe.org/campaigns-and-operations/20mph-engagement-and-enforcement/operationugain/>

Other Information: -

Relevant Scrutiny Committee

Climate Change, Frontline Services & Prosperity Scrutiny Committee

Contact Officer

Tim Phillips

Head of Traffic and Transportation.

RHONDDA CYNON TAFF COUNTY BOROUGH COUNCIL
(VARIOUS STREETS AND ROADS IN RHONDDA CYNON TAFF)
(REVOCATION, VARIATION AND SPEED LIMIT) ORDER 2026

SCHEDULE 1 – RHONDDA

Part 1 – Revocation

1. The “Rhondda Cynon Taff County Borough Council (Various Locations In Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and temporary suspensions.

Part 2 – Variation

1. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2023” shall be varied by the removal of Item 17 of Schedule 4, Part 3

Part 3 – NEW 30mph Speed Limit

Bwlch-y-Clawdd Road A4061, Cwmparc

1. That section of Bwlch-y-Clawdd Road (A4061), from its junction with Pen-Twyn Road (B4233), south-westwards for a distance of approximately 60 metres

Ynyshir Road, Aberllechau Road and A4233 Roundabout, Ynyshir, Wattstown

2. That section of Ynyshir Road from the roundabout with the A4233 in a northwest direction for a distance of approximately 125 metres.
3. That section of Ynyshir Road from the roundabout with the A4233 in a southeast direction for a distance of approximately 113 metres.
4. That section of the A4233, from a point 18 metres west of its roundabout junction (which leads to Ynyshir Road), in a general easterly direction for a distance of approximately 72 metres (to include the roundabout in its entirety).

B4512 Penrhys Road – Penrhys

5. That section of Penrhys Road from its junction with Parry Street, in a general southerly and then westerly direction to its junction with the roundabout (which leads to Heol Pendyrus), a distance of approximately 640 metres.
6. The roundabout (which leads to Heol Pendyrus) in its entirety.

Llwyncelyn Road – Porth

7. That section of Llwyncelyn Road B4278 from a point 118 metres north-west of the junction with A4058 Coedcae Road (Brittania Bridge), in a general westerly direction to the eastern side of its junction with Leslie Terrace B4278, a distance of approximately 335 metres.

A4233 East Road, Brynheulog Terrace and Oaklands Business Park - Tylorstown

8. That section of the A4233 East Road from the steps situated between properties No.104 and No.105 East Road (A4233), in a north-westerly direction to the eastern most property boundary of No. 25 Oakland Terrace (A4233) for a distance of approximately 670 metres
9. That section of Oaklands Business Park, from its junction with East Road A4233, in a general northerly direction for a distance of approximately 25 metres
10. That section of Brynheulog Terrace, from its junction with East Road A4233, in a general south-easterly direction for a distance of approximately 280 metres

Chepstow Road, Treorchy (single lane extension), Windsor Street to Tylacoch Place and Tylacoch Place (ABANDONED)

11. That section of Chepstow Road (single lane extension), Treorchy from a point 72 metres north west of the northern side of No.54 Chepstow Road, in a north west direction, following the curvature of the road to the junction of road known as Windsor Street to Tylacoch Place, a distance of approximately 353 metres
12. That section of road known as Windsor Street to Tylacoch Place from its junction with Tylacoch Place in a general south easterly and then northerly direction following the curvature of the road, for a distance of approximately 160 metres
13. Tylacoch Place in its entirety for a distance of approximately 105 metres

SCHEDULE 2 – CYNON

Part 1 – Revocation

1. The “Rhondda Cynon Taff County Borough Council (Various Locations In Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and suspensions.
2. The “The Urban District Council of Aberdare (Hirwaun Road) (40mph Speed Limit Direction) (No. 1) Order 1962” shall be revoked in its entirety

Part 2 - Variations

1. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal of item a) of Schedule 2, Part 2
2. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal of item b) of Schedule 2, Part 2
3. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal item c, Schedule 2, Part 4
4. The “Rhondda Cynon Taff County Borough Council (Rhigos Road (Between Pont- Walby and Hirwaun Industrial Estate), The Bury and Cwmynysminton Road, Llwydcoed (Speed Limit) Order 2012” shall be varied by the removal of item ‘c’ of Part 2 of the Schedule

Part 3 – NEW 20mph Speed Limits

Unnamed Road between Davis Street, Aberaman and Cwmbach Wetlands / Coed Dyffryn

1. That section of Un-named road, from its junction with Davis Street in a generally north-easterly direction (over the A4059), for a distance of approximately 193 metres
2. That section of Un-named road, from a point 120 metres north-east of the junction with Davis Street in a north westerly direction for a distance of approximately 54 metres (to the Site of Botanical Brewery)

3. That section of Un-named road, from a point 128 metres north-east of the junction with Davis Steet in a south easterly direction for a distance of approximately 242 metres, to the gated entrance leading to the football pitch (known locally as Mike's Field)

Part 4 – NEW 30mph Speed Limits

Cwmynysminton Road, Llwydcoed, Aberdare

1. That section of Cwmynysminton Road from its junction with the B4276 Llwydcoed Road in a general westerly and then northerly direction for a distance of approximately 475 metres

A4059 Chapel Road, Penderyn – Section North of Primary School

2. That section of Chapel Road A4059 from a point 140 metres north-west of the north-western side of its junction with Lamb Road in a general south easterly direction for a distance of approximately 650 metres

A4059 Pontpren, Penderyn – Section South of Primary School

3. That section of Pontpren A4059 from a point 19 metres South-West of the centreline of its junction with Woodland Park, in a general north-easterly and then northerly direction for a distance of approximately 580 metres

Hirwaun Industrial Estate – Hirwaun

4. On the following sections of road: -
 - a. Main Avenue, from its junction with Thirteenth Avenue in a general easterly direction to its eastern roundabout, a distance of approximately 980 metres
 - b. The eastern roundabout of Main Road in its entirety
 - c. Thirteenth Avenue from its junction with Rhigos Road in a northerly direction to its junction with Main Avenue, a distance of approximately 99 metres
 - d. Fourteenth Avenue from its junction with Main Avenue in a north-easterly direction for a distance of approximately 48 metres
 - e. The un-named access road, from a point 48 metres north-west of Fourteenth Avenue's junction with Main Avenue, in a general north-westerly direction, for a distance of approximately 135 metres
 - f. Sixteenth Avenue from its junction with Thirteenth Avenue in a general north-westerly and then northerly direction for a distance of approximately 413 metres
 - g. The un-named side roads / access roads off Sixteenth Avenue
 - h. Seventeenth Avenue from its junction with Halt Road in a general easterly direction to its junction with sixteenth Avenue for a distance of approximately 200 metres
 - i. The un-named side roads / access roads off Seventeenth Avenue
 - j. Fifth Avenue from the eastern roundabout of Main Road in a south westerly direction to the roundabout with Rhigos Road for a distance of approximately 200 metres
 - k. Fifth Avenue from the eastern roundabout of Main Avenue in a general northerly direction for a distance of approximately 165 metres
 - l. Farm Estate in its entirety, from its roundabout junction with Fifth Avenue

Heol Uchel, Merthyr Road and Swansea Road, Hirwaun

5. That continuous section of road that includes part of Heol Uchel, Merthyr Road & Swansea Road, from the western side of its junction with Merthyr Road to Tramway Road, in a general easterly direction for a distance of approximately 1400 metres (prior to the railway bridge)

Llanwonno Road - Perthcelyn, Penrhiwceiber

6. That section of Llanwonno Road from its junction with Arthur Street, in a south easterly direction to its junction with Hawthorn Terrace for a distance of approximately 640 metres
7. That section of Llanwonno Road from its junction with Hawthorn Terrace, in a general southerly direction for a distance of approximately 185 metres

Un-named Access Road – leading to Ynysboeth Industrial Estate

8. That section of the Un-named Road (leading to Ynysboeth Industrial Estate), from its junction with the A4059 New Road in a generally south-easterly direction, following the curvature of the road, to the gated entrance of the Industrial Estate, a distance of approximately 542 metres

Hirwaun Road A4059 – Hirwaun

9. That section of Hirwaun Road A4059 from its junction with the un-named access road leading to Pentwyn Cynon Farm, in a north-westerly direction, for a distance of approximately 358 metres

B4275 – Abercynon Link Road at Navigation Park

10. That section of the B4275 from the Navigation Park roundabout in a north easterly direction for a distance of approximately 385 metres
11. That section of the B4275 referred to as “Cilfynydd Road To Glancynon Terrace” from its junction with the Navigation Park Access Road B4275, in a generally south-easterly direction for a distance of approximately 70 metres
12. The roundabout leading to Navigation Park in its entirety

B4276 Harriet Street and Llwydcoed Road – Llywdcoed

13. That section of B4276 Harriet Street and Llwydcoed Road from its junction with the Harriet Street Roundabout in a general northerly direction to a point opposite the southern property boundary of Dringarth, a distance of approximately 495 metres
14. The Harriet Street roundabout in its entirety
15. That section of the A4059 from the Harriet Street roundabout in a general easterly direction for a distance of approximately 20 metres
16. That section of the A4059 from the Harriet Street roundabout in a southerly direction for a distance of approximately 20 metres
17. That section of the A4059 from the Harriet Street Roundabout in a Westerly direction for a distance of approximately 20 metres

Part 5 – NEW 40mph Speed Limits

Merthyr Road B4276 - Llwydcoed

1. That section of Merthyr Road B4276, from a point 54 metres east of the eastern property boundary line of Shangri-La, in a general easterly and then north easterly direction following the curvature of the road, for a distance of approximately 826 metres

Hirwaun Road A4059, Aberdare

2. That section Hirwaun Road A4059, from a point 92 metres north-west of its junction with Cwmdare Road in a continuing north-westerly direction to the western side of the junction with the un-named access road leading to Pentwyn Cynon Farm, a distance of approximately 2365 metres

Part 6 – NEW 50mph Speed Limit

Cwmynysminton Road - Llwydcoed

1. That section of Cwmynysminton Road, from its junction with Crematorium Road to a point approximately 820 metres south east of this junction

SCHEDULE 3 – TAFF

Part 1 – Revocations

1. The “Rhondda Cynon Taff County Borough Council (Various Locations in Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and suspensions.

Part 2 – Variations

1. The “Rhondda Cynon Taff County Borough Council (Llantrisant Road, Penycoedcae and Penycoedcae Road, Beddau) (40mph Speed Limit) Order 2015” shall be varied by the removal of item c

Part 3 – NEW 20mph Speed Limits

Heol-y-Cawl at Church Road, Upper Church Village

1. That section of Heol-y-Cawl from its junction with Church Road in a north westerly direction for a distance of approximately 50 metres. TTRO4 2025 temp speed limit order

The Brambles, Llantrisant

2. The Brambles from its junction with the road named ‘Cardiff Road to Main Road Roundabout’ in a westerly direction for it’s entirety, a distance of approximately 146 metres

Part 4 – NEW 30mph Speed Limits

Sardis Road and the entry road at Sardis Road Car Park, Pontypridd

1. Sardis Road from the A4058 gyratory, in a general southwesterly direction to its roundabout junction with Factory Lane, a distance of approximately 420 metres
2. The roundabout junction of Factory Lane and Sardis Road in its entirety
3. Sardis Road Car Park entrance road from its junction with Sardis Road in an easterly direction for a distance of approximately 60 metres

Coedcae Lane, Pontyclun

4. That section of Coedcae Lane, from its junction with the A473 roundabout in a general southerly direction to the signal-controlled railway crossing for a distance of approximately 480 metres

Station Road and Nant Celyn Roundabout A473, Church Village

5. Station road from its junction with Nant Celyn Roundabout A473 in a north-westerly direction to its junction with B4595 Main Road, a distance of approximately 740 metres
6. The Nant Celyn Roundabout in its entirety
7. That section of Station Road from its junction with Nant Celyn roundabout in a southerly direction or a distance of approximately 85 metres

8. That section of the A473 Church Village Bypass from the Nant Celyn Roundabout in a south-westerly direction for a distance of approximately 105 metres
9. That section of the A473 Church Village Bypass from the Nant Celyn Roundabout in a north-easterly direction for a distance of approximately 115 metres

Upper Boat Roundabout and Gelli Hirion Industrial Estate – Upper Boat / Hawthorn

10. The Upper Boat Interchange in its entirety
11. That section of Gwaelod-Y-Garth Road from the Upper Boat Interchange in a south-westerly direction for a distance of approximately 120 metres
12. That short section of Tonteg Road A473 from the junction with Gwaelod-Y-Garth Road in a north-westerly direction for a distance of approximately 25 metres
13. That short section of Cardiff Road A4054 from its junction with the Upper Boat Interchange in a westerly direction for a distance of approximately 40 metres
14. That short section of Main Avenue A4054 from its junction with the Upper Boat Interchange in a southerly direction for a distance of approximately 30 metres
15. That section Upper Boat to Tesco from its junction with Upper Boat Interchange to the small roundabout leading to Tesco Superstore, a distance of approximately 380 metres
16. The small roundabout leading to Tesco Superstore in its entirety
17. That section of the un-named road through Gelli Hirion Industrial Estate from its junction with the small roundabout leading to Tesco, in a general north-westerly and then south-westerly direction to its junction with Dynea Road, a distance of approximately 750 metres

A4054 Cardiff Road (Northern Extent) – Rhydyfelin

18. That section of A4054 Cardiff Road from its junction with Dyffryn Road in a north westerly direction to its junction with the un-named road that leads to the rear of No's 14 to 27 Cardiff Road for a distance of approximately 860 metres

B4595 Talbot Road – Llantrisant

19. That section of Talbot Road B4595 from its junction with Cross Inn Road in a general south-westerly direction for a distance of approximately 490 metres

Gwaunmiskin Road – Beddau / Tyn-Y-Nant

20. That section of Gwaunmiskin Road from the common boundary of property No's 31 and 32, Carlton Crescent, in a south-easterly direction for a distance of approximately 102 metres

Part 5 – NEW 40mph Speed Limits

Llantrisant Road A4119 – leading to Groes-faen

1. That section of Llantrisant Road A4119 leading to Groes-faen from a point 195 metres east of the main A4119 route at the Castell-y-Mynach Inn, in a general easterly direction for a distance of approximately 510 metres

Penycoedcae Road, Beddau

2. That section of Penycoedcae Road from a point 30 metres south of the southern entrance to property Panorama, southwards to a point approximately 10 metres north of the junction centre line of Gelynog Court, for a distance of approximately 1,360 metres

Adolygiad o'r Terfyn Cyflymder 20mya...

Rhannwch eich barn: www.rctcbc.gov.uk/Adolygiad20mya



Mae hefyd modd i chi ysgrifennu at Reolwr y Gwasanaethau Traffig,
Uned Materion Rheoli Traffig, Llawr 2, Llys Cadwyn, Pontypridd, CF37 4TH.

HYSBYSIAD CYHOEDDUS YNGLŶN Â CHYNIGION I NEWID TERFYN CYFLYMDER I 30MYA PUBLIC NOTICE ON PROPOSALS TO CHANGE THE SPEED LIMIT TO 30MPH



**23 Ionawr/January - 13 Chwefror/February
2026**

20mph Speed Limit Review...

Take part: www.rctcbc.gov.uk/20mphReview



Or write to the Traffic Services Manager, Traffic Management,
Floor 2, Llys Cadwyn, Pontypridd CF37 4TH.



RHONDDA CYNON TAF

CYNGOR BWRDEISTREF SIROL RHONDDA CYNON TAF
GORCHYMYN (STRYDOEDD A FFYRDD AMRYWIOL YN RHONDDA CYNON TAF)
(DIRYMU, AMRYWIO A THERFYN CYFLYMDER) 2026

DATGANIAD O RESYMAU

Mae Cyngor Bwrdeistref Sirol Rhondda Cynon Taf yn ceisio Ymgynghoriad Statudol (Hysbysiad Cyhoeddus) mewn perthynas â newid terfyn cyflymder 22 o ffyrdd (a dderbyniodd cefnogaeth eang gan y cyhoedd) o 20mya i 30mya, a hynny'n dilyn ymgynghoriad cyn y cam statudol mewn perthynas â 26 o ffyrdd cychwynnol (rhwng 22 Medi 2025 a 13 Hydref 2025)

Bydd Ymgynghoriad Statudol (Hysbysiad Cyhoeddus) yn cael ei gynnal o ddydd Gwener 23 Ionawr i ddydd Gwener 13 Chwefror 2026 mewn perthynas â'r ffyrdd hynny fydd yn destun terfyn cyflymder o 30mya trwy Orchymyn.

Cyhoeddwyd y canllawiau diweddaraf ynghylch *Gosod Terfynau Cyflymder o 30mya ar Ffyrdd Cyfyngedig – Canllawiau i Awdurdodau Priffyrdd* ar **16 Gorffennaf 2024**. Roedd hyn yn rhoi cyfle i ni asesu ac adolygu nifer o ffyrdd yn Rhondda Cynon Taf yn fanwl, gan edrych ar amseroedd teithio, cyflymder cerbydau, data gwrthdrawiadau, amgylchedd y ffyrdd a llif y traffig yn ogystal â'r meini prawf diwygiedig ar gyfer creu lleoedd.

Bydd terfynau cyflymder eraill sydd heb eu heffeithio gan y newid terfyn cyflymder o 20mya i 30mya hefyd yn cael eu diwygio lle bo angen.

Mae angen gwneud gorchymyn rheoleiddio traffig er mwyn:-

- Ddychwelyd 22 ffordd i derfyn cyflymder o 30mya, yn unol â chanllawiau newydd, amodau lleol a lle mae'n ddiogel ac yn briodol codi'r terfyn cyflymder o 20mya i 30mya.
- Cydymffurfio â dyletswydd y Cyngor (fel yr awdurdod traffig lleol) yn unol â'r hyn sydd wedi'i amlinellu yn Adran 16 o Ddeddf Rheoli Traffig 2004; sicrhau bod traffig yn symud yn gyflym ar rwydwaith ffyrdd yr Awdurdodau Priffyrdd drwy osgoi, dileu neu leihau tagfeydd ffyrdd neu darfu arall ar symudiad traffig ar hyd llwybr penodol, fel y nodwyd yn rhan o'r broses adolygu 20mya.

RHONDDA CYNON TAFF COUNTY BOROUGH COUNCIL
(VARIOUS STREETS AND ROADS IN RHONDDA CYNON TAFF)
(REVOCATION, VARIATION AND SPEED LIMIT) ORDER 2026

STATEMENT OF REASONS

Rhondda Cynon Taf County Borough Council is seeking Statutory Consultation (**Public Notice**) for **22 roads** that received wide public support to change the speed limit from 20mph to 30mph, following a pre-statutory consultation on an initial 26 roads (22nd September 2025 to 13th October 2025)

Statutory Consultation (Public Notice) will run from **Friday 23 January to Friday 13th February 2026** for roads that will be subject to a 30mph speed limit by Order.

The updated guidance on *Setting 30mph Speed Limits on Restricted Roads in Wales – Guidance for Highway Authorities* was published on **16th July 2024**. This allowed for assessment and detailed review of a number of roads in RCT, looking at journey times, vehicle speeds, collision data, road environment and traffic flows as well as revised placemaking criteria.

Other speed limits unaffected by the 20mph-to-30mph speed limit change will also be amended where necessary.

It is necessary to make a traffic regulation order:-

- To return 22 roads to a 30mph speed limits, in line with new guidance, local conditions and where it is safe and appropriate to raise the speed limit from 20mph to 30mph.
- To comply with the Council's duty (as the local traffic authority) as outlined within Section 16 of the Traffic Management Act 2004; to secure the expeditious movement of traffic on the Highway Authorities road network through the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic along specific route as identified through the 20mph review process.

CYNGOR BWRDEISTREF SIROL RHONDDA CYNON TAF
(STRYDOEDD A FFYRDD AMRYWIOL YN RHONDDA CYNON TAF)
(DIRYMU, AMRYWIO A THERFYN CYFLYMDER) 2026

HYSBYSIR DRWY HYN fod Cyngor Bwrdeistref Sirol Rhondda Cynon Taf ("y Cyngor") yn bwriadu gwneud Gorchymyn o dan Adrannau 1, 2, 4, 82, 83 ac 84 o Ddeddf Rheoleiddio Traffig 1984 ("y Ddeddf"), Deddf Rheoli Traffig 2004, a phob un o'r holl bwerau galluogi eraill, a'i effaith fydd:

1. Dirymu'r Gorchymyn Rheoleiddio Traffig sydd wedi'i nodi yn Rhan 1 o Atodlenni 1, 2 a 3
2. Amrywio'r Gorchymyn Rheoleiddio Traffig sy'n cael eu nodi yn Rhan 2 o Atodlenni 1, 2 a 3
3. Cyflwyno terfyn cyflymder o 20mya ar y ffyrdd sydd wedi'u nodi yn Rhan 3 o Atodlenni 2 a 3
4. Cyflwyno terfyn cyflymder o 30mya ar y ffyrdd sydd wedi'u nodi yn Rhan 3 o Atodlen 1 a Rhan 4 o Atodlenni 2 a 3
5. Cyflwyno terfyn cyflymder o 40mya ar y ffyrdd sydd wedi'u nodi yn Rhan 5 o Atodlenni 2 a 3
6. Cyflwyno terfyn cyflymder o 50mya ar y ffyrdd sydd wedi'u nodi yn Rhan 6 o Atodlen 2

Mae angen cyflwyno'r newidiadau yma yn rhan o'r adolygiad o'r terfyn cyflymder 20mya, a gymhwysodd ganllawiau newydd ar derfynau cyflymder gan Lywodraeth Cymru, yn ogystal ag adborth gan y cyhoedd.

Bydd y terfynau cyflymder ar nifer o ffyrdd yn newid o'r terfyn cyflymder diodyn o 20mya yn ôl i derfyn cyflymder 30mya trwy Orchymyn Traffig.

Caniateir ffordd (neu ran o ffordd) sydd wedi'i chymeradwyo ar gyfer cynnal terfyn cyflymder o 30mya fel eithriad i 'Orchymyn Ffyrdd Cyfyngedig (Terfyn Cyflymder 20mya) (Cymru) 2022', a ddaeth i rym ar yr 17 Medi 2023.

Caniateir eithriad ar gyfer cerbydau milwrol a cherbydau brys yn unig

Mae modd edrych ar gopi o'r dogfennau perthnasol yn ystod oriau swyddfa arferol ym Mhrif Swyddfeydd Cyngor Bwrdeistref Sirol Rhondda Cynon Taf, 2 Llys Cadwyn, Stryd y Taf, Pontypridd, CF37 4TH, ac mewn llyfrgelloedd lleol neu ar-lein - www.rctcbc.gov.uk/20mya
Rhaid anfon gwrthwynebiadau i'r cynigion arfaethedig a sylwadau am y cynigion ynghyd â'r rhesymau drostyn nhw, mewn ysgrifen, at y Rheolwr Traffig, 2il Lawr, 2 Llys Cadwyn, Stryd y Taf, Pontypridd CF37 4TH, neu drwy e-bost: 20mya@rctcbc.gov.uk erbyn 13 Chwefror 2026

ATODLEN 1 – CWM RHONDDA

Rhan 1 – Dirymu

1. Bydd Gorchymyn "Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Lleoliadau Amrywiol yn Rhondda Cynon Taf) (Terfyn Cyflymder Dros Dro) 2025" yn cael ei ddirymu yn ei gyfanrwydd ar gyfer terfynau cyflymder dros dro ac ataliadau dros dro.

Rhan 2 – Amrywiad

1. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Strydoedd a Ffyrdd Amrywiol yn Rhondda Cynon Taf) (Dirymu, Amrywio a Therfyn Cyflymder) 2023" yn cael ei amrywio drwy ddileu Eitem 17 o Atodlen 4, Rhan 3

Rhan 3 – Terfyn Cyflymder 30mya NEWYDD

Heol Bwlch-y-clawdd A4061, Cwm-parc

1. Y rhan honno o Heol Bwlch-y-clawdd (yr A4061) o'i chyffordd â Heol Pentwyn (y B4223) tua'r de-orllewin am bellter sydd oddeutu 60 metr o hyd.

Heol Ynys-hir, Heol Aberllechau a Chylchfan yr A4233, Ynys-hir, Wattstown

2. Y rhan honno o Heol Ynys-hir o'r gylchfan gyda'r A4233 i gyfeiriad y gogledd-orllewin am bellter sydd oddeutu 125 metr o hyd.
3. Y rhan honno o Heol Ynys-hir o'r gylchfan gyda'r A4233 i gyfeiriad y de-ddwyrain am bellter sydd oddeutu 113 metr o hyd.
4. Y rhan honno o'r A4233, o bwynt sydd 18 metr i'r gorllewin o'i chyffordd â'r gylchfan (sy'n arwain at Heol Ynys-hir), i gyfeiriad cyffredinol y dwyrain am bellter sydd oddeutu 72 metr o hyd (i gynnwys y gylchfan yn ei chyfanrwydd).

Y B4512 Heol Pen-rhys – Pen-rhys

5. Y rhan honno o Heol Penrhys o'i chyffordd â Stryd Parry, i gyfeiriad cyffredinol y de ac yna tua'r gorllewin hyd at ei chyffordd â'r gylchfan (sy'n arwain at Heol Pendyrus), pellter sydd oddeutu 640 metr o hyd.
6. Y gylchfan (sy'n arwain at Heol Pendyrus) yn ei chyfanrwydd.

Heol Llwyncelyn – Porth

7. Y rhan honno o'r B4278 Heol Llwyncelyn o bwynt sydd 118 metr i'r gogledd-orllewin o'r gyffordd â'r A4058 Heol Coedcae (Pont Britania), i gyfeiriad cyffredinol y gorllewin i ochr ddwyreiniol ei chyffordd â'r B4278 Teras Lesliee, pellter sydd oddeutu 335 metr o hyd.

Yr A4233 Heol y Dwyrain, Teras Brynheulog a Pharc Busnes Maes-y-deri – Tylorstown

8. Y rhan honno o'r A4233 Heol y Dwyrain o'r grisiau sydd wedi'u lleoli rhwng eiddo Rhif 104 a Rhif 105 Heol y Dwyrain (yr A4233), i gyfeiriad y gogledd-orllewin hyd at ffin eiddo fwyaf dwyreiniol Rhif 25 Teras Maes-y-dderwen (yr A4233) am bellter sydd oddeutu 670 metr o hyd.
9. Y rhan honno o Barc Busnes Maes-y-deri, o'i chyffordd â'r A4233 Heol y Dwyrain, i gyfeiriad cyffredinol y gogledd am bellter sydd oddeutu 25 metr o hyd.
10. Y rhan honno o Deras Brynheulog, o'i chyffordd â'r A4233 Heol y Dwyrain, i gyfeiriad cyffredinol y de-ddwyrain am bellter sydd oddeutu 280 metr o hyd.

Heol Cas-gwent, Treorci (estyniad un lôn), Stryd Windsor i Faes Tyle-coch a Maes Tyle-coch

11. Y rhan o Heol Cas-gwent (estyniad lôn sengl), Treorci, o bwynt 72 metr i'r gogledd-orllewin o ochr ogleddol Rhif 54 Heol Cas-gwent, i gyfeiriad y gogledd-orllewin, gan ddilyn crymedd y ffordd hyd at ei chyffordd â ffordd sy'n cael ei galw'n Stryd Windsor at Faes Tyle-coch, am bellter sydd oddeutu 353 metr o hyd.
12. Y rhan o ffordd sy'n cael ei galw'n Stryd Windsor hyd at Faes Tyle-coch, o'i chyffordd â Maes Tyle-coch, i gyfeiriad y de-ddwyrain yn gyffredinol, ac yna i gyfeiriad y gogledd gan ddilyn crymedd y ffordd, am bellter sydd oddeutu 160 metr o hyd.
13. Ffordd Maes Tyle-coch yn ei chyfanrwydd am bellter sydd oddeutu 105 metr o hyd

ATODLEN 2 – CWM CYNON

Rhan 1 – Dirymu

1. Bydd Gorchymyn "Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Lleoliadau Amrywiol yn Rhondda Cynon Taf) (Terfyn Cyflymder Dros Dro) 2025" yn cael ei ddirymu yn ei gyfanrwydd ar gyfer terfynau cyflymder dros dro ac ataliadau dros dro.
2. Bydd Gorchymyn "Cyngor Dosbarth Trefol Aberdâr (Ffordd Hirwaun) (Cyfarwyddyd Terfyn Cyflymder 40mya) (Rhif 1) 1962" yn cael ei ddirymu yn ei gyfanrwydd.

Rhan 2 – Amrywiadau

1. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Strydoedd a Ffyrdd Amrywiol yn Rhondda Cynon Taf) (Diddymu, Amrywio a Therfyn Cyflymder) 2024", yn cael ei amrywio trwy ddileu eitem a) Atodlen 2, Rhan 2
2. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Strydoedd a Ffyrdd Amrywiol yn Rhondda Cynon Taf) (Diddymu, Amrywio a Therfyn Cyflymder) 2024" yn cael ei amrywio trwy ddileu eitem b) Atodlen 2, Rhan 2
3. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Strydoedd a Ffyrdd Amrywiol yn Rhondda Cynon Taf) (Diddymu, Amrywio a Therfyn Cyflymder) 2024" yn cael ei amrywio trwy ddileu eitem c), Atodlen 2, Rhan 4.

4. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Ffordd y Rhigos (Rhwng Pont Walby ac Ystad Ddiwydiannol Hirwaun), The Bury a Heol Cwmynysminton, Llwydcoed) (Terfyn Cyflymder) 2012", yn cael ei amrywio trwy ddiwyddymu eitem 'c' Rhan 2 o'r Atodlen

Rhan 3 – Terfynau Cyflymder 20mya NEWYDD

Y Ffordd Ddienw rhwng Stryd Davis, Aberaman a Gwlyptiroedd Cwm-bach / Coed Dyffryn

1. Y rhan honno o'r Ffordd Ddienw, o'i chyffordd â Stryd Davis i gyfeiriad cyffredinol y gogledd-ddwyrain (dros yr A4059), am bellter o tua 193 metr.
2. Y rhan honno o'r Ffordd Ddienw, o bwynt 120 metr i ogledd-ddwyrain y gyffordd â Stryd Davis ac i gyfeiriad y gogledd-orllewin am bellter o tua 54 metr (i Safle'r Bragdy Botanegol)
3. Y rhan honno o'r Ffordd Ddienw, o bwynt 128 metr i ogledd-ddwyrain y gyffordd â Stryd Davis ac i gyfeiriad y de-ddwyrain am bellter o tua 242 metr, hyd at y giât mynediad sy'n arwain at y cae pêl-droed (sy'n cael ei adnabod yn lleol fel Cae Mike)

Rhan 4 – Terfynau Cyflymder 30mya NEWYDD

Heol Cwmynysminton, Llwydcoed – Aberdâr

1. Y rhan honno o Heol Cwmynysminton o'i chyffordd â'r B4276 Ffordd Llwydcoed i gyfeiriad cyffredinol y gorllewin ac yna tua'r gogledd am bellter sydd oddeutu 475 metr o hyd.

Yr A4059 Heol y Capel, Penderyn – Y rhan o'r ffordd i'r gogledd o'r Ysgol Gynradd

2. Y rhan honno o'r A4059 Heol y Capel o bwynt sydd 140 metr i'r gogledd-orllewin o ochr ogledd-orllewinol ei chyffordd â Heol yr Oen i gyfeiriad cyffredinol y de-ddwyrain am bellter sydd oddeutu 650 metr o hyd.

Yr A4059 Pontpren, Penderyn – Rhan i'r de o'r Ysgol Gynradd

3. Y rhan honno o'r A4059 Pontpren o bwynt sydd 19 metr i'r de-orllewin o linell ganol ei chyffordd â Pharc y Goedwig, i gyfeiriad cyffredinol y gogledd-ddwyrain ac yna tua'r gogledd am bellter sydd oddeutu 580 metr o hyd.

Ystad Ddiwydiannol Hirwaun – Hirwaun.

4. Ar y rhannau o'r ffyrdd canlynol: -
 - a. Y Goedlan Fawr, o'i chyffordd â Thirteenth Avenue i gyfeiriad cyffredinol y dwyrain i'w chylchfan ddwyreiniol, pellter sydd oddeutu 980 metr o hyd.
 - b. Cylchfan ddwyreiniol y Brif Ffordd yn ei chyfanrwydd
 - c. Thirteenth Avenue o'i chyffordd â Ffordd y Rhigos i gyfeiriad y gogledd hyd at ei chyffordd â'r Goedlan Fawr, pellter sydd oddeutu 99 metr o hyd.
 - d. Fourteenth Avenue o'i chyffordd â'r Goedlan Fawr i gyfeiriad y gogledd-ddwyrain am bellter sydd oddeutu 48 metr o hyd.
 - e. Y ffordd fynediad ddiennw, o bwynt sydd 48 metr i'r gogledd-orllewin o gyffordd Fourteenth Avenue â'r Goedlan Fawr, i gyfeiriad cyffredinol y gogledd-orllewin am bellter sydd oddeutu 135 metr o hyd.
 - f. Sixteenth Avenue o'i chyffordd â Thirteenth Avenue i gyfeiriad cyffredinol y gogledd-orllewin ac yna tua'r gogledd am bellter sydd oddeutu 413 metr o hyd.
 - g. Y ffyrdd ymyl / ffyrdd mynediad dienw oddi ar Sixteenth Avenue
 - h. Seventeenth Avenue o'i chyffordd â Heol yr Arhosfa i gyfeiriad cyffredinol y dwyrain i'w chyffordd â Sixteenth Avenue am bellter sydd oddeutu 200 metr o hyd.
 - i. Y ffyrdd ymyl / ffyrdd mynediad dienw oddi ar Seventeenth Avenue
 - j. Ffifth Avenue o gylchfan ddwyreiniol y Brif Ffordd i gyfeiriad de-orllewinol i'r gylchfan â Ffordd y Rhigos am bellter sydd oddeutu 200 metr o hyd.
 - k. Fifth Avenue o gylchfan ddwyreiniol Y Goedlan Fawr i gyfeiriad cyffredinol y gogledd am bellter sydd oddeutu 165 metr o hyd
 - l. Ystad Fferm yn ei chyfanrwydd, o'i chyffordd gylchfan â Fifth Avenue

Heol Uchel, Ffordd Merthyr a Ffordd Abertawe, Hirwaun

5. Y darn parhaus hwnnw o ffordd sy'n cynnwys rhan o Heol Uchel, Ffordd Merthyr a Ffordd Abertawe, o ochr orllewinol ei chyffordd â Ffordd Merthyr i Heol y Dramffordd, i gyfeiriad cyffredinol y dwyrain am bellter sydd oddeutu 1400 metr o hyd (cyn pont y rheilffordd).

Heol Llanwynno- Perthcelyn, Penrhiwceiber

6. Y rhan honno o Heol Llanwynno o'i chyffordd â Stryd Arthur, i gyfeiriad y de-ddwyrain hyd at ei chyffordd â Theras y Ddraenen Wen am bellter sydd oddeutu 640 metr o hyd.
7. Y rhan honno o Heol Llanwynno o'i chyffordd â Theras y Ddraenen Wen, i gyfeiriad cyffredinol y de am bellter sydd oddeutu 185 metr o hyd.

Y Ffordd Fynediad Ddiennw sy'n arwain at Ystad Ddiwydiannol Ynys-boeth

8. Y rhan honno o'r Ffordd Ddiennw (sy'n arwain at Ystad Ddiwydiannol Ynys-boeth), o'i chyffordd â Heol Newydd yr A4059 i gyfeiriad cyffredinol y de-ddwyrain, gan ddilyn crymedd yr heol, i fynediad yr Ystad Ddiwydiannol, am bellter sydd oddeutu 542 metr o hyd

Yr A4059 Ffordd Hirwaun – Hirwaun

9. Y rhan honno o'r A4059 Ffordd Hirwaun o'i chyffordd â'r ffordd fynediad ddiennw sy'n arwain at Fferm Pentwyn Cynon, tua'r gogledd-orllewin, am bellter sydd oddeutu 358 metr o hyd

Y B4275 – Ffordd Gyswilt Abercynon ym Mharc Hen Lofa'r Navigation

10. Y rhan honno o'r B4275 o gylchfan Parc Hen Lofa'r Navigation i gyfeiriad cyffredinol y gogledd-ddwyrain am bellter sydd oddeutu 385 metr o hyd
11. Y rhan honno o'r B4275 y cyfeirir ati fel "Heol Cilfynydd i Deras Glancynon" o'i chyffordd â'r B4275 Ffordd Fynediad Parc Hen Lofa'r Navigation, i gyfeiriad cyffredinol y de-ddwyrain am bellter sydd oddeutu 70 metr o hyd.
12. Y gylchfan sy'n arwain at Barc Hen Lofa'r Navigation yn ei chyfanrwydd

Y B4276 Stryd Harriet a Ffordd Llwydcoed – Llwydcoed

13. Y rhan honno o'r B4276 Stryd Harriet a Ffordd Llwydcoed o'i chyffordd â Chylchfan Stryd Harriet mewn i gyfeiriad cyffredinol y gogledd i bwynt gyferbyn â ffin eiddo ddeheuol Dringarth, pellter sydd oddeutu 495 metr o hyd.
14. Cylchfan Stryd Harriet yn ei chyfanrwydd
15. Y rhan honno o'r A4059 o gylchfan Stryd Harriet i gyfeiriad cyffredinol y dwyrain am bellter sydd oddeutu 20 metr o hyd
16. Y rhan o'r A4059 o gylchfan Stryd Harriet i gyfeiriad y de am bellter sydd oddeutu 20 metr o hyd
17. Y rhan honno o'r A4059 o gylchfan Stryd Harriet i gyfeiriad y gorllewin am bellter sydd oddeutu 20 metr o hyd

Rhan 5 – Terfynau Cyflymder 40mya NEWYDD

Y B4276 Ffordd Merthyr – Llwydcoed

1. Y rhan honno o Ffordd Merthyr (B4276), o bwynt sydd 54 metr i'r dwyrain o ffin ddwyreiniol eiddo Shangri-La, i gyfeiriad cyffredinol y dwyrain ac yna i gyfeiriad y gogledd-ddwyrain gan ddilyn crymedd y ffordd, am bellter sydd oddeutu 826 metr o hyd.

Yr A4059, Ffordd Hirwaun – Aberdâr

2. Y rhan honno o'r A4059 Ffordd Hirwaun, o bwynt sydd 92 metr i'r gogledd-orllewin o'i chyffordd â Heol Cwmdâr ac sy'n parhau i gyfeiriad y gogledd-orllewin i ochr orllewinol y gyffordd â'r ffordd fynediad ddiennw sy'n arwain at Fferm Pentwyn Cynon, pellter sydd oddeutu 2365 metr o hyd.

Rhan 6 – Terfyn Cyflymder 50mya NEWYDD

Heol Cwmynysminton, Llwydcoed

1. Y rhan honno o Heol Cwmynysminton, o'i chyffordd â Ffordd yr Amlosgfa i bwynt sydd tua 820 metr i'r de-ddwyrain o'r gyffordd yma.

ATODLEN 3 – TAF-ELÁI

Rhan 1 – Dirymu

1. Bydd Gorchymyn "Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Lleoliadau Amrywiol yn Rhondda Cynon Taf) (Terfyn Cyflymder Dros Dro) 2025" yn cael ei ddirymu yn ei gyfanrwydd ar gyfer terfynau cyflymder dros dro ac ataliadau dros dro.

Rhan 2 – Amrywiadau

1. Bydd "Gorchymyn Cyngor Bwrdeistref Sirol Rhondda Cynon Taf (Ffordd Llantrisant, Penycoedcae a Heol Penycoedcae, Beddau) (Terfyn cyflymder 40mya) 2015" yn cael ei amrywio trwy ddileu eitem c)

Rhan 3 – Terfynau Cyflymder 20mya NEWYDD

Heol-y-Cawl ger Heol yr Eglwys, Pentre'r Eglwys Uchaf

1. Y rhan honno o Heol-y-Cawl o'i chyffordd â Heol yr Eglwys i gyfeiriad y gogledd-orllewin am bellter sydd oddeutu 50 metr o hyd. Gorchymyn terfyn cyflymder dros dro - Gorchymyn Rheoleiddio Traffig Dros Dro 2025

Y Mieri, Llantrisant

2. Y Mieri o'i chyffordd â'r ffordd o'r enw 'Heol Caerdydd i Gylchfan y Brif Heol' i gyfeiriad y gorllewin am ei chyfanrwydd, pellter sydd oddeutu 146 metr o hyd

Rhan 4 – Terfynau Cyflymder 30mya NEWYDD

Heol Sardis a'r ffordd fynediad ym Maes Parcio Heol Sardis, Pontypridd

1. Heol Sardis o system gylchu'r A4058, i gyfeiriad cyffredinol y de-orllewin hyd at ei chyffordd gylchfan â Lôn y Ffatri, pellter sydd oddeutu 420 metr o hyd
2. Cyffordd gylchfan Lôn y Ffatri a Heol Sardis yn ei chyfanrwydd
3. Ffordd Fynediad Heol Sardis o'i chyffordd â Heol Sardis, i gyfeiriad y dwyrain am bellter oddeutu 6 metr o hyd.

Lôn Coedcae, Pont-y-clun

4. Y rhan honno o Lôn Coedcae, o'i chyffordd â chylchfan yr A473 i gyfeiriad cyffredinol y de hyd at y groesfan reilffordd a reolir gan signalau am bellter sydd oddeutu 480 metr o hyd

Heol yr Orsaf a Chylchfan Nant Celyn A473, Pentre'r Eglwys

5. Heol yr Orsaf o'i chyffordd â'r A473 Gylchfan Nant Celyn i gyfeiriad y gogledd-orllewin hyd at ei chyffordd â'r B4595 Yr Heol Fawr, pellter sydd oddeutu 740 metr o hyd
6. Cylchfan Nant Celyn yn ei chyfanrwydd
7. Y rhan honno o Heol yr Orsaf o'i chyffordd â chylchfan Nant Celyn i gyfeiriad y de neu bellter sydd oddeutu 85 metr o hyd
8. Y rhan honno o Ffordd Osgoi Pentre'r Eglwys, yr A473, o Gylchfan Nant Celyn i gyfeiriad y de-orllewin am bellter sydd oddeutu 105 metr o hyd
9. Y rhan honno o Ffordd Osgoi Pentre'r Eglwys, yr A473, o Gylchfan Nant Celyn i gyfeiriad y gogledd-ddwyrain am bellter sydd oddeutu 115 metr o hyd

Cylchfan Glan-bad ac Ystad Ddiwydiannol Gelli Hirion – Glan-bad /Y Ddraenen-wen

10. Cyfnewidfa Glan-bad Uchaf yn ei chyfanrwydd
11. Y rhan honno o Heol Gwaelod-y-Garth o Gyfnewidfa Glan-bad Uchaf i gyfeiriad y de-orllewin am bellter sydd oddeutu 120 metr o hyd
12. Y rhan fer honno o'r A473 Heol Ton-teg o'r gyffordd â Heol Gwaelod-y-Garth i gyfeiriad y gogledd-orllewin am bellter sydd oddeutu 25 metr o hyd
13. Y rhan fer honno o'r A4054 Heol Caerdydd o'i chyffordd â Chyffnewidfa Glan-bad i gyfeiriad y gorllewin am bellter sydd oddeutu 40 metr o hyd
14. Y rhan fer honno o'r A4054 Y Goedlan Fawr o'i chyffordd â Chyffnewidfa Glan-bad i gyfeiriad y de am bellter sydd oddeutu 30 metr o hyd
15. Y rhan honno o Gylchfan Glan-bad i Archfarchnad Tesco o'i chyffordd â Chyffnewidfa Glan-bad i'r gylchfan fach sy'n arwain at Archfarchnad Tesco, pellter sydd oddeutu 380 metr o hyd
16. Y gylchfan fach sy'n arwain at Archfarchnad Tesco yn ei chyfanrwydd
17. Y rhan honno o'r ffordd ddiennw drwy Ystad Ddiwydiannol Gelli Hirion o'i chyffordd â'r gylchfan fach sy'n arwain at Archfarchnad Tesco, i gyfeiriad cyffredinol y gogledd-orllewin ac yna tua'r de-orllewin i'w chyffordd â Heol Dynea, pellter sydd oddeutu 750 metr o hyd

Yr A4054 Heol Caerdydd (rhan ogleddol) – Rhydfelen

18. Y rhan honno o'r A4054 Heol Caerdydd o'i chyffordd â Heol y Dyffryn i gyfeiriad y gogledd-orllewin hyd at ei chyffordd â'r ffordd ddiennw sy'n arwain at gefn Rhifau 14 i 27 Heol Caerdydd am bellter sydd oddeutu 860 metr o hyd

Y B4595 Heol Talbot – Llantrisant

19. Y rhan honno o Heol Talbot o'i chyffordd â Heol Cross Inn tua'r de-orllewin am bellter sydd oddeutu 490 metr o hyd

Heol Gwaunmeisgyn – Beddau/Tyn-y-Nant

20. Y rhan honno o Heol Gwaunmeisgyn o'r ffin gyffredin rhwng eiddo Rhifau 31 a 32, Cilgant Carlton, i gyfeiriad y de-ddwyrain am bellter sydd oddeutu 102 metr o hyd

Rhan 5 – Terfynau Cyflymder 40mya NEWYDD

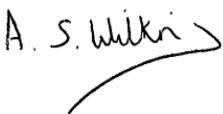
Yr A4119 Ffordd Llantrisant – yn arwain i Groes-faen

1. Y rhan honno o'r A4119 Ffordd Llantrisant sy'n arwain i Groes-faen o bwynt sydd 195 metr i'r dwyrain o brif lwybr yr A4119 wrth Dafarn Castell-y-Mynach, i gyfeiriad cyffredinol y dwyrain am bellter sydd oddeutu 510 metr o hyd

Heol Penycoedcae, Beddau

2. Y rhan honno o Heol Penycoedcae o bwynt sydd 30 metr i'r de o fynedfa ddeheuol yr eiddo Panorama, hyd at bwynt sydd tua 10 metr i'r gogledd o linell ganol cyffordd Llys Gelynog, am bellter sydd oddeutu 1,360 metr o hyd

Dyddiad: 23 Ionawr 2026



Andrew Wilkins

Cyfarwyddwr y Gwasanaethau Cyfreithiol a Gwasanaethau Democraidd
2 Llys Cadwyn, Stryd y Taf, Pontypridd, CF37 4TH

RHONDDA CYNON TAFF COUNTY BOROUGH COUNCIL
(VARIOUS STREETS AND ROADS IN RHONDDA CYNON TAFF)
(REVOCATION, VARIATION AND SPEED LIMIT) ORDER 2026

NOTICE IS HEREBY GIVEN that the Rhondda Cynon Taff County Borough Council propose to make an Order under Section 1, 2, 4, 82, 83 and 84 of the Road Traffic Regulation Act 1984 (“the Act”), the Traffic Management Act 2004 and of all other enabling powers, the effect of which will be to:

1. To Revoke the Traffic Regulation Orders specified in Part 1 of Schedules 1, 2 and 3
2. To Vary the Traffic Regulation Orders specified in Part 2 of Schedules 1, 2 and 3
3. To introduce a 20mph speed limit on the roads specified in Part 3 of Schedule 2 and 3
4. To introduce a 30mph speed limit on the roads specified in Part 3 of Schedule 1 and Part 4 of Schedule 2 and 3
5. To introduce a 40mph speed limit on the roads specified in Part 5 of Schedule 2 and 3
6. To introduce a 50mph speed limit on the roads specified in Part 6 of Schedule 2

These changes are necessary as part of the 20mph speed limit review that applied new guidance on speed limits from the Welsh Government, in addition to feedback from the public.

The speed limits on a number of roads are to change from the default 20mph speed limit back to 30mph speed limit by means of a Traffic Order

A road (or part of a road) approved for maintaining a 30mph speed limit is permitted as an exception to ‘The restricted Road (20mph Speed Limit) (Wales) Order 2022’, that came into force on the 17th September 2023.

An exemption will be permitted for military and emergency vehicles only

A copy of the relevant documents may be inspected during normal offices hours at the Principal Offices of Rhondda Cynon Taff County Borough Council, 2 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH, local libraries or online at www.rctcbc.gov.uk/20mph

Objections or representations to the proposals together with the grounds on which they are made must be sent in writing to the Traffic Manager, Floor 2, 2 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH or by email on 20mph@rctcbc.gov.uk by 13th February 2026

SCHEDULE 1 – RHONDDA

Part 1 – Revocation

1. The “Rhondda Cynon Taff County Borough Council (Various Locations In Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and temporary suspensions.

Part 2 – Variation

1. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2023” shall be varied by the removal of Item 17 of Schedule 4, Part 3

Part 3 – NEW 30mph Speed Limit

Bwlch-y-Clawdd Road A4061, Cwmparc

1. That section of Bwlch-y-Clawdd Road (A4061), from its junction with Pen-Twyn Road (B4233), south-westwards for a distance of approximately 60 metres

Ynyshir Road, Aberllechau Road and A4233 Roundabout, Ynyshir, Wattstown

2. That section of Ynyshir Road from the roundabout with the A4233 in a northwest direction for a distance of approximately 125 metres.
3. That section of Ynyshir Road from the roundabout with the A4233 in a southeast direction for a distance of approximately 113 metres.
4. That section of the A4233, from a point 18 metres west of its roundabout junction (which leads to Ynyshir Road), in a general easterly direction for a distance of approximately 72 metres (to include the roundabout in its entirety).

B4512 Penrhys Road – Penrhys

5. That section of Penrhys Road from its junction with Parry Street, in a general southerly and then westerly direction to its junction with the roundabout (which leads to Heol Pendyrus), a distance of approximately 640 metres.
6. The roundabout (which leads to Heol Pendyrus) in its entirety.

Llwyncelyn Road – Porth

7. That section of Llwyncelyn Road B4278 from a point 118 metres north-west of the junction with A4058 Coedcae Road (Brittania Bridge), in a general westerly direction to the eastern side of its junction with Leslie Terrace B4278, a distance of approximately 335 metres.

A4233 East Road, Brynheulog Terrace and Oaklands Business Park - Tylorstown

8. That section of the A4233 East Road from the steps situated between properties No.104 and No.105 East Road (A4233), in a north-westerly direction to the eastern most property boundary of No. 25 Oakland Terrace (A4233) for a distance of approximately 670 metres
9. That section of Oaklands Business Park, from its junction with East Road A4233, in a general northerly direction for a distance of approximately 25 metres
10. That section of Brynheulog Terrace, from its junction with East Road A4233, in a general south-easterly direction for a distance of approximately 280 metres

Chepstow Road, Treorchy (single lane extension), Windsor Street to Tylacoch Place and Tylacoch Place

11. That section of Chepstow Road (single lane extension), Treorchy from a point 72 metres north west of the northern side of No.54 Chepstow Road, in a north west direction, following the curvature of the road to the junction of road known as Windsor Street to Tylacoch Place, a distance of approximately 353 metres
12. That section of road known as Windsor Street to Tylacoch Place from its junction with Tylacoch Place in a general south easterly and then northerly direction following the curvature of the road, for a distance of approximately 160 metres
13. Tylacoch Place in its entirety for a distance of approximately 105 metres

SCHEDULE 2 – CYNON

Part 1 – Revocation

1. The “Rhondda Cynon Taff County Borough Council (Various Locations In Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and suspensions.
2. The “The Urban District Council of Aberdare (Hirwaun Road) (40mph Speed Limit Direction) (No. 1) Order 1962” shall be revoked in its entirety

Part 2 - Variations

1. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal of item a) of Schedule 2, Part 2
2. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal of item b) of Schedule 2, Part 2
3. The “Rhondda Cynon Taff County Borough Council (Various Streets and Roads in Rhondda Cynon Taff) (Revocation, Variation and Speed Limit) Order 2024” shall be varied by the removal item c, Schedule 2, Part 4
4. The “Rhondda Cynon Taff County Borough Council (Rhigos Road (Between Pont- Walby and Hirwaun Industrial Estate), The Bury and Cwmyrnyminton Road, Llwydcoed (Speed Limit) Order 2012” shall be varied by the removal of item ‘c’ of Part 2 of the Schedule

Part 3 – NEW 20mph Speed Limits

Unnamed Road between Davis Street, Aberaman and Cwmbach Wetlands / Coed Dyffryn

1. That section of Un-named road, from its junction with Davis Street in a generally north-easterly direction (over the A4059), for a distance of approximately 193 metres
2. That section of Un-named road, from a point 120 metres north-east of the junction with Davis Street in a north westerly direction for a distance of approximately 54 metres (to the Site of Botanical Brewery)
3. That section of Un-named road, from a point 128 metres north-east of the junction with Davis Street in a south easterly direction for a distance of approximately 242 metres, to the gated entrance leading to the football pitch (known locally as Mike's Field)

Part 4 – NEW 30mph Speed Limits

Cwmynysminton Road, Llwydcoed, Aberdare

1. That section of Cwmynysminton Road from its junction with the B4276 Llwydcoed Road in a general westerly and then northerly direction for a distance of approximately 475 metres

A4059 Chapel Road, Penderyn – Section North of Primary School

2. That section of Chapel Road A4059 from a point 140 metres north-west of the north-western side of its junction with Lamb Road in a general south easterly direction for a distance of approximately 650 metres

A4059 Pontpren, Penderyn – Section South of Primary School

3. That section of Pontpren A4059 from a point 19 metres South-West of the centreline of its junction with Woodland Park, in a general north-easterly and then northerly direction for a distance of approximately 580 metres

Hirwaun Industrial Estate – Hirwaun

4. On the following sections of road: -
 - a. Main Avenue, from its junction with Thirteenth Avenue in a general easterly direction to its eastern roundabout, a distance of approximately 980 metres
 - b. The eastern roundabout of Main Road in its entirety
 - c. Thirteenth Avenue from its junction with Rhigos Road in a northerly direction to its junction with Main Avenue, a distance of approximately 99 metres
 - d. Fourteenth Avenue from its junction with Main Avenue in a north-easterly direction for a distance of approximately 48 metres
 - e. The un-named access road, from a point 48 metres north-west of Fourteenth Avenue's junction with Main Avenue, in a general north-westerly direction, for a distance of approximately 135 metres
 - f. Sixteenth Avenue from its junction with Thirteenth Avenue in a general north-westerly and then northerly direction for a distance of approximately 413 metres
 - g. The un-named side roads / access roads off Sixteenth Avenue
 - h. Seventeenth Avenue from its junction with Halt Road in a general easterly direction to its junction with sixteenth Avenue for a distance of approximately 200 metres
 - i. The un-named side roads / access roads off Seventeenth Avenue
 - j. Fifth Avenue from the eastern roundabout of Main Road in a south westerly direction to the roundabout with Rhigos Road for a distance of approximately 200 metres
 - k. Fifth Avenue from the eastern roundabout of Main Avenue in a general northerly direction for a distance of approximately 165 metres
 - l. Farm Estate in its entirety, from its roundabout junction with Fifth Avenue

Heol Uchel, Merthyr Road and Swansea Road, Hirwaun

5. That continuous section of road that includes part of Heol Uchel, Merthyr Road & Swansea Road, from the western side of its junction with Merthyr Road to Tramway Road, in a general easterly direction for a distance of approximately 1400 metres (prior to the railway bridge)

Llanwonno Road - Perthcelyn, Penrhiwceiber

6. That section of Llanwonno Road from its junction with Arthur Street, in a south easterly direction to its junction with Hawthorn Terrace for a distance of approximately 640 metres
7. That section of Llanwonno Road from its junction with Hawthorn Terrace, in a general southerly direction for a distance of approximately 185 metres

Un-named Access Road – leading to Ynysboeth Industrial Estate

8. That section of the Un-named Road (leading to Ynysboeth Industrial Estate), from its junction with the A4059 New Road in a generally south-easterly direction, following the curvature of the road, to the gated entrance of the Industrial Estate, a distance of approximately 542 metres

Hirwaun Road A4059 – Hirwaun

9. That section of Hirwaun Road A4059 from its junction with the un-named access road leading to Pentwyn Cynon Farm, in a north-westerly direction, for a distance of approximately 358 metres

B4275 – Abercynon Link Road at Navigation Park

10. That section of the B4275 from the Navigation Park roundabout in a north easterly direction for a distance of approximately 385 metres
11. That section of the B4275 referred to as "Cilfynydd Road To Glancynon Terrace" from its junction with the Navigation Park Access Road B4275, in a generally south-easterly direction for a distance of approximately 70 metres
12. The roundabout leading to Navigation Park in its entirety

B4276 Harriet Street and Llwydcoed Road – Llywdcoed

13. That section of B4276 Harriet Street and Llwydcoed Road from its junction with the Harriet Street Roundabout in a general northerly direction to a point opposite the southern property boundary of Dringarth, a distance of approximately 495 metres
14. The Harriet Street roundabout in its entirety
15. That section of the A4059 from the Harriet Street roundabout in a general easterly direction for a distance of approximately 20 metres
16. That section of the A4059 from the Harriet Street roundabout in a southerly direction for a distance of approximately 20 metres
17. That section of the A4059 from the Harriet Street Roundabout in a Westerly direction for a distance of approximately 20 metres

Part 5 – NEW 40mph Speed Limits

Merthyr Road B4276 - Llwydcoed

1. That section of Merthyr Road B4276, from a point 54 metres east of the eastern property boundary line of Shangri-La, in a general easterly and then north easterly direction following the curvature of the road, for a distance of approximately 826 metres

Hirwaun Road A4059, Aberdare

2. That section Hirwaun Road A4059, from a point 92 metres north-west of its junction with Cwmdare Road in a continuing north-westerly direction to the western side of the junction with the un-named access road leading to Pentwyn Cynon Farm, a distance of approximately 2365 metres

Part 6 – NEW 50mph Speed Limit

Cwmynysminton Road - Llwydcoed

1. That section of Cwmynysminton Road, from its junction with Crematorium Road to a point approximately 820 metres south east of this junction

SCHEDULE 3 – TAFF

Part 1 – Revocations

1. The “Rhondda Cynon Taff County Borough Council (Various Locations in Rhondda Cynon Taff) (Temporary Speed Limit) Order 2025” shall be revoked in its entirety for temporary speed limits and suspensions.

Part 2 – Variations

1. The “Rhondda Cynon Taff County Borough Council (Llantrisant Road, Penycoedcae and Penycoedcae Road, Beddau) (40mph Speed Limit) Order 2015” shall be varied by the removal of item c

Part 3 – NEW 20mph Speed Limits

Heol-y-Cawl at Church Road, Upper Church Village

1. That section of Heol-y-Cawl from its junction with Church Road in a north westerly direction for a distance of approximately 50 metres. TTRO4 2025 temp speed limit order

The Brambles, Llantrisant

2. The Brambles from its junction with the road named ‘Cardiff Road to Main Road Roundabout’ in a westerly direction for it’s entirety, a distance of approximately 146 metres

Part 4 – NEW 30mph Speed Limits

Sardis Road and the entry road at Sardis Road Car Park, Pontypridd

1. Sardis Road from the A4058 gyratory, in a general southwesterly direction to its roundabout junction with Factory Lane, a distance of approximately 420 metres
2. The roundabout junction of Factory Lane and Sardis Road in its entirety
3. Sardis Road Car Park entrance road from its junction with Sardis Road in an easterly direction for a distance of approximately 60 metres

Coedcae Lane, Pontyclun

4. That section of Coedcae Lane, from its junction with the A473 roundabout in a general southerly direction to the signal-controlled railway crossing for a distance of approximately 480 metres

Station Road and Nant Celyn Roundabout A473, Church Village

5. Station road from its junction with Nant Celyn Roundabout A473 in a north-westerly direction to its junction with B4595 Main Road, a distance of approximately 740 metres
6. The Nant Celyn Roundabout in its entirety
7. That section of Station Road from its junction with Nant Celyn roundabout in a southerly direction or a distance of approximately 85 metres
8. That section of the A473 Church Village Bypass from the Nant Celyn Roundabout in a south-westerly direction for a distance of approximately 105 metres
9. That section of the A473 Church Village Bypass from the Nant Celyn Roundabout in a north-easterly direction for a distance of approximately 115 metres

Upper Boat Roundabout and Gelli Hirion Industrial Estate – Upper Boat / Hawthorn

10. The Upper Boat Interchange in its entirety
11. That section of Gwaelod-Y-Garth Road from the Upper Boat Interchange in a south- westerly direction for a distance of approximately 120 metres
12. That short section of Tonteg Road A473 from the junction with Gwaelod-Y-Garth Road in a north-westerly direction for a distance of approximately 25 metres
13. That short section of Cardiff Road A4054 from its junction with the Upper Boat Interchange in a westerly direction for a distance of approximately 40 metres
14. That short section of Main Avenue A4054 from its junction with the Upper Boat Interchange in a southerly direction for a distance of approximately 30 metres
15. That section Upper Boat to Tesco from its junction with Upper Boat Interchange to the small roundabout leading to Tesco Superstore, a distance of approximately 380 metres
16. The small roundabout leading to Tesco Superstore in its entirety
17. That section of the un-named road through Gelli Hirion Industrial Estate from its junction with the small roundabout leading to Tesco, in a general north-westerly and then south-westerly direction to its junction with Dynea Road, a distance of approximately 750 metres

A4054 Cardiff Road (Northern Extent) – Rhydyfelin

18. That section of A4054 Cardiff Road from its junction with Dyffryn Road in a north westerly direction to its junction with the un-named road that leads to the rear of No’s 14 to 27 Cardiff Road for a distance of approximately 860 metres

B4595 Talbot Road – Llantrisant

19. That section of Talbot Road B4595 from its junction with Cross Inn Road in a general south-westerly direction for a distance of approximately 490 metres

Gwaunmiskin Road – Beddau / Tyn-Y-Nant

20. That section of Gwaunmiskin Road from the common boundary of property No’s 31 and 32, Carlton Crescent, in a south-easterly direction for a distance of approximately 102 metres

Part 5 – NEW 40mph Speed Limits

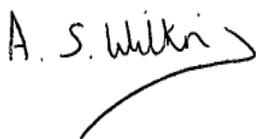
Llantrisant Road A4119 – leading to Groes-faen

1. That section of Llantrisant Road A4119 leading to Groes-faen from a point 195 metres east of the main A4119 route at the Castell-y-Mynach Inn, in a general easterly direction for a distance of approximately 510 metres

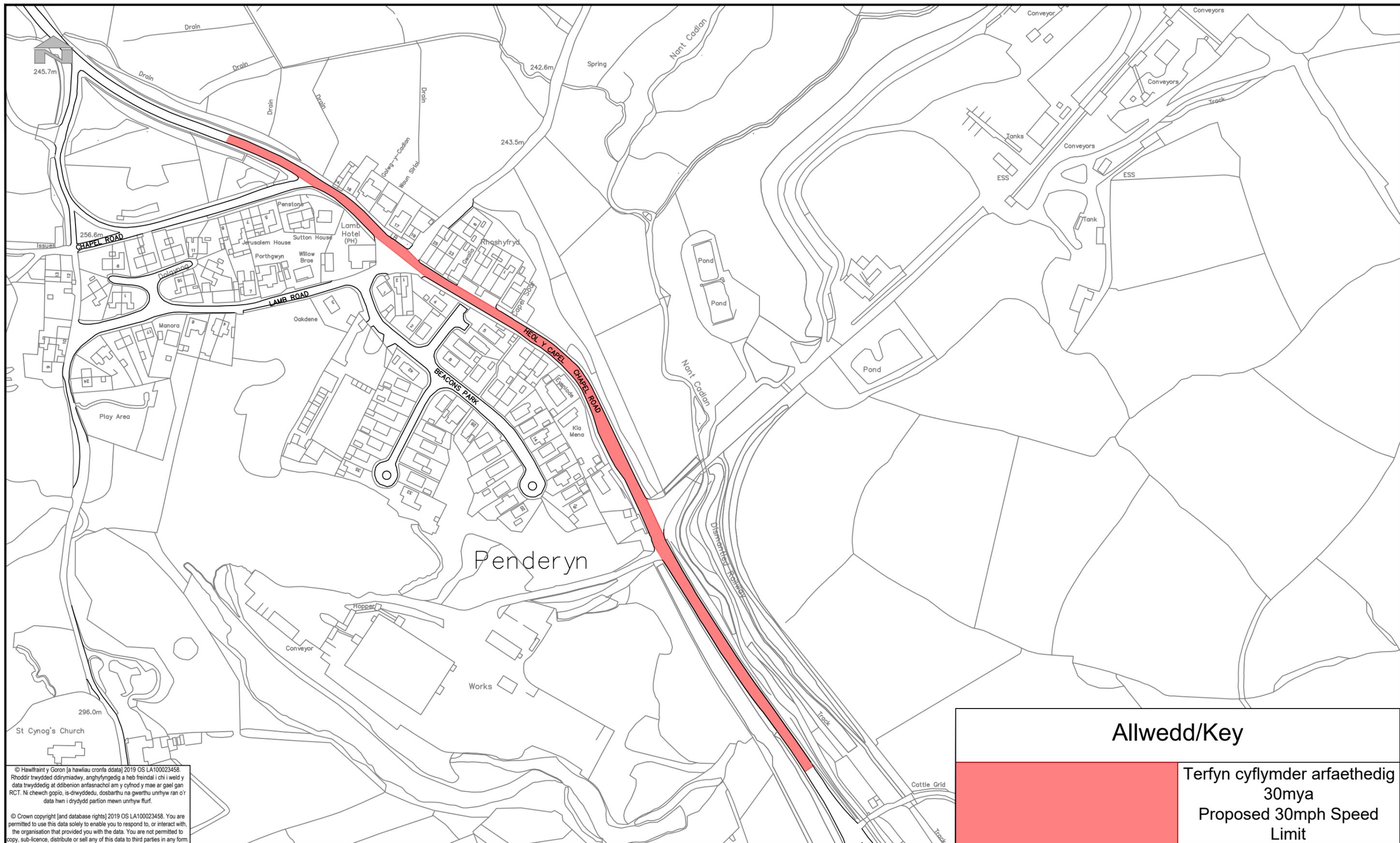
Penycoedcae Road, Beddau

2. That section of Penycoedcae Road from a point 30 metres south of the southern entrance to property Panorama, southwards to a point approximately 10 metres north of the junction centre line of Gelynog Court, for a distance of approximately 1,360 metres

Dated 23rd January 2026



Andrew Wilkins
Director of Legal and Democratic Services
2 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH



Allwedd/Key

**Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit**

© Hawlfraint y Goron [and database rights] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/ Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

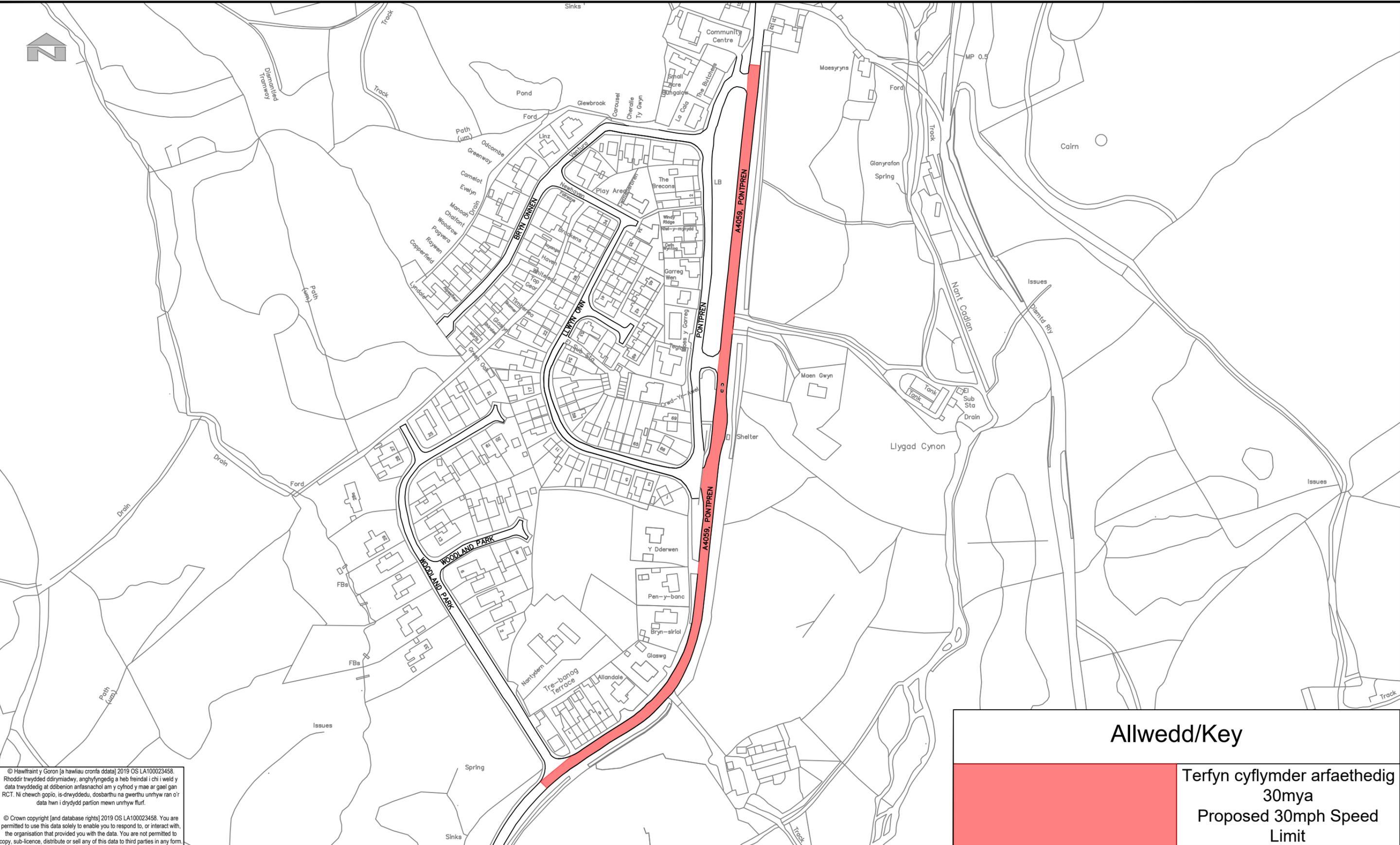
Prosiect/ Project
ADOLYGIAD 20MYA
20MPH REVIEW

Teitl y Llun/ Dwg Title
Yr A4059, Penderyn (i'r gogledd o'r ysgol)

A4059, Penderyn, (North of School)

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/287/GA-1	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/08/2025 09:16:17



Allwedd/Key

	<p>Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	----------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

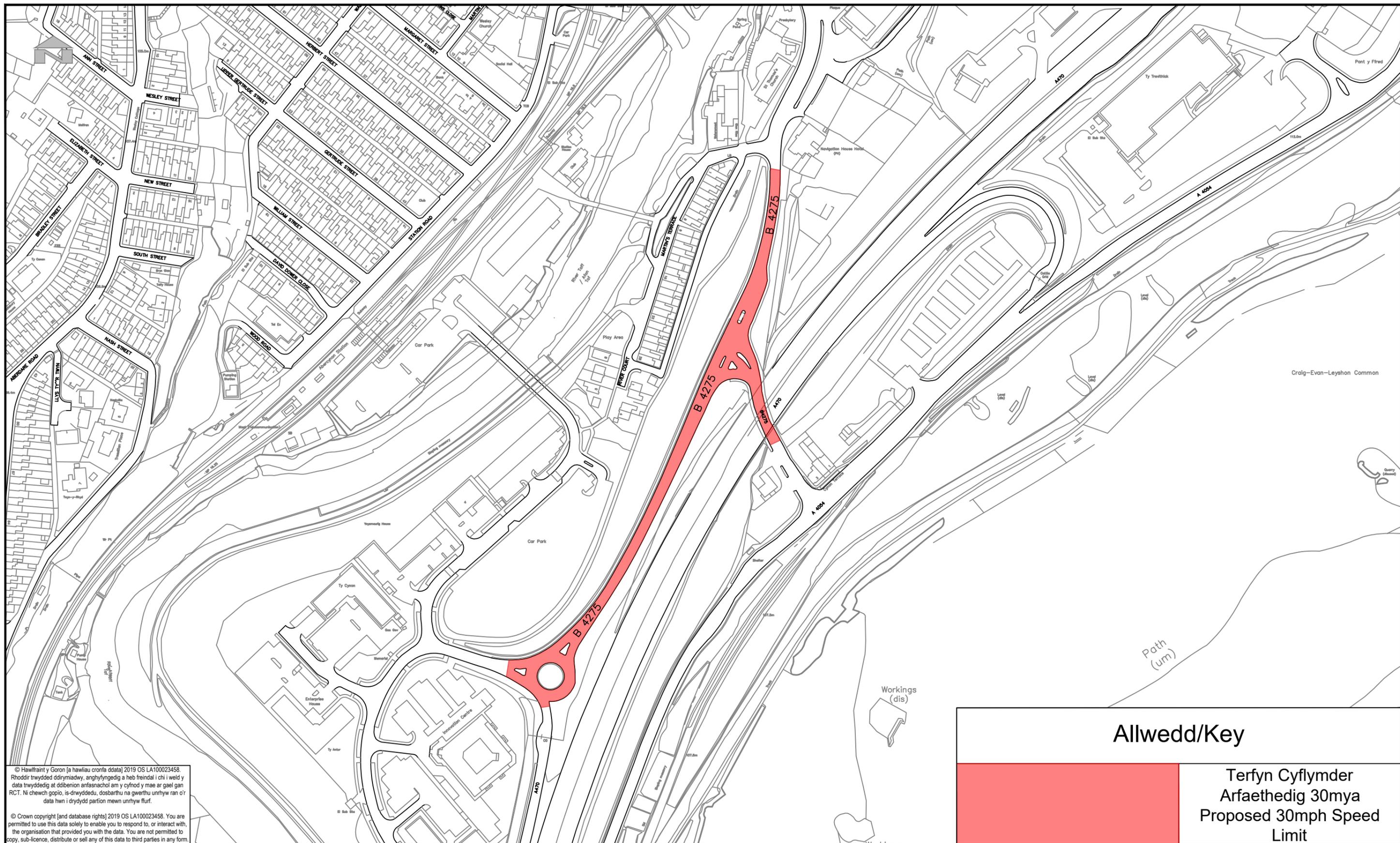
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
Yr A4059, Penderyn (i'r de o'r ysgol)

A4059, Penderyn, (South of School)

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/287/GA-2	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/09/2025 09:18:38



© Hawlfraint y Goron [and database rights] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key	
	Terfyn Cyflymder Arfaethedig 30mya Proposed 30mph Speed Limit



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

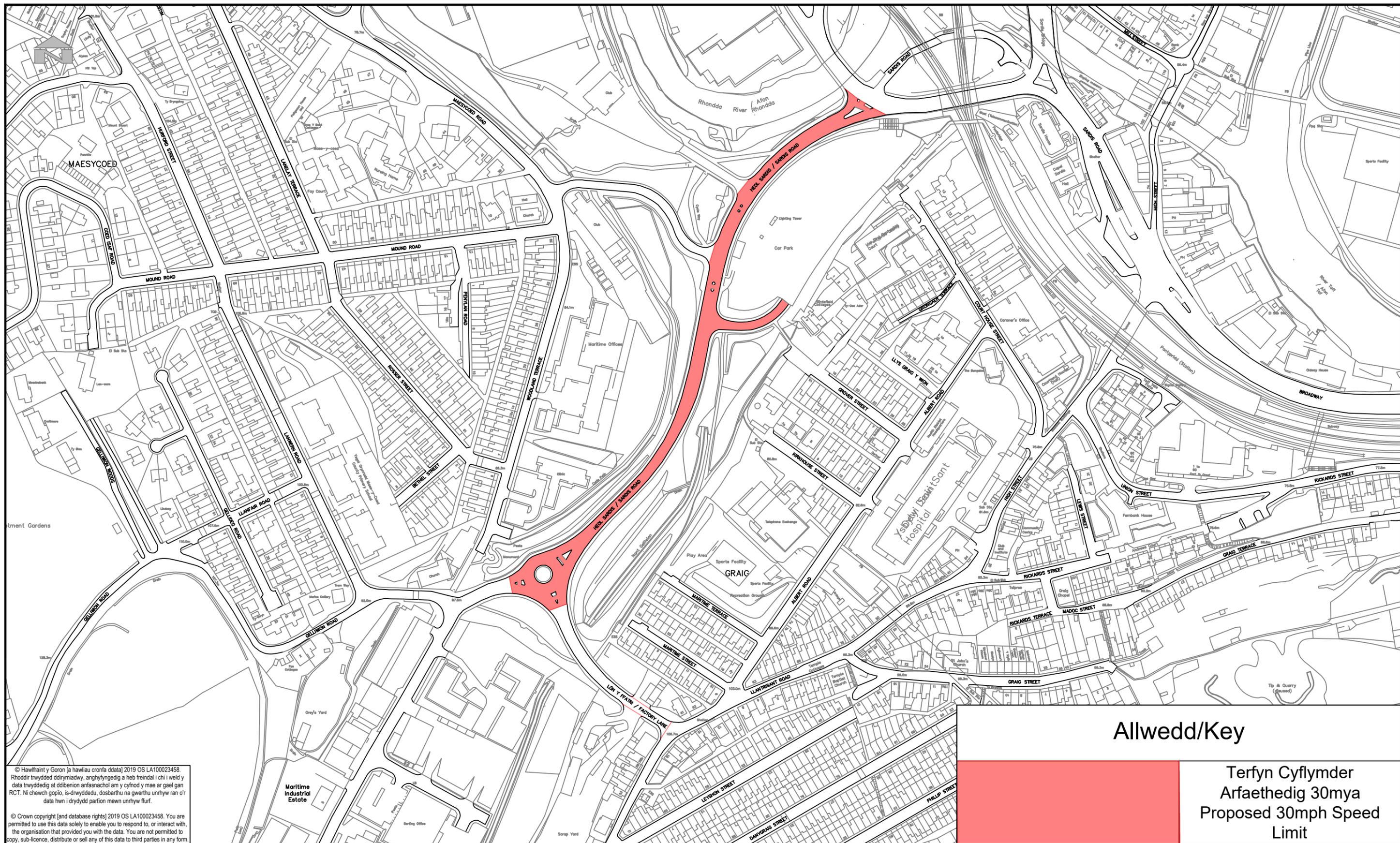
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund/ Dwg Title
Ffordd Gyswllt Abercynon, Abercynon

Abercynon Link Road, Abercynon

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/289/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 20/09/2025 13:49:31



Allwedd/Key

	<p>Terfyn Cyflymder Arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	-----------------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

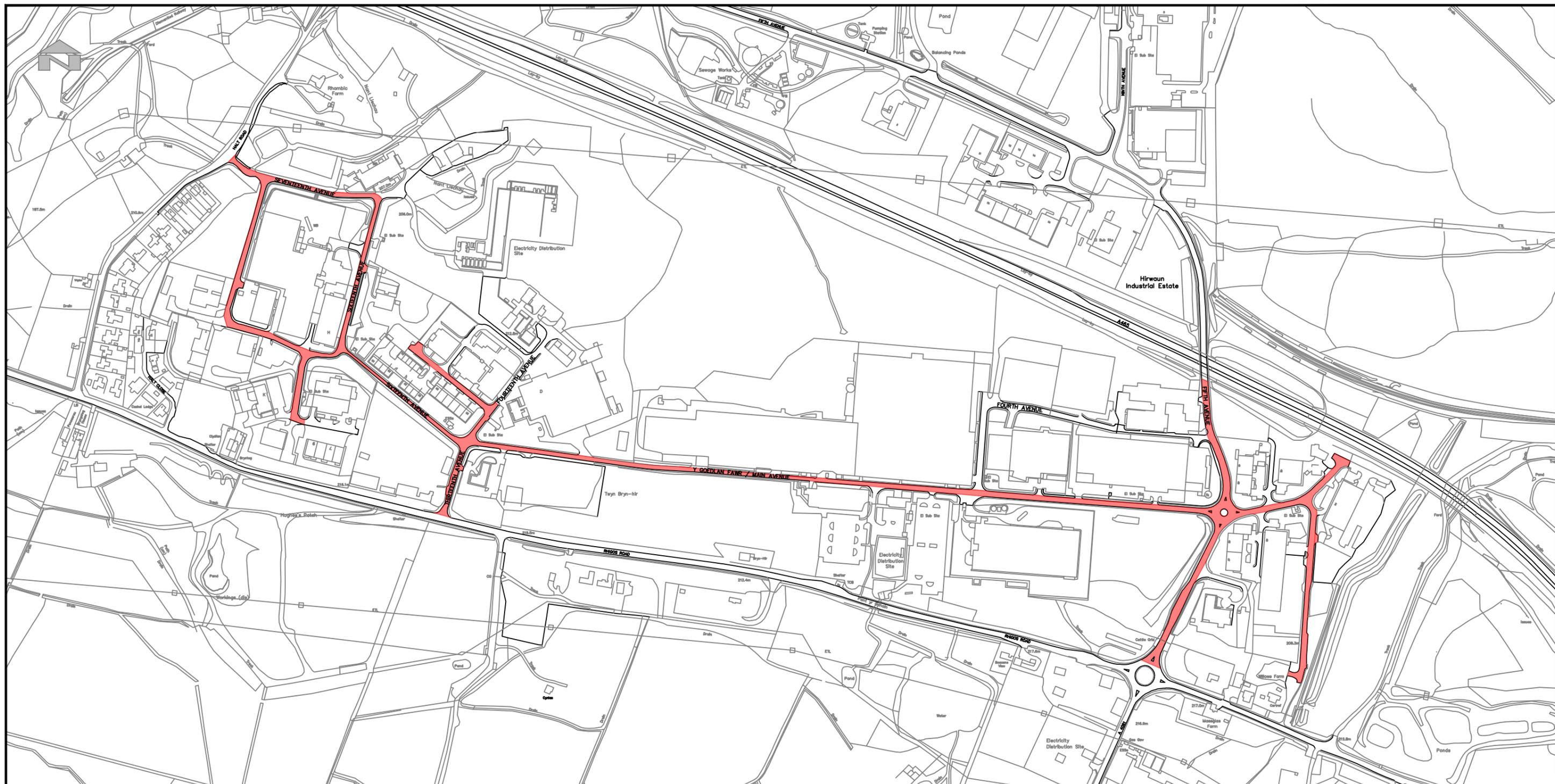
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
Heol Sardis, Pontypridd

Sardis Road, Pontypridd

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 12/25
Rhif y Llund/ Dwg No. TM25/274/GA	Adolygiad/ Revision P04	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 12/12/2025 14:25:51



Allwedd/Key

	<p>Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	----------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliu cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheuch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffur.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

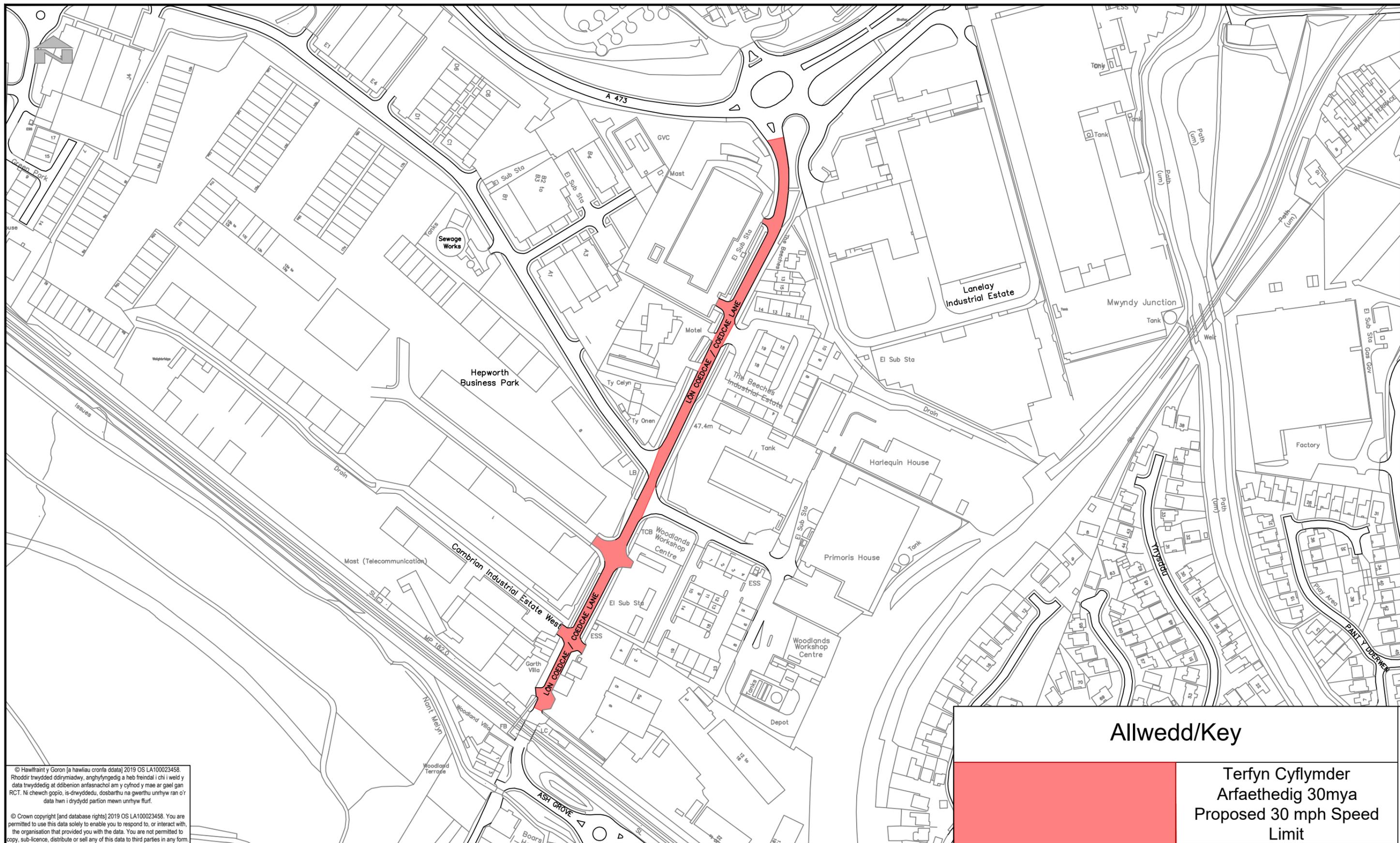
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
Ystad Ddiwydiannol Hirwaun, Hirwaun

Hirwaun Ind Est, Hirwaun

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:5000	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/286/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/09/2025 09:19:54



Allwedd/Key

**Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30 mph Speed
Limit**

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

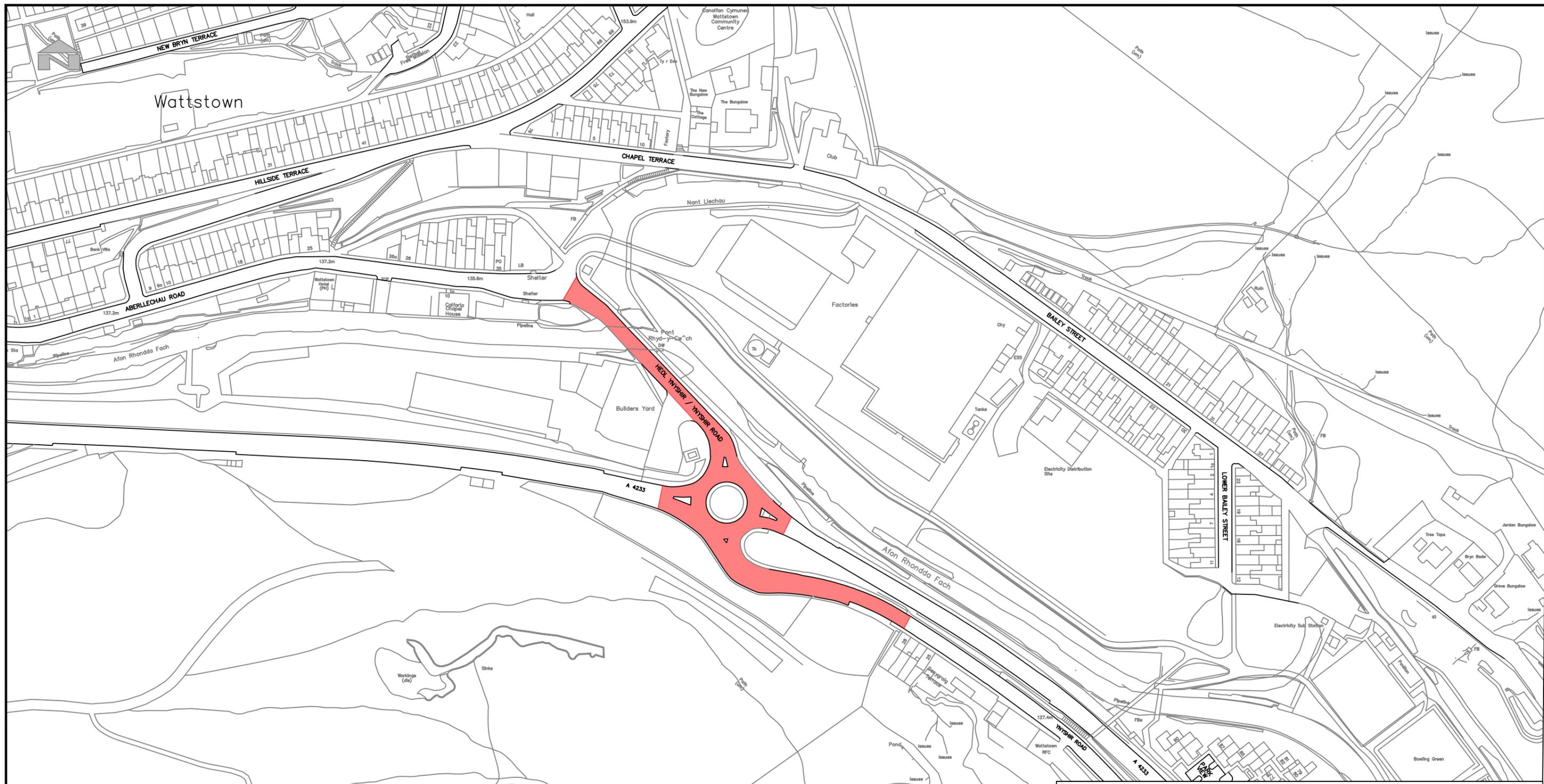
Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
**Lôn Coedcae, Pont-y-clun
Coedcae Lane, Pontyclun**

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/273/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 12/09/2025 13:11:43



Allwedd/Key



**Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit**

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

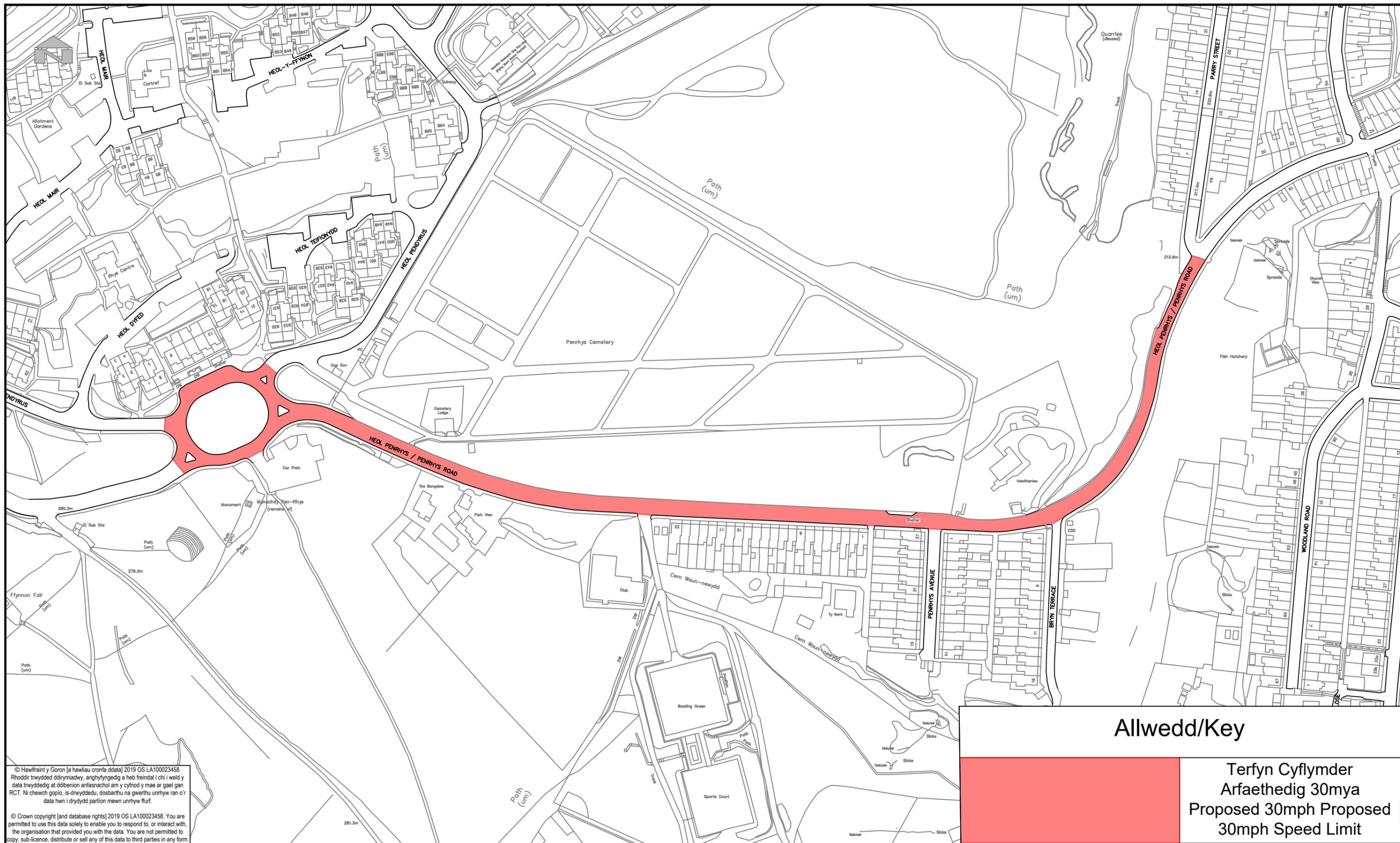
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Ynys-hir (Cylchfan Wattstown), Ynys-hir

Ynyshir Road (Wattstown Roundabout), Ynyshir

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 01/26
Rhif y Llun/ Dwg No. TM25/271/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 05/01/2026 11:46:11



Allwedd/Key

	<p>Terfyn Cyflymder Arfaethedig 30mya Proposed 30mph Proposed 30mph Speed Limit</p>
--	--------------------------------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwyddedig ddrymiadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheuch gopio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

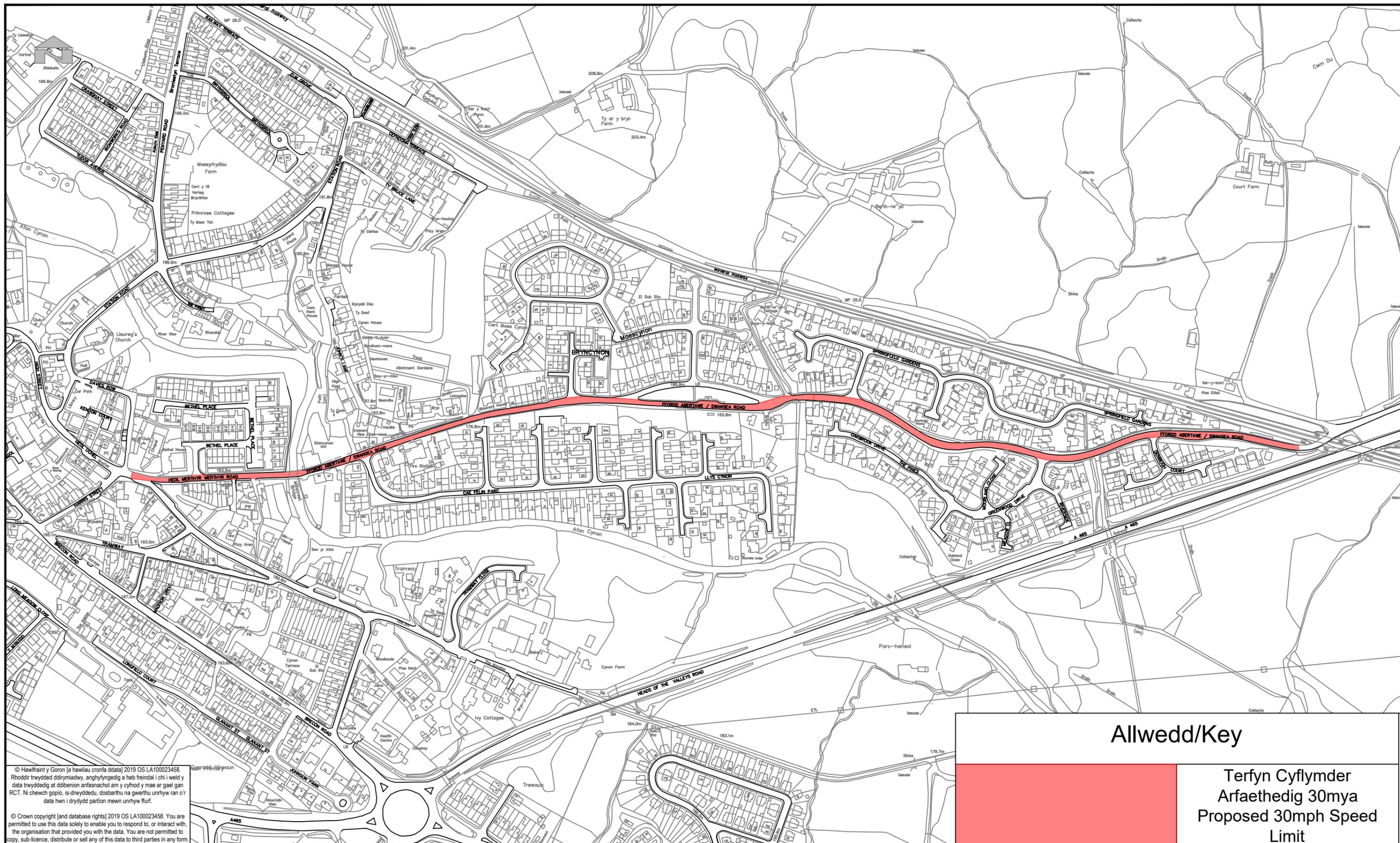
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
Heol Penrhys, Tylorstown

Penrhys Road, Tylorstown

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2,000	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/269/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/08/2025 09:28:31



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddyddid partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key



Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

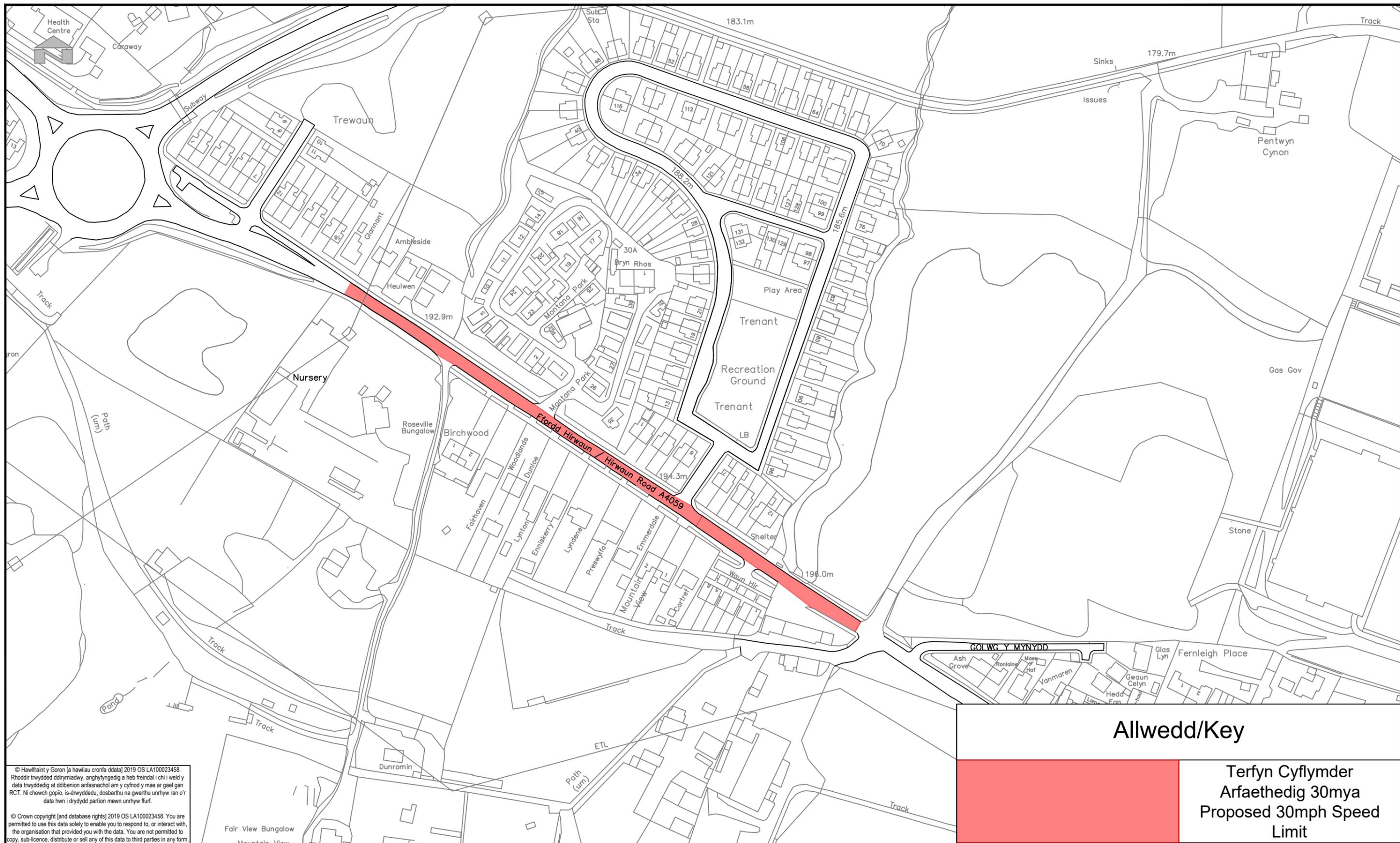
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llyn/ Dwg Title
Ffordd Abertawe/Ffordd Merthyr, Hirwaun

Swansea Road/Merthyr Road, Hirwaun

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:4,000	Dyddiad/ Date 07/25
Rhif y Llyn/ Dwg No. TM25/284/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwyd gan/ Approved by: DK

Print Date: 12/09/2025 09:20:43



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key

**Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit**



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

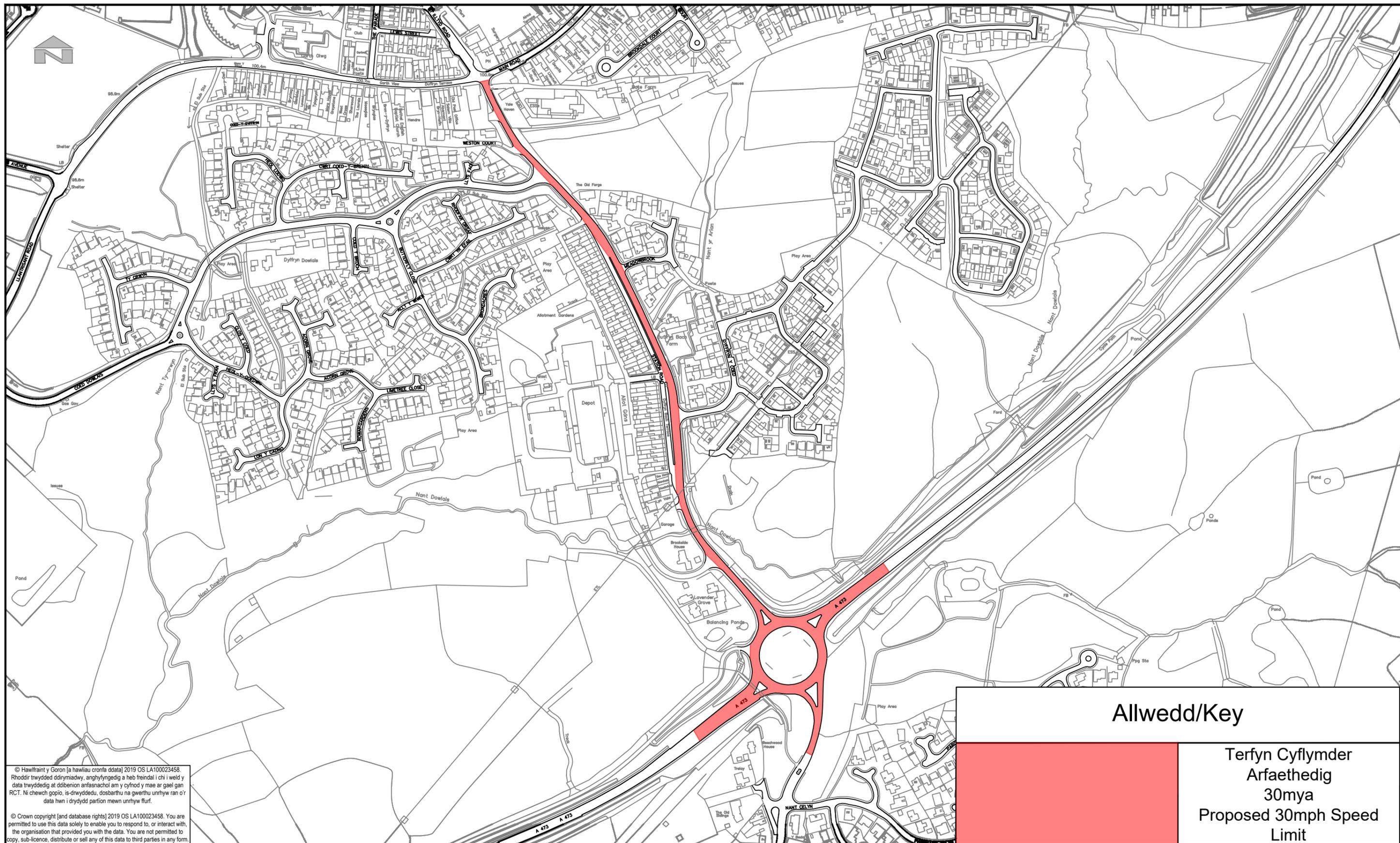
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
Ffordd Hirwaun, Trewaun

Hirwaun Road, Trewaun

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/267/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/09/2025 09:30:16



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key		
Terfyn Cyflymder Arfaethedig 30mya Proposed 30mph Speed Limit		



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

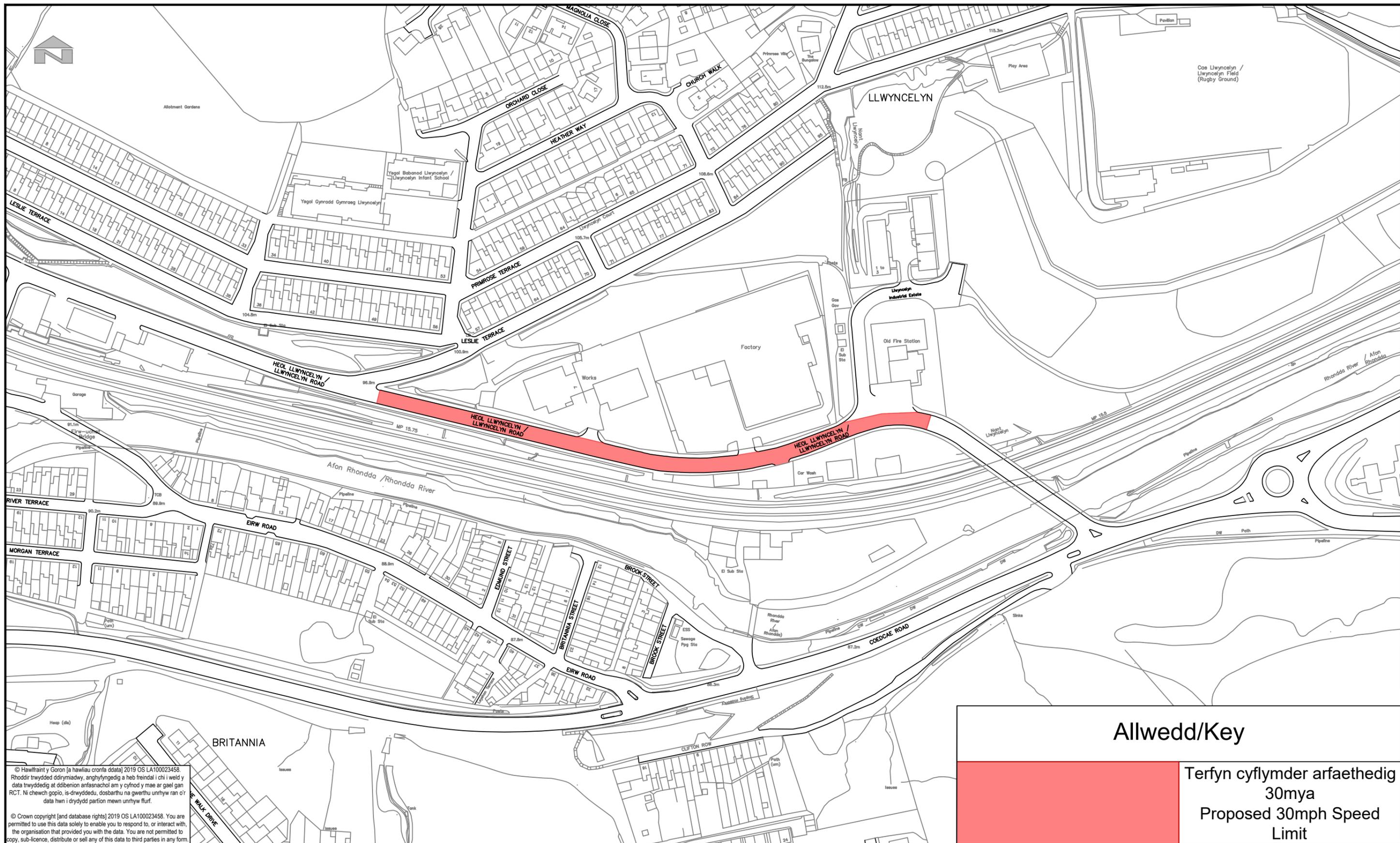
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
**Yr A473, Cylchfan Nant Celyn, Ffordd Osgoi Pentre'r Eglwys & Heol
Yr Orsaf, Pentre'r Eglwys**

**A473, Nant Celyn Roundabout, Church Village Bypass & Station
Road, Church Village**

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:4,000	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/259/GA & TM25/265/GA	Adolygiad/ Revision PO3	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 16/09/2025 11:06:50



Allwedd/Key

	<p>Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	----------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

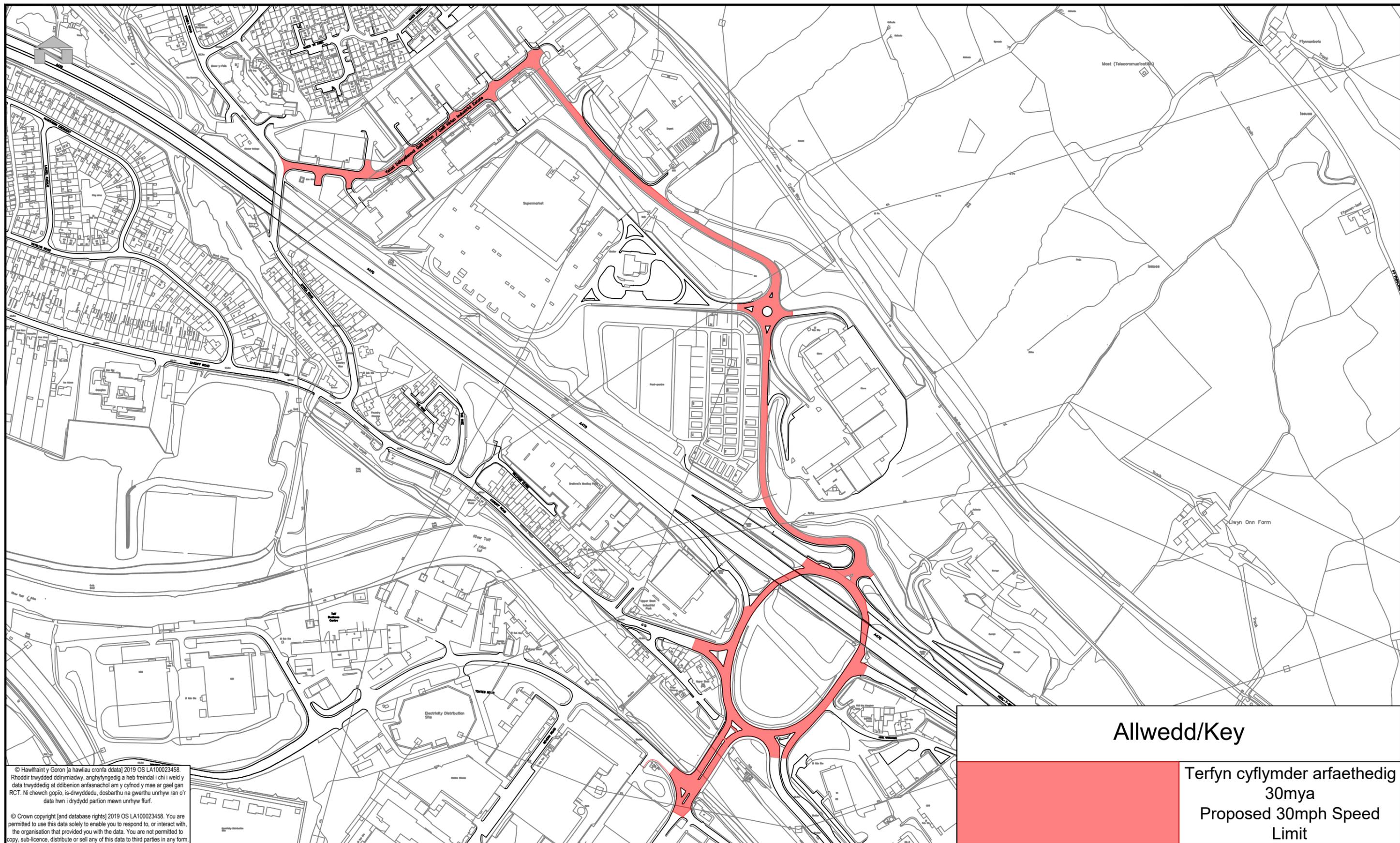
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Llwyncelyn, Porth

Llwyncelyn Road, Porth

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/256/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 22/07/2025 11:13:25



Allwedd/Key

	<p>Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	-----------------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddyddid partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
**Cylchfan Glan-Bad, Glan-Bad / Yst. Ddiw. Gelli
Hirion
Upper Boat Roundabout, Upper Boat / Gelli Hirion
Ind. Est.**

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:4,000	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/257/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: IC	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 20/09/2025 14:07:12



© Hawlfraint y Goron [and database rights] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data lwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw fflur.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

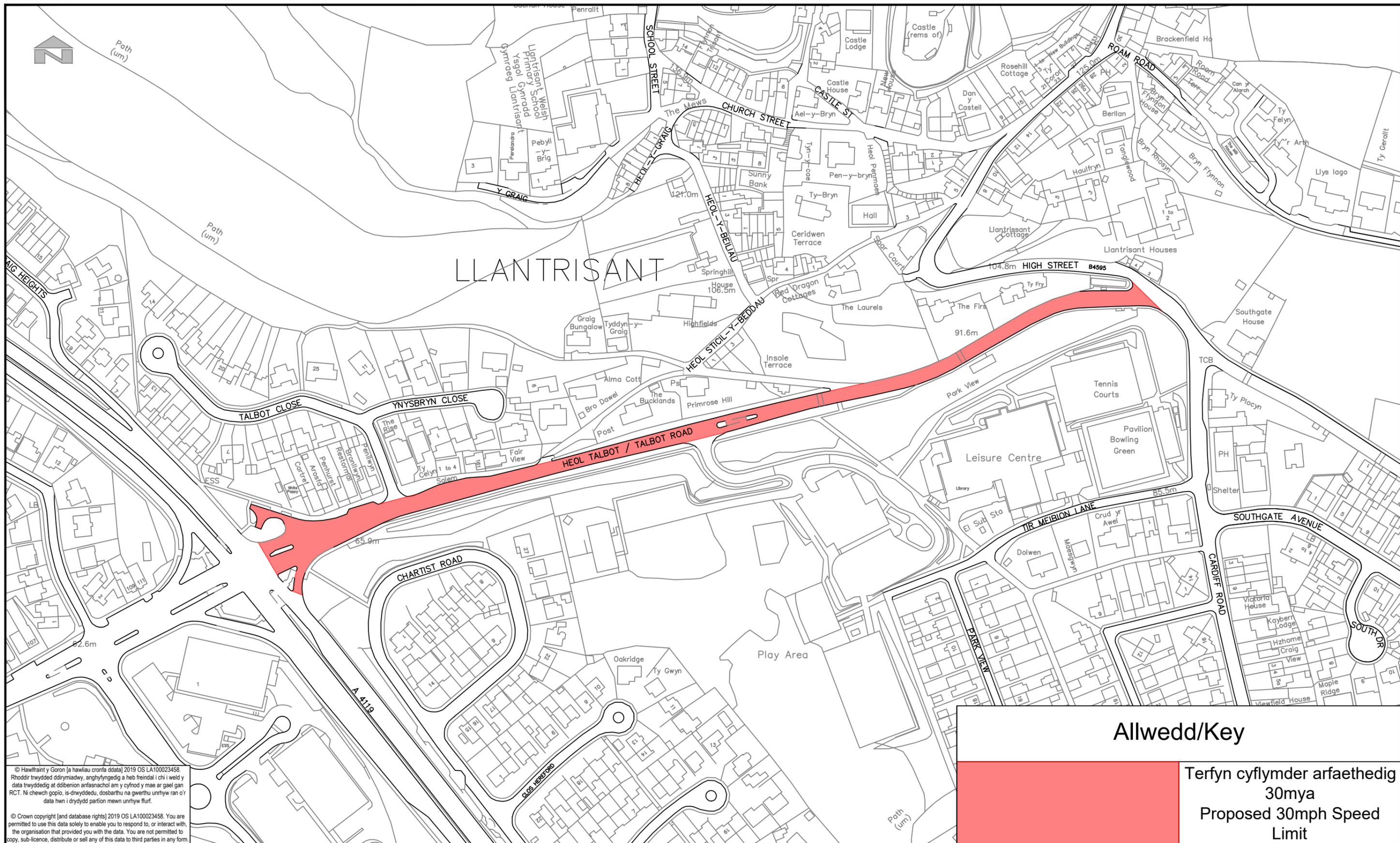
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
**Yr A4054 Heol Caerdydd (rhan ogleddol),
Rhydfelen**

A4054 Cardiff Road (Northern extent), Rhydyfelin

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:3,500	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/258/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/09/2025 09:38:04



Allwedd/Key

	Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit
--	------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheiwch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffur.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

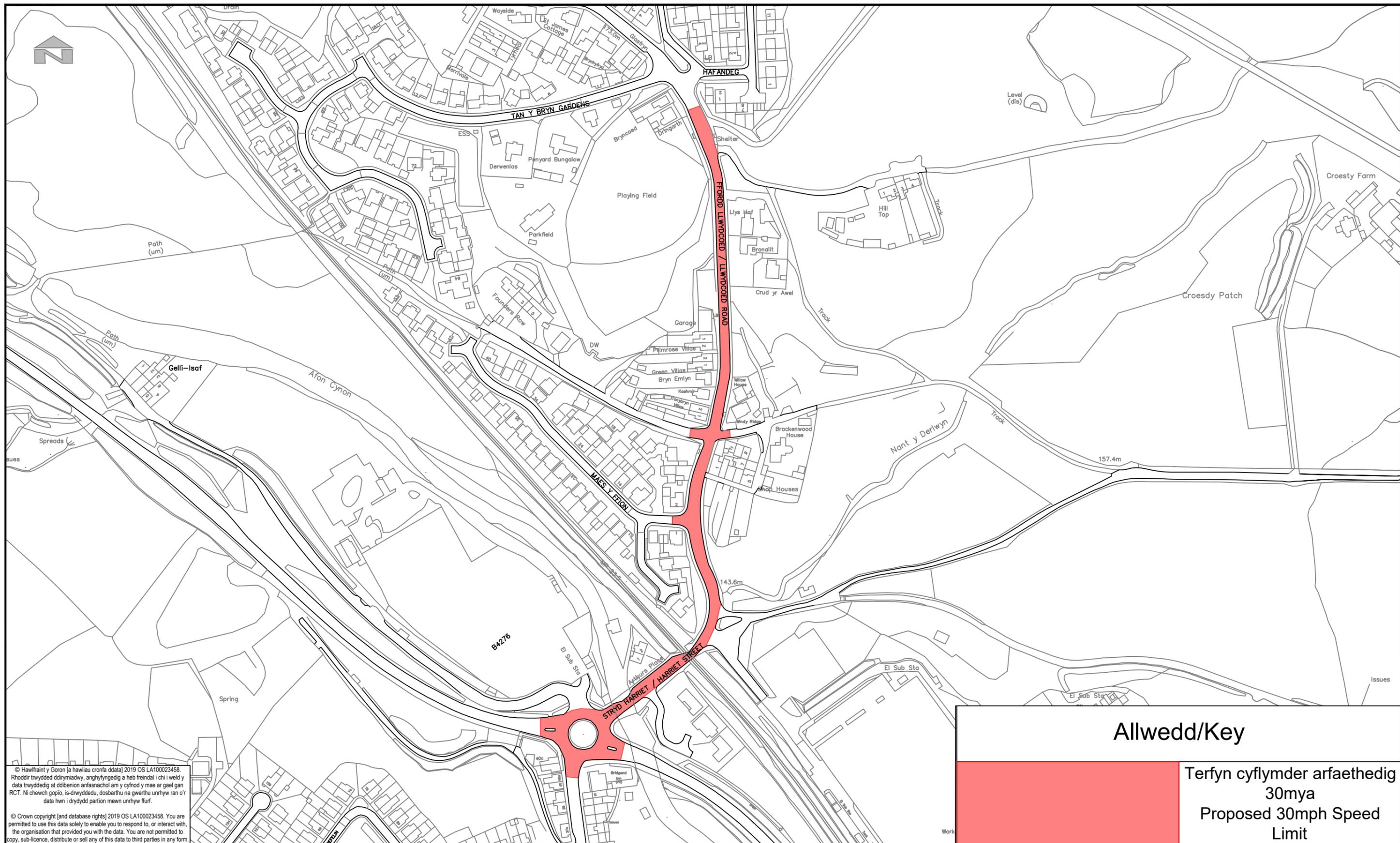
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Y B4595 Heol Talbot, Llantrisant

B4595, Talbot Road, Llantrisant

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/264/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 17/09/2025 15:25:24



Allwedd/Key

**Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit**

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfnygedig a heb freindal i chi i weld y data llwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheiwch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

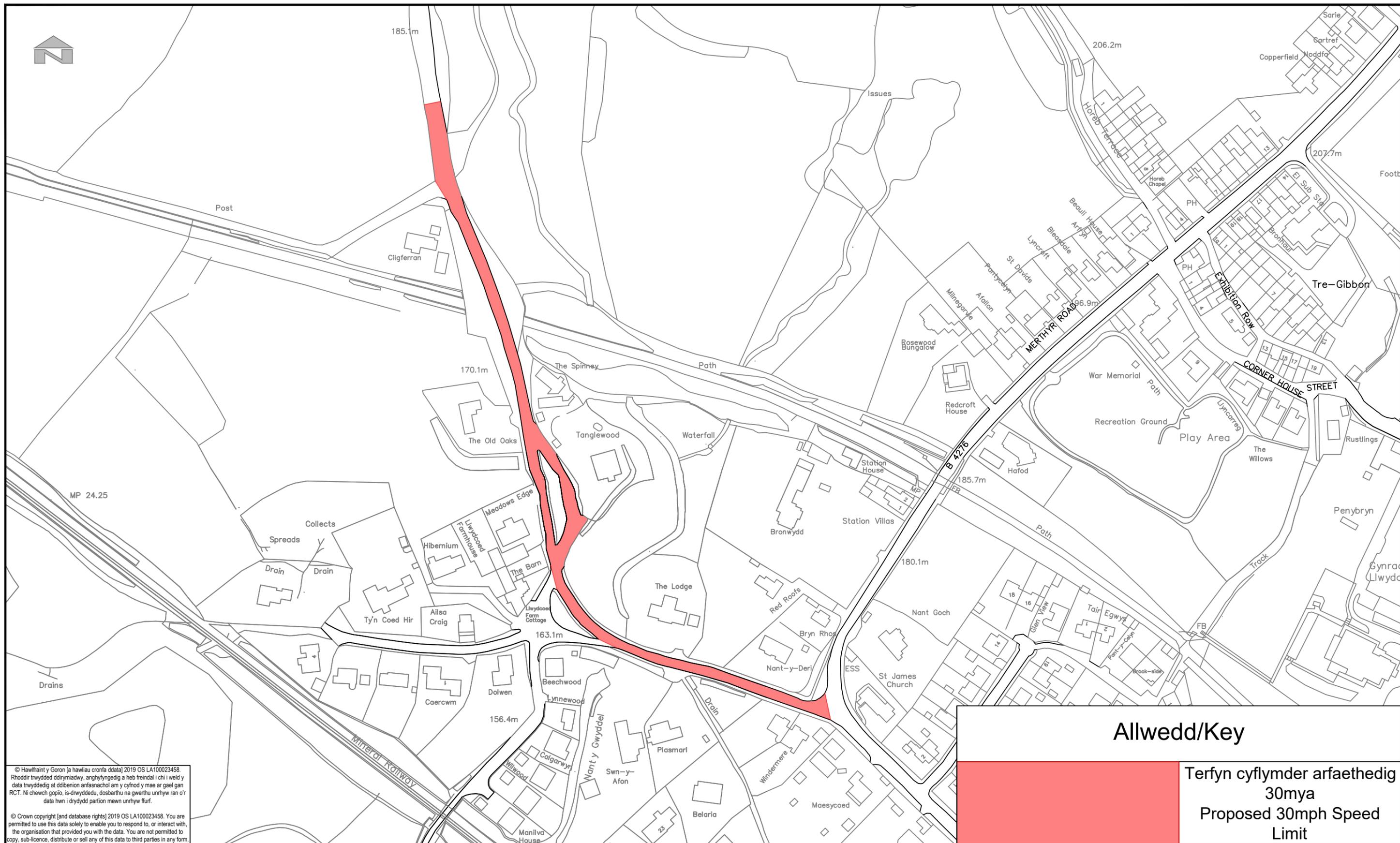
Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund / Dwg Title
**Y B4276, Stryd Harriet, Heol Llwydcoed,
Llwydcoed, (rhan ddeheuol)
B4276, Harriet Street, Llwydcoed Road,
Llwydcoed, (Southern extent)**

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/268/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/08/2025 09:43:36



Allwedd/Key

**Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit**

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwyddedig ddirymiadwy, anghyfnyddig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

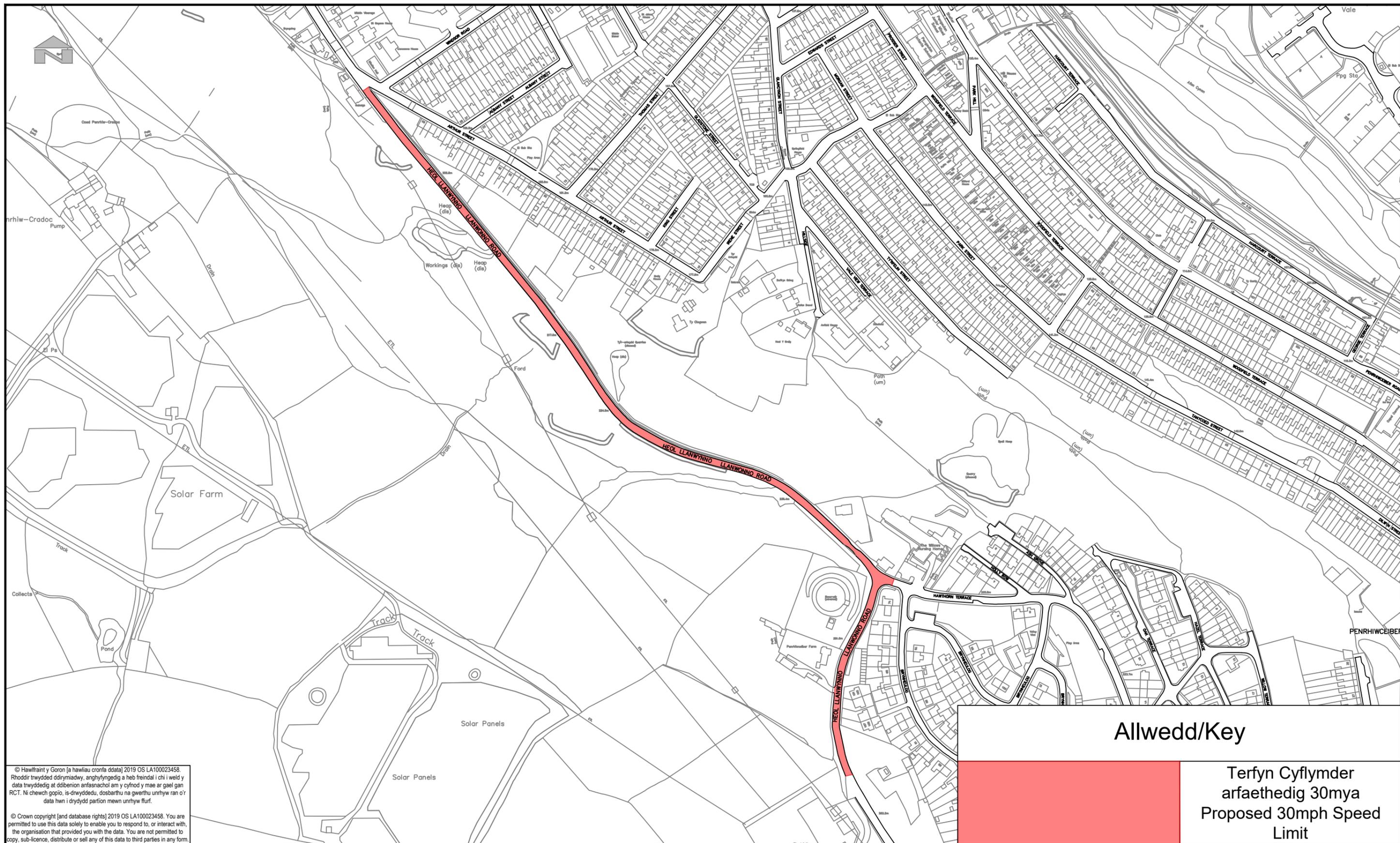
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Cwmynysminton, Llwydcoed

Cwmynysminton Road, Llwydcoed

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/270/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 18/09/2025 14:13:27



Allwedd/Key

**Terfyn Cyflymder
arfaethedig 30mya
Proposed 30mph Speed
Limit**

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

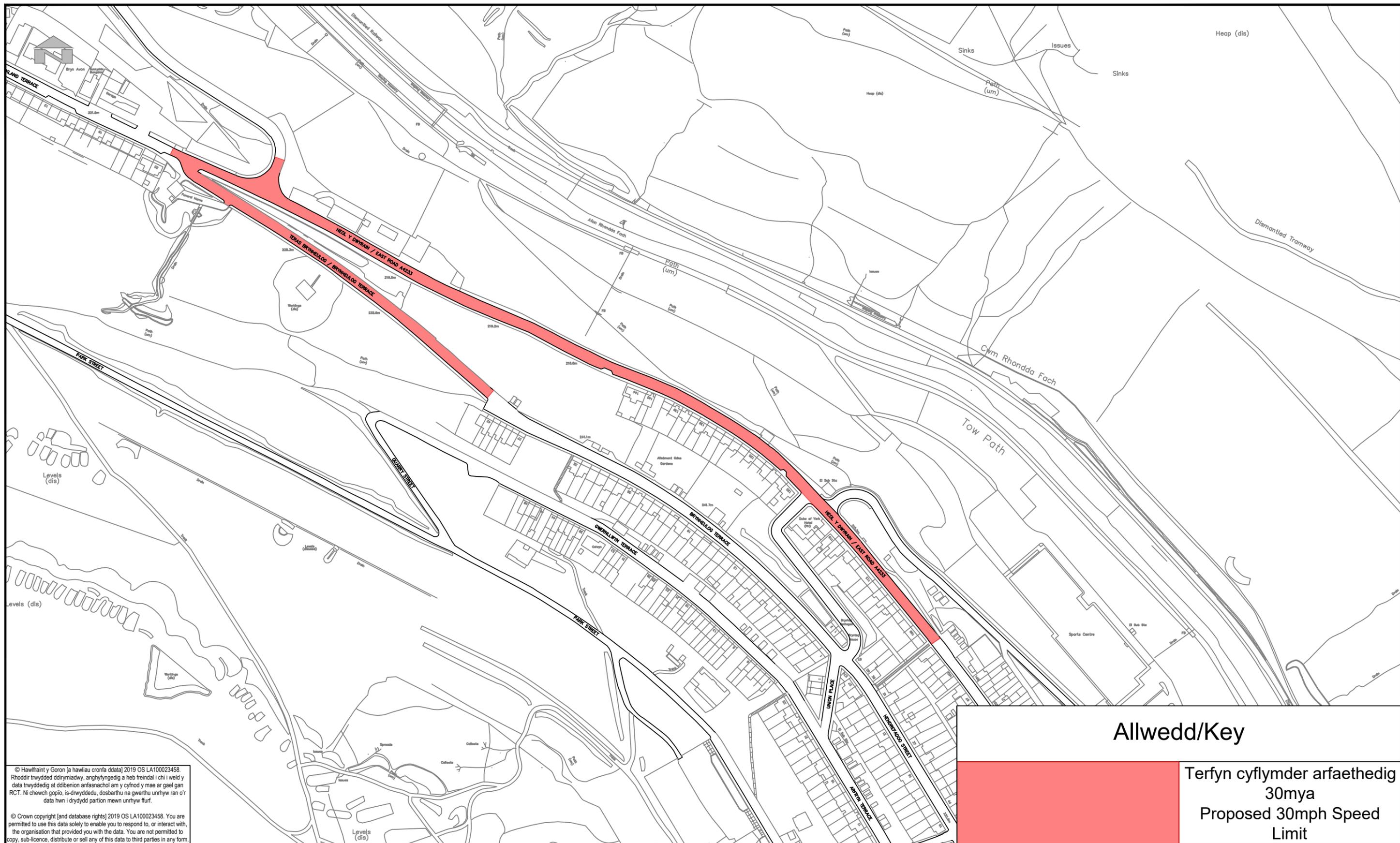
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llund/ Dwg Title
Heol Llanwynno, Aberpennar

Llanwonno Road, Mountain Ash

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:3,000	Dyddiad/ Date 07/25
Rhif y Llund/ Dwg No. TM25/281/GA	Adolygiad/ Revision P03	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 18/09/2025 13:00:27



Allwedd/Key

	<p>Terfyn cyflymder arfaethedig 30mya Proposed 30mph Speed Limit</p>
--	----------------------------------------------------------------------------------

© Hawlfraint y Goron [and database rights] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheuwch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddiwyddd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

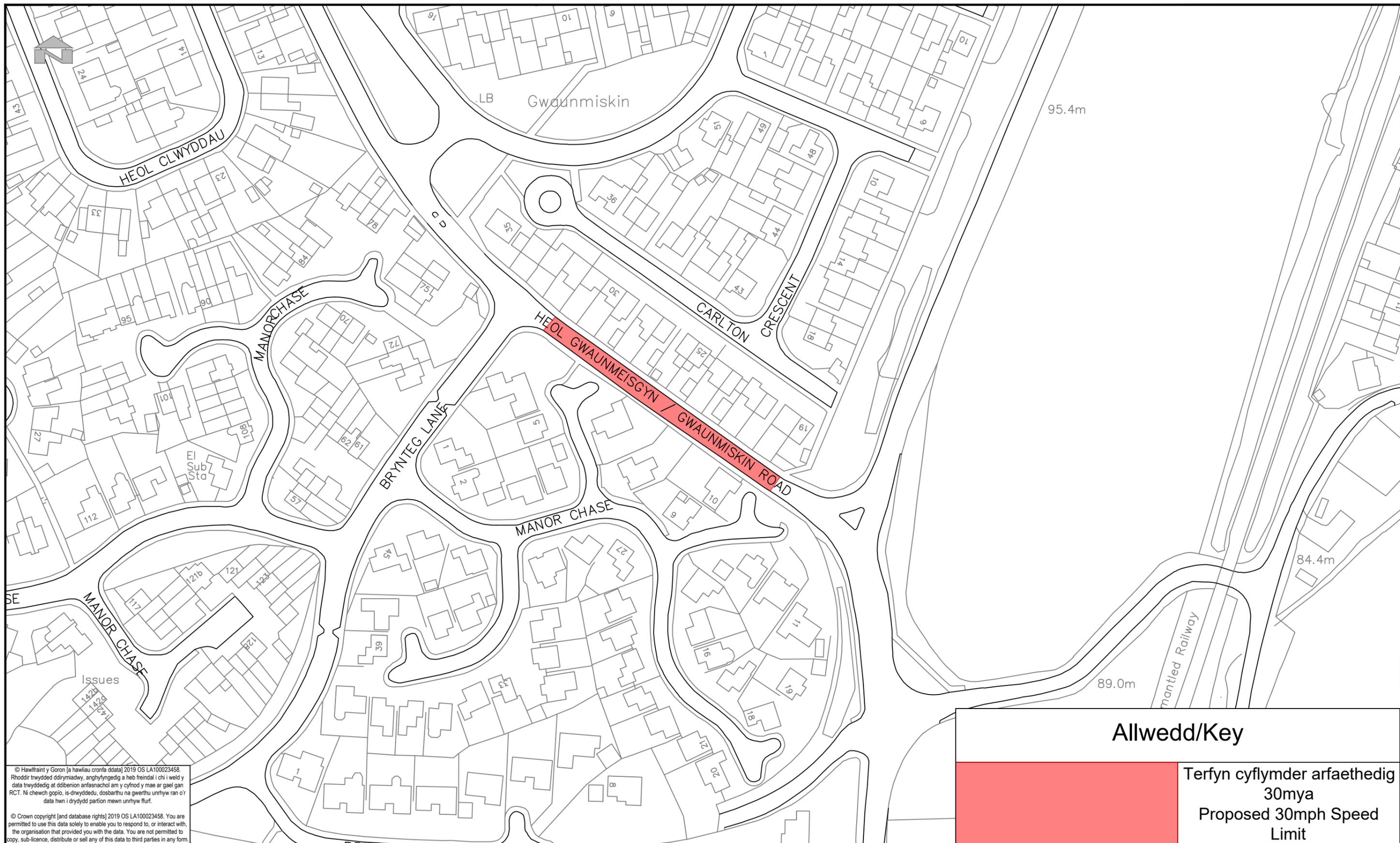
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Yr A4233, Heol y Dwyrain (yn rhannol)

A4233, East Road (in part)

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/363/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: IC	Cymeradwywyd gan/ Approved by: DK

Print Date: 01/09/2025 09:45:38



Allwedd/Key



Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

© Hawlfraint y Goron [and database rights] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, anghyfyngedig a heb freindal i chi i weld y data lwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddiwydd partion mewn unrhyw ffur.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

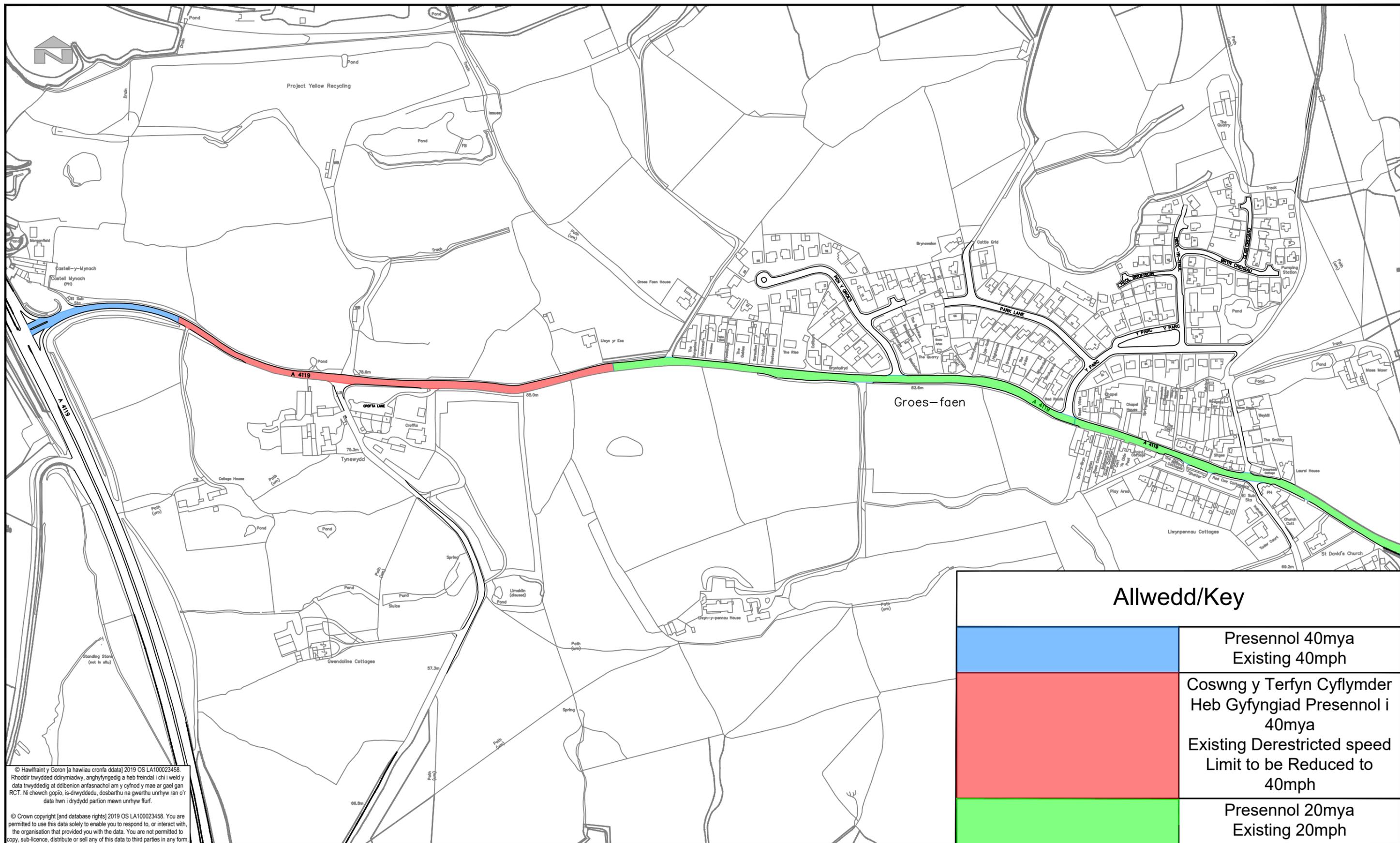
Prosiect/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Gwaunmeisgyn, Beddau

Gwaunmiskin Road, Beddau

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:1,250	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/345/GA	Adolygiad/ Revision P02	
Paratowyd gan/ Prepared by: IC	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 22/07/2025 13:48:00



Allwedd/Key

	Presennol 40mya Existing 40mph
	Coswng y Terfyn Cyflymder Heb Gyfyngiad Presennol i 40mya Existing Derestricted speed Limit to be Reduced to 40mph
	Presennol 20mya Existing 20mph

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, anghyfyngedig a heb freindal i chi i weld y data lwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheuch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw fflurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

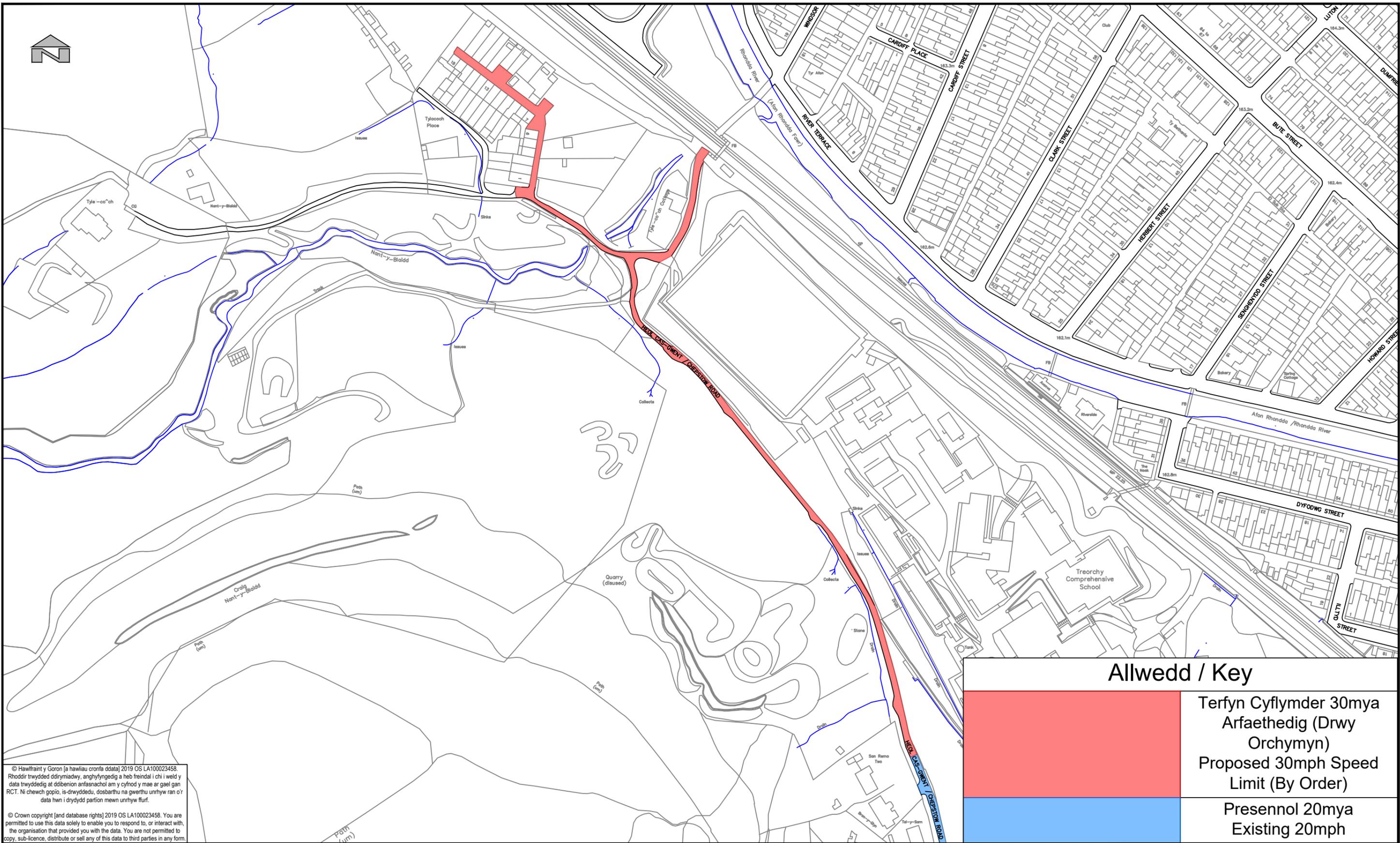
Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Prosiect/ Project
**GORCHYMYN (CAU DROS DRO)
TEMPORARY CLOSURE ORDER**

Teitl y Llun/ Dwg Title
A4119, Llantrisant

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 NTS	Dyddiad/ Date 07/25
Rhif y Llun/ Dwg No. TM25/364/GA	Adolygiad/ Revision PO1	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 29/07/2025 09:27:45



Allwedd / Key

	<p>Terfyn Cyflymder 30mya Arfaethedig (Drwy Orchymyn) Proposed 30mph Speed Limit (By Order)</p>
	<p>Presennol 20mya Existing 20mph</p>

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiad, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



GWASANAETHAU RHENG-FLAEN
 RHONDDA CYNON TAF

RHONDDA CYNON TAF
 FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
 Llawr 2 | Floor 2, 2 Llys Cadwyn, Pontypridd CF37 4TH
 Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/ Client
 CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

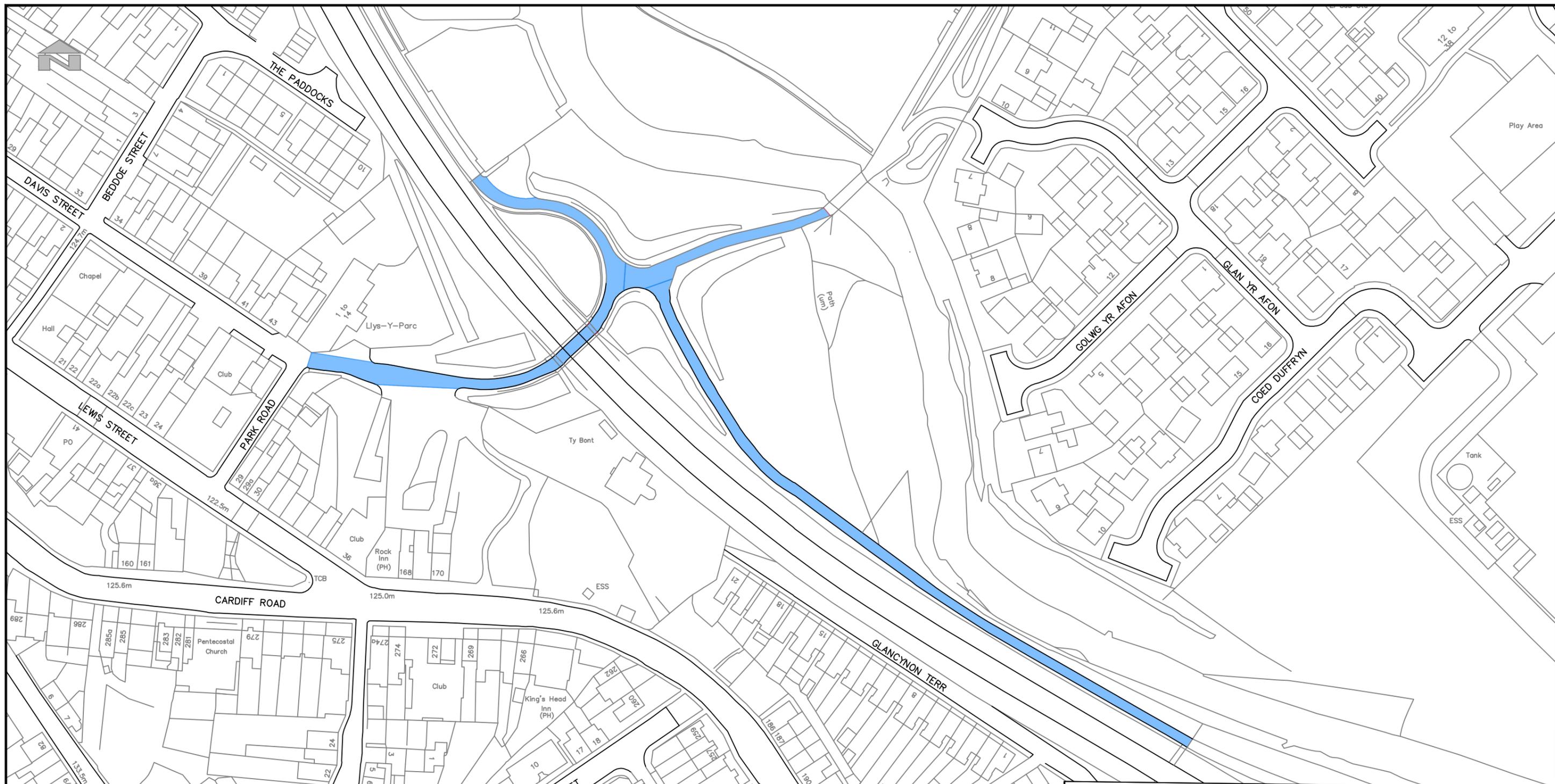
Prosiect/ Project
Terfyn Cyflymder Dros Dro (30mya)
Temporary Speed Limit (30mph)

Teitl y Llund / Dwg Title
HEOL CAS-GWENT, TREORCHI

CHEPSTOW ROAD, TREORCHY

Manylion Adolygiad/Revision Details		Gan/By Dyddiad/Date Adolygiad/Revision
Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2,000	Dyddiad/ Date 09-25
Rhif y Llund/ Dwg No. TM25/426/PN	Adolygiad/ Revision P01	
Paratowyd gan/ Prepared by: IC	Gwiriwyd gan/ Checked by: TO	Cymeradwywyd gan/ Approved by: DK

Print Date: 26/09/2025 13:04:18



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfnygiedig a heb freindal i chi i weld y data lwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheich gopio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw flurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key

**Terfyn Cyflymder 20mph
Afaethedig
Proposed 20mph speed limit
(By Order)**



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

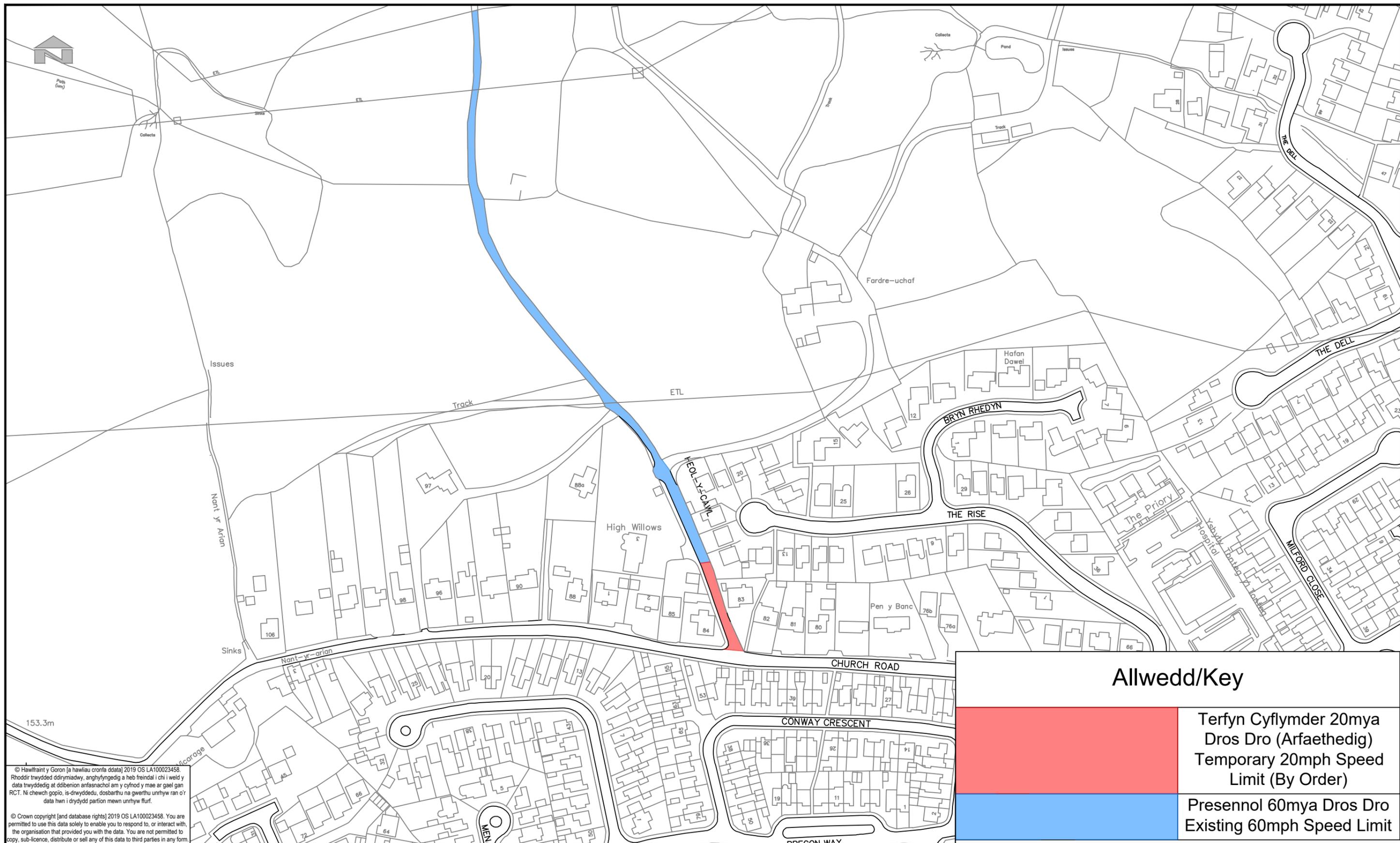
Prosiect/ Project
**Terfyn Cyflymder Arfaethedig
Proposed Speed Limit**

Teitl y Llun/ Dwg Title
Heol Ddienw, Aberaman

Unnamed Road, Aberaman

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:1250	Dyddiad/ Date 01/25
Rhif y Llun/ Dwg No. TM25/034/GA	Adolygiad/ Revision PO1	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 28/01/2025 11:47:02



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458.
 Rhoddir trwydded ddirymiadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key		
	Terfyn Cyflymder 20mya Dros Dro (Arfaethedig) Temporary 20mph Speed Limit (By Order)	
	Presennol 60mya Dros Dro Existing 60mph Speed Limit	



RHONDDA CYNON TAF
 GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
 FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
 Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
 Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
 Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

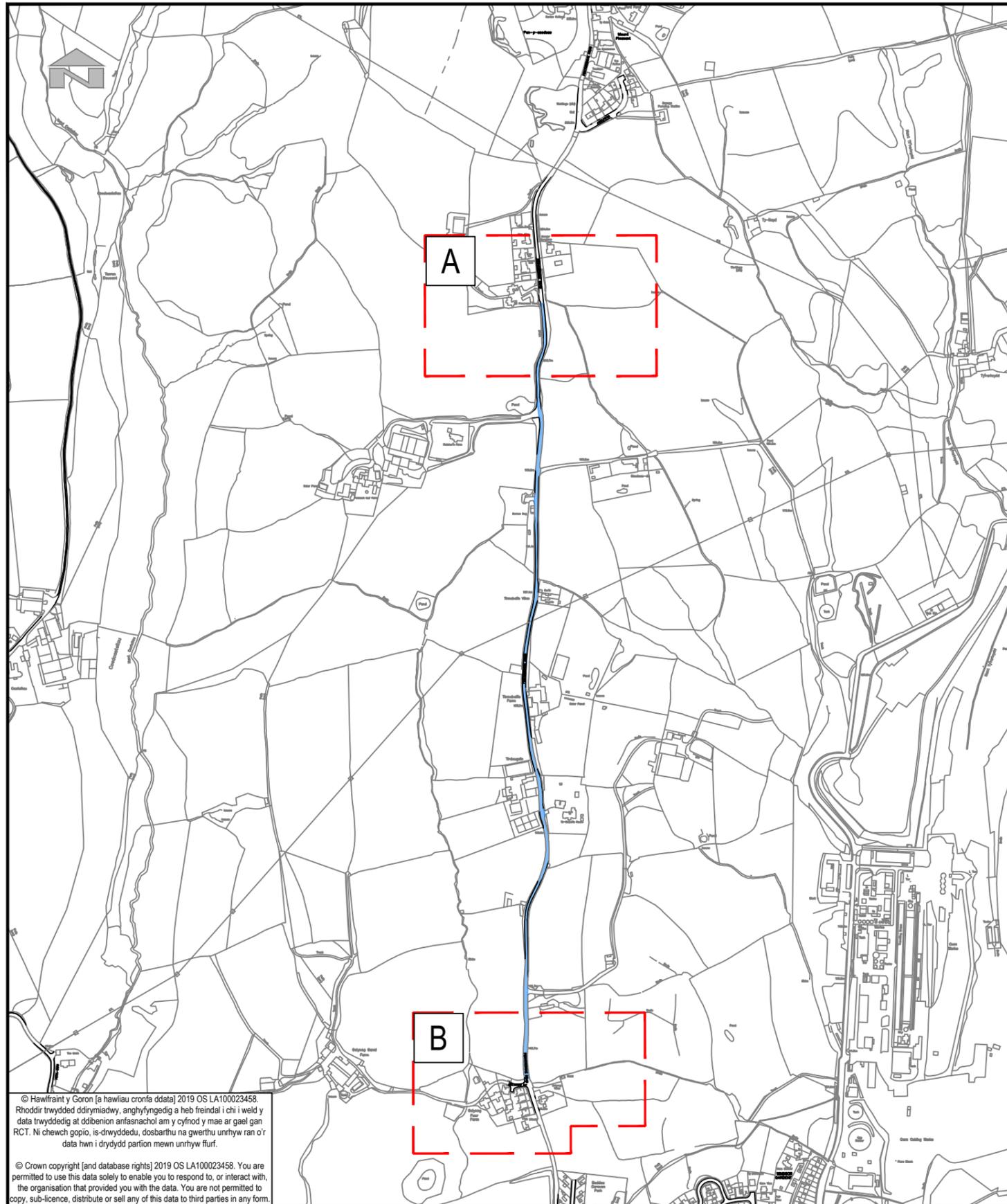
Prosiect/ Project
**Terfyn Cyflymder Dros Dro
 Temporary Speed Limit**

Teitl y Llund/ Dwg Title
Heol-Y-Cawl, Pentre'r Eglwys

Heol-Y-Cawl, Upper Church Village

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2000	Dyddiad/ Date 02/25
Rhif y Llund/ Dwg No. TM25/064/GA	Adolygiad/ Revision PO1	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 18/02/2025 10:22:37



Allwedd/Key	
	Presennol 40mya Existing 40mph

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddrymiadwy, arghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

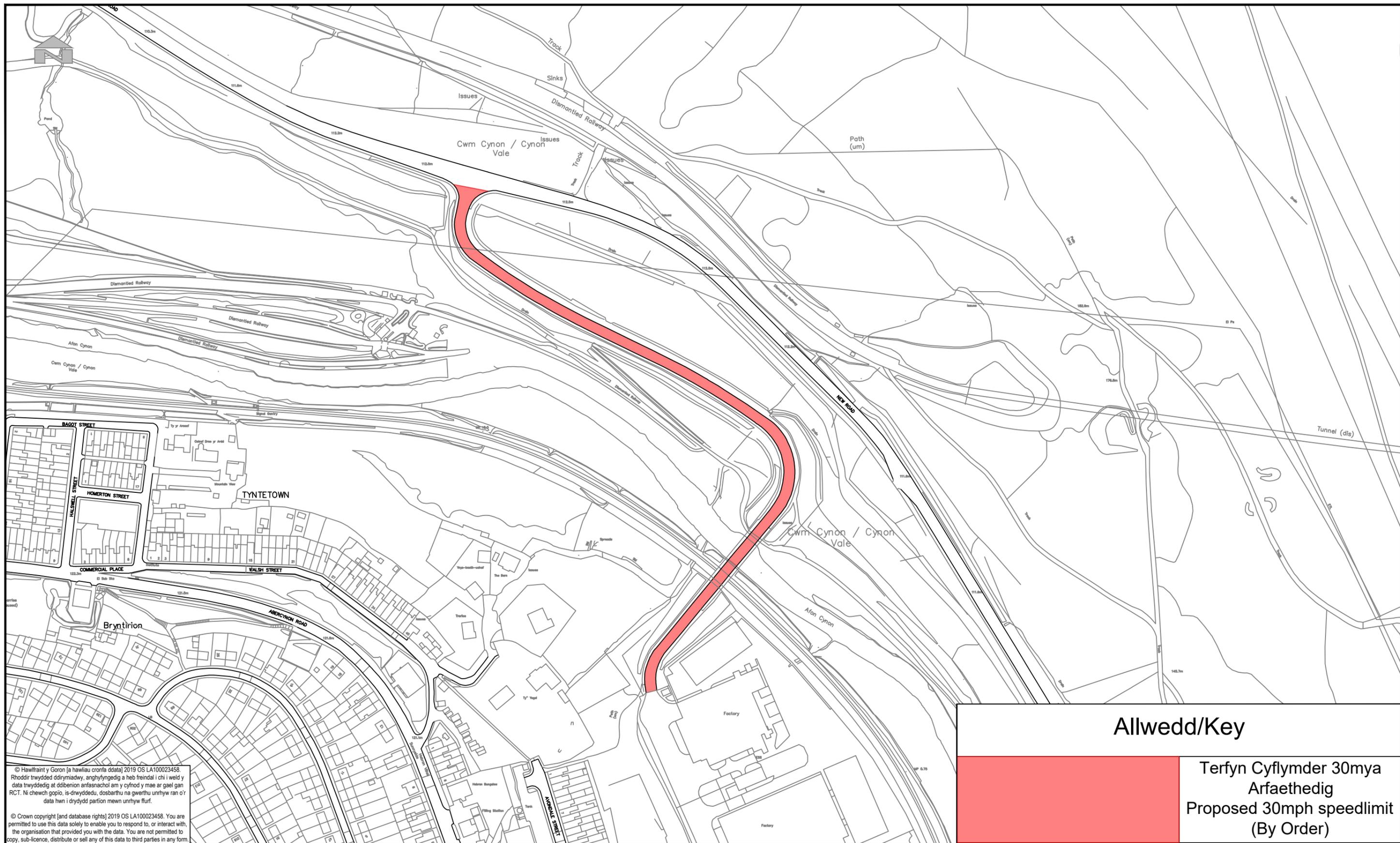
UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/ Client CBS Rhondda Cynon Taf Rhondda Cynon Taf CBC
Prosiect/ Project IF220

Teitl y Llun/ Dwg Title Heol Penycodcae, Beddau
Penydcodcae Road, Beddau

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 DIR / NTS	Dyddiad/ Date 12/25
Rhif y Llun/ Dwg No. TM25/495/GA	Adolygiad/ Revision P01	
Paratowyd gan/ Prepared by: IC	Gwiriwyd gan/ Checked by: TO	Cymeradwywyd gan/ Approved by: DK

Print Date: 10/12/2025 11:37:31



© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwyddedig ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data llywyddedig at ddiweddion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopïo, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i ddyddid partion mewn unrhyw fflur.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.

Allwedd/Key		
		
Terfyn Cyflymder 30mya Arfaethedig Proposed 30mph speedlimit (By Order)		



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

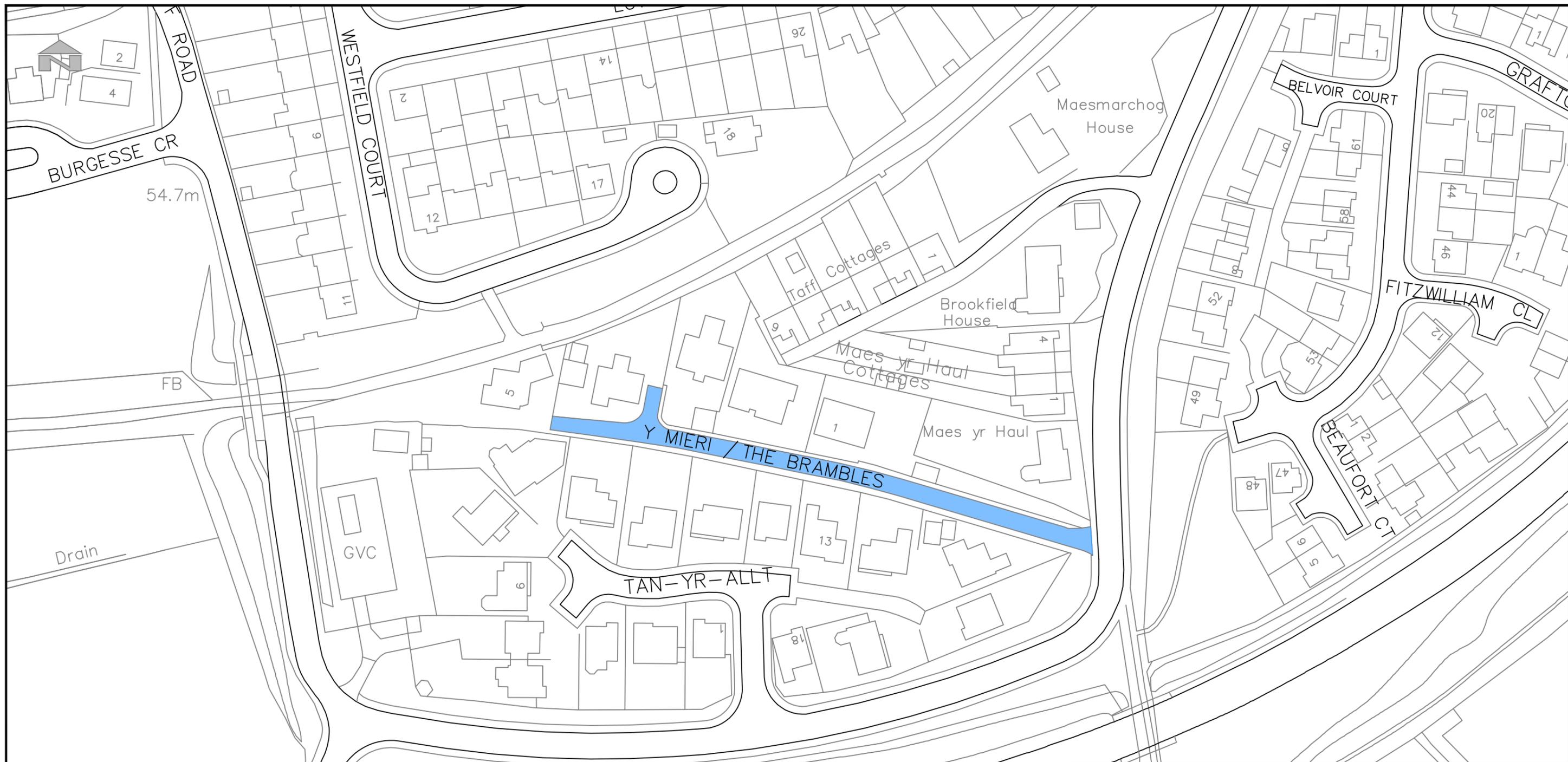
Prosiect/ Project
**Terfyn Cyflymder Arfaethedig
Proposed Speed Limit**

Teitl y Llun/ Dwg Title
Ystad Ddiwydiannol Ynysyboeth

Ynysyboeth Industrial Estate

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:2500	Dyddiad/ Date 01/25
Rhif y Llun/ Dwg No. TM25/031/GA	Adolygiad/ Revision PO1	
Paratowyd gan/ Prepared by: LB	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 28/01/2025 11:51:59



Allwedd/Key

	<p>Terfyn Cyflymder 20mya Arfaethedig (Drwy Orchymyn) Proposed 20mph Speed Limit (By Order)</p>
--	-----------------------------------------------------------------------------------------------------------------

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymadwy, anghyfyngedig a heb freindal i chi i weld y data trwyddedig at ddibenion anfasnachol am y cyfnod y mae ar gael gan RCT. Ni chewch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

<p>Cleient/ Client CBS Rhondda Cynon Taf Rhondda Cynon Taf CBC</p>	<p>Teitl y Llund / Dwg Title Y Mieri, Pont-Y-Clun, Llantrisant</p>
<p>Prosiect/ Project IF220</p>	<p>The Brambles, Pontyclun, Llantrisant</p>

<p>Rhif y Prosiect/ Project No. IF220</p>	<p>Graddfa/ Scale @ A3 1:1000</p>	<p>Dyddiad/ Date 12/25</p>
<p>Rhif y Llund/ Dwg No. TM25/494/GA</p>	<p>Adolygiad/ Revision P01</p>	
<p>Paratowyd gan/ Prepared by: IC</p>	<p>Gwirwyd gan/ Checked by: TO</p>	<p>Cymeradwywyd gan/ Approved by: DK</p>

Print Date: 10/12/2025 10:39:19



Allwedd/Key

	Terfyn Cyflymder 40mya Arfaethedig (Drwy Orchymyn) Proposed 40mph Speed Limit (By Order)
	Ffordd Bresennol (20mya) Existing Road (20mph)
	Terfyn Cyflymder Cenedlaethol Presennol Existing National Speed Limit

© Hawlfraint y Goron [a hawliau cronfa ddata] 2019 OS LA100023458. Rhoddir trwydded ddirymiadwy, arghyfyngedig a heb freindal i chi i weld y data lwyddedig at ddibenion arfasnachol am y cyfnod y mae ar gael gan RCT. Ni cheuch gopio, is-drwyddedu, dosbarthu na gwerthu unrhyw ran o'r data hwn i drydydd partion mewn unrhyw ffurf.

© Crown copyright [and database rights] 2019 OS LA100023458. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form.



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN

RHONDDA CYNON TAF
FRONTLINE SERVICES

UNED RHEOLI TRAFFIG / TRAFFIC MANAGEMENT
Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Prosiect/ Project
**Terfyn Cyflymder Dros Dro (40mya)
Temporary Speed Limit (40mph)**

Teitl y Llun/ Dwg Title
**Ffordd Merthyr, Llwydcoed
Merthyr Road, Llwydcoed
(B4276)**

Rhif y Prosiect/ Project No. IF220	Graddfa/ Scale @ A3 1:4000	Dyddiad/ Date 02/25
Rhif y Llun/ Dwg No. TM25/065/GA	Adolygiad/ Revision PO1	
Paratowyd gan/ Prepared by: FH	Gwiriwyd gan/ Checked by: DK	Cymeradwywyd gan/ Approved by: DK

Print Date: 20/02/2025 14:12:10

Dewiswch iaith a diwyg eich dogfen | Available in alternative formats and languages

Croesawn ohebu yn Gymraeg a fydd gohebu yn y Gymraeg ddim yn arwain at oedi.

Rhowch wybod inni beth yw'ch dewis iaith e.e Cymraeg neu'n ddwyieithog.

We welcome correspondence in Welsh and corresponding with us in Welsh will not lead to a delay.

Let us know your language choice if Welsh or bilingual.



RHONDDA CYNON TAF

Perchennog / Meddiannydd

Gofynnwch am / Please ask for: Dylan Kelleher

Fy Nghyf/My Ref:
IF220

Eich Cyf/Your Ref:

Dyddiad/Date:
23 Ionawr 2026

Annwyl Breswlydd/Perchennog Busnes,

Adolygu Terfynau Cyflymder 20mya – Cynnig Newid i 30mya

Mae Cyngor Bwrdeistref Sirol Rhondda Cynon Taf yn adolygu rhai o'r terfynau cyflymder 20mya presennol ac yn cynnig newid rhai rhannau yn ôl i 30mya. Mae hyn yn seiliedig ar adborth yn dilyn ymgynghoriad anffurfiol a gafodd ei gynnal rhwng 22 Medi a 13 Hydref 2025 - yn dilyn adolygiad Llywodraeth Cymru o'r broses gyflwyno wreiddiol. Mae'r ardaloedd yma wedi cael eu hasesu'n ofalus gan ddefnyddio canllawiau cenedlaethol diwygiedig Llywodraeth Cymru ac mae'r ffordd dan sylw wedi bodloni'r meini prawf ar gyfer cyflwyno'r newid posibl.

Mae modd gweld copiâu o'r cynigion a rhoi adborth ar-lein gan ddefnyddio llwyfan ddigidol AppyWay: <https://www.rctcbc.gov.uk/Adolygiad20mya> neu drwy sganio'r Cod QR isod.

Mae cadw pobl yn ddiogel yn brif flaenoriaeth i ni. Felly, mae pob lleoliad wedi cael ei asesu'n drylwyr, gan ystyried ffactorau fel gwrthdrawiadau blaenorol, llif traffig, dwysedd poblogaeth, ac arferion pobl yr ardal o ran cerdded, beicio a gyrru. Dim ond mewn ardaloedd lle rydyn ni o'r farn bod hyn yn ddiogel, yn briodol ac yn cydymffurfio â'r meini prawf y byddwn ni'n cynnig newid y terfyn i 30mya.

Stephen Williams BSc(hons)MBA, GDipLaw, PGDipLegalPractice, MCI0B

Cyfarwyddwr Gwasanaethau'r Amgylchedd

Director of Environmental Services

Cyngor Bwrdeistref Sirol Rhondda Cynon Taf

Rhondda Cynon Taf County Borough Council

Llawr 2, 2 Llys Cadwyn, Stryd y Taf,

Floor 2, 2 Llys Cadwyn, Taff Street,

Pontypridd, CF37 4TH

Ffôn/Tel: 01443 425001



MAE EICH DATA O BWYS www.rctcbc.gov.uk/diogeludata
YOUR DATA MATTERS www.rctcbc.gov.uk/dataprotection



Sut i gymryd rhan

- Ewch i <https://www.rctcbc.gov.uk/Adolygiad20mya> i weld manylion llawn y cynnigion
- Mae modd i chi hefyd ysgrifennu at: **Rheolwr y Gwasanaethau Traffig**, Uned Rheoli Traffig, Llawr 2, 2 Llys Cadwyn, Pontypridd, CF37 4TH
- Mae copïau papur o'r cynigion ar gael yma: **Llyfrgell Pontypridd (Canolfan IBobUn, 1 Llys Cadwyn, Stryd y Taf, Pontypridd, CF37 4TH), Llyfrgell Aberdâr a Llyfrgell Treorci**
- Hoffech chi ofyn cwestiwn neu drafod cynllun penodol? E-bostiwch 20mya@rctcbc.gov.uk

Cyfnod Ymgynghori – 23 Ionawr i 13 Chwefror 2026

Mae cyfnod o hysbysiad cyhoeddus ynglŷn â'r newidiadau yn ofyniad cyfreithiol, ble mae manylion y newidiadau'n cael eu nodi. Dyma gyfle i aelodau o'r cyhoedd wneud unrhyw sylwadau sydd gyda nhw, a hynny mewn dull ffurfiol. Mae'r Cyngor yn parchu eich barn, pe hoffech chi nodi sylwadau, anfonwch nhw'n ysgrifenedig erbyn **13 Chwefror 2026**, ar gyfer sylw Rheolwr y Gwasanaethau Traffig, Uned Materion Rheoli Traffig, Llawr 2, Llys Cadwyn, Pontypridd, CF37 4TH neu drwy e-bostio: ghwasanaethautraffig@rctcbc.gov.uk

Os ydych chi angen rhagor o wybodaeth neu os hoffech siarad â rhywun, anfonwch e-bost at 20mya@rctcbc.gov.uk gan ofyn i swyddog gysylltu â chi dros y ffôn. Mae modd i chi ffonio canolfan gyswilt y Cyngor ar **01443 425001** i ofyn am alwad ffôn hefyd.

Yn gywir,



Dylan Kelleher EngTech MICE
Uwch Beiriannydd, Materion Rheoli Traffig
Senior Engineer, Traffic Management

Dolen AppyWay: <https://consultation.appyway.com/rhondda-cynon-taf?lng=cy>

Mae hefyd modd sganio'r Cod QR isod i gael mynediad i Lwyfan Digidol AppyWay



Stephen Williams BSc(hons)MBA, GDipLaw, PGDipLegalPractice, MCIQB

Cyfarwyddwr Gwasanaethau'r Amgylchedd

Director of Environmental Services

Cyngor Bwrdeistref Sirol Rhondda Cynon Taf

Rhondda Cynon Taf County Borough Council

Llawr 2, 2 Llys Cadwyn, Stryd y Taf,

Floor 2, 2 Llys Cadwyn, Taff Street,

Pontypridd, CF37 4TH

Ffôn/Tel: 01443 425001

Dewiswch iaith a diwyg eich dogfen | Available in alternative formats and languages

Croesawn ohebu yn Gymraeg a fydd gohebu yn y Gymraeg ddim yn arwain at oedi.

Rhowch wybod inni beth yw'ch dewis iaith e.e Cymraeg neu'n ddwyieithog.

We welcome correspondence in Welsh and corresponding with us in Welsh will not lead to a delay.

Let us know your language choice if Welsh or bilingual.



Owner / Occupier

Gofynnwch Am/ Please Ask For : Dylan Kelleher

Fy Nghyf/ My Ref:
IF220

Eich Cyf/ Your Ref:

Dyddiad/ Date:
23 Jan 2026

Dear Resident/Business Owner,

Review of 20mph Speed Limits – Proposed Change to 30mph

Rhondda Cynon Taf County Borough Council is consulting on proposals to change the current 20mph speed limits on certain sections of road, back to 30mph based on feedback following an informal consultation exercise that was undertaken between 22nd September and 13th October 2025 - in line with a Welsh Government review of the initial implementation. These areas have been carefully assessed using the revised Welsh Government national guidance and the identified roads have met the criteria for this proposed change.

Copies of the proposals can be viewed online feedback using the AppyWay digital platform: www.rctcbc.gov.uk/20mphReview or by scanning the below QR Code.

Safety remains our top priority and therefore each location has been thoroughly assessed, considering factors such as collision history, traffic flow, population density, and how people walk, cycle, and drive in the area. A change to 30mph is only proposed where it is considered safe and appropriate and in adherence with the criteria.

How to Get Involved

- Visit www.rctcbc.gov.uk/20mphReview to see the full details of the proposals

Stephen Williams BSc(hons)MBA, GDipLaw, PGDipLegalPractice, MCIQB

Ffôn/Tel: 01443 425001

Cyfarwyddwr Gwasanaethau'r Amgylchedd

Director of Environmental Services

Cyngor Bwrdeistref Sirol Rhondda Cynon Taf

Rhondda Cynon Taf County Borough Council

Llawr 2, 2 Llys Cadwyn, Stryd y Taf,

Floor 2, 2 Llys Cadwyn, Taff Street,

Pontypridd, CF37 4TH



MAE EICH DATA O BWYS www.rctcbc.gov.uk/diogeludata
YOUR DATA MATTERS www.rctcbc.gov.uk/dataprotection



Dewiswch iaith a diwyg eich dogfen | Available in alternative formats and languages

Croesawn ohebu yn Gymraeg a fydd gohebu yn y Gymraeg ddim yn arwain at oedi.

Rhowch wybod inni beth yw'ch dewis iaith e.e Cymraeg neu'n ddwyieithog.

We welcome correspondence in Welsh and corresponding with us in Welsh will not lead to a delay.

Let us know your language choice if Welsh or bilingual.



- You can also write to:
Traffic Services Manager
Traffic Management
Floor 2, 2 Llys Cadwyn
Pontypridd, CF37 4TH
- Paper copies of the proposals are available at the. **Pontypridd Library (One4All Centre, 1 Llys Cadwyn, Taff Street, Pontypridd, CF37 4TH), Aberdare Library and Treorchy Library**
- For specific plans or questions, email: 20mph@rctcbc.gov.uk

Consultation Period – 23rd January to 13th February 2026

A period of Public Notice of the changes is a legal requirement, where details of the proposed changes are advertised to provide opportunity for members of the public to formally raise any comments they may have. The Council values your views, if you wish to comment / object to any of these proposals, you should do so in writing by the **13th February 2026**, to the Traffic Services Manager, Traffic Management, Floor 2, Llys Cadwyn, Pontypridd, CF37 4TH or alternatively by email at trafficservices@rctcbc.gov.uk

If you need more information or would like to speak to someone, please email 20mph@rctcbc.gov.uk and request a call. Alternatively, you can also request a callback through the Councils contact centre **01443 425001**.

Yours Faithfully,

Dylan Kelleher EngTech MICE
Uwch Beiriannydd, Materion Rheoli Traffig
Senior Engineer, Traffic Management



AppyWay Link: www.rctcbc.gov.uk/20mphReview

You can also scan the below QR Code to Access the AppyWay Digital Platform

Stephen Williams BSc(hons)MBA, GDipLaw, PGDipLegalPractice, MCI0B

Cyfarwyddwr Gwasanaethau'r Amgylchedd

Director of Environmental Services

Cyngor Bwrdeistref Sirol Rhondda Cynon Taf

Rhondda Cynon Taf County Borough Council

Llawr 2, 2 Llys Cadwyn, Stryd y Taf,

Floor 2, 2 Llys Cadwyn, Taff Street,

Pontypridd, CF37 4TH

Ffôn/Tel: 01443 425001



MAE EICH DATA O BWYS www.rctcbc.gov.uk/diogeludata
YOUR DATA MATTERS www.rctcbc.gov.uk/dataprotection



EQUALITY IMPACT ASSESSMENT FORM INCLUDING SOCIO-ECONOMIC DUTY

(Revised March 2021)

Please refer to the current Equality Impact Assessment guidance when completing this document. If you would like further guidance please contact the Diversity and Inclusion Team on 01443 444529.

An equality impact assessment **must** be undertaken at the outset of any proposal to ensure robust evidence is considered in decision making. This documentation will support the Council in making informed, effective and fair decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010.

This document will also contribute towards our duties to create a More Equal Wales within the

- Well-being of Future Generation (Wales) Act 2015.

The [‘A More Equal Wales – Mapping Duties’](#) guide highlights the alignment of our duties in respect of the above-mentioned legislation.

SECTION 1 – PROPOSAL DETAILS

Lead Officer: Dylan Kelleher

Service Director: Andrew Stone

Service Area: Traffic Management

Date: 13th August 2025

1.a) What are you assessing for impact?

Strategy/Plan	Service Re-Model/Discontinuation of Service	Policy/Procedure	Practice	Information/Position Statement
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

1.b) What is the name of the proposal?

Welsh Government 20mph speed limit review – for 26 candidate roads to revert to 30mph.

1.c) Please provide an overview of the proposal providing any supporting links to reports or documents.

Following widespread public debate over the benefits and disbenefits of the 20mph speed limit scheme, including a petition submitted to the WG at the end of 2023 with nearly 500,000 signatures, there was significant objection to the principle of the 20mph limit. This public response prompted many residents to contact the Council requesting a review of 20mph limits across Rhondda Cynon Taf (RCT) following the announcement of the WG National Listening Campaign. <https://www.legislation.gov.uk/en/wsi/2022/800/made>

In response, the County Surveyors Society for Wales conducted a comprehensive review in 2024 to assess how the 20mph default limit had been implemented and how local authorities (LAs) had applied the Exceptions Guidance. The report highlighted significant variation in the number of exceptions applied across Wales, with some LAs retaining very few 30mph

limits, while Rhondda Cynon Taf retained 84. The findings informed the development of updated guidance to support a more consistent and evidence-based approach to setting speed limits. <https://www.gov.wales/sites/default/files/publications/2024-05/20mph-default-speed-limit-review-of-exceptions-final-report.pdf>

To support this process updated guidance, *Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities* (Welsh Government 2024b), was published on 16th July 2024. It provides a structured framework for assessing whether it is safe and appropriate to raise speed limits to 30mph on restricted roads, while also considering local context and conditions. (<https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>)

Following the National Listening Programme during summer 2024, the Council received 313 requests from residents and organisations to review speed limits. These ranged from individual streets and housing estates to distributor and link roads, as well as broader area-wide reviews.

Between May and December 2024, all requests were collated and rationalised based on route and area. In early 2025, approximately 90 distinct road locations were identified for review (*note: multiple requests for the same road were counted as one location*).

Preliminary assessments and data collection were carried out in February and March 2025. This included journey times, vehicle speeds (pre- and post-implementation), collision data, road environment, traffic flows, to support the decision-making process in line with the revised placemaking criteria.

A review panel convened on 21st March 2025 at Llys Cadwyn, Pontypridd, to assess all 90 roads. The panel included officers from Traffic Services, Highway Development Control (HDC), Road Safety, and Public Transport.

Each location was discussed in detail, with consideration given to road safety, walking routes, traffic flows, collision history, road environment, markings, crossings, and the revised placemaking criteria. Of the 90 roads assessed the panel identified 26 candidate roads that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.

The list of 26 candidate roads identified following conclusion of the technical review process for possible reversion to a 30mph speed limit is set out in Table 1 below:

Appendix B

Route name	Route No. & Classification	Ward
A4059, Penderyn, (North Of School)	A4059	Hirwaun, Penderyn & Rhigos
A4059, Penderyn, (South Of School)	A4059	Hirwaun, Penderyn & Rhigos
Hirwaun Ind Est, Hirwaun	Unclassified	Hirwaun, Penderyn & Rhigos
Swansea Road/Merthyr Road, Hirwaun.	C241	Hirwaun, Penderyn & Rhigos
Llanwonno Road, Mountain Ash.	C221	Penrhiwceiber
Abercynon Link Road, Abercynon.	B4275	Abercynon
Berw Road, Pontypridd	B4273	Pontypridd Town
Sardis Road, Pontypridd	Unclassified	Graig & Pontypridd West
Coedcae Lane, Pontyclun	Unclassified	Pontyclun West & Brynna, Llanharan
Ynyshir Road (Wattstown Roundabout), Ynyshir	Unclassified	Tylorstown & Ynyshir
Penrhys Road, Tylorstown	B4512	Tylorstown & Ynyshir
Hirwaun Road, Trewaun	A4059	Penywaun
Station Road, Church Village	C105	Church Village
Brynteg Lane, Beddau	Unclassified	Beddau & Tyn-y-Nant
Cardiff Road To Main Road, Cross Inn	Unclassified	Llantrisant & Talbot Green
Llwyncelyn Road, Porth	B4278	Porth
Upper Boat Roundabout, Upperboat	A4054	Hawthorn & Lower Rhydyfelin
A4054 Cardiff Road (Northern extent), Rhydyfelin	A4054	Rhydyfelin Central & Hawthorn & Lower Rhydyfelin

Appendix B

A473, Nant Celyn Roundabout, Church Village Bypass	A473	Llantwit Fardre
B4595, Talbot Road, Llantrisant	B4595	Llantrisant & Talbot Green
A4058, Ystrad Road Pentre	A4058	Pentre & Ystrad
B4276, Harriet Street, Llwydcoed Road, Llwydcoed, (Southern extent)	B4276	Aberdare West & Llwydcoed
Cwmynsinton Road, Llwydcoed	C201	Aberdare West & Llwydcoed
A4233, East Road (in part)	A4233	Tylorstown & Ynyshir, Ferndale and Maerdy
Upper Boat to Midway Retail Park & Gelli Hirion Ind. Est.	Unclassified	Hawthorn & Lower Rhydfelin, Upper Rhydyfelin & Glyntaf
Gwaunmiskin Road (Sothorn extent)	Unclassified	Beddau and Tyn-y-nant

1.d) Please outline where delivery of the proposal is affected by legislation or other drivers such as code of practice.

- The Well-being of Future Generations (Wales) Act 2015
- Highways Act 1980
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996
- Road Traffic Regulation Act 1984
- Signing / Lining will be erected / laid in accordance to the Traffic Signs Regulations and General Directions 2016.
- The Active Travel (Wales) Act 2013.
- Restricted Roads (20 mph Speed Limit) (Wales) Order 2022

1.e) Please outline who this proposal affects:

- Service users
- Employees
- Wider community

SECTION 2 – SCREENING TEST – IS A FULL EQUALITY IMPACT ASSESSMENT REQUIRED?

Screening is used to determine whether the initiative has positive, negative or neutral impacts upon protected groups. Where negative impacts are identified for protected groups then a full Equality Impact Assessment is required.

Please provide as much detail as possible of how the proposal will impact on the following groups, this may not necessarily be negative, but may impact on a group with a particular characteristic in a specific way.

Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011

The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups. Please take an intersectional approach in recognising an individual may have more than one protected characteristic.

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
Age (<i>Specific age groups i.e. young people or older people</i>)	Positive/Negative/Neutral	<p>There is a need to closely monitor the scale and impact of changing the speed limit will have on age for the candidate roads being considered.</p> <p>The candidate roads have been assessed and considered against a wide range of road safety criteria and a small number of roads may benefit from reverting to a 30mph speed limit that is safe and appropriate for the features and function of the road.</p>	<p>Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009</p> <p>Setting Local Speed Limits in Wales (SLSLiW).</p>

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>The candidate roads have been assessed against such criteria and a small number of roads can benefit from reverting to a 30mph speed limit as per the Welsh Governments revised criteria for setting 30mph speed limits in Wales.</p>	<p>20's Plenty for Us tro@20splentyforus.org Rod King Founder and Chair of 20's Plenty for Us CIC 20splenty.org (Quote Below)</p> <p>20's Plenty are fully in favour of 30mph limits being set in a targeted manner on appropriate streets in communities where vulnerable road users are protected.</p> <p>And we accept that some roads were not excepted in September 2023 that in retrospect should have been set at 30mph. An exception to the national standard for 20mph on restricted roads requires due diligence and evidence that it does not compromise the safety of vulnerable road users.</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>The population of RCT in the 65 + age group is increasing as shown:-</p> <p>2011 40,314 2021 46,787</p> <p>Public consultation will provide more evidence on the impact of this protected characteristic.</p>	<p>Local Authorities are reviewing their speed limits on each stretch of road in a diligent fashion to see whether an increase of 50% is both safe and justifiable.</p> <p>We welcome 30mph limits where the roads have been made evidentially safe for any vulnerable road users</p> <p>RCT Data Library https://tinyurl.com/6bxn353m using census data and secondary data sources.</p>
<p>Disability <i>(people with visible and non-visible disabilities or long-term health conditions)</i></p>	<p>Positive/Negative/Neutral</p>	<p>The 26 candidate roads that are to have the 20mph speed limit revert to 30mph do not impact the aims and goals of active travel networks and</p>	<p>Active Travel (Wales) Act 2013 and guidance to promote inclusive active travel. Active</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>schemes in the wider communities that support physical and mental health and wellbeing.</p>	<p>Travel (Wales) Act 2013 Law Wales</p> <p>20's Plenty for Us tro@20splentyforus.org Rod King Founder and Chair of 20's Plenty for Us CIC 20splenty.org (Quote Below)</p> <p>20's Plenty are fully in favour of 30mph limits being set in a targeted manner on appropriate streets in communities where vulnerable road users are protected.</p> <p>And we accept that some roads were not excepted in September 2023 that in retrospect should have been set at 30mph. An exception to the national standard for 20mph on restricted roads requires due diligence and</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>The candidate roads have been assessed and considered against a wide range of road safety criteria and a small number of roads may benefit from reverting to a 30mph speed limit that is safe and appropriate for the features and function of the road.</p> <p>Each location was discussed in detail, with consideration given to</p>	<p>evidence that it does not compromise the safety of vulnerable road users.</p> <p>Local Authorities are reviewing their speed limits on each stretch of road in a diligent fashion to see whether an increase of 50% is both safe and justifiable.</p> <p>We welcome 30mph limits where the roads have been made evidentially safe for any vulnerable road users.</p> <p>Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009 <u>Setting Local Speed Limits in Wales (SLSLiW)</u>.</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>road safety, walking routes, traffic flows, collision history, road environment, road markings, crossings, and the revised placemaking criteria. Of the 90 roads assessed the panel identified 26 candidate roads that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.</p> <p>The 26 candidate roads have been assessed against such criteria for reverting to a 30mph speed limit as per the Welsh Governments revised criteria for setting 30mph speed limits in Wales.</p> <p>Public consultation will provide more evidence on the impact of this protected characteristic.</p>	
<p>Gender Reassignment <i>(anybody who's gender identity or gender expression is different to the sex they</i></p>	<p>Positive/Negative/Neutral</p>	<p>No specific impact</p>	<p>N/A</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
<i>were assigned at birth including non-binary identities)</i>			
Marriage or Civil Partnership <i>(people who are married or in a civil partnership)</i>	Positive/Negative/Neutral	No specific impact	N/A
Pregnancy and Maternity <i>(women who are pregnant/on maternity leave)</i>	Positive/Negative/Neutral	<p>The candidate roads have been assessed and considered against a wide range of road safety criteria and a small number of roads may benefit from reverting to a 30mph speed limit that is safe and appropriate for the features and function of the road.</p> <p>The candidate roads have been assessed against such criteria and a small number of roads can benefit from reverting to a 30mph speed limit as per the Welsh Governments revised criteria for setting 30mph speed limits in Wales.</p>	<p>Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009 <u>Setting Local Speed Limits in Wales (SLSLiW)</u>.</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		<p>Vehicle safety and driver compliance are crucial for ensuring road safety and operational efficiency. Compliance rates differ significantly between motorways, national speed limit single carriageways, and 30mph roads, with higher speeds often observed on motorways and lower on 30mph roads</p> <p>Each location was discussed in detail, with consideration given to road safety, walking routes, traffic flows, collision history, road environment, road markings, crossings, and the revised placemaking criteria. Of the 90 roads assessed the panel identified 26 candidate roads that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.</p> <p>Public consultation will provide more evidence on the impact of this protected characteristic.</p>	<p>Department for Transport Vehicle Speed Compliance statistics for Britain 2021 / /2022</p>

Appendix B

<u>Protected Characteristics</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
Race <i>(ethnic and racial groups i.e. minority ethnic groups, Gypsy, Roma and Travellers)</i>	Positive/Negative/Neutral	No specific impact	N/A
Religion or Belief <i>(people with different religions and philosophical beliefs including people with no beliefs)</i>	Positive/Negative/Neutral	No specific impact	N/A
Sex <i>(women and men, girls and boys)</i>	Positive/Negative/Neutral	No specific impact	N/A
Sexual Orientation <i>(bisexual, gay, lesbian, straight)</i>	Positive/Negative/Neutral	No specific impact	N/A

In addition, due to Council commitments made to the following groups of people we would like you to consider impacts upon them:

	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?

Appendix B

<p>Armed Forces Community <i>(anyone who is serving, has served, family members and the bereaved)</i></p>	<p>Positive/Negative/Neutral</p>	<p>No specific impact.</p>	<p>N/A</p>
<p>Carers <i>(anyone of any age who provides unpaid care)</i></p>	<p>Positive/Negative/Neutral</p>	<p>30mph speed limit exceptions can be made for roads that meet specific criteria. These exceptions are assessed against Welsh Government guidance for setting 30mph speed limits on restricted roads.</p> <p>Speed limits should be increased when it can be done safely, considering factors like road design, traffic volume, and the impact on vulnerable road users. Increased speed limits may be appropriate on roads where higher speeds are deemed safe and where it aligns with other measures to manage vehicle speeds and improve road safety.</p> <p>A 30mph speed limit could be set on roads if they are located outside a city, town or village centres and away from places that attract frequent</p>	<p>Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009 <u>Setting Local Speed Limits in Wales (SLSLiW)</u>.</p> <p>Department for Transport Setting local speed limits 17th March 2024 Gov.uk</p>

Appendix B

		<p>pedestrians and/or cyclist traffic or on roads with low housing density.</p> <p>Also 30mph speed limits better suit strategic roads used by freight or buses, or minor roads in industrial areas with low pedestrian or cyclist traffic.</p> <p>Vehicle safety and driver compliance are crucial for ensuring road safety and operational efficiency. Compliance rates differ significantly between motorways, national speed limit single carriageways, and 30mph roads, with higher speeds often observed on motorways and lower on 30mph roads</p> <p>Each location was discussed in detail, with consideration given to road safety, walking routes, traffic flows, collision history, road environment, road markings, crossings, and</p>	<p>Department for Transport Vehicle Speed Compliance statistics for Britain 2021 / /2022</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------

Appendix B

		<p>the revised placemaking criteria.</p> <p>Of the 90 roads assessed the panel identified 26 candidate roads that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.</p> <p>The candidate roads assessed against a wide range of road safety criteria and a small number of roads may benefit from reverting to a 30mph speed limit that is safe and appropriate for the features and function of the road.</p>	
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

If the initial screening test has identified negative impacts then a full equality impact assessment (section 4) **must** be undertaken. However, if after undertaking the above screening test you determine a full equality impact assessment is not relevant please provide an adequate explanation below:

The Council proposes to initiate a pre-statutory consultation exercise that will afford local communities the opportunity to engage and provide feedback prior to the Council commencing with the statutory process.

Appendix B

- The Council's Traffic Services Team continues to deliver this WG initiative in accordance with the revised guidance document 'Setting 30mph speed limits on restricted roads – guidance for highway authorities' and in obedience with the agreed programme.
- Of the 313 requests received as part of the National Listening exercise, 26 candidate roads (including multiple sections of the same road in some instances) have been identified following conclusion of the technical review process for possible reversion to a 30mph speed limit.
- Prior to implementing any changes to existing speed limits, officers would be obliged by the requirements of the Road Traffic Regulation Act 1984 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 to give Public Notice of any proposals. Public Notice will be undertaken via the AppyWay digital map-based platform, for managing the entire TRO process, from design to consultation to reporting.
- Where the need to change an existing speed limit is identified and receives approval in accordance with the procedures set out in this report, the physical works to enact that change are to be undertaken without delay.
- Officers will continue to work in partnership with South Wales Police and Gosafe to promote operation Ugain (*Operation Ugain 2024*) and ensure adequate roadside engagement and enforcement of speed limits is undertaken to ensure greater compliance by drivers. <https://www.gosafe.org/campaigns-and-operations/20mph-engagement-and-enforcement/operation-ugain/>
- Officers will continue to assist TfW and other agencies in respect to monitoring the impact of the scheme, ensuring the requirements of the TfW monitoring framework are upheld.

Are you happy you have sufficient evidence to justify your decision?

Yes

No

Name: Dylan Kelleher

Position: Principal Engineer

Date: 9th September 2025

Please forward a copy of this completed screening form to the Diversity and Inclusion Team.

PLEASE NOTE – there is a separate impact assessment for Welsh Language. This must also be completed for proposals.

Section 3 Socio-economic Duty needs only to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions. Definition of a 'strategic nature' is available on page 6 of the [Preparing for the Commencement of the Socio-economic Duty](#) Welsh Government Guidance.

SECTION 3 – SOCIO-ECONOMIC DUTY (STRATEGIC DECISIONS ONLY)

The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. Socio-economic disadvantage means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services.

Please consider these additional vulnerable groups and the impact your proposal may or may not have on them:

<ul style="list-style-type: none">• Single parents and vulnerable families• Pensioners• Looked after children• Homeless people• Students• Single adult households	<ul style="list-style-type: none">• People living in the most deprived areas in Wales• People with low literacy and numeracy• People who have experienced the asylum system• People misusing substances• People of all ages leaving a care setting• People involved in the criminal justice system
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

<u>Socio-economic disadvantage</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
<p><u>Low Income/Income Poverty</u> <i>(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)</i></p>	<p>Positive/Negative/Neutral</p>	<p>Lower speed limits can have a positive impact on low-income households by improving road safety, reducing transportation costs, and increasing access to essential services.</p> <p>People on lower incomes are less likely to drive to work or for leisure activities. As such creating roads that are safer, cleaner and healthier will have a greater positive impact on those on lower incomes.</p> <p>Increasing the speed limits to 30mph from 20mph may have a slight positive impact on journey times including public transport / bus routes (on those roads that have a bus route).</p> <p>The safety benefits created by lower speeds are greater for those on lower incomes. This may include those roads that are to be a 30mph exception.</p>	<p>Speed is an Intersectional Issue. November 2020 Mark Malachy Parliamentary Assistant to MSP Mark Ruskell. (https://www.brake.org.uk/how-we-help/raising-awareness/our-current-projects/news-and-blogs/speed-is-an-intersectional-issue)</p> <p>Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009</p>

<u>Socio-economic disadvantage</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		Increased speed limits may be appropriate on roads where higher speeds are deemed safe and where it aligns with other measures to manage vehicle speeds and improve overall road safety.	Setting Local Speed Limits in Wales (SLSLiW) .
Low and / or No Wealth <i>(enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future)</i>	Positive/Negative/Neutral	<p>The 26 candidate roads that are to have the 20mph speed limit revert to 30mph has no impact on low wealth or no wealth individuals. The proposed changes do not impact active travel networks and schemes in the wider communities that support physical and mental health and wellbeing.</p> <p>Some evidence suggests that raising speed limits to better reflect modern vehicle safety could lead to increased compliance and better traffic flow and also reduce congestion.</p> <p>The 26 candidate roads were rigorously assessed against new updated guidance from the Welsh</p>	<p>Active Travel (Wales) Act 2013 and guidance to promote inclusive active travel. Active Travel (Wales) Act 2013 Law Wales</p> <p>Department of Transport Speed limit change helps increase productivity Gov.uk 2019</p>

Appendix B

<u>Socio-economic disadvantage</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
		Government for Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities.	
<u>Material Deprivation</u> <i>(unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.)</i>	Positive/Negative/Neutral	No specific impact.	N/A

<u>Socio-economic disadvantage</u>	Does the proposal have any positive, negative or neutral impacts	Provide detail of the impact	What evidence has been used to support this view?
<u>Area Deprivation</u> <i>(where you live (rural areas), where you work (accessibility of public transport)</i>	Positive/Negative/Neutral	Roads are essential corridors for movement, and safe reductions in vehicle travel times (by raising the speed limit to 30mph on the 26 candidate roads), can yield significant social, economic, and operational benefits. Evaluating these benefits requires careful	Welsh Government guidance on setting 30mph limits on restricted roads and other 20mph roads is an addendum to Circular No. 24/2009 <u>Setting Local Speed Limits in Wales (SLSLiW)</u> .

Appendix B

		<p>consideration of the route's importance and expected journey time savings for key users.</p> <p>The potential benefits of setting a higher speed limit for a road should be evaluated by considering:</p> <ul style="list-style-type: none">a. The importance of the route as a movement corridor for motor trafficb. The expected journey time savings particularly for buses, freight and non-emergency services (in particular, for non-emergency ambulance transport, non-blue light emergency workers such as first responders, and reserve firefighters or social care workers), if the speed limit were raised to 30mph. <p>Each location was discussed in detail, with consideration given to road safety, walking routes, traffic flows, collision history, road environment, markings, crossings, and the revised placemaking criteria.</p>	
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Appendix B

		Of the 90 roads assessed the panel identified 26 candidate roads that in accordance with the revised guidance were considered applicable for possible reversion to 30mph.	
Socio-economic background <i>(social class i.e. parents education, employment and income)</i>	Positive/Negative/Neutral	No specific impact	N/A
Socio-economic disadvantage <i>(What cumulative impact will the proposal have on people or groups because of their protected characteristic(s) or vulnerability or because they are already disadvantaged)</i>	Positive/Negative/Neutral	No specific Impact	N/A

SECTION 4 – FULL EQUALITY IMPACT ASSESSMENT

You should use the information gathered at the screening stage to assist you in identifying possible negative/adverse impacts and clearly identify which groups are affected.

- 4.a) In terms of disproportionate/negative/adverse impacts that the proposal may have on a protected group, outline the steps that will be taken to reduce or mitigate the impact for each group identified. **Attach a separate action plan where impacts are substantial.**

N/A

- 4.b) If ways of reducing the impact have been identified but are not possible, please explain why they are not possible.

N/A

- 4.c) Give sufficient detail of data or research that has led to your reasoning, in particular, the sources used for establishing the demographics of service users/staff.

As Outlined in Screening Questions

- 4.d) Give details of how you engaged with service users/staff on the proposals and the steps taken to avoid any disproportionate impact on a protected group. Explain how you have used feedback to influence your decision.

N/A

- 4.e) Are you satisfied that the engagement process complies with the requirements of the Statutory Equality and Socio-economic Duties?

Yes

No

SECTION 5 – MONITORING, EVALUATING AND REVIEWING

5a) Please outline below how the implementation of the proposal will be monitored:

The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5b) When is the evaluation of the proposal due to be reviewed?

End of Public Notice Period.

5c) Who is responsible for the monitoring and review of the proposal?

Principal Officer, Traffic Management.

5d) How will the results of the monitoring be used to develop future proposals?

Impact decision on what Roads have Traffic Orders sealed for 30mph.

SECTION 6 – REVIEW

For all policy proposals, whether it is a Significant Key Decision or not, you are required to forward this assessment to Diversity and Inclusion team – equality@rctcbc.gov.uk and the Consultation and Engagement team – consultation@rctcbc.gov.uk in the first instance for some initial guidance and feedback.

As part of the Welsh Language, Equalities and Socio Economic Duty Impact Assessment Process all proposals that fall within the definition of Significant Key Decision should present at the Officer Review Panel. This panel is made up of officers from across Council Services and acts as a critical friend before your report is finalised and published for SLT/Cabinet approval.

If this proposal is a Key Strategic Decision please forward your completed impact assessment, policy proposal/report and consultation report to CouncilBusiness@rctcbc.gov.uk for an Officer Review Panel to be organised to discuss your proposal. See our guidance document for more information on what a Significant Key Decision is.

It is important to keep a record of this process so that we can demonstrate how we have considered and built in equality/Socio economic considerations wherever possible. Please ensure you update the relevant sections below in collaboration with the relevant departments

Diversity and Inclusion team Comments	Date Considered	Brief description of any amendments made following Officer Review Panel considerations
Consultation Comments	Date Considered	Brief description of any amendments made following consultation
Officer Review Panel Comments	Date Considered	Brief description of any amendments made following Officer Review Panel considerations
Review Panel date not yet know	3 rd September 2023	<p>A multi-disciplinary panel met on the 3rd September to discuss the draft EQIA and WLIA. The comments received during this panel have been incorporated into the impact assessment and strategic decision report.</p> <p>This EQIA is to be reviewed prior to publishing the next strategic report (following pre-statutory consultation).</p>

SECTION 7 – SUMMARY OF IMPACTS FOR THE PROPOSAL

Provide below a summary of the impact assessment, to include some of the main positive and negative impacts along with an overview of actions taken since the impact assessment to better contribute to more positive impacts. This summary must be included in the Equality Considerations section of the SLT/Cabinet report template. It is not suitable to only write 'please see full report at Appendix x' in the body of the report. The impact assessment must be published alongside the report.

An Equality Impact Assessment has been completed and the main findings are as follows:-

SECTION 8 – AUTHORISATIONS

Lead Officer:

Name: Dylan Kelleher

Position: Principal Officer, Traffic Management

Date 9th September 2025

I recommend that the proposal:

- Is implemented with no amendments
- Is implemented taking into account the mitigating actions outlined
- Is rejected due to disproportionate negative impacts on protected groups or socio-economic disadvantage

Head of Service/Approval:

Name: Andrew Stone



Position: Service Director – Highways and Engineering

Date: 09/09/2025

Please submit this impact assessment with any SLT/Cabinet Reports.

This Welsh Language Impact Assessment (WLIS) tool enables RCT Council to consider the principles and requirements of the [Welsh Language Standards \(No.1\) Regulations 2015](#) to ensure compliance with the [Welsh Language \(Wales\) Measure 2011](#).

Stage 1 – Information Gathering	
NOTE: As you complete this tool you will be asked for evidence to support your views . Please see Welsh Language Impact Assessment Guidance for more information on data sources.	
Proposal Name:	IF220 / IF257 – 20mph review of 26 candidate roads for returning to 30mph in line with the Welsh Governments revised criteria 2024 - for the setting of 30mph speed limits in Wales.
Department	Traffic Management
Service Director	Andrew Stone
Officer Completing the WLIA	Dylan Kelleher BEng Hons. EngTech MICE, MIHE
Email	TrafficServices@rctcbc.gov.uk
Phone	01443 281106
Brief Description	26 roads have been identified following a formal technical assessment in accordance with WG revised guidance. Public scrutiny of the proposals is necessary for all 26 locations To report the findings and set out recommendations to proceed with the making of a Traffic Regulation Order (TRO). If no valid objections are received at statutory Public Notice consultation the scheme is to be implemented.
Date	22 / 07 / 2025
Please outline who this proposal affects? (Service Users, Employees, Wider Community)	Service Users and the Wider Community

<p>What are the aims of the policy, and how do these relate to the Welsh Language?</p>	<p>The aims of these proposals is to give notice and implement measures to control or restrict the highway by utilising the Authorities powers as defined within the following acts: Highway Act 1980, The Road Traffic Regulation Act 1984, The Traffic Signs (Amendment) (Wales) Regulations and General Directions 2023, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>
<p>Who will benefit / Could the policy affect Welsh language groups? If so, list them here.</p>	<p>There are no wider Welsh language implications associated with these proposals.</p> <p>The provision and erection of any highway signage provided will be bilingual in accordance with the Welsh Language (Wales) Measure 2011. Therefore, it will satisfy Part 4. Chapter 2. Item 28 (b) in that “is intended to promote or facilitate the use of the Welsh language, or to work towards ensuring that the Welsh language is treated no less favourably than the English language, when that activity is carried out.”</p>
<p>Current linguistic profile of the geographical area(s) concerned</p>	<p>The Office for National Statistics, (ONS), undertakes an Annual Population Survey, which, in Wales, collects information about respondents' Welsh speaking ability and includes a question on how often people speak Welsh. The most recent Annual Population Survey, for the year ending September 2023, reported that 18.8% of respondents living in the County Borough said they could speak Welsh, this is compared to the “all Wales” percentage of 29.3% of respondents</p>
<p>Other relevant data or research</p>	<p>N/A</p>

Stage 2 – Impact Assessment

In this section you need to consider the impact, the evidence and any action you are taking for improvement. This is to ensure that the opportunities for people who choose to live their lives and access services through the medium of Welsh are not inferior to what is afforded to those choosing to do so in English, in accordance with the requirement of the Welsh Language (Wales) Measure 2011.

Please note there is a separate impact assessment for Equality and Socio-Economic duty that must also be completed for policy proposals.

Remember that effects that are positive for some groups could be detrimental to others - even among Welsh language groups. Consider the effects on different groups. For example, a proposal may be beneficial to Welsh learners, but not to Welsh speakers.

Previous Welsh Language Impact Assessments can be found by [clicking here](#).

Will the proposed action affect any or all of the following?

	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
<p>Opportunities for persons to use the Welsh language</p> <p>e.g. staff, residents and visitors</p> <p>The rights of Welsh speakers and learners to use Welsh when dealing with the council and for staff to use Welsh at Work</p>	Positive/	<p>All consultation correspondence will continue to be published in Welsh with the Welsh appearing first.</p> <p>The Councils Traffic Management team has several members of staff that are level 5 and fully fluent in the Welsh Language. This affords the team the ability to discuss technical</p>	<p>Current / ongoing public consultations shows Welsh language appearing first.</p> <p>The percentage of Welsh speakers in RCT according to the 2021 Census was 12.4%, and the Council's Welsh Language Skills Strategy aims to ensure the percentage of staff with</p>	<p>Ensure that, upon each new order of consultation material, all correspondence is reviewed, and bilingualism retained.</p> <p>Encourage contact in Welsh by incorporating an appropriate additional line into correspondence, e.g., "we welcome</p>

		subject matters through the medium of Welsh should the Public wish to do so.	Welsh language skills is at a similar level.	correspondence in Welsh, which will not lead to a delay in responding”.
--	--	------------------------------------------------------------------------------	----------------------------------------------	-------------------------------------------------------------------------

Stage 2 – Impact Assessment

Will the proposed action affect any or all of the following?

	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
<p>Numbers and / or percentages of Welsh speakers e.g Welsh Medium Education / Study Opportunities. Links with the Welsh Government's Cymraeg 2050 Strategy / RCTCBC Five Year Welsh Language Strategy</p>	<p>Neutral</p>	<p>These proposals have no impact on increasing the number of Welsh speakers within Rhondda Cynon Taf.</p> <p>However, there is opportunity to give the language further exposure due to its presence on all new highway signage erected due to these proposals</p> <p>The proposals may include some route changes to those children who walk to / from Welsh Medium Schools. However, all routes have been assessed to ensure that no negative impacts are observed along these route.s</p>	<p>The traffic signs provided will be bi-bilingual in accordance with the Welsh Language (Wales) Measure 2011. Therefore, it will satisfy Part 4. Chapter 2. Item 28 (b) in that “is intended to promote or facilitate the use of the Welsh language, or to work towards ensuring that the Welsh language is treated no less favourably than the English language, when that activity is carried out.”</p> <p>The Council formed a multi-disciplinary panel to review all proposed network changes. No objections were raised on the behalf of Home to School transport for any of the routes contained within the strategic decision report.</p>	<p>Ensure that all bilingual signage is checked for technical accuracy against the Welsh Government approved translations or with the Councils internal translation department (should the sign be non-standard).</p> <p>No further actions required.</p>

<p>Opportunities to promote the Welsh language e.g. status, use of Welsh language services, use of Welsh in everyday life in work and in the community</p> <p>Actively encourage and promote the use of our services in Welsh to see an increase in demand over time</p>	<p>Positive</p>	<p>All promotional activities will be provided bilingually inclusive of the Councils advertising of its statutory notices and any 'informal' activities carried out during the initial scheme design.</p>	<p>Bilingual promotional materials will be available when publicising service changes. Welsh Language Services will be engaged with accordingly. Consultation correspondence available bilingually.</p>	<p>Review promotional materials when consulting with residents in order to ensure compliance with Welsh Language Standards.</p> <p>Ensure good communication and meaningful consultation with Welsh Language Services.</p> <p>Regularly evaluate procedures and systems to ensure constant provision of an end-to-end Welsh language service.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Stage 2 – Impact Assessment

Will the proposed action affect any or all of the following?

	Does the proposal have any positive, negative or neutral impacts?	Describe why it will have a positive/negative or neutral impact on the Welsh language.	What evidence do you have to support this view?	What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?
<p>Compliance with the Council’s Statutory Welsh Language Standards e.g increasing or reducing the Council’s ability to deliver services through the Medium of Welsh.</p> <p>Consider the rights of Welsh speakers to use Welsh when dealing with the Council and for staff to use Welsh at Work</p>	Positive	<p>Any consultation as part of publicising service changes will be bilingual and will comply with the relevant Welsh Language Standards guidance.</p> <p>Any new contracts or tenders will ensure all relevant Welsh Language Standards are listed in the documentation to ensure compliance from the outset, (such as consultation requirements, notifications etc).</p>	<p>Bilingual media releases will be published.</p> <p>Contract data includes the Councils requirements under The Welsh Language Standards (No. 1) Regulations 2015</p>	<p>Review material to be published when consulting with residents in order to ensure compliance with Welsh Language Standards.</p> <p>Review any new contract documentation to ensure compliance with Welsh Language Standards.</p>
<p>Treating the Welsh language, no less favourably than the English language</p>	Positive	<p>All service communications, whether via letter, website or telephony is bilingual, with Welsh text first or to the left of English text.</p>	<p>Promotional materials, website and all subsequent correspondence available bilingually.</p>	<p>Regularly evaluate correspondence to ensure that the Welsh language is treated no less favourably than the English language.</p>

Stage 3 - Strengthening the proposal

Having listed actions in section 2 which may mitigate any negative impacts or better contribute to positive impacts – please record below which ones you will imbed into the policy proposal and who will be responsible for them.

Also consider is the proposal necessary? Would it be possible to meet demand without any new developments? Could other existing provision be used? Where should the development be?

What are you going to do?	When are you going to do it?	Who is responsible?
Encourage contact in Welsh by ensuring an appropriate additional line is included in all outgoing correspondence e.g., “we welcome correspondence in Welsh, which will not lead to a delay in responding”.	Ongoing	Principle Officer, Traffic Management

If ways of reducing the impact have been identified but are not possible to implement, please explain why. Give sufficient detail of data or research that has led to your reasoning.

What was identified?	Why is it not possible?

Stage 4 – Review

For all policy proposals, whether it is a Significant Key Decision or not, you are required to forward this assessment to Welsh Language services – welshlanguageofficer@rctcbc.gov.uk and the Consultation and Engagement team – consultation@rctcbc.gov.uk in the first instance for some initial guidance and feedback.

As part of the Welsh Language, Equalities and Socio Economic Duty Impact Assessment Process all proposals that fall within the definition of Significant Key Decision should present at the Officer Review Panel. This panel is made up of officers from across Council Services and acts as a critical friend before your report is finalised and published for SLT/Cabinet approval.

If this proposal is a Key Strategic Decision please forward your completed (Stage 1>6) impact assessment, policy proposal/report and consultation report to CouncilBusiness@rctcbc.gov.uk for an Officer Review Panel to be organised to discuss your proposal. [See our guidance document](#) for more information on what a Significant Key Decision is.

It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable Welsh language considerations wherever possible. Please ensure you update the relevant sections below in collaboration with the relevant departments.

Welsh Language Services Comments	Date Considered	Brief description of any amendments made following Welsh Language Services feedback
Officer Review Panel Comments	Date Considered	Brief description of any amendments made following Officer Review Panel considerations
Consultation Comments	Date Considered	Brief description of any amendments made following consultation
A multi-disciplinary panel met on the 3 rd September to discuss the draft EQIA and WLIA. The comments received during this panel have been incorporated into the impact	3 rd September 2024	Additional information included within the Numbers and / or percentages of Welsh speakers section of the report.

<p>assessment and strategic decision report.</p> <p>This EQIA is to be reviewed prior to publishing the next strategic report (following pre-statutory consultation).</p>		
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

Stage 5 – Monitoring, Evaluating and Reviewing

How and who will you monitor the impact and effectiveness of the proposal?

With specific regard to the recommendations set out in the delegated officer report, the Council intends to proceed to Public Notice of its intention to implement measures to control or restrict the highway by utilising the Authorities powers as defined within the following acts: Highway Act 1980, The Road Traffic Regulation Act 1984, The Traffic Signs (Amendment) (Wales) Regulations and General Directions 2023, The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

Any objections received during the Public Notice period shall be reported to the Chief Officer for highways for consideration on if the scheme should proceed in its current (advertised) format.

Stage 6 – Summary of Impacts for the Proposal

Provide below a summary of the impact assessment, to include some of the main positive and negative impacts along with an overview of actions taken since the impact assessment to better contribute to more positive impacts. This summary must be included in the Welsh Language Considerations section of the SLT/Cabinet report template. It is not suitable to only write 'please see full report at Appendix x' in the body of the report. The impact assessment must be published alongside the report.

A Welsh Language Impact Assessment has been completed and the main findings are as follows –

There are no direct negative Welsh language implications as a result of the recommendations in this report. However, although these proposals will follow a set procedure under the correspondence highways legislation. There is opportunity to maintain, grow or upskill Welsh speaking staff through the promotion of the Welsh Language as part of the statutory process and through the use of bilingual signage within the limits of the Public Highway.

Stage 7 – Sign Off			
Name of Officer completing the WLIA	Dylan Kelleher BEng (Hons.) EngTech MICE	Service Director Name:	Andrew Stone
Position	Principal Officer – Traffic Management	I recommend that the proposal: (Highlight decision)	Is implemented with no amendments
			Is implemented taking into account the mitigating actions outlined
			Is rejected due to disproportionate negative impacts on the Welsh language
Signature		Service Director Signature	
Date	22 nd July 2025	Date	9 th September 2025

**Review of 20mph Speed Limits
Summary of All objections at Public Notice – with RCT Response**

39 objection responses were received during the RCT County Borough Council Statutory Public Notice consultation that was carried out between the 23rd of January 2026 and the 13th of February 2026.

4 additional responses (not objections) were received requesting that Berw Road (2 No.) and Ely Valley Road (2 No.) be part of the current Review of 20mph Speed Limits. Responses also in table below.

<i>Respondent</i>	<i>Response to Proposals</i>	<i>Response</i>
A4059 (Penderyn north of school)		
A1	I do not believe changing the speed limit through Penderyn village back to 30mph is acceptable. There are significant numbers of children, elderly residents and people with disabilities who need to cross the road, yet there are no formal crossing facilities. There are several bus stops on the opposite side of the road with no crossings, and traffic already travels at high speed, including heavy goods vehicles.	The change in the speed limit on the A4059 Penderyn north of the school to 30mph (from 20mph) has been assessed against Welsh Government guidance Setting 30mph Speed Limits on Restricted Roads (published 16 July 2024). A detailed technical review considered journey times, vehicle speeds, collision data, road environment and traffic flows. A review of police recorded personal injury collision data for the most recent five year period shows no reported personal injury collisions on this section. The route continues to meet the Welsh Government criteria for walked routes to school.
A2	I am concerned about the increase from 20mph to 30mph as this section of the A4059 is regularly used by children, older residents and bus users. People frequently need to cross the road to access bus stops, and vehicle speeds are already higher than the posted limit, which raises safety concerns.	The A4059 north of Penderyn School has been assessed in line with Welsh Government guidance and following a detailed technical review. Collision data for the most recent five-year period shows no recorded personal injury collisions. Requests for pedestrian crossings fall outside the scope of the speed limit

		review and are prioritised separately based on casualty reduction criteria and funding availability. Enforcement of the speed limit remains the responsibility of South Wales Police.
A3	During a walk through Penderyn village I observed a significant number of vehicles exceeding the existing 20mph speed limit, including vans and lorries travelling at high speed. I am concerned that increasing the speed limit will legitimise this behaviour and increase risks to pedestrians and residents.	Speed data for the A4059 Penderyn north of the school was reviewed as part of the assessment process, including pre- and post-implementation data for the 20mph limit. This showed mean vehicle speeds that are more consistent with a 30mph road environment. The assessment concluded that the road is suitable for reversion to a 30mph speed limit in accordance with Welsh Government guidance. Enforcement of speeding offences is a matter for South Wales Police.
A4	I object to increasing the speed limit due to the presence of driveways, pedestrian activity and the proximity of the school. Vehicles frequently fail to slow down, and higher speeds increase the likelihood and severity of collisions. The journey time benefits of reverting to 30mph are negligible.	The A4059 north of the school has been assessed against Welsh Government guidance and found suitable for reversion to 30mph following a technical review. Whilst journey time savings are small, the assessment considered road function, layout, visibility, footway provision and collision history. The 20mph speed limit outside the school will remain in place, and the route continues to meet walked route to school criteria.
A5	I believe reverting the speed limit to 30mph will reduce pedestrian safety for residents and families accessing the village and school	The proposed change to a 30mph speed limit north of Penderyn School has been assessed in accordance with Welsh

	<p>area. Vehicles already exceed the current limit and increasing it will worsen compliance and safety.</p>	<p>Government guidance and a detailed technical review. Collision data for the most recent five-year period does not show recorded personal injury collisions on this section. Enforcement of speed limits remains the responsibility of South Wales Police and the GoSafe Partnership. In accordance with the Council's delegated decision, it is proposed to proceed with implementation of the scheme.</p>
--	-------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

A4059 (Penderyn south of school)

Respondent	Response to Proposals	Response
B1	<p>I am writing to express concern regarding changes to the speed limit of the A4059 south of Penderyn School. My main concern is the road from Llwyn Onn to just below Trebanog Terrace, which has a large bend and causes limited visibility when residents are trying to access their properties. I am also concerned that there has recently been a fatality on this bend and incidents involving lorries losing stones. I support retaining the 20mph speed limit between Trebanog Terrace and Llwyn Onn.</p>	<p>The change in the speed limit on the A4059 south of Penderyn School to 30mph (from 20mph) has been assessed against Welsh Government guidance <i>Setting 30mph Speed Limits on Restricted Roads</i> (published 16 July 2024). A detailed technical review considered journey times, vehicle speeds, collision data, road environment and traffic flows. The Council has engaged with South Wales Police regarding the fatal collision in December 2025 and has been advised that, at this stage, the highway layout or speed limit did not contribute to the incident.</p>
B2	<p>I do not believe changing the road from 20mph to 30mph through Penderyn village is acceptable. There are children, elderly people and people with disabilities needing to cross the road, yet there are no formal crossings. Several bus stops are located on the opposite side of the road and traffic already travels at high speed, including heavy goods vehicles.</p>	<p>The proposed change to a 30mph speed limit on the A4059 Penderyn has been assessed in line with Welsh Government guidance following a detailed technical review. Police-recorded collision data for the most recent five-year period shows no personal injury collisions. Requests for crossings are prioritised based on casualty reduction criteria and available funding, and this location does not currently qualify. The route continues to meet walked route to school guidance. Enforcement remains the responsibility of South Wales Police.</p>
B3	<p>I am not opposing the speed limit change but seek clarification on what research has been undertaken outside Trebanog Terrace. I have lived in Penderyn for over a decade and have witnessed persistent speeding regardless of the legal speed limit. I understand that average speeds may exceed 65mph and</p>	<p>The A4059 Penderyn was assessed in accordance with Welsh Government guidance, including analysis of vehicle speeds, traffic flows and collision data. Speed surveys showed mean vehicle speeds of 35mph prior to the 20mph limit and 31mph following its introduction, indicating that a 30mph limit is</p>

	would like clarity on how this section was assessed.	more appropriate for the road's characteristics. Pre-consultation engagement showed the majority of responses supported a return to 30mph. Enforcement of speeding offences is a matter for South Wales Police.
B4	I am concerned about the increase in speed from 20mph to 30mph through Penderyn. The road is regularly used by children, older residents and bus users who must cross the carriageway. Traffic speeds are already high and increasing the limit will worsen safety. I also request measures such as speed cameras or traffic calming to improve compliance.	The change in speed limit has been assessed against Welsh Government guidance and a detailed technical review concluded the road is suitable for reversion to 30mph. Police collision data for the most recent five-year period shows no personal injury collisions. Requests for traffic calming and crossings fall outside the scope of the speed limit review and are considered separately subject to funding and assessment criteria. Enforcement is the responsibility of South Wales Police and the GoSafe Partnership.
B5	I oppose the increase in speed due to daily observations of speeding vehicles, near misses, and risks to children, elderly and disabled residents using the road and bus stops. I believe crossings and additional enforcement measures are required, particularly near Llwyn-Onn and the distillery. I also query whether children's views are considered.	The A4059 Penderyn has been assessed in line with Welsh Government guidance and found suitable for a 30mph speed limit. Collision data shows no recorded personal injury collisions in the most recent five-year period. The route continues to meet walked route to school guidance. Requests for crossings are prioritised separately based on casualty reduction and funding criteria. Any person, regardless of age, may submit representations during the Public Notice period.
B6	I object to reverting the A4059 to 30mph both north and south of the school. The travel time benefits are negligible compared to increased risks to pedestrians. The route includes multiple driveways, animals and debris, narrow footways and parking issues near the school. Lower speeds would also reduce noise.	The A4059 north and south of the school has been assessed against Welsh Government guidance and found suitable for reversion to 30mph following a technical review. Speed data shows little difference in average speeds before and after the introduction of 20mph. The route continues to meet walked route to school guidance, with the 20mph

		limit retained outside the school. Evidence indicates no significant difference in noise levels between 20mph and 30mph.
B7	I strongly object to the proposed speed limit changes. Vehicles frequently pull in and out of driveways causing near misses, there is no safe crossing at the Llwyn-Onn bus stop for partially sighted residents and schoolchildren, and speeding is common, particularly from the Brecon direction. Changing the speed limit again without proper due diligence is deeply concerning.	The proposed change to a 30mph speed limit has been assessed in accordance with Welsh Government guidance and a detailed technical review. Police collision data does not show recorded personal injury collisions on this section. Funding for crossings is limited and prioritised separately. The 20mph limit outside the school will remain. Enforcement of speeding is the responsibility of South Wales Police and the GoSafe Partnership.

Swansea Road / Merthyr Road, Hirwaun

C1 I am a resident on Swansea Road and request that this area be kept at 20mph, with the speed cameras remaining in place. The introduction of the 20mph limit has stopped vehicles with loud exhausts racing through the village, which was becoming a problem and a risk to residents prior to the introduction of the lower speed limit. I hope that the Council will consider retaining the 20mph speed limit.

The change in the speed limit on Swansea Road / Merthyr Road to 30mph (from 20mph) has been assessed against updated Welsh Government guidance *Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities*, published on 16 July 2024. This guidance provides a structured framework for assessing whether it is safe and appropriate to raise speed limits to 30mph on restricted roads, while considering local context and conditions. This allowed for a detailed review of journey times, vehicle speeds, collision data, road environment and traffic flows, as well as revised placemaking criteria. In line with the Welsh Government guidance, Swansea Road / Merthyr Road, Hirwaun, was found to be a suitable and appropriate road for reversion to a 30mph speed limit following the conclusion of a thorough technical review process. With regard to the average speed cameras on sections of Swansea Road, the GoSafe Welsh Road Casualty Reduction Partnership is responsible for the operational function of speed cameras. Whilst speed limits are set by the Council as Highway Authority, the GoSafe Partnership is responsible for camera enforcement.

Station Road, Church Village **TP to Review

D1

On behalf of my constituents, I would like to object to the change from 20mph to 30mph on Station Road, Church Village, for road safety reasons.

There has been a significant drop in the number of collisions and injuries on roads where the speed limit has been changed from 30mph to 20mph. In 2024, the first full year following the change, the number of collisions on 20mph and 30mph roads dropped 23.5% compared to 2022, and the number of injuries was 25.8% lower.

My constituents are concerned about the possible change because children walk along Station Road to a number of schools, along with a number of older people, some of whom are partially sighted.

A number of constituents have contacted me in relation to this important matter, and I really do hope that you'll consider their comments.

The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.

In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.

The Wales-wide reduction in collisions and injuries following the introduction of the 20mph default speed limit is welcomed and reflects the benefits of the policy across a large proportion of the highway network. However, the Welsh Government guidance recognises that network-level outcomes do not remove the need for road-by-road assessment, and that some roads may continue to operate more safely and effectively at 30mph when assessed against defined criteria.

		<p>The vehicle speed data for Station Road indicates that, while the introduction of the 20mph default limit resulted in a measurable reduction in average vehicle speeds of approximately 3.5–5mph (from around 31–32mph to 27–28mph), the 85th percentile speeds reduced by only around 2–3mph, from approximately 35mph to 32–33mph. The 85th percentile speed is a standard highway engineering measure used to represent the speed at or below which the majority of drivers travel and is commonly used to assess driver behaviour, compliance and the appropriateness of a posted speed limit. Notwithstanding this reduction, both average and higher-end operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route, demonstrating that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>Taken together, the speed data</p>
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>and collision history do not indicate a pattern of speed-related personal injury collisions on Station Road. This evidence has therefore been considered alongside wider road characteristics and pedestrian provision as part of the overall assessment.</p> <p>Having assessed Station Road against the Welsh Government's criteria, a multi-disciplinary panel concluded in 2025 that the road is suitable for reversion to a 30mph speed limit.</p>
<p>D2</p>	<p>I write on behalf of a number of Constituents, concerned by the proposal to change Station Road, Church Village from 20mph back to a 30mph.</p> <p>The Constituents who have contacted me are residents in Church Village and have felt the benefits of the reduced speed on what is undeniably a very busy thoroughfare. The residents are concerned that reverting back to 30mph will pose an unacceptable risk to the community – particularly those with mobility issues or school children.</p> <p>As you will be aware, it is included in the active travel plans of RCT. To increase the risk defeats this objective.</p> <p>I accept that the 20mph speed limit is a highly emotive issue with a variety of polarising views.</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The vehicle speed data indicates</p>

	<p>However the benefits of this unpopular policy with regards to road safety cannot be denied. Police collision figures published in January 2025 detail 100 fewer deaths/serious on 20/30mph roads in the 12 months.</p>	<p>that, while the introduction of the 20mph default limit resulted in a measurable reduction in average vehicle speeds of approximately 3.5–5mph (from around 31–32mph to 27–28mph), the 85th percentile speeds reduced by only around 2–3mph, from approximately 35mph to 32–33mph. The 85th percentile speed is a standard highway engineering measure used to represent the speed at or below which the majority of drivers travel and is commonly used to assess driver behaviour, compliance and the appropriateness of a posted speed limit. Notwithstanding this reduction, operating speeds have remained significantly above 20mph, demonstrating that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded as slight, and speed was not identified as a contributory factor. This period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>Pedestrian movement and school walking routes were also considered as part of the assessment. Notwithstanding the proposed change, Station Road continues to meet the criteria set out in the Welsh Government's</p>
--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Statutory Guidance for the Risk Assessment of Walked Routes to School. This guidance provides the framework used by local authorities to assess the suitability of routes commonly used by children walking to school and was applied as part of the 2025 review.</p> <p>While the perceived benefits of the 20mph default speed limit across Wales are acknowledged, the Welsh Government guidance requires road-by-road, evidence-led assessment, recognising that some roads may continue to function more safely and effectively at 30mph when assessed against defined criteria. Having assessed Station Road against those criteria, a multi-disciplinary panel concluded in 2025 that it is suitable for reversion to a 30mph speed limit.</p> <p>Concerns regarding the role of Station Road within the Council's Active Travel network and the potential implications of a change in speed limit are noted. As outlined in Response to Objection 1 above, the assessment of Station Road has had regard to pedestrian movement, walking and wheeling activity, and the presence of vulnerable road users. Station Road provides continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Notwithstanding the proposed change, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School. This guidance forms part of the broader consideration of walking activity and has been applied as part of the 2025 multi-disciplinary review.</p> <p>The review of the speed limit is concerned specifically with the appropriateness of the signed speed limit in accordance with Welsh Government guidance. It does not include the redesign or enhancement of Active Travel infrastructure. Any future consideration of physical improvements to support Active Travel objectives, including changes to pedestrian or cycle facilities, would need to be progressed separately through a future programme of work, subject to feasibility, funding availability and prioritisation alongside other competing highway improvement schemes.</p> <p>The assessment of Station Road has therefore taken account of Active Travel considerations and walking routes, while remaining consistent with the scope and purpose of the Welsh Government's speed limit review process.</p> <p>The Wales-wide reduction in deaths and serious injuries following the introduction of the 20mph default speed limit is welcomed and reflects the positive impact of the policy across a large proportion of the highway network.</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>However, as set out in Welsh Government guidance, such network-level outcomes do not remove the requirement for evidence-led, location-specific assessment. The Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024) explicitly recognises that, while the 20mph default should remain the prevailing standard, a limited number of roads may continue to function more safely and effectively at 30mph when assessed against defined criteria.</p> <p>As outlined in Responses to Objections 1 and 2 above, Station Road has been assessed against those criteria as part of the 2025 multi-disciplinary review, informed by vehicle speed data, collision history, pedestrian provision and road characteristics. That assessment concluded that Station Road is suitable for reversion to a 30mph speed limit.</p> <p>Beyond the small number of roads identified through this process, the 20mph speed limit remains the permanent default across the borough, and the Council does not propose to widen the scope of reversion beyond those locations assessed in accordance with Welsh Government guidance.</p>
D3	<p>As a local resident can I register my opposition to changing the speed restriction on Station Road, Church Village to 30MPH on safety grounds. Please retain the current 20MPH. many thanks,</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework</p>

		<p>for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that, while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five-year period includes</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>time when Station Road previously operated with a 30mph speed limit.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>The speed limit on Station Road was initially reduced to 20mph in September 2023 following Welsh Government legislation. When assessed as part of the Welsh Government 20mph review in 2025, a multi-disciplinary panel concluded that Station Road was suitable for reversion to a 30mph speed limit.</p>
<p>D4</p>	<p>I am writing as a resident of Rhondda Cynon Taff to raise an urgent road safety concern at the priority junction of Station Road and Coed Dowlais, Church Village. I regularly walk this route with my children to and from school, along with many other local families.</p> <p>Vehicle Speed: Vehicles often travel at excessive speeds up Station Road and turn into the junction quickly. Likewise, vehicles approach the junction at speed along Coed Dowlais.</p> <p>Poor Visibility for Pedestrians: Visibility for pedestrians waiting to</p>	<p>The objection raises concerns regarding the operation and layout of the Station Road / Coed Dowlais junction, particularly in relation to pedestrian movement and safety.</p> <p>The junction of Station Road and Coed Dowlais is a well-established junction, having been constructed between 2005 and 2006 as part of the wider highway works in this area. At the time of its construction, the junction would have been designed and implemented in accordance with the highway design standards and guidance in force at that time and was considered suitable for the function of the highway network.</p>

	<p>cross is very poor. It is difficult to see vehicles approaching from either Station Road or Coed Dowlais, making it unsafe for those crossing, especially children.</p> <p>Poor Visibility for Drivers: There is also poor visibility for vehicles travelling up Station Road as they approach the pedestrian crossing. Drivers may not see pedestrians waiting to cross until the last moment, increasing the risk of collisions.</p> <p>Junction Geometry: The junction has a large radius, which encourages vehicles to speed through the junction rather than slow down. This design increases the risk to pedestrians and does not align with best practice for pedestrian-friendly environments</p> <p>Uncontrolled Crossing: The crossing is currently uncontrolled, and I have personally experienced several near misses with vehicles while using it.</p> <p>.</p> <p>I am particularly concerned to learn that the Council is consulting on increasing the speed limit along Station Road from 20mph to 30mph. Vehicles already exceed the current speed limit, and raising it will only exacerbate the risks for pedestrians, particularly school children.</p> <p>I kindly request that the Council investigates this junction as a matter of urgency, with particular</p>	<p>Since the junction was implemented, the immediate surrounding area has experienced further residential development and changes in travel patterns, which may have increased pedestrian and vehicular usage at this location. The Council recognises that such changes over time can influence how existing highway infrastructure is experienced by users.</p> <p>The Council has previously committed in writing to reviewing the operation of the Station Road / Coed Dowlais junction, with the aim of considering whether measures could be introduced to reduce pedestrian crossing distances, including the potential narrowing of the junction mouth. Any such measures would be subject to future design development, feasibility assessment and the availability of funding, and would need to be prioritised alongside other competing demands across the highway network.</p> <p>However, it is important to note that the 20mph speed limit review programme is limited to the assessment of speed limits only. It does not provide scope, funding or authority to progress physical alterations to junction layouts or pedestrian crossing arrangements. As such, any potential geometric changes at the Station Road / Coed Dowlais junction cannot be considered as part of the current 20mph review and would need to be taken forward, if appropriate, through a separate future programme of</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>attention to compliance with current highway design standards, such as Manual for Streets (MfS) and relevant Welsh Government guidance (including Active Travel (Wales) Act 2013).</p> <p>Please also consider the Council's own policies on walking to school and child pedestrian safety in your assessment.</p> <p>I would appreciate feedback on what measures could be considered to improve safety at this crossing for all users.</p>	<p>work.</p> <p>The assessment of the speed limit on Station Road has therefore been undertaken independently of any future junction improvement proposals, in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024) and the outcome of the multi-disciplinary review undertaken in 2025.</p> <p>Concerns regarding vehicle speeds on Station Road and vehicle behaviour when approaching or negotiating the junction with Coed Dowlais are noted.</p> <p>As part of the assessment process, vehicle speed data obtained from the Council's remote vehicle speed monitoring software has been reviewed alongside the Police STATS-19 personal injury collision data. This evidence indicates that, while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds along Station Road have remained significantly above 20mph and broadly consistent with historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for Station Road and the Coed Dowlais junction for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one recorded personal</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>injury collision, which occurred elsewhere on Station Road and was recorded as slight, with speed not identified as a contributory factor. This period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>The presence of speeding or poor driver behaviour does not, in itself, indicate that a lower signed speed limit is effective or appropriate, particularly where compliance with that limit is low. The assessment of the speed limit has therefore been based on observed driver behaviour, collision history, road characteristics and compliance, rather than on isolated observations alone.</p> <p>With regard to enforcement, whilst the Council is responsible for setting speed limits on its highway network, only South Wales Police have the necessary powers to take enforcement action in relation to speeding or dangerous driving. Instances of such behaviour should therefore be reported to South Wales Police via the non-emergency number 101. In addition, incidents can be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or photographic evidence to be submitted directly for police review and, where appropriate, enforcement action.</p> <p>The assessment of vehicle speeds and behaviour has informed the outcome of the 2025 multi-disciplinary review, which concluded that Station Road, including its interface with the</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Coed Dowlais junction, is suitable for reversion to a 30mph speed limit when assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024).</p> <p>Concerns regarding pedestrian movement and safety at the Station Road / Coed Dowlais junction are noted.</p> <p>The junction was designed and constructed between 2005 and 2006 in accordance with the relevant highway design standards and guidance applicable at the time of its construction. The layout and operation of the junction were therefore considered suitable for the function of the highway network at the point of implementation.</p> <p>Pedestrian movements at this location are accommodated by uncontrolled crossing arrangements. Where pedestrians are crossing the Station Road arm of the junction, pedestrians have priority over vehicles turning off Station Road into Coed Dowlais, in accordance with established highway rules and the principles set out within the Highway Code. This priority does not extend to vehicles travelling straight ahead on Station Road, and pedestrians are required to cross only when it is safe to do so.</p> <p>As with any uncontrolled crossing, pedestrians must exercise judgement when crossing, and drivers must remain alert to the presence of</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>pedestrians, particularly those waiting to cross or already crossing as vehicles turn into or out of the junction.</p> <p>The operation of the junction, including pedestrian interaction with turning traffic, has been considered as part of the wider 2025 multi-disciplinary review, undertaken in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024) and the Statutory Guidance for the Risk Assessment of Walked Routes to School. This review concluded that Station Road remains suitable for reversion to a 30mph speed limit when assessed against the relevant criteria.</p> <p>The Council also acknowledges that changes in surrounding development and travel patterns since the junction was constructed may have increased pedestrian usage at this location. The Council has previously committed in writing to reviewing the Station Road / Coed Dowlais junction with the aim of considering whether measures such as reducing pedestrian crossing distances, including potential narrowing of the junction mouth, could be appropriate.</p> <p>However, any such measures would be outside the scope of the 20mph speed limit review programme and would need to be considered as part of a future programme of work, subject to further design development, feasibility assessment, funding availability and prioritisation</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>alongside other competing demands across the highway network.</p> <p>Concerns regarding driver visibility when approaching the pedestrian crossing at the Station Road / Coed Dowlais junction are noted.</p> <p>As set out in Responses to Objections 1 and 3 above, the junction was designed and constructed between 2005 and 2006 in accordance with the relevant highway design standards and guidance applicable at the time of construction. The layout and visibility at the junction were therefore considered suitable for the function of the highway network when implemented.</p> <p>The operation and visibility of the junction, including interaction between drivers and pedestrians at uncontrolled crossing locations, have been considered as part of the wider 2025 multi-disciplinary review, as referenced in Responses 1 to 3. This review assessed road geometry, traffic flows, collision history and pedestrian provision and concluded that Station Road remains suitable for reversion to a 30mph speed limit when assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024).</p> <p>As previously outlined, the 20mph speed limit review programme is limited to the assessment of speed limits only</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>and does not provide scope to progress physical alterations to junction layouts or visibility improvements. Any proposals to materially alter the junction layout or introduce additional measures to address visibility would require separate assessment, design development and funding and would need to be considered as part of a future programme of work, subject to prioritisation alongside other competing highway improvement schemes.</p> <p>Concerns regarding the geometry of the Station Road / Coed Dowlais junction, including the size of the junction radii and the perception that this may encourage vehicle speeds, are noted.</p> <p>As set out in Response to Objection 1 above, the Station Road / Coed Dowlais junction was designed and constructed between 2005 and 2006 in accordance with the highway design standards and guidance applicable at the time of its construction. The junction geometry, including the approach radii, was therefore considered suitable for the function of the highway network and the prevailing design requirements when implemented.</p> <p>Highway design guidance, including documents such as Manual for Streets, has evolved over time. However, such guidance is not applied retrospectively to existing highway infrastructure unless a scheme is being formally redesigned or reconstructed. The</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>presence of larger junction radii does not, in itself, indicate that a junction is non-compliant or unsafe, particularly where it has operated historically with the same geometry and speed limit.</p> <p>The operation and layout of the junction, including its geometry, were considered as part of the wider 2025 multi-disciplinary review, as referenced in Responses to Objections 1–4. This review included consideration of collision history, traffic behaviour, road environment and pedestrian provision and concluded that Station Road remains suitable for reversion to a 30mph speed limit when assessed against the Welsh Government’s Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024).</p> <p>As previously outlined, the 20mph speed limit review programme is limited to the assessment of speed limits only. It does not provide scope to redesign junction geometry or introduce physical traffic-calming measures. Any proposals to alter the junction layout, including changes to radii or pedestrian crossing distances, would require separate design development, feasibility assessment and funding, and would need to be considered as part of a future programme of work, subject to prioritisation alongside other competing highway improvement schemes.</p> <p>Concerns regarding the</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>uncontrolled pedestrian crossing at the Station Road / Coed Dowlais junction, including reports of near-miss incidents, are noted.</p> <p>As set out in Responses to Objections 1 and 3 above, the junction and its associated pedestrian crossing arrangements were designed and constructed in accordance with the relevant highway design standards applicable at the time of construction. The uncontrolled crossing arrangement reflects the design approach adopted when the junction was implemented and when Station Road previously operated with a 30mph speed limit.</p> <p>Uncontrolled pedestrian crossings rely on pedestrians crossing when a suitable gap in traffic is available and on drivers remaining alert to the presence of pedestrians, particularly where vehicles are turning into or out of the junction. The presence of an uncontrolled crossing does not, in itself, indicate that a location is unsafe or that signal-controlled facilities are required.</p> <p>The operation of the junction, including pedestrian interaction with traffic, has been considered as part of the wider 2025 multi-disciplinary review, as referenced in Responses to Objections 1–5, which concluded that Station Road remains suitable for reversion to a 30mph speed limit when assessed against the Welsh Government’s Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024) and the Statutory Guidance for the Risk Assessment of Walked</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Routes to School.</p> <p>The Council also acknowledges that changes in surrounding development and travel patterns may have altered how pedestrians interact with the junction since it was originally constructed. As part of the Council's previously stated commitment to reviewing the Station Road / Coed Dowlais junction through a future programme of work, consideration will be given to whether the location of the existing tactile (uncontrolled) crossing point remains appropriate, including whether relocation could improve pedestrian crossing conditions.</p> <p>However, it is important to note that the 20mph speed limit review programme is limited to the assessment of speed limits only and does not provide scope to progress changes to pedestrian crossing locations or junction layouts. Any consideration of relocating the tactile crossing would therefore need to be progressed separately, subject to design development, feasibility assessment, funding availability and prioritisation alongside other competing highway improvement schemes.</p> <p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that, while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five-year period includes</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>time when Station Road previously operated with a 30mph speed limit.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>Notwithstanding the proposed change, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p> <p>With regard to concerns about speeding, aggressive driving or dangerous driving behaviour, whilst the Council is responsible for setting the speed limit on its highway network, only South Wales Police have the necessary powers to take enforcement action. Instances of such behaviour should therefore be reported to South Wales Police via the non-emergency number 101. In addition, incidents can be reported through the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or images to be submitted directly to the Police for review and, where appropriate, enforcement action.</p> <p>The speed limit on Station Road was initially reduced to 20mph in September 2023 following Welsh</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Government legislation. When assessed as part of the Welsh Government 20mph review in 2025, a multi-disciplinary panel concluded that Station Road was suitable for reversion to a 30mph speed limit.</p> <p>The request for the Station Road / Coed Dowlais junction to be investigated against current highway design standards and relevant Welsh Government guidance is noted.</p> <p>As set out in Responses to Objections 1, 3 and 5 above, the junction was designed and constructed between 2005 and 2006 in accordance with the highway design standards and guidance applicable at the time of its construction. The junction therefore met the relevant requirements in force when it was implemented and has since operated with the same fundamental layout, including during periods when the speed limit on Station Road was 30mph.</p> <p>The assessment of the speed limit on Station Road has been undertaken separately from the design of the junction layout, in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024), as part of the 2025 multi-disciplinary review. That process did not identify a requirement for immediate junction redesign as part of the speed limit assessment.</p> <p>As outlined previously, the 20mph speed limit review programme is limited to the assessment of</p>
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>speed limits only and does not provide scope to retrospectively apply current design standards or to progress physical alterations to existing junction layouts. Any review of the junction against more recent guidance, including considerations relating to pedestrian crossing distances or alignment with evolving design principles, would need to be undertaken separately through a future programme of work, subject to further design development, feasibility assessment, funding availability and prioritisation alongside other competing highway improvement schemes.</p> <p>As outlined in Responses to Objections 1 to 7 above, pedestrian provision, crossing arrangements, traffic behaviour and collision history along Station Road have been considered as part of the 2025 multi-disciplinary review, undertaken in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024).</p> <p>In addition, and as confirmed in Response to Objection 7, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School notwithstanding the proposed reversion to a 30mph speed limit. This guidance provides the framework used by local authorities to assess the suitability of routes commonly used by children walking to school.</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>It is also noted that, while the Highway Authority has a duty to provide and maintain a safe highway environment as far as reasonably practicable, decisions regarding whether a child is suitable to walk a particular route, and the level of supervision required, rest with parents or guardians, taking account of the child's age, ability and circumstances.</p> <p>The assessment of the speed limit on Station Road has therefore been undertaken with due regard to school walking routes and child pedestrian safety, and independently of any future consideration of physical junction or crossing improvements, which would need to be progressed separately through a future programme of work.</p> <p>As outlined in the response above, the Council has previously committed to reviewing the operation of the Station Road / Coed Dowlais junction as part of a future programme of work, outside the scope of the current 20mph speed limit review. As part of that future review, consideration will be given to potential measures aimed at improving pedestrian crossing conditions, including whether the location of the existing tactile (uncontrolled) crossing point remains appropriate.</p> <p>Any such measures would be subject to separate design development, feasibility assessment, funding availability and prioritisation, and would need</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>to be considered alongside other competing highway improvement schemes across the County Borough.</p> <p>The 20mph speed limit review programme is limited to the assessment of speed limits only and does not provide scope to progress physical junction alterations or pedestrian crossing improvements.</p>
<p>D5</p>	<p>Thank you for your letter dated 23rd of January 2026.</p> <p>In response to the earlier informal consultation undertaken by RCT CBC, I wrote to the Council on the 7th of October 2025 to object to the proposed increase of the speed limit to 30mph. (I attach a copy of my earlier letter for your convenience)</p> <p>In my letter of the 7th October, I objected to the proposal on the grounds of:</p> <ol style="list-style-type: none"> 1) Safety 2) Traffic noise 3) Environmental, considerations, especially in the middle of a residential area 4) Lack of obvious benefit, in view of the very small reduction (around 26 seconds) in the time taken to travel the whole length of Station Road at 30mph, compared with that at 20mph. <p>I now formally maintain my objection.</p> <p>I again note that:</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry (including gradient) and revised placemaking criteria. As part of this assessment, vehicle speed data previously supplied from the Council's Compass traffic monitoring system was reviewed alongside collision data recorded through the Police STATS19 reporting process.</p> <p>The Councils vehicle speed monitoring software indicated that, while some reduction in average speeds occurred following the introduction of the 20mph default limit, operating</p>

	<p>1. Station Road runs through the middle of a residential area. The road runs downhill from Church Village. Traffic rapidly gains speed as it descends from the crossroads in Church Village towards the pelican crossing at the start of the housing on both sides of the road. A long-standing problem is the grossly excessive speed of some cars that come down the dull fast and continue to accelerate through the housing. A couple of years ago, the driver of a car travelling downhill lost control and crashed through the safety barrier that protects the parking lane, damaging a motorcycle and two parked cars.</p> <p>2. The 20mph speed limit may have brought about some reduction in average speeds on Station Road. This is welcome. But there are no apparent cameras to provide continuous speed monitoring and enforcement. At 20mph, it requires about 24 seconds to travel between the pelican crossing on Station Road and the traffic island at Dyffryn Bach Terrace. Even now, some traffic still traverses this section in under 12 seconds, that is, at over 40mph. Several domestic pets have been killed by fast motor traffic on Station Road. I have witnessed one occasion when a 'racer' descended the hill at speed, wobbled, appeared almost out of control and then passed the traffic island on the right-hand side. Stricter enforcement is needed. I do not want to go back to a position where many drivers treat '30' as almost '40' on this road.</p>	<p>speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. In addition, a review of the Police STATS-19 personal injury collision history for the full length of Station Road for the most recent available five year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five year period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>This combined evidence informed the conclusion that Station Road has not operated as a self enforcing 20mph environment and that the collision record does not demonstrate a pattern of speed related injury collisions along the route.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>With regard to speeding, driving at excessive speeds or dangerous driving, whilst the Council is responsible for setting the speed limit on its highway</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>3. Insofar as there have been some reduction in average speeds since the introduction of the 20 mph limit, perhaps the most noticeable benefit has been the reduction in noise level, especially from heavier vehicles. I do not want to go back to noise levels of 30mph traffic.</p> <p>Station Road is about 0.45m mile long, from the crossroads in Church Village to Nant Celyn roundabout. At 30mph, this distance is covered in 54 seconds. At 20mph, it requires only 27 seconds more. This is not an excessive time penalty, when weighed against environmental benefits, lower noise and better safety in a residential area.</p> <p>Your website now states that it is proposed to revert Station Road Church Village to 30mph.</p> <p>Your letter of the 23rd of January 2026 states than an increase to 30mph is only proposed where it is considered 'safe and appropriate and in adherence with the criteria"</p> <p>Accordingly, I now request to know what the criteria are and why you consider that Station Road meets them.</p> <p>You will be aware that, over the years, there have been several campaigns / approaches to the Council to put in place speed</p>	<p>network, only the Police have the necessary powers to enforce the speed limit. As such, instances of speeding or dangerous driving should be reported to the Police so that they can consider taking appropriate action and any necessary enforcement. Where such behaviour is witnessed, details can be provided to assist enforcement. Reports can be made to South Wales Police via the non emergency number 101 or online via the South Wales Police website.</p> <p>The speed limit was initially reduced to 20mph in September 2023 following Welsh Government legislation. As part of the subsequent review process, Station Road was assessed by a multi disciplinary panel and found to be appropriate for reversion to a 30mph speed limit.</p> <p>The concerns raised in respect of excessive speeds, driver behaviour and enforcement are noted and understood. As outlined in Response 1 above, vehicle speed data obtained from the Council's remote vehicle speed monitoring software indicates that while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds on Station Road have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This evidence demonstrates that Station Road has not operated as a self enforcing 20mph environment. The continued presence of higher operating speeds under the 20mph limit</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>control measures on Station Road. These have never been successful. In contrast it appears peculiar that St Illtyd's Road, Church Village (in effect a continuation of Station Road beyond the crossroads) has benefitted from average speed cameras for several years.</p> <p>Having enjoyed the benefit of at least some moderation of traffic speed, noise and danger by virtue of the present 20mph limit on Station Road, it would be unacceptable now to go back to a situation where traffic commonly exceeds 30mph on the road.</p> <p>I therefore ask that any reversion to a 30mph must be accompanied by continuous enforcement measures e.g. by means of average speed cameras, as on St Illtyd's Road.</p> <p>As no previous request for effective speed control measures on Station Road have ever been successful, I am now also bringing the matter to the attention of our local MS Mr Mick Antoniw.</p>	<p>has therefore been a material consideration in assessing whether the lower speed limit is effective or appropriate at this location.</p> <p>Collision history has also been reviewed using Police STATS 19 data, which does not indicate a pattern of speed related personal injury collisions on Station Road, including during periods when the road previously operated with a 30mph speed limit. This evidence has informed the overall assessment of risk and safety.</p> <p>With regard to enforcement, whilst the Council is responsible for setting speed limits on its highway network, it has no powers to enforce those limits. Enforcement powers rest with South Wales Police. As such, instances of speeding, dangerous driving or aggressive driver behaviour should be reported to the Police so that they can consider whether enforcement action or further investigation is appropriate. Reports can be made via the non emergency number 101 or through the South Wales Police online reporting system.</p> <p>Whilst the implementation of static or average type safety cameras is the responsibility of Rhondda Cynon Taf County Borough Council, requests for the introduction of such measures can only be considered where a site meets the criteria set by the Wales Casualty Reduction Partnership, in accordance with criteria issued by the Welsh Government. The primary objective of these criteria is the reduction of deaths and injuries</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>on the road network.</p> <p>The assessment of whether a location meets the criteria is based on a points based system, which takes account of the number of recorded collisions and the severity of injuries sustained in each collision. New camera sites are selected using an assessment that considers the level of fatal, serious and slight injuries, with the combined collision score assessed relative to whether the road is within a built up or non built up area. Based on the Police STATS 19 collision history for Station Road over the most recent five year period for which records are available, this location would not meet the criteria for the introduction of a red light or safety camera.</p> <p>Reports of dangerous driving should be made to the Police at the time the incident occurs via the non emergency number 101. In addition, incidents can also be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash cam footage or photographs to be submitted directly to South Wales Police for review and, where appropriate, enforcement action.</p> <p>Appropriate 30mph gateway signing and repeater signs will be installed along Station Road to clearly indicate the applicable speed limit and support driver awareness and compliance.</p> <p>It is acknowledged that the introduction of the 20mph speed limit has been perceived by some</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>residents as resulting in reduced traffic noise. However, as set out in Responses 1 and 2 above, the assessment of Station Road has been informed by a wider range of evidence, including vehicle speed data, collision history and the physical characteristics of the route, rather than by speed limit alone.</p> <p>Vehicle noise and roadside conditions are influenced by a range of factors including vehicle speed, traffic flow, vehicle type, road gradient, road surface condition and driving behaviour. At relatively low speeds such as 20mph and 30mph, engine and exhaust noise are typically the dominant noise sources rather than tyre road interaction.</p> <p>On roads with noticeable gradients, lower speed limits may result in vehicles operating in lower gears for longer periods, which can lead to higher engine revolutions and, in some circumstances, increased engine noise. A speed limit that better reflects the road environment may allow vehicles to travel in higher gears with smoother and more consistent engine operation.</p> <p>In addition, lower speed limits can in some circumstances lead to less consistent traffic flow, with increased acceleration and deceleration, which may contribute to perceived noise and emissions. As outlined in Responses 1 and 2, vehicle speed data indicates that Station Road has not operated as a self enforcing 20mph environment, with operating speeds remaining significantly above 20mph. In this</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>context, a 30mph speed limit on Station Road is considered more likely to support smoother traffic flow and improved speed compliance, which can help to limit acceleration related noise.</p> <p>It is also noted that the increasing proportion of electric and low emission vehicles contributes to reduced noise and emissions over time across the highway network.</p> <p>Taking these factors into account, and in light of the wider assessment set out in Responses 1 and 2, the reversion of Station Road to a 30mph speed limit is not considered likely to result in a material adverse change in traffic noise conditions.</p> <p>The decision to revert the speed limit on Station Road from 20mph to 30mph has not been based on journey time savings as a single determining factor. While the difference in travel time over the length of Station Road between 20mph and 30mph is relatively modest, this has been considered alongside a wider range of factors in accordance with Welsh Government guidance and the Council's statutory duties.</p> <p>As set out in Responses 1 and 2 above, vehicle speed data obtained from the Council's remote vehicle speed monitoring software indicates that compliance with the 20mph speed limit has been low, with operating speeds remaining significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not functioned</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>as a self enforcing 20mph environment, limiting the effectiveness of the lower speed limit in practice.</p> <p>In assessing the appropriateness of the speed limit, the Highway Authority has also had regard to its duties as the Traffic Management Authority under section 16 of the Traffic Management Act 2004. This places a statutory duty on the authority to manage its road network with a view to securing the expeditious movement of traffic, including pedestrians and cyclists. In performing that duty, the authority may take action which it considers will contribute to securing:</p> <ul style="list-style-type: none">• the more efficient use of its road network; and• the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on its road network <p>In this context, consideration has been given to the function and characteristics of Station Road. The road does not have residential properties directly fronting onto the carriageway, and pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations. Visibility along the route is generally good, and the road performs a local distributor function within the highway network.</p> <p>The reversion of Station Road to</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>a 30mph speed limit was reviewed and assessed as part of a detailed technical review undertaken in 2025 by a multi disciplinary panel. This review considered vehicle speeds, collision history, traffic flows, road environment, road geometry (including gradient) and placemaking criteria, and concluded that Station Road is suitable for a 30mph speed limit.</p> <p>Notwithstanding the proposed change, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p> <p>All assessments for roads proposed to revert to 30mph have been undertaken in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (issued 16 July 2024), which provides a framework for determining whether it is safe and appropriate to apply a 30mph speed limit, taking account of local context, road function and evidence based considerations.</p> <p>The Council's website and the correspondence dated 23 January 2026 form part of the statutory Traffic Regulation Order consultation process for the proposed reversion of Station Road to a 30mph speed limit. The statutory consultation (Public Notice) was carried out between 23 January 2026 and 13 February 2026, with details made available on the Council's Traffic</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Consultations webpage, notices displayed on site, letters delivered to nearby residents, and copies of the proposals made available at Pontypridd Library and other libraries across Rhondda Cynon Taf. The Public Notice process is a statutory requirement and allows any person to raise comments, objections, support or requests for information in relation to the proposals.</p> <p>The criteria referred to in the Council's correspondence are those set out in the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (issued 16 July 2024), together with the Statutory Guidance for the Risk Assessment of Walked Routes to School and the Council's statutory duties as Highway Authority and Traffic Management Authority.</p> <p>In assessing whether it is safe and appropriate to revert Station Road to a 30mph speed limit, the Council undertook a detailed technical review in 2025. This review considered, amongst other factors:</p> <ul style="list-style-type: none">• vehicle speed data obtained from the Council's remote vehicle speed monitoring software;• Police STATS 19 collision history;• road function and characteristics, including gradient and alignment;• pedestrian provision, including footways, crossing facilities and lighting;• traffic flows and driver
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>behaviour;</p> <ul style="list-style-type: none">• compliance with the existing 20mph speed limit; and• consistency with the wider highway network. <p>As set out in Responses 1 to 4 above, the evidence demonstrates that Station Road has not operated as a self enforcing 20mph environment, with operating speeds remaining significantly above 20mph, and that the collision record does not indicate a pattern of speed related personal injury collisions, including during periods when the road previously operated with a 30mph speed limit. The road does not have residential properties directly fronting the carriageway and benefits from continuous footway provision, a signal controlled pedestrian crossing, additional uncontrolled crossing points, street lighting and generally good visibility.</p> <p>The assessment also had regard to the Council's statutory duty under section 16 of the Traffic Management Act 2004 to manage its road network with a view to securing the expeditious movement of traffic, including pedestrians and cyclists, and to the efficient use of the road network.</p> <p>Having assessed Station Road against the above criteria and guidance, the multi disciplinary review panel concluded that it is safe and appropriate for the road to revert to a 30mph speed limit.</p> <p>The comments raised in relation to historic requests for speed control measures on Station</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Road, and the comparison with St Illtyd's Road, are noted and understood.</p> <p>Whilst the implementation of static or average type safety cameras is the responsibility of Rhondda Cynon Taf County Borough Council, requests for the introduction of such measures can only be considered where a site meets the criteria set by the Wales Casualty Reduction Partnership, in accordance with criteria issued by the Welsh Government. The primary objective of these criteria is the reduction of deaths and injuries on the road network.</p> <p>The method of determining whether a location meets the criteria is based on a points based assessment, which allocates scores according to the number of recorded collisions and the severity of injuries sustained in each collision. New camera sites are selected using an assessment that considers the level of fatal, serious and slight injuries, with the combined collision score assessed relative to whether the road is within a built up or non built up area.</p> <p>Based on the Police STATS 19 collision history for Station Road over the most recent available five year period, this location does not meet the criteria for the introduction of a static, average speed or red light camera. By contrast, the provision of average speed cameras on St Illtyd's Road reflects its historic collision record and the outcome of an evidence based assessment against the Welsh Government's criteria. The</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>presence of enforcement measures at that location does not automatically indicate that similar measures are warranted or justified on adjoining roads.</p> <p>Reports of dangerous driving should be made to the Police at the time the incident occurs via the non emergency number 101. In addition, incidents can also be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash cam footage or photographs to be submitted directly to South Wales Police for review and, where appropriate, enforcement action.</p> <p>The concerns raised regarding speed moderation, noise and perceived safety benefits following the introduction of the 20mph speed limit are noted. As set out in Responses 1 to 4 above, the assessment of Station Road has considered vehicle speed data, collision history, road characteristics, pedestrian provision and compliance with the existing speed limit.</p> <p>As previously explained, while the Council is responsible for setting speed limits on its highway network, it does not have the power to enforce those limits. Enforcement powers rest with South Wales Police. The setting of a speed limit, and the provision of enforcement measures such as average speed cameras, are separate matters governed by different statutory processes.</p> <p>Whilst the implementation of static or average type safety</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>cameras is the responsibility of Rhondda Cynon Taf County Borough Council, such measures can only be considered where a site meets the criteria set by the Wales Casualty Reduction Partnership, in accordance with criteria issued by the Welsh Government. These criteria are evidence-led and based primarily on the number and severity of recorded personal injury collisions.</p> <p>As outlined in Response 6 above, the Police STATS-19 collision history for Station Road over the most recent five-year period does not meet the criteria required for the introduction of average speed or other safety cameras. As such, the provision of continuous enforcement measures cannot be required or guaranteed as a condition of reverting the speed limit to 30mph.</p> <p>Concerns relating to excessive speed, dangerous driving or aggressive driver behaviour should be reported to the Police at the time the incident occurs via the non-emergency number 101. In addition, incidents can also be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or photographs to be submitted directly to South Wales Police for review and, where appropriate, enforcement action.</p> <p>The decision to revert Station Road to a 30mph speed limit has been taken following assessment against Welsh Government guidance and the Council's statutory duties as Highway Authority and Traffic Management</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		Authority, rather than on the availability of enforcement measures.
<p>D6</p>	<p>I recently became aware that you are reviewing the 20mph speed limit being raised back to 30mph on Station road in Church Village. I am very concerned about this.</p> <p>I live on [redacted] and walk along this road most days of the week. A large amount of the traffic along this road goes far too fast and most vehicles don't appear to even stick to 30mph and drive at least 40/50mph! It is treated like part of the motorway! This is very concerning as this is a built up area and many people, including children walk along this road.</p> <p>I have also witnessed cars not even stop at the pedestrian crossing when the lights have turned red! In my opinion this road needs a speed camera or more Police presence before someone is seriously hurt.</p> <p>It also requires clear sign posts for the speed limit!</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that, while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p>

		<p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five-year period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>With regard to concerns about speeding, aggressive driving or dangerous driving behaviour, whilst the Council is responsible for setting the speed limit on its highway network, only South Wales Police have the necessary powers to take enforcement action. Instances of such behaviour should therefore be reported to South Wales Police via the non-emergency number 101. In addition, incidents can be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or photographs to be submitted directly to the Police for review</p>
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>and, where appropriate, enforcement action</p> <p>.</p> <p>The speed limit on Station Road was initially reduced to 20mph in September 2023 following Welsh Government legislation. When assessed as part of the Welsh Government 20mph review in 2025, a multi-disciplinary panel concluded that Station Road was suitable for reversion to a 30mph speed limit.</p> <p>Concerns regarding non-compliance with traffic signals, speeding or dangerous driving behaviour are noted. Such matters constitute traffic offences and can only be addressed through enforcement action by South Wales Police.</p> <p>Whilst the implementation of static or average type safety cameras is the responsibility of Rhondda Cynon Taf County Borough Council, requests for the introduction of such measures can only be considered where a site meets the criteria set by the Wales Casualty Reduction Partnership, in accordance with criteria issued by the Welsh Government. These criteria are evidence-led and are based on the number and severity of recorded personal injury collisions.</p> <p>The assessment of whether a location meets the criteria is based on a points-based system which takes account of the number of recorded collisions and the severity of injuries sustained. Based on the Police STATS-19 collision history for Station Road over the most recent available five-year period, this location would not meet the criteria for the</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>introduction of a static, average speed or red-light camera. With regard to signage, appropriate 30mph gateway signing and repeater signs will be installed along Station Road to clearly indicate the applicable speed limit and support driver awareness and compliance. Instances of vehicles failing to comply with traffic signals, speeding or dangerous driving should be reported to South Wales Police via the non-emergency number 101, or via the Operation SNAP website (https://gosafesnap.wales), which allows video or photographic evidence to be submitted directly for review and, where appropriate, enforcement action.</p>
<p>D7</p>	<p>I am writing to submit my feedback on the proposal to change the speed limit on Station Road, Church Village to 30 mph.</p> <p>As a walker, driver, a cyclist and a parent of children at a nearby school, this proposal deeply concerns me. This is a highly populated residential road with access to several housing estates, nearby schools and playing fields. All of which see a high volume of traffic and pedestrian footfall and constant activity from people of all ages. It is one of the worst roads for cycling safely, which is a huge concern.</p> <p>For the safety of everyone, the speed limit should be maintained at 20mph. Further more I would urge you to look at the safety for cyclists on this section of road.</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's</p>

	<p>Our roads are rapidly seeing more traffic, and I believe we must make our roads as safe as possible by keeping the speed limit to 20 mph.</p> <p>Finally, this is not the first time I have submitted feedback on a consultation for RCT, nor is it the first time to find that the consultation form is difficult to navigate, or even to find how to submit feedback. That raises a very serious question as to the lack of transparency of you as a council and a pre disposed bias to not receive feedback. I would appreciate if you could improve the user experience on your website in order to make it easier to navigate and to submit feedback.</p>	<p>remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded as slight, and speed was not identified as a contributory factor. This five-year period includes time when Station Road previously operated with a 30mph speed limit. Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>While Station Road does not</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>provide segregated cycling infrastructure, it performs a function as a link to the Church Village Community Route, which is a 7km long traffic-free shared-use path forming part of the National Cycle Network. Where individuals do not feel comfortable cycling on the carriageway, it remains lawful to walk with a bicycle on the footway for short distances in order to access this route.</p> <p>Notwithstanding the proposed change in speed limit, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p> <p>As outlined in Response 1 above, the assessment of Station Road has considered vehicle speed behaviour, collision history and compliance with the existing 20mph speed limit. The evidence indicates that, despite the introduction of the 20mph default limit, operating speeds have remained significantly above 20mph.</p> <p>Appropriate 30mph gateway signing and repeater signs will be installed along Station Road to clearly indicate the applicable speed limit and support driver awareness and compliance. A speed limit that more closely reflects the function and characteristics of the road is considered more likely to result in consistent driver behaviour.</p> <p>With regard to concerns about speeding or dangerous driving, whilst the Council is responsible</p>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

for setting speed limits on its highway network, only South Wales Police have the necessary powers to take enforcement action. Instances of speeding, aggressive or dangerous driving should therefore be reported to South Wales Police via the non-emergency number 101. Incidents can also be reported via the Operation SNAP website (<https://gosafesnap.wales>), which allows dash-cam footage or photographs to be submitted directly to the Police for review and, where appropriate, enforcement action.

The statutory Traffic Regulation Order consultation (Public Notice) was carried out in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, which prescribe how proposals must be advertised and how representations may be made. These regulations set out the legal requirements for the publication of notices, the availability of proposal details, and the opportunity for any person to submit objections or comments within the statutory consultation period.

In line with these requirements, notices were displayed along the length of Station Road, letters were delivered to nearby properties, and full details of the proposals were made available on the Council's Traffic Consultations webpage. All consultation material was provided bilingually and included details of how representations could be submitted.

		<p>Comments raised in relation to the usability and navigation of the Council's website are noted and will be forwarded to the relevant service areas for consideration as part of ongoing service improvement.</p>
<p>D8</p>	<p>The area under consultation is a access route to the community path. As cycling on the pavement is illegal, users must use the road and the 20mph limit helps me safely take my children cycling to access the community path.</p> <p>The roundabout area has no controlled crossing from one side of the community route to another. The 20mph provides users with more time to cross the road safely.</p> <p>The entire extent of Station road is a key pedestrian route to school both for the English and Welsh schools from several housing estates. I am unaware of any consultation with school children and other vulnerable road users, which is essential as part of Impact Assessments including Welsh Language, Disability and Wellbeing of Future Generations. At a 20mph speed limit I am able to cycle down the road with my children at no discernible difference in speed from the maximum legal speed. At 30mph, I become significantly slower, increasing the risk of road rage from other users. There is no alternative legal route to accessing the Community Path</p>	<p>While Station Road does not provide segregated cycling infrastructure, it performs a function as a link to the Church Village Community Route. This route is a 7km long, traffic free shared use path designed for both pedestrians and cyclists and forms part of the National Cycle Network.</p> <p>Cycling on footways is generally not permitted; however, walking with a bicycle on the footway is lawful and remains an option for individuals who do not feel comfortable cycling on the carriageway for short distances in order to access the community route. Decisions regarding the supervision of children and their suitability to cycle on the public highway rest with parents or guardians.</p> <p>As with many active travel routes, there are locations where pedestrians and cyclists are required to cross roads, travel adjacent to the carriageway, or cycle directly on sections of road. Not all cyclists have the same level of experience or ability, and it is not expected that very young children would cross or cycle on busier sections of road without appropriate adult supervision. Where cycle routes interface with the highway, users are expected to apply normal road safety practices, as they would when</p>

	<p>by bike, or horse, other than the road. It is illegal to ride on the pavement and there is no cycle path to it.</p> <p>Increasing the speed limit by 50% increases the chance of collisions, including fatal. The trade-off is for a very small time saving for motorists, at the expense of multiple factors for other other users. While the safer speed limit can be frustrating for motorists (myself included) this cannot be at the very real expense of death and injury as well as the less tangible psychological effects of reducing the accessibility of the community path for motorists.</p> <p>Lower speed limits also increase the noise from the road, especially when raining, making walking etc significantly less pleasant and accessible for users of the pavements. It also increases the amount of spray and puddle splashes onto pavement users.</p> <p>This proposal goes against clear benefits identified by the Welsh Government from the reduction of the national speed limits, which include unambiguous decreases in collisions, injury and fatality and the benefits of a few seconds improved travel time are wholly inadequate to justify the negative impacts.</p>	<p>crossing or using any road.</p> <p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government’s Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered factors including journey times, vehicle speeds, collision history, road environment, traffic flows and revised placemaking criteria. The outcome of this assessment identified Station Road as suitable for reversion to a 30mph speed limit.</p> <p>The speed limit was initially reduced to 20mph in September 2023 following Welsh Government legislation. As part of the subsequent review process, Station Road was assessed by a multi disciplinary panel and found to be appropriate for reversion to a 30mph speed limit. The route benefits from continuous footway provision, adequate street lighting, a signal controlled pedestrian crossing, and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>While the proposal would result in</p>
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>This proposal directly endangers community safety. Lives and quality of life are being unnecessarily put at risk.</p>	<p>an increase in the signed speed limit on Station Road from 20mph to 30mph, the route continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School. The assessment of Station Road considered the road environment, footway provision, street lighting, crossing facilities and traffic characteristics.</p> <p>Prior to the statutory Traffic Regulation Order consultation, the Council undertook a pre statutory consultation as part of the wider review of 20mph speed limits. Approximately 1,375 letters were distributed to properties adjacent to 26 candidate roads, including Station Road, along with posters erected at each location. These materials explained the proposals and set out how representations could be submitted, enabling the Council to gauge local views on the potential reversion of speed limits to 30mph.</p> <p>The pre statutory consultation generated a high level of public participation, with a comprehensive range of views submitted by all sections of the community. A total of 942 representations were received via the online consultation portal, with 2,181 individual engagements recorded across all consultation channels. This demonstrated a high level of public interest and engagement in the 20mph review process.</p> <p>Following this, the statutory Traffic Regulation Order consultation was carried out in accordance with legislative</p>
--	--------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>requirements. This consultation was open to all members of the public, including children, parents, vulnerable road users and representative groups. Public notices were displayed along the length of Station Road, letters were delivered to properties directly fronting the road, and notice of the proposals was published in the Western Mail. All consultation material was provided bilingually and included details of how to view the proposals and submit representations via the Council's Traffic Consultations webpage. The statutory consultation period ran from 23 January to 13 February 2026 and formed part of a wider review of 22 road locations across the County Borough proposed for reversion from 20mph to 30mph. In addition, information relating to the Review of 20mph Speed Limits, including the assessment methodology, roads reviewed and routes proposed for reversion, has been published on the Council's website and made publicly available.</p> <p>Station Road was assessed in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (July 2024). This assessment considered local context, collision history, traffic speeds and volumes, road environment and placemaking factors. The outcome of this assessment identified Station Road as suitable for reversion to a 30mph speed limit.</p> <p>Where individuals do not feel comfortable cycling on Station</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Road, it remains lawful to walk with a bicycle on the footway for short distances in order to access the adjacent traffic free community route, which forms part of the National Cycle Network. Decisions regarding the supervision of children and their suitability to cycle on the carriageway rest with parents or guardians.</p> <p>Concerns relating to aggressive driving, dangerous driving or threatening behaviour should be reported to South Wales Police, who hold the appropriate enforcement powers. Such incidents can be reported via the non emergency number 101 or through the South Wales Police online reporting system.</p> <p>Appropriate 30mph gateway signing and repeater signs will be installed along Station Road in accordance with national signing requirements. This will clearly indicate the applicable speed limit and support driver awareness and compliance.</p> <p>The collision history for the full length of Station Road has been reviewed for the most recent available five year period (30 September 2020 to 29 September 2025). During this period, one personal injury collision was recorded, occurring at the junction of Station Road with Main Road (B4595) and St Illtyds Road. This collision was recorded by the Police as slight, and speed was not identified as a contributory factor. This five year assessment period includes time when Station Road was subject to a 30mph speed limit prior to the introduction of the 20mph</p>
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>default speed limit in September 2023.</p> <p>In addition to collision analysis, vehicle speed data has been reviewed using the Council's remote monitoring / virtual tracking software, comparing a 12 month post implementation period (23/02/2025 to 23/02/2026) against a pre 20mph period (01/09/2022 to 15/09/2023). When combined and averaged for bidirectional traffic, this data shows a modest reduction in mean speeds following the introduction of the 20mph default limit; however, operating speeds remain significantly above 20mph. By way of summary, the bidirectional average speed reduced from approximately 31.6mph (pre 20mph) to approximately 27.4mph (post implementation). Importantly, the 85th percentile speed remains approximately 32.5mph post implementation (compared to approximately 35.1mph pre 20mph), indicating that a material proportion of drivers continue to travel well above the signed 20mph limit.</p> <p>This demonstrates that, while some moderation in driver behaviour has occurred, Station Road has not operated as a self enforcing 20mph environment and continues to exhibit speed characteristics more consistent with the route's historic function and geometry.</p> <p>Following the introduction of the 20mph default speed limit, Station Road was reviewed in accordance with the Welsh Government's updated guidance</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>on setting 30mph speed limits. A multi disciplinary technical assessment was undertaken, considering collision history, traffic speeds, traffic volumes, road environment and local context. This assessment concluded that Station Road is suitable for reversion to a 30mph speed limit.</p> <p>Vehicle noise and roadside conditions are influenced by a range of factors including vehicle speed, traffic flow, vehicle type, road gradient, road surface condition and driving behaviour. At relatively low speeds such as 20mph and 30mph, engine and exhaust noise are typically the dominant noise sources rather than tyre road interaction. On roads with noticeable gradients, lower speed limits may result in vehicles operating in lower gears for longer periods, which can lead to higher engine revolutions and, in some circumstances, increased engine noise. A speed limit that better reflects the road environment may allow vehicles to travel in higher gears with smoother and more consistent engine operation.</p> <p>In addition, lower speed limits can in some circumstances lead to less consistent traffic flow, with increased acceleration and deceleration, which may contribute to perceived noise and emissions. A 30mph speed limit on Station Road is considered more likely to support smoother traffic flow and improved speed compliance.</p> <p>It is also noted that the increasing proportion of electric and low</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>emission vehicles contributes to reduced noise and emissions over time across the highway network.</p> <p>With regard to surface water spray, the generation of spray is primarily influenced by rainfall intensity, road surface condition, drainage effectiveness, tyre design and traffic volumes. At speeds of 20mph and 30mph, the difference in vehicle generated surface water spray is generally minimal. As such, the proposed change in speed limit is unlikely to materially affect levels of spray experienced by pedestrians using the adjacent footways during periods of inclement weather.</p> <p>The Welsh Government's updated guidance on setting 30mph speed limits recognises that while 20mph limits deliver clear benefits in appropriate locations, there remain roads where a 30mph limit is safe and suitable when assessed against defined criteria.</p> <p>Station Road was assessed as part of the Council's review of 20mph limits, applying the Welsh Government's July 2024 guidance. The assessment considered local context, collision history, traffic characteristics, road environment and placemaking factors.</p> <p>Following completion of this technical review in 2025, Station Road was identified as suitable for reversion to a 30mph speed limit. This decision has been taken in accordance with the Council's Scheme of Delegation</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>and the Council's powers and duties as Highway Authority under sections 1, 2 and 84 of the Road Traffic Regulation Act 1984, and in compliance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.</p>
<p>D9</p>	<p>I need to express my opinion regarding changing the speed limit to 30mph on Station Road, Church Village. It's a great disappointment that this is being considered. This is a road that leads children from the school towards estates in the area and for local people to the cycle path. There is a play area nearby, a place to eat, and also a soft play centre, not to mention the houses.</p> <p>We have been expressing our views that cars speed when going up the road toward St. Illtyd's Road. At 20mph, it feels much better.</p> <p>Changing the street to 30mph will send the wrong message about speed, not to mention the air quality which was poor in the area, and also the safety of children and vulnerable people.</p> <p>Locally there is Crown Hill, where there is a 20mph limit on a street that is much better in terms of safety compared to Station Road. Your map does not make sense regarding Station Road because it ignores Dyffryn Bach Terrace.</p> <p>Changing [back] to 30mph will be a complete mistake. The</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows and revised placemaking criteria. The outcome of this assessment identified Station Road as suitable for reversion to a 30mph speed limit.</p> <p>Station Road provides access to the wider Church Village area and routes to nearby community facilities, including residential areas, a play area, leisure and food premises, and the Church Village Community Route. While these facilities are located in close proximity to Station Road, they do not directly front onto the carriageway itself.</p> <p>Pedestrian access to and from</p>

	<p>improvements in safety and air quality that the government wanted to ensure will be destroyed, and we, the local residents, will suffer.</p> <p>I have 3 children who use the road regularly, and you want to see the road become less safe for them.</p>	<p>these facilities is supported by continuous footway provision on both sides of Station Road, adequate street lighting, a signal controlled pedestrian crossing, and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations. These facilities support pedestrian movement, including families and children accessing nearby amenities.</p> <p>While Station Road does not provide segregated cycling infrastructure, it performs a function as a link to the Church Village Community Route. This is a 7km long, traffic free shared use path designed for both pedestrians and cyclists and forms part of the National Cycle Network. Where individuals do not feel comfortable cycling on the carriageway, it remains lawful to walk with a bicycle on the footway for short distances in order to access this route.</p> <p>The speed limit was initially reduced to 20mph in September 2023 following Welsh Government legislation. As part of the subsequent review process, Station Road was assessed by a multi disciplinary panel and found to be appropriate for reversion to a 30mph speed limit.</p> <p>Notwithstanding the proposed change in speed limit, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Appropriate 30mph gateway signing and repeater signs will be installed along Station Road to clearly indicate the applicable speed limit and support driver awareness and compliance. Side roads, including Dyffryn Bach Terrace, will remain subject to a 20mph speed limit and will be signed accordingly. Only Station Road itself will revert to 30mph.</p> <p>The collision history for the full length of Station Road has been reviewed for the most recent available five year period (30 September 2020 to 29 September 2025). During this period, one personal injury collision was recorded at the junction of Station Road with Main Road (B4595) and St Illtyds Road. This collision was recorded by the Police as slight, and speed was not identified as a contributory factor. This five year period includes time when Station Road was subject to a 30mph speed limit prior to the introduction of the 20mph default limit in September 2023. The collision record does not indicate a pattern of speed related incidents along Station Road.</p> <p>In addition, vehicle speed data obtained from the Council's remote monitoring systems has been reviewed. This data shows that while some reduction in average vehicle speeds occurred following the introduction of the 20mph default limit, operating speeds have remained significantly above 20mph, with 85th percentile speeds remaining above 30mph. This indicates that Station Road has not operated as a self enforcing 20mph environment and that driver</p>
--	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>behaviour has remained broadly consistent with the historic function and characteristics of the route.</p> <p>Concerns relating to excessive speed, dangerous driving or aggressive driver behaviour can be reported to South Wales Police, who hold the appropriate enforcement powers. Where such behaviour is observed, details can be provided to assist the Police in determining whether enforcement action or further investigation is appropriate. Reports can be made via the non emergency number 101 or through the South Wales Police online reporting system.</p> <p>As outlined previously, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p> <p>In relation to air quality, emissions and noise are influenced by a range of factors including traffic volumes, vehicle type, driving behaviour and congestion. Year on year increases in the number of electric and low emission vehicles on the network also contribute to reduced emissions and noise across the highway network.</p> <p>Crown Hill and Station Road operate in materially different highway contexts and have therefore been assessed separately.</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Crown Hill includes a significant number of residential properties with direct frontage onto the carriageway, particularly along its upper section. These characteristics align with the Welsh Government's criteria for the application of a 20mph speed limit. By contrast, the lower section of Crown Hill, which connects directly to the A473 roundabout, is subject to a 30mph speed limit and reflects its different function within the local road network.</p> <p>Station Road does not have the same level of direct residential frontage. While there are residential areas and community facilities located nearby, these do not directly front onto Station Road itself. Station Road was therefore assessed independently in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published July 2024), which considers road function, frontage activity, traffic characteristics and local context.</p> <p>With regard to Dyffryn Bach Terrace, this section of highway is physically segregated from Station Road by a grassed verge and is considered a separate section of highway. Properties are located on one side of the carriageway only, and there are no facilities or land uses at this location that would reasonably require pedestrians to cross the carriageway. Dyffryn Bach Terrace does not function as a through route and is primarily used by residents and visitors accessing the adjoining properties. As a result, traffic</p>
--	--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>volumes are low and pedestrian crossing demand is limited.</p> <p>Taking account of its residential character, low traffic volumes and limited strategic function within the wider highway network, Dyffryn Bach Terrace will remain subject to a 20mph speed limit. This approach provides clarity and consistency for road users and reflects the distinct role and characteristics of Dyffryn Bach Terrace when considered separately from Station Road.</p> <p>Following completion of a detailed technical review in 2025, Station Road was also identified as suitable for reversion to a 30mph speed limit. This assessment considered vehicle speeds, collision history, traffic flows, road environment and placemaking criteria.</p> <p>Vehicle safety and air quality are influenced by a range of factors including traffic volumes, traffic flow, vehicle type, road environment and driving behaviour. While lower speed limits can deliver benefits in appropriate locations, the Welsh Government's updated guidance recognises that there remain roads where a 30mph speed limit is safe and suitable when assessed against defined criteria.</p> <p>Station Road has been assessed in accordance with the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities and the Statutory Guidance for the Risk Assessment of Walked Routes to</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>School. This assessment considered collision history, vehicle speeds, traffic characteristics, road environment, pedestrian provision and local context. The outcome of this assessment identified that Station Road continues to meet the relevant criteria despite the proposed increase in the signed speed limit from 20mph to 30mph.</p> <p>Collision data and vehicle speed information have been reviewed as part of the assessment process. This evidence does not indicate a pattern of speed related collisions on Station Road, including during periods when the road previously operated with a 30mph speed limit. While some reduction in average speeds occurred following the introduction of the 20mph default limit, operating speeds have remained significantly above 20mph, indicating that the route has not functioned as a self enforcing 20mph environment.</p> <p>In relation to air quality and noise, these are affected by a combination of factors including traffic flow, congestion and vehicle technology. Smoother and more consistent traffic flow can reduce acceleration and deceleration, which may help to limit emissions and noise. In addition, the proportion of electric and low emission vehicles on the highway network continues to increase year on year, contributing to longer term reductions in emissions and noise across the network.</p> <p>Following the introduction of the</p>
--	--	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Welsh Government's 20mph legislation in September 2023, Station Road was reviewed by a multi disciplinary panel as part of the wider 20mph review process. This review concluded that Station Road is suitable for reversion to a 30mph speed limit.</p>
<p>D10</p>	<p>I would like to object to the change from 20mph to 30mph on Station Road, Church Village, for safety reasons. My children walk along Station Road from their school to their grandparents' house. If cars are able to travel at 30mph, I am afraid that my children could be hit by drivers who are speeding.</p>	<p>The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This</p>

		<p>demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five-year period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement, including for children walking to and from school and nearby family destinations, is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>It is also noted that, while the Highway Authority has a duty to provide and maintain a safe highway environment as far as reasonably practicable, the supervision of children when using or interacting with the highway rests with parents or guardians. Decisions regarding when and how children walk along, cross or otherwise use the</p>
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>highway are matters for parental judgment, taking account of individual age, ability and circumstances.</p> <p>With regard to concerns about speeding, aggressive driving or dangerous driving behaviour, whilst the Council is responsible for setting the speed limit on its highway network, only South Wales Police have the necessary powers to take enforcement action. Instances of such behaviour should therefore be reported to South Wales Police via the non-emergency number 101. In addition, incidents can be reported via the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or photographs to be submitted directly to the Police for review and, where appropriate, enforcement action.</p> <p>The speed limit on Station Road was initially reduced to 20mph in September 2023 following Welsh Government legislation. When assessed as part of the Welsh Government 20mph review in 2025, a multi-disciplinary panel concluded that Station Road was suitable for reversion to a 30mph speed limit.</p> <p>Notwithstanding the proposed change, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p>
D11	I wish to keep the 20mph speed on Station Road, Church village, Pontypridd Cf38. The cars still go	The proposed change in speed limit on Station Road from 20mph to 30mph has been assessed

	<p>over the 20 mph limit regularly often with aggression. For safety of myself and others please consider keeping the road speed as it is.</p>	<p>against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of road function, local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered journey times, vehicle speeds, collision history, road environment, traffic flows, road geometry and placemaking criteria. As part of this assessment, vehicle speed data obtained from the Council's remote vehicle speed monitoring software was reviewed alongside collision data recorded through the Police STATS-19 reporting process.</p> <p>The speed data indicates that while the introduction of the 20mph default limit resulted in some reduction in average speeds, operating speeds have remained significantly above 20mph and broadly consistent with the historic speed characteristics of the route. This demonstrates that Station Road has not operated as a self-enforcing 20mph environment.</p> <p>A review of the Police STATS-19 collision history for the full length of Station Road for the most recent available five-year period (30 September 2020 to 29 September 2025) identified one reported personal injury collision. This collision occurred at the</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>junction of Station Road with Main Road (B4595) and St Illtyds Road, was recorded by the Police as slight, and speed was not identified as a contributory factor. This five-year period includes time when Station Road previously operated with a 30mph speed limit.</p> <p>Station Road passes through a residential area but does not have properties directly fronting onto the carriageway. Pedestrian movement is supported by continuous footway provision, adequate street lighting, a signal-controlled pedestrian crossing and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>With regard to concerns about speeding, aggressive driving or dangerous driving behaviour, whilst the Council is responsible for setting the speed limit on its highway network, only South Wales Police have the necessary powers to take enforcement action. Instances of such behaviour should therefore be reported to South Wales Police via the non-emergency number 101. In addition, incidents can be reported through the Operation SNAP website (https://gosafesnap.wales), which allows dash-cam footage or images to be submitted directly to the Police for review and, where appropriate, enforcement action.</p> <p>The speed limit on Station Road was initially reduced to 20mph in September 2023 following Welsh Government legislation. When assessed as part of the Welsh</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Government 20mph review in 2025, a multi-disciplinary panel concluded that Station Road was suitable for reversion to a 30mph speed limit.</p>
<p>D12</p>	<p>Plis Dont make the cars go fastr here!</p> <p>My teacher says the welsh govment said slower is better and les peopel get hurt. So you shuld keep it slow!</p> <p>It's rili hard for me to get to the bike paf with my bike. We gotta use the road becuz going on the pavmint with my bike is illegle. We need the 20 so we can ride safe.</p> <p>Da roudbabowt is super scary to cross. There is no green man to help us. If the cars go fastr, we will get run over. That's bad.</p> <p>If its 20, I can ride my bike and the cars are not much fastr than me. But wiv 30 the cars get real mad and zoom past me, and that's skary, and bad maners.</p> <p>Making the cars fastr makes it more likely we will have a crash and die. Car peopel save a tinee bit ov time but its deaf for us. The safe speed is better, even if grownups get angree when they drive.</p> <p>Also, when it rains and the cars go fast, they splash us adn make the road noise very lowd. Its yucky and I don't like it. It hurts my years.</p> <p>Kids at the too schools Cymraeg</p>	<p>While Station Road does not provide segregated cycling infrastructure, it performs a function as a link to the Church Village Community Route. This route is a 7km long, traffic free shared use path designed for both pedestrians and cyclists and forms part of the National Cycle Network.</p> <p>Cycling on footways is generally not permitted; however, walking with a bicycle on the footway is lawful and remains an option for individuals who do not feel comfortable cycling on the carriageway for short distances in order to access the community route. Decisions regarding the supervision of children and their suitability to cycle on the public highway rest with parents or guardians.</p> <p>As with many active travel routes, there are locations where pedestrians and cyclists are required to cross roads, travel adjacent to the carriageway, or cycle directly on sections of road. Not all cyclists have the same level of experience or ability, and it is not expected that very young children would cross or cycle on busier sections of road without appropriate adult supervision. Where cycle routes interface with the highway, users are expected to apply normal road safety practices, as they would when crossing or using any road.</p> <p>The proposed change in speed</p>

	<p>and English walk on this road to get to skool. Did you ask the kids about this? You have to ask us. You neva lisen</p>	<p>limit on Station Road from 20mph to 30mph has been assessed against the Welsh Government's Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities (published 16 July 2024). This guidance provides a structured framework for determining whether a 30mph speed limit is safe and appropriate, taking account of local context and conditions.</p> <p>In accordance with this guidance, Station Road was subject to a detailed technical review in 2025. This review considered factors including journey times, vehicle speeds, collision history, road environment, traffic flows and revised placemaking criteria. The outcome of this assessment identified Station Road as suitable for reversion to a 30mph speed limit.</p> <p>The speed limit was initially reduced to 20mph in September 2023 following Welsh Government legislation. As part of the subsequent review process, Station Road was assessed by a multi disciplinary panel and found to be appropriate for reversion to a 30mph speed limit. The route benefits from continuous footway provision, adequate street lighting, a signal controlled pedestrian crossing, and a number of uncontrolled crossing points with dropped kerbs and tactile paving provided at appropriate locations.</p> <p>The Coed Dowlais / Nant Celyn roundabout forms part of the local distributor road network. Pedestrian refuge islands are</p>
--	---------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>provided on the Station Road arm of the roundabout to assist pedestrians in crossing in stages. Pedestrians are advised to treat each traffic lane as a separate crossing and to cross only when a suitable gap in traffic is available.</p> <p>There are currently no proposals to introduce a controlled pedestrian crossing at the mouth of the roundabout with Station Road. Pedestrians should continue to wait for suitable gaps in traffic and make use of the existing refuge facilities provided.</p> <p>While the proposal would result in an increase in the signed speed limit from 20mph to 30mph, Station Road continues to meet the criteria set out in the Welsh Government's Statutory Guidance for the Risk Assessment of Walked Routes to School.</p> <p>Collision history and vehicle speed data have been reviewed as part of the assessment process. This included analysis of historic collision records and vehicle speed data obtained from the Council's remote monitoring systems. The assessment identified that, while some reduction in average speeds occurred following the introduction of the 20mph default limit, operating speeds have remained significantly above 20mph and the route has not functioned as a self enforcing 20mph environment.</p> <p>With regard to road noise and surface water spray, these are influenced by a range of factors including traffic flow, road</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>gradient, rainfall intensity, road surface condition, drainage effectiveness and vehicle characteristics. At speeds of 20mph and 30mph, there is generally no significant difference in overall noise levels or surface water spray experienced by pedestrians during periods of inclement weather.</p> <p>Following completion of a multi disciplinary technical review in 2025, Station Road was identified as suitable for reversion to a 30mph speed limit in accordance with Welsh Government guidance.</p> <p>Prior to the statutory Traffic Regulation Order consultation, the Council undertook a pre statutory consultation as part of the wider review of 20mph speed limits. This involved the distribution of letters and erection of posters at candidate locations to invite views from the public.</p> <p>Following this, the statutory Traffic Regulation Order consultation was carried out in accordance with legislative requirements. This consultation was open to all members of the public, including children, parents, vulnerable road users and representative groups. Public notices were displayed along Station Road, letters were delivered to properties directly fronting the road, and notice of the proposals was published in the Western Mail. All consultation material was provided bilingually and included details of how to view the proposals and submit representations.</p>
--	--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

		<p>Station Road was assessed in accordance with Welsh Government guidance and continues to meet the criteria set out in the Statutory Guidance for the Risk Assessment of Walked Routes to School.</p>
--	--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

A4054 Cardiff Road (Northern Extent), Rhydyfelin

<p align="center">E1</p>	<p>1. Objection / Comment Raised : note with disappointment that this road has been included in a statutory Public Notice to revert back to a 30mph speed limit. I believe this would make this road less safe for vehicles turning right onto the road from Ilan Avenue due to the restricted view. \n\n</p> <p>2. Objection / Comment Raised: Cardiff Road (Northern Extent) is a short stretch of road between 20mph limits so journey times will hardly be improved if the speed limit is increased. I do not have access to collision history but would be surprised if there have not been previous incidents on this road while the limit was 30mph. I urge Officers and Members to reconsider this decision and retain the 20mph speed limit.</p>	<p>1. The change in the speed limit on A4054 Cardiff Road to 30mph (from 20mph) has been assessed against updated Welsh Government guidance <i>Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities</i> (published 16 July 2024). A detailed technical review considered journey times, vehicle speeds, collision data, road environment and traffic flows. In line with this guidance, this section of A4054 Cardiff Road was found to be a suitable and appropriate road for reversion to a 30mph speed limit following the conclusion of a thorough technical review process. The road has good visibility, suitable street lighting and footpaths. Drivers are required to follow the Highway Code and only exit junctions when it is safe to do so. \n\n</p> <p>2. Having reviewed the police-recorded collision history for this section of A4054 Cardiff Road for the most recent five-year period (30 September 2020 to 29 September 2025), there has been one reported personal injury collision, recorded as slight. This collision occurred when the speed limit was 20mph, with speed recorded as a contributory factor. Where speed is recorded as a factor, the precise speed is not specified within the collision record.</p>
<p align="center">E2</p>	<p>1. Objection / Comment Raised : I am writing to express my support for retaining the 20mph speed limit in Rhydyfelin. The 20mph limit has made local areas feel calmer and safer, and any minor journey time impacts are outweighed by the benefits to community safety and wellbeing. I believe retaining the limit and improving enforcement in key areas like Cardiff Road is the right approach.</p> <p>2. Objection / Comment Raised</p>	<p>1. The change in the speed limit on A4054 Cardiff Road to 30mph (from 20mph) has been assessed against updated Welsh Government guidance <i>Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities</i> (published 16 July 2024). This provided a structured framework for assessing whether it is safe and appropriate to raise speed limits while considering local context and conditions. A detailed technical review considered journey times,</p>

	<p>:Despite the current limit, vehicles regularly speed past my home, often well above 20mph. This is concerning given how busy Cardiff Road is, with pedestrians, families and bus users crossing throughout the day. Slower speeds make a clear difference to safety, particularly for children and older residents. I believe extending average speed cameras towards Ilan Avenue would improve compliance.</p>	<p>vehicle speeds, collision data, road environment and traffic flows. In line with this guidance, this section of A4054 Cardiff Road was found suitable for reversion to a 30mph speed limit. The road has good visibility, suitable street lighting and footpaths.</p> <p>2. Police collision data for the most recent five-year period (30 September 2020 to 29 September 2025) identifies one reported personal injury collision, recorded as slight, with speed and failure to observe recorded as contributory factors. Whilst the Council sets speed limits, enforcement is the responsibility of South Wales Police. Speed camera enforcement is the responsibility of the GoSafe Welsh Road Casualty Reduction Partnership. Requests or concerns regarding speeding can be directed to South Wales Police or GoSafe.</p>
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Harriet Street, Llwydcoed

<p>F1</p>	<p>Objection to reverting sections of Harriet Street and Llwydcoed Road (B4276) to 30mph, citing increased traffic following the A465, historic collisions including a pedestrian collision involving a family member, and concerns that only a 20mph limit with enforcement such as average speed cameras would adequately protect residents.</p>	<p>The proposed 30mph limit applies only to the Harriet Street roundabout and the uphill section of Llwydcoed Road B4276. The remainder of Harriet Street and Llwydcoed Road will remain 20mph. The proposal has been assessed against Welsh Government guidance and five-year collision data, which indicates the revised extent is suitable for reversion. Enforcement remains the responsibility of South Wales Police and GoSafe.</p>
<p>F2</p>	<p>Objection to returning parts of Harriet Street and Llwydcoed Road (B4276) to 30mph, citing high pedestrian activity, residential character, parking conflicts, lack of controlled crossings, increased collision severity at 30mph, and the perceived safety benefits of retaining the existing 20mph limit.</p>	<p>The proposed 30mph limit does not include the main length of Harriet Street leading to Mill Street, which remains 20mph and is outside the scope of the Public Notice. The roundabout and uphill section of Llwydcoed Road were assessed against Welsh Government guidance and collision data and found suitable for a 30mph speed limit.</p>

Cwmynysminton Road, Llwydcoed

G1	<p>I am writing to formally object to the proposed increase of the speed limit from 20mph to 30mph on Cwmynysminton Road, Llwydcoed. I believe this change would significantly increase the risk to residents, pedestrians, cyclists, and other vulnerable road users who rely on this route daily. My grounds for objection are outlined below. Recent Accident History: There have been three recorded accidents in the past six months, all attributed to vehicles travelling at excessive speed. Increasing the speed limit will only heighten the likelihood of further collisions on what is already a problematic stretch of road.</p>	<p>The change in the speed limit on Cwmynysminton Road to 30mph (from 20mph) has been assessed against updated guidance, Setting 30mph Speed Limits on Restricted Roads, published on 16 July 2024 by the Welsh Government. This allowed for a detailed review of journey times, vehicle speeds, collision data, road environment and traffic flows. This section of Cwmynysminton Road was found to be suitable for reversion to a 30mph speed limit. A review of the most recent five year collision history shows no reported personal injury collisions on this section of road.</p>
G2	<p>I strongly oppose the proposed increase in speed limit on Cwmynysminton Road. The road is regularly used by pedestrians and cyclists and increasing vehicle speeds will place vulnerable road users at greater risk.</p>	<p>Pedestrian activity and the presence of vulnerable road users were considered as part of the assessment process. In accordance with Welsh Government guidance, the road layout, visibility, footway provision and traffic characteristics indicate that a 30mph speed limit is appropriate for this location.</p>
G3	<p>The current 20mph limit has improved safety and reduced noise and should remain in place.</p>	<p>Whilst lower speed limits can provide benefits in some environments, Welsh Government guidance requires roads to be assessed against defined criteria. This section of Cwmynysminton Road meets the criteria for a 30mph speed limit and the Council therefore</p>

		proposes to proceed with the change.
G4	Vehicles already exceed the speed limit and increasing it will worsen compliance issues.	Enforcement of speed limits is a matter for South Wales Police. Instances of speeding or dangerous driving should be reported so that enforcement action may be considered.
G5	There have been numerous near misses which are not reflected in collision statistics.	Collision analysis is based on police recorded personal injury collisions. Damage only incidents and near misses are not recorded within this dataset and are held by the police as the enforcement authority.
G6	Increasing the speed limit will make it harder for residents to safely access their properties.	Access to properties and road safety were considered as part of the assessment. The road environment and traffic conditions were found to be suitable for a 30mph speed limit in line with national guidance.
G7	Since moving into our property, there have been both serious and minor vehicle incidents linked to speeding, as well as frequent near misses at the junction of Llwydcoed Road and Cwmynysminton Road. We believe these incidents would not have occurred if motorists were complying with the existing 20mph speed limit, and increasing the limit will worsen driver behaviour and risk at this junction.	The proposed change in the speed limit on Cwmynysminton Road has been assessed in line with Welsh Government guidance and found suitable following a technical review. Collision data for the most recent five year period shows no reported personal injury collisions on this section of road. Whilst the Council sets speed limits, enforcement is the responsibility of South Wales Police and the GoSafe Welsh Road Casualty Reduction Partnership.

A4233 East Road (in part), Tylorstown

H1

I am a resident of East Road and experience dangerous driving day and night, particularly during summer months. Vehicles and motocross bikes regularly travel at speeds of 40–60mph, often without number plates or helmets, including occasions where children are carried illegally. I am extremely concerned that someone will be killed. I also raise concerns regarding the removal of trees and construction of the new cycle path, the encouragement of illegal motocross use, the lack of effective enforcement, insufficient speed limit signage, non-operational speed cameras, and the absence of police presence. These issues create serious risks for residents, including children and elderly people, accessing their properties and the highway.

The change in the speed limit on East Road, Tylorstown to 30mph (from 20mph) has been assessed against Welsh Government guidance *Setting 30mph Speed Limits on Restricted Roads* (published 16 July 2024). A detailed technical review considered journey times, vehicle speeds, collision data, road environment and traffic flows. This section of East Road was found to be suitable for reversion to a 30mph speed limit following a multi-disciplinary assessment. Whilst the Council is responsible for setting speed limits, enforcement powers rest with South Wales Police. Instances of speeding, dangerous or reckless driving, including illegal use of motor vehicles, should be reported to the police for enforcement action. Matters relating to the Rhondda Fach Active Travel Route fall outside the scope of this speed limit consultation and are delivered under separate statutory processes. The section of East Road will be appropriately signed with new 30mph gateway signs, repeater signs and road markings. Speed camera enforcement is the responsibility of the GoSafe Welsh Road Casualty Reduction Partnership.

Chepstow Road, Treorchy

<p>11</p>	<p>Chepstow Road is a narrow, single-track route with no footways and is heavily used by pedestrians, including children, residents and dog walkers. Vehicles regularly travel at excessive speeds, particularly at night, forcing pedestrians towards boundary fences or the adjacent brook. The road layout, lack of pavements, poor visibility and residential nature make higher vehicle speeds unsafe, and a reduced speed limit is necessary to protect vulnerable road users.</p>	<p>Following further consideration and meetings with the relevant elected Members, it has been agreed that this section of Chepstow Road will revert to a 20mph speed limit. The objection is therefore upheld, and the concerns raised regarding pedestrian safety, road width, visibility and the residential nature of the route have been accepted. The scheme will be amended accordingly.</p>
<p>12</p>	<p>I object to the proposal to increase the speed limit on Chepstow Road. The route has no pavements, is used by children, residents and wildlife, and includes narrow sections and blind bends. Retaining a lower speed limit better reflects the residential and semi-rural nature of the road and aligns with community safety, wellbeing and environmental considerations.</p>	<p>Following further consideration and meetings with the relevant elected Members, it has been agreed that this section of Chepstow Road will revert to a 20mph speed limit. The objection is therefore upheld, and the concerns raised regarding road safety, vulnerable users and local environmental conditions have been accepted. The scheme will be amended accordingly.</p>

Ely Valley Road, Coedely

J1	I object to the current 20mph speed limit on Ely Valley Road between the Coed Ely Club and the former Coedely Post Office and believe this section should revert to a higher speed limit. The current restriction is considered inappropriate for the character of the road.	The section of Ely Valley Road referred to was not included within the statutory Public Notice for the current review of speed limits. As such, it could not be considered further as part of this process. Following earlier assessments, this section of highway was not taken forward for consultation and therefore no change can be progressed through this review.
J2	I am dissatisfied that the relevant section of Ely Valley Road was not included in the recent consultation to revert speed limits. The road was previously perceived as a higher speed route and I remain concerned about safety, signage and driver behaviour under the current arrangement.	The section of Ely Valley Road referred to was not included within the statutory Public Notice and therefore falls outside the scope of the current consultation and decision-making process. As it was not advertised for change, the Highway Authority is unable to consider or determine amendments to the speed limit for this location through this review.

Berw Road, Pontypridd

<p>K1</p>	<p>I object to Berw Road remaining a 20mph speed limit. Traffic is already constrained by heavy goods vehicles, buses and quarry traffic, and the lower speed limit has worsened congestion, parking issues and general traffic flow. There are no schools or healthcare facilities on this section of road, and the current arrangement causes difficulties at junctions and access points.</p>	<p>The section of Berw Road referred to was not included within the statutory Public Notice for the current review of speed limits. Following pre-statutory engagement, the proposal to revert Berw Road to 30mph was withdrawn and therefore did not proceed to Public Notice. As a result, this section of highway could not be considered further as part of the statutory process, and no change can be progressed through this review.</p>
<p>K2</p>	<p>I object to Berw Road remaining at 20mph and believe it should revert to 30mph. The lower speed limit has increased congestion due to parked vehicles and reduced opportunities to reach passing places. Traffic regularly queues at the bridge and junctions, making access more difficult, and I feel the decision prioritises enforcement revenue over practicality and traffic flow.</p>	<p>The section of Berw Road referred to was not included within the statutory Public Notice. Following pre-statutory consultation and representations from residents and elected Members, the proposal to change the speed limit was withdrawn prior to Public Notice. As it was not advertised, the Highway Authority is unable to consider or determine amendments to the speed limit for Berw Road through this statutory review process.</p>

Appendix E – 20mph Review Communication Strategy

20mph Review – Proposed Reversions to 30mph

1. Purpose of the Strategy

This appendix outlines the Council's approach to public communication and consultation regarding proposed changes to speed limits—specifically where certain roads are being considered for reversion from 20mph to 30mph. This strategy supports:

- Transparent and accessible engagement with affected communities.
- Compliance with legal duties under the Road Traffic Regulation Act 1984.
- Consistency with Welsh Government guidance on speed limit exceptions.
- Statutory obligations under the Welsh Language (Wales) Standards Regulations 2015.

2. Overview and Phased Approach

The Council will implement a two-stage engagement process:

- **Stage 1: Pre-Formal Consultation**
A non-statutory engagement period intended to inform local communities and seek informal feedback on proposals before progressing to formal legal notice.
- **Stage 2: Public Notice (Statutory Consultation)**
A formal TRO process in line with the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

3. Stage 1 – Pre-Formal Consultation

Purpose:

To raise awareness of proposed changes and provide a channel for early community feedback prior to initiating formal legal procedures.

Key Activities:

- Distribution of bilingual information packs to households directly affected by proposed speed limit changes.
- Publication of bilingual materials on the Council website.
- Members will receive briefing packs in advance of consultation in their respective wards.
- Letters will advise residents of the opportunity to provide comments by email, post, or via the digital engagement platform (eForm/AppyWay).

Messaging Focus:

- A standardised letter will be issued for each location, confirming that certain road sections have met the Welsh Government’s assessment framework criteria for consideration of a return to 30mph.
- While individual road-specific rationale will not be included in the letter, the communication will reference that proposals have followed the updated national guidance and assessment process.
- An interactive map in which the Public can view and interact with the proposals will be available via a digital engagement platform. Downloadable maps will be available via this platform and available in various physical locations throughout the County Borough.
- Letters will clarify that no final decisions have been made and that feedback is welcomed during this informal stage.

4. Stage 2 – Public Notice and Formal Consultation

Purpose:

To meet statutory requirements and enable formal objections or expressions of support for proposed Traffic Regulation Orders (TROs).

Key Activities:

- Publication of bilingual statutory notices in the local press, on-street (lamp columns), and on the Council’s website.
- Availability of draft Orders and TRO schedules for public inspection (online and in Council offices).
- Written objections or representations will be accepted via email or post only.
- All objections received will be acknowledged (receipted) by the Council.

Legal Framework:

- Conducted under the Road Traffic Regulation Act 1984 (Sections 81–84).
- Conforms with the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996.

5. Use of AppyWay – Digital Engagement Platform

Purpose:

To increase transparency and improve public understanding through an interactive, location-based tool.

Functionality:

- AppyWay will host an online map showing roads proposed for reversion to 30mph.
- Users will be able to explore proposed changes visually and view a general explanation of the rationale behind the review, based on Welsh Government assessment criteria.
- Location-specific Statements of Reasons will not be published during Stage 1. These will only be provided as part of the formal documentation in Stage 2.

Benefits:

- Offers a more accessible and intuitive alternative to static plans.
- Supports early public awareness by clearly displaying which roads are under consideration.
- Enhances understanding of the wider context behind the proposed changes, without committing to detailed legal justification prior to the statutory consultation.
- Helps residents engage constructively with the process and prepare for formal consultation if applicable.

6. Use of Social Media – Engagement Tool

Purpose:

To increase visibility and reach of consultation materials, and to direct residents to more detailed resources (e.g. letters, maps, Council website, AppyWay platform).

Key Activities:

- Bilingual posts will be published across official Council social media channels to announce the opening of consultation periods for each ward.
- Social media will be used to:
 - Direct residents to AppyWay and the Council's consultation pages.
 - Encourage residents to review information and respond via email, post, or eForm (where available).
 - Clarify deadlines and how to participate.

Guidance and Moderation:

- Posts will be subject to corporate communications standards.
- Comments on social media will not constitute formal representations but may inform ongoing communication strategies.

7. Stakeholder Engagement

Engagement will focus on:

- Residents and businesses directly fronting affected road sections.
- Elected Members and community councils.
- Statutory consultees (South Wales Police, GoSafe, emergency services).
- Wider service users, including regular commuters, active travel users, and other highway stakeholders affected by the proposed changes.

8. Welsh Language Commitment

In line with the Welsh Language (Wales) Standards Regulations 2015:

- All consultation materials—including letters, public notices, maps, social media posts, and online content—will be provided in both Welsh and English.
- The AppyWay platform and Council web pages will support bilingual access where technically feasible.
- Members of the public may submit responses in either Welsh or English; responses in Welsh will be treated no less favourably and will not result in delay.
- Public-facing communications will state clearly that the Council welcomes correspondence in Welsh.

9. Monitoring and Evaluation

- All correspondence and feedback will be logged and categorised by road and theme.
- Informal responses (Stage 1) will help inform final proposals and the drafting of formal Orders.
- Following Stage 1, engagement will be held with local Members for each impacted ward to discuss the feedback and objections received. Their support will be sought in progressing the proposed changes.
- A Level 3 Delegated Officer Report will then be prepared to seek formal approval to proceed to Public Notice, either on the original list of proposed changes or a revised list informed by feedback.
- Formal objections (Stage 2) will be reviewed in accordance with the Council's Scheme of Delegation and the Council's Constitution, with outcomes determined through the appropriate decision-making procedures.