



COFNOD O BENDERFYNIAID 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 GOVERNMENT'S 20MPH SPEED LIMIT REVIEW & OTHER SPEED LIMITS, VARIOUS LOCATIONS, RHONDDA CYNON TAFF

DIBEN YR ADRODDIAD | PURPOSE OF THE REPORT:

The purpose of the report is:-

- i. To provide the results of a pre-statutory consultation exercise and seek approval to give Public Notice under sections 81-84 of the Road Traffic Regulation Act 1984 of the Council's intention 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. Based on feedback from residents and ward Councillors during the pre-statutory consultation exercise for 26 sections of road. 4 sections of road will retain their current 20mph speed limit. **22 sections of road** will proceed to Public Notice for the implementation of a 30mph speed limit change.
- iii. To provide the results of a pre-statutory consultation exercise and seek approval to give Public Notice under sections 81-84 of the Road Traffic Regulation Act 1984 of the Council's intention to change various speed limits on other sections of road in RCTCBC. These speed limit changes are not part of the Welsh Governments 20mph Speed Limit Review but have been identified as part of the review process.
- iv. In accordance with the Council's Scheme of Delegation, this report has been prepared to accompany the intended officer decision of the Director of Environmental Services as described below.

PENDERFYNIAID WEDI'I DDIRPRWYD | DELEGATED DECISION:

It is **AGREED** that:

- i. Public Notice is given of the Council's intention to make a Traffic Regulation Order (TRO) under sections 81–84 of the Road Traffic Regulation Act 1984, to introduce 30mph speed limits on **22 sections of road** as described in this report, detailed in the attached schedule (**Appendix A**) and shown in 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.
- ii. Public Notice is given of the Council's intention to make a Traffic Regulation Order (TRO) under sections 81–84 of the Road Traffic Regulation Act 1984, to introduce various speed limits on other sections of road as described in this report, detailed in the attached schedule and shown in the attached drawings:- TM25/364/GA, TM25/365/GA, TM25/064/GA, TM25/034/GA, TM25/031/GA, TM25/065/GA, TM25/426/PN, TM25/494/GA, TM25/495/GA
- iii. If no valid objections are received, an order will be made and the scheme implemented.



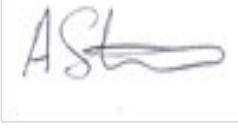
Llofnod y Prif Swyddog
Chief Officer Signature

Stephen Williams	Director, Environmental Services	21.01.26
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	21.01.26
LLOFNOD YR AELOD YMGYNGHOROL O'R CABINET CONSULTEE CABINET MEMBER SIGNATURE	ENW A SWYDD NAME AND DESIGNATION	DYDDIAD DATE
	ENW A SWYDD NAME AND DESIGNATION	DYDDIAD DATE
	Andrew Stone Service Director, Highways & Engineering	21.01.26
LLOFNODSWYDDOG YMGYNGHOROL CONSULTEE OFFICER SIGNATURE	ENW A SWYDD NAME AND DESIGNATION	DYDDIAD DATE

A FYDD Y PENDERFYNIAID 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:

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

A YW'R PENDERFYNIAID YN UN BRYNS 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 publication of the public notices (statutory consultation) to commence within the proposed timeline, as outlined within the report; noting that Members of the Climate Change, Frontline Services & Prosperity Scrutiny Committee will have the opportunity to scrutinise the outcome of the consultation at its meeting in February 2026.

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:



.....
(Llywydd | Presiding Member)

21.01.26
(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:- **21.01.2026**

DYDDIAD | DATE

GWEITHREDU'R PENDERFYNIAID | 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**

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

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 OFFICER DELEGATED DECISION

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

**WELSH GOVERNMENTS 20MPH SPEED LIMIT REVIEW AND OTHER SPEED LIMITS
VARIOUS LOCATIONS, RHONDDA CYNON TAFF**

JANUARY 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 a pre-statutory consultation exercise and seek approval to give Public Notice under sections 81-84 of the Road Traffic Regulation Act 1984 of the Council's intention 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 Based on feedback from residents and ward Councillors during the pre-statutory consultation exercise for 26 sections of road. 4 sections of road will retain their current 20mph speed limit. **22 sections of road** will proceed to Public Notice for the implementation of a 30mph speed limit change.
- 1.3 To provide the results of a pre-statutory consultation exercise and seek approval to give Public Notice under sections 81- 84 of the Road Traffic Regulation Act 1984 of the Council's intention to change various speed limits on other sections of road in RCTCBC. These speed limit changes are not part of the Welsh Governments 20mph Speed Limit Review, but have been identified as part of the review process.
- 1.4 In accordance with the Council's Scheme of Delegation, this report has been prepared to accompany the intended officer decision of the Director of Environment Services as described below.

2. RECOMMENDATIONS

- 2.1 Public Notice is given of the Council's intention to make a Traffic Regulation Order (TRO) under sections 81–84 of the Road Traffic Regulation Act 1984, to introduce 30mph speed limits on **22 sections of road** as described in this report, detailed in the attached schedule (**Appendix A**) and shown in 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.
- 2.2 Public Notice is given of the Council's intention to make a Traffic Regulation Order (TRO) under sections 81–84 of the Road Traffic Regulation Act 1984, to introduce various speed limits on other sections of road as described in this report, detailed in the attached schedule and shown in the attached drawings:- TM25/364/GA, TM25/365/GA, TM25/064/GA, TM25/034/GA, TM25/031/GA, TM25/065/GA, TM25/426/PN, TM25/494/GA, TM25/495/GA
- 2.3 If no valid objections are received an order will be made and the scheme implemented.

3. REASONS FOR RECOMMENDATIONS

- 3.1 The updated guidance, *Setting 30mph Speed Limits on Restricted Roads – Guidance for Highway Authorities* (Welsh Government 2024b)¹, published on 16th July 2024 by the Welsh Government, allowed for a full assessment and detailed review of 90 sections of road identified during an initial assessment. Looking at journey times, vehicle speeds (pre- and post-implementation), collision data, road environment and traffic flows as well as revised placemaking criteria.
- 3.2 Whilst this guidance document is not legislative in nature. The Welsh Government has recommended that this approach be adopted to allow for the Highway Authority to consider requests received against the revised placemaking criteria. This criteria has been altered to afford the Highway Authority a greater level of flexibility when considering the implementation of 30mph exceptions throughout the County Borough and to bring a level of consistency on how the review process is to be undertaken throughout Wales.
- 3.3 A final list of 26 roads was selected as suitable, to consider a change to the speed limit to 30mph. (Please also refer to Section 4 below for more background information, details on assessments and review process and the benefits / disbenefits of higher speeds).
- 3.4 The Council undertook a **pre-statutory consultation** with the public (22nd September to 13th October 2025) to restore the speed limit from 20mph to 30mph on 26 sections of road across RCTCBC.

¹ <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>

- 3.5 Approximately 1,375 letters and supplementary plans were distributed to homes located adjacent to the 26 candidate roads along with posters erected at each location, detailing how to submit formal representations with regard to the proposals. This allowed the Council to gauge the level of support for returning the speed limit to 30mph.
- 3.6 The Council saw a high level of participation at **pre-statutory consultation**, with a comprehensive set of views made to the council by all sections of the public. A total of 942 representations were made through the online consultation portal with 2,181 total individual engagements via all channels, showing a high level of community interest in the 20mph review scheme.
- 3.7 Ken Skates, Cabinet Secretary for Transport and North Wales emphasised the importance of community involvement and had previously launched the National Listening Programme for public feedback in regard to the 20mph speed limit review.
- 3.8 The WG is committed to the 20mph default speed limit and recognises the need for more targeted application of speed limits, subsequently providing revised assessment criteria and guidance for the setting of 30mph speed limits in Wales. This required all local authorities, including RCTCBC, to review the implementation of the 20mph legislation and assess the need to reintroduce 30mph speeds limits, where road safety allows, where the road is suitable and fitting, and where assessment criteria is met.
- 3.9 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.
- 3.10 Details showing the extent of responses, objections, support and voided responses for each of the 26 candidate road locations is also listed in Section 10 of this report.
- 3.11 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.
- 3.12 It is therefore proposed that the following **4 sections of road** will be withdrawn and remain a 20mph speed limit.
 - Berw Road, Pontypridd.
 - Cardiff Road to Main Road, Llantrisant, Pontyclun.
 - Brynteg Lane, Beddau.
 - A4058 Ystrad Road, Pentre.
- 3.13 The Council seeks to undertake a legal **Public Notice** (statutory consultation) throughout RCTCBC for **22 sections of road**, that received wide public support to change the speed limit from 20mph to 30mph.

3.14 Public Notice will advertise proposals in the press, on site, via council website and online consultation 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.

4. BACKGROUND

4.1 WG passed *The Restricted Roads (20mph Speed Limit) (Wales) Order 2022* (Welsh Government 2023)² 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.

4.3 In response, the County Surveyors Society for Wales conducted a comprehensive review in 2024³ 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)⁴, 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:

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

² <https://www.legislation.gov.uk/en/wsi/2022/800/made>

³ <https://www.gov.wales/sites/default/files/publications/2024-05/20mph-default-speed-limit-review-of-exceptions-final-report.pdf>

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

4.6 The framework set out in the guidance aims to support highway authorities to:

- Weigh potential benefits and disbenefits of raising the speed limit, taking into account their statutory duties and functions.
- Assess roads according to common criteria (place, movement, road characteristics) that are relevant in determining the appropriate speed limit, considering local circumstances.
- 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.

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.

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
Llanwonna Road, Mountain Ash.	C221	Penrhiwceiber
Abercynon Link Road, Abercynon.	B4275	Abercynon
Berw Road, Pontypridd	B4273	Pontypridd Town
Sardis Road & Factory Lane 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 Rhydymelin
A4054 Cardiff Road (Northern extent), Rhydymelin	A4054	Rhydymelin Central & Hawthorn & Lower Rhydymelin
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 Rhydymelin, Upper Rhydymelin & Glyntaf
Gwaunmiskin Road (Sothern extent)	Unclassified	Beddau and Tyn-y-nant

Table 1: List of 26 roads identified following the technical review. The 4 locations with a strikethrough, will not go forward to Statutory Consultation (for 30mph speed limit). Reflecting the comments received from residents and discussions with Councillors.

4.17 Whilst undertaking 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

4.18 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.

4.19 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

4.20 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.

4.21 Balancing these competing objectives necessitates a holistic approach that considers statutory duties and broader legislative frameworks.

4.22 WG recommends that local authorities use the revised criteria and guidance to assist and guide the decision-making process.

4.23 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.

4.24 Whilst remaining mindful of the benefits and disbenefits of raising and or lowering speed limits, the Council along with the WG have been actively monitoring the initial impact of the 20mph default speed limit on RCTs highway network since its introduction in September 2023. Whilst it is still too early to gauge the full impact of the wider scheme, RCT officers are able to confirm the following trends in vehicular speeds and personal injury collisions. Whilst the data sets are currently limited, the WG have reported similar trends on a National level across Wales and continues to fulfil its obligations under the monitoring framework to monitor the wider and long-term impact of the scheme.

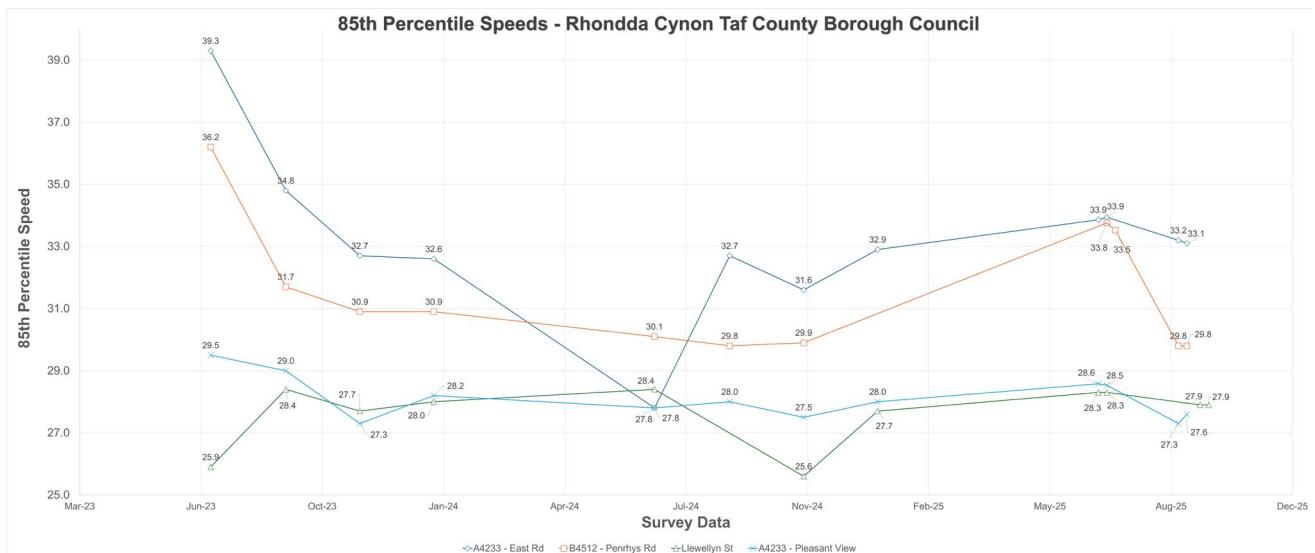
4.25 A review of the Stats 19 Road Traffic Personal Injury Collision data supplied to the Council by the Police and WG confirms that there has been a decrease in the total number of personal injury collisions that have occurred on RCT's road network since the introduction of the 20mph default speed limit. **Table 2 below** provides a summary of personal injury collisions that have occurred in the year prior to the introduction of the 20mph default speed limit as well as one year post implementation.

Year	Collisions by Severity			TOTAL
	Slight	Serious	Fatal	
19/09/2022 to 18/09/2023 (Pre implementation)	165	31	6	202
19/09/2023 to 18/09/2024 (Post implementation)	115	24	8	147
Most recent data 19/09/2024 to 29/6/2025	89	13	2	104

Table 2: Personal injury collision data pre and post introduction of the 20mph default speed limit, RCT. Full year WG data for 2025, was not available at time of report.

4.26 The WG have four control sites within RCT where traffic data has been collected on a quarterly basis since July 2023 (pre introduction of the default 20mph speed limit).

4.27 The data displayed in the **Graph and Table 3 below** indicates that vehicular speeds at three of the four WG monitoring sites within RCT decreased following implementation, with 85th percentile speeds at three of the sites remaining lower than pre implementation levels. With only Llewellyn Street indicating speeds have risen and are now exceeding pre scheme implementation levels. Officers are currently exploring why this is the case and will be monitoring the results of further surveys to better understand driver behaviour at this location.



Graph 1: 85th percentile speeds at the four monitoring sites within RCT operated by WG pre and post implementation of 20mph default speed limit, to September 2025, the latest data available..
<https://tfw.wales/vehicle-speed-monitoring-data-july-2023-to-january-2025>

95th percentile speeds at Monitoring Sites within RCT								
95th percentile speeds at Monitoring Sites within RCT								
Monitoring site	Jul-23	Sep-23	Nov-23	Jan-24	Jul-24	Sep-24	Nov-24	Jan-25
A4233 - East Rd	39.3	34.8	32.7	32.6	27.8	32.7	31.6	32.9
B4512 - Penrhys Rd	36.2	31.7	30.9	30.9	30.1	29.8	29.9	
Llewellyn St	25.9	28.4	27.7	28	28.4		25.6	27.7
A4233 - Pleasant View	29.5	29	27.3	28.2	27.8	28	27.5	28

Table 3: 95th percentile speeds at the four monitoring sites within RCT operated by WG pre and post implementation of the 20mph default speed limit.

5.0 REVISED CRITERIA - WELSH GOVERNMENT – 16 JULY 2024

5.1 The revised criteria and guidance for the setting of 30mph speed limits, 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](#)).

5.4 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
- 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 An Equality Impact Assessment (EQIA) has been completed by the WG in respect to the legislative change.
- 6.2 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)**
- 6.3 The EQIA will be subsequently reviewed following the completion of the pre-statutory consultation period and updated prior to the publication of the next delegated report outlining how the Council intends to formally proceed with these proposals.

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 D)**.

9. PROGRAMME FOR DELIVERY

9.1 The outline programme for delivery is as follows in Table 4:

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 4: Outline programme for delivery.

10. PRE - STATUTORY CONSULTATION (SUMMARY)

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 consultation. The pre-statutory consultation findings of the 26 candidate roads are shown below. At locations 10.14 and 10.18, two of the 26 candidate roads are shown as combined. Both locations represent a junction interchange (candidate road) that directly joins with another candidate road.

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 Cwmynsminton 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

10.26 The locations below were also consulted on, for various speed limit changes on roads in RCTCBC. These speed limit changes have been identified alongside the review process to make amendments and rectifications to certain speed limits. These include a new 40mph speed limit section of road, a modification to a 40mph speed limit traffic order and adjustments / corrections to several 20mph & 30mph speed limits defects and traffic order corrections, identified. The level of other (out of scope, unclear or void responses) is due to public misinterpretation of some proposals. Pre-statutory consultation for these locations are shown below:-

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 **Buckland Drive, Ystrad, Pentre (20mph)**

Drawing Number TM25/365/GA

Responses	10
Support (20mph)	2
Object (keep at 30mph)	2
Other (out of scope, unclear, void etc)	6

Note, this location is a defect correction identified on the network for 20mph speed limit in a cul-de-sac road.

10.29 **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

Note, this location is a defect correction identified on the network for a 20mph speed limit on a very short section of road at a gateway location.

10.30 **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.

10.31 **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.

10.32 **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.

10.33 **Chepstow Road, Treorchy (lane extension) (30mph)**

Drawing Number TM25/426/PN

Note, this is a defect correction 30mph by TTRO, that will be made permanent.

<u>Consultee</u>	<u>Date</u>	<u>Response</u>
RCTCBC Traffic Services, Highway Development Control (HDC), Road Safety, and Public Transport.	21 st March 2025	<p>A technical review panel and evaluation process identified 26 candidate roads for possible reversion to a 30mph speed limit. The review panel convened on 21st March 2025 at Llys Cadwyn, Pontypridd, to examine and evaluate 90 distinct road sections against the new Welsh Government guidance for setting 30mph speed limits on roads in Wales.</p> <p>Of the 90 distinct road sections assessed the panel identified 26 suitable candidate roads, in accordance with the revised Welsh Government guidance were considered applicable for possible reversion to 30mph.</p> <p>Each location was discussed in detail, with consideration given to road safety, road layout, walking routes, traffic flows, collision history, road environment, markings, crossings, and the revised placemaking criteria.</p>
17 Ward Cllrs	21 st May 2025 to 5 th June 2025.	<p>Of the 17 wards affected:</p> <p>15 ward-level meetings were attended by local members, where officers provided detailed maps and proposals for discussion.</p> <p>In two instances, local members were unable to attend, therefore the proposed changes were shared via email to ensure full opportunity for feedback.</p>
17 Ward Councillors		<p>Summary of Feedback from Cllrs.</p> <p>Feedback during the engagement process was generally positive, with members broadly supportive of the proposed amendments. In several wards, members endorsed reversion of specific roads to 30mph due to key factors such as road character and usage. In other areas, members expressed a preference for maintaining 20mph on certain streets due to pedestrian activity and local safety concerns.</p>

		<p>There was a general consensus by members that the proposals must now proceed to pre-statutory consultation to ensure the affected communities have an opportunity to engage and provide feedback on the proposals to help inform the decision-making process.</p>
17 Ward Councillors		<p>Members also raised issues relating to signage, enforcement, compliance, and local traffic management — many of which have been taken forward for further consideration in scheme design or operational planning. The feedback obtained through this process has shaped the recommendations made in this report and will continue to inform the consultation, design and implementation phases of the scheme.</p>
All RCT Ward Councillors.	19 th Sept 2025	<p>All RCTCBC Council ward members were emailed with details of the pre-statutory consultation, prior to it being launched on the 22nd September 2025.</p> <p>Details were provided on how the public could participate in the consultation by using the AppyWay digital portal to view the 26 candidate roads and submit feedback on the proposals for a 30mph speed limit.</p> <p>The Council's 20mph webpage, press notices, media briefings, and social media channels – all provide details on how to view the plans, take part and have your say.</p>
Pre-Statutory Consultation	22 nd September 2025 to 13 th October 2025	<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</i></p>

		<p><i>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</p>

		<p>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 location is not supported.</p>
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</p>
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		of the main points raised.
Cllr Geraint Jones Ystrad and Gelli Ward	13 th October 2025	<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 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</p>

		<p>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 Lisles</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>	24 th Nov 2025	<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>	24 th Nov 2025	<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>	24 th Nov 2025	<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 Cllr Glyn Holmes</p>	26 th Nov 2025	<p>Cllr feedback meeting:- B4595 Talbot Road, Llantrisant. (Llantrisant and Talbot Green)</p> <p>Both councillors were informed of the pre-statutory consultation results and continues to support the proposals.</p>

	& Follow up calls	Cardiff Road to Main Road, Cross Inn (to stay 20mph) Cllr Sarah Davies supports 20mph Cllr Glyn Holmes supports 20mph
Attendees: Chris Hughes Cllr James Dennis Apologies: Cllr Rhys Lewis	26 th Nov 2025	Cllr feedback meeting:- Abercynon Link Road (Abercynon) Both Councillors informed of the pre-statutory consultation results and continue to support the proposals.
Attendees: Chris Hughes Cllr Jayne Brencher Cllr Christina Leyshon	26 th Nov 2025	Cllr feedback meeting:- Sardis Road & Factory Lane, Pontypridd (Graig and West Pontypridd) Sardis Road Councillors were informed of the pre-statutory consultation results and continue to support the proposals - subject to the statutory consultation. 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.
Attendees: Mason Powell Cllr Ros Davis Cllr Sarah Hickman	27 th Nov 2025	Cllr feedback meeting:- Llwynelyn Road, Porth (Porth) Councillors were informed of the pre-statutory consultation results and continue to support the proposals.
Attendees: Dylan Kelleher Cllr Louisa Addiscott	27 th Nov 2025	Cllr feedback meeting:- A4059 Hirwaun Rd, Trewaun / Trenant (Penywaun) Councillor was informed of the pre-statutory consultation results and continues to support the proposals. 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. • Pre-Notice Information Pack

		<ul style="list-style-type: none"> • Community Communications • Monitor Public Notice Feedback – to adjust plans if necessary.
Attendees: Dylan Kelleher Cllr David Evans Apologies: Cllr Wayne Owen Cllr Geraint Hopkins Cllr Janine Turner	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>
Attendees: Dylan Kelleher Cllr Norman Morgan Cllr Geraint Jones Cllr Wendy Lewis Apologies: Cllr Georgina Williams Cllr Emma Watts	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>
Attendees: Dylan Kelleher Cllr Cathy Lisles Cllr Maureen Webber Cllr Steve Powderhill	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 Lisles 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> <p>Apologies: Cllr Robert Bevan</p>	1 st Dec 2025	<p>Cllr feedback meeting:-</p> <ul style="list-style-type: none"> - A4233 East Road, Tylorstown (part) - Ynyshir Rd (Wattstown roundabout) - Penrhys Road, Tylorstown (Tylorstown and Ynyshir) <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>	3 rd Dec 2025	<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 Notice</p>	Public	TBC

Drawing No's	<p>22 candidate road locations for 30mph speed limits are shown in the following plans:-</p> <p>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.</p>
Drawing No's	<p>Additional speed limit changes / minor amendments to other speed limits / traffic orders to be undertaken in the same order:-</p> <p>TM25/364/GA - A4119 Llantrisant (40mph), TM25/365/GA - Buckland Drive, Ystrad (20mph) 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) TM25/426/PN - Chepstow Road, Treorchy (30mph) TM25/494/GA – The Brambles, Llantrisant (20mph) TM25/495/GA – Penycoedcae Road, Beddau (40mph)</p>
Budget	Direct Welsh Government Funding
File No	IF220

11. FINANCIAL IMPLICATIONS

- 11.1 The costs associated with the design, consultation and implementation of this scheme will be met through The Welsh Government Capital Grant.
- 11.2 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.
- 11.3 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 (projected)

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

12. LEGAL IMPLICATIONS OR LEGISLATION CONSIDERED

- 12.1 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 26 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**'⁵ and where deemed appropriate from the assessments undertaken; it is recommended to proceed to statutory consultation (public notice) on these proposed changes.
 - (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 26 candidate roads in RCTCBC.
- 12.2 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

⁵ <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities-html>

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.

12.3 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.

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

13.1 The proposals for changing the speed limit on 26 candidate 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.

13.2 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.

13.3 The legislation supports the objectives set out in ⁶Llwybr 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.

13.4 Many of the anticipated benefits of introducing a 20mph default speed limit will directly support the three main priorities of the Councils Corporate Plan (2024-2030) and help deliver on many of the objectives linked to developing People, Places and Prosperity.

⁶ https://www.gov.wales/sites/default/files/publications/2021-03/lwybr-newydd-wales-transport-strategy-2021-full-strategy_0.pdf

14. LINKS TO THE COUNCILS CORPORATE PLAN / OTHER CORPORATE PRIORITIES/ SIP.

14.1 The re-introduction of a 30mph default speed limit is expected to support the Council's Corporate Plan (2024–2030), 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.

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 website www.go.wales

16. CONCLUSION

16.1 Feedback from the pre-statutory consultation on the initial **26 candidate roads**, between 22nd September and 13th October 2025 indicates 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.

16.2 There also remains strongly held opinions against the 20mph default speed limit in RCTCBC, with some respondents wanting all roads to return to 30mph as was reflected in the responses during the pre-statutory consultation. There is nevertheless consistent local support from those that live on roads with a default 20mph speed limit, understanding the tangible benefits of lower speeds and improved road safety, as was described by residents.

16.3 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 as per the requirements with plans available online to view (via the AppyWay digital map-based platform) and in Pontypridd library, Treorchy library and Aberdare library for the duration of the Public Notice. We will not be accepting comments / objections via the AppyWay platform, at Public Notice, instead people must write in or email as usual.

16.4 RCTCBC proposes to initiate statutory consultation (public notice) on the **22 sections of road**, following the pre-statutory consultation exercise and the positive discussions held with ward members to change the default 20mph speed limit to 30mph. The physical works to enact that change, be undertaken without delay, should no objections be received during the notice period.

16.5 Following consideration of comments received during the pre-statutory consultation to increase the speed limit from 20mph to 30mph. RCTCBC supports the retention of the 20mph speed limit at **4 sections of road**. The following sections of road shall therefore remain a 20mph speed limit and will not proceed to Public Notice, for a 30mph speed limit.

- Berw Road, Pontypridd.
- Cardiff Road to Main Road, Llantrisant, Pontyclun.
- Brynteg Lane, Beddau.
- A4058 Ystrad Road, Pentre.

At Sardis Road and Factory Lane location, RCTCBC supports that Sardis Road will go to Public Notice for it to become a 30mph speed limit, and for the Factory Lane section of road to retain its current 20mph speed limit, based on the feedback from the pre-statutory consultation.

16.6 The Council seeks give **Public Notice** (statutory consultation) throughout RCTCBC for **22 sections of road**, that received wide public support to change the speed limit from 20mph to 30mph.

- 16.7 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 obeyance with the agreed programme.
- 16.8 Officers will continue to work in partnership with South Wales Police and Gosafe to promote operation Ugain (*Operation Ugain 2024*)⁷ and ensure adequate roadside engagement and enforcement of speed limits is undertaken to ensure greater compliance by drivers.
- 16.9 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.

⁷ <https://www.gosafe.org/campaigns-and-operations/20mph-engagement-and-enforcement/operation-ugain/>

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**

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 16th January to Friday 6th 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 Councils 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.

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. ****Not to be included on site notice or paper notice but will be published on the Appyway SOR ****

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 (Britannia 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 Cwmnysminton 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

Cwmynsminton Road, Llwydcoed, Aberdare

1. That section of Cwmynsminton 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, Penrhiewceiber

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

Cwmynsminton Road - Llwydcoed

1. That section of Cwmynsminton 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

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.



Perchenog / Meddiannydd

Gofynnwch am / Please ask for: Dylan Kelleher

Fy Nghyf/My Ref:
IF220

Eich Cyf/Your Ref:

Dyddiad/Date:
XX Ionawr 2026

Annwyl Breswylydd/Perchenog 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 ffyrdd dan sylw wedi bodloni'r meinu prawf ar gyfer cyflwyno'r newid possibl.

Mae modd gweld copïau 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 meinu prawf y byddwn ni'n cynnig newid y terfyn i 30mya.

Stephen Williams BSc(hons)MBA, GDipLaw, PGDipLegalPractice, MCIOB
Cyfarwyddwr Gwasanaethau'r Amgylchedd
Director of Environmental Services

Ffôn/Tel: 01443 425001

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



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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 cynnigion 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-bostiwrch 20mya@rctcbc.gov.uk

Cyfnod Ymgynghori – XX Ionawr i X 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 **X Chwefror 2026**, ar gyfer sylw Rheolwr y Gwasanaethau Traffig, Uned Materion Rheoli Traffig, Llawr 2, Llys Cadwyn, Pontypridd, CF37 4TH neu drwy e-bostio: gwasanaethautraffig@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 Beirianydd, 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, MCIOB
Cyfarwyddwr Gwasanaethau'r Amgylchedd
Director of Environmental Services

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Owner / Occupier

Gofynnwch Am/ Please Ask For : Dylan Kelleher

Fy Nghyf/ My Ref:
IF220

Eich Cyf/ Your Ref:
Dyddiad/ Date:
XXth 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, MCIOB
Cyfarwyddwr Gwasanaethau'r Amgylchedd
Director of Environmental Services

Ffôn/Tel: 01443 425001

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Rhondda Cynon Taf County Borough Council

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Pontypridd, CF37 4TH



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

Rhwydwyd iawn beth yw'ch dewis iaith e.e Cymraeg neu'n ddwyieithog.

We welcome correspondence in Welsh and responding 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 – XX January to XX 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 **XXth 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, MCIOB
Cyfarwyddwr Gwasanaethau'r Amgylchedd
Director of Environmental Services

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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

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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:

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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

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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
Cwmynsminton 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 Rhydfelin & Glyntaf
Gwaunmiskin Road (Southern 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 (Specific age groups i.e. young people or older people)	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><u>Setting Local Speed Limits in Wales (SLSLiW)</u>.</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>
Disability <i>(people with visible and non-visible disabilities or long-term health conditions)</i>	Positive/Negative/Neutral	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	Active Travel (Wales) Act 2013 and guidance to promote inclusive active travel. Active

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>

<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>	
Gender Reassignment <i>(anybody who's gender identity or gender expression is different to the sex they</i>	Positive/Negative/Neutral	No specific impact	N/A

<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>	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>

<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>	Department for Transport Vehicle Speed Compliance statistics for Britain 2021 / 2022

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<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?

Armed Forces Community <i>(anyone who is serving, has served, family members and the bereaved)</i>	Positive/Negative/Neutral	No specific impact.	N/A
Carers <i>(anyone of any age who provides unpaid care)</i>	<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>

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	<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>	Department for Transport Vehicle Speed Compliance statistics for Britain 2021 / 2022
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		<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>	
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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.

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- 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 obeyance 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
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<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?
Low Income/<u>Income Poverty</u> <i>(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)</i>	Positive/Negative/Neutral	<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</p> <p>Mark Malachy Parliamentary Assistant to MSP Mark Ruskell.</p> <p>(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.	<u>Setting Local Speed Limits in Wales (SLSLiW)</u>
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. <u>Active Travel (Wales) Act 2013 Law Wales</u></p> <p>Department of Transport Speed limit change helps increase productivity Gov.uk 2019</p>

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<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> .

		<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>	
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		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 known	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.

WELSH LANGUAGE IMPACT ASSESSMENT TOOL

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

What are the aims of the policy, and how do these relate to the Welsh Language?	<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>
Who will benefit / Could the policy affect Welsh language groups? If so, list them here.	<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>
Current linguistic profile of the geographical area(s) concerned	<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>
Other relevant data or research	N/A

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?
Opportunities for persons to use the Welsh language e.g. staff, residents and visitors The rights of Welsh speakers and learners to use Welsh when dealing with the council and for staff to use Welsh at Work	Positive/	All consultation correspondence will continue to be published in Welsh with the Welsh appearing first. The Council's 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	Current / ongoing public consultations shows Welsh language appearing first. 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	Ensure that, upon each new order of consultation material, all correspondence is reviewed, and bilingualism retained. Encourage contact in Welsh by incorporating an appropriate additional line into correspondence, e.g., "we welcome

		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".
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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>	Neutral	<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 routes.</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>	Positive	<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>
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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?
Compliance with the <u>Council's Statutory Welsh Language Standards</u> e.g increasing or reducing the Council's ability to deliver services through the Medium of Welsh. Consider the rights of Welsh speakers to use Welsh when dealing with the Council and for staff to use Welsh at Work	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 Council's 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>
Treating the Welsh language, no less favourably than the English language	Positive	All service communications, whether via letter, website or telephony is bilingual, with Welsh text first or to the left of English text.	Promotional materials, website and all subsequent correspondence available bilingually.	Regularly evaluate correspondence to ensure that the Welsh language is treated no less favourably than the English language.

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.

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

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		Is implemented with no amendments
		I recommend that the proposal: (Highlight decision)	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

Appendix D – 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.

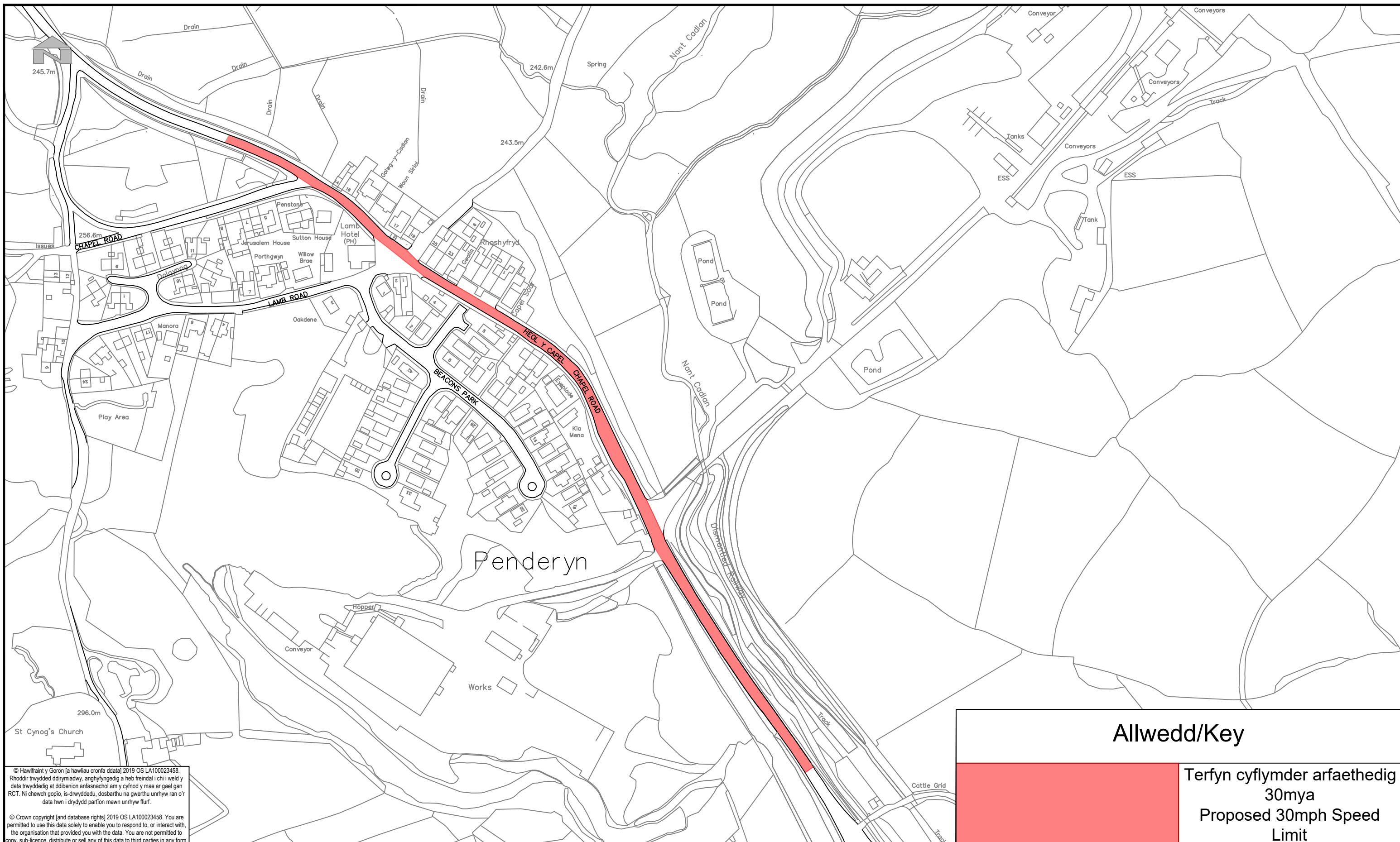
8. Welsh Language Commitment

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.



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

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 GWASANAETHAU RHENG-FLAEN
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 FRONTLINE SERVICES

ADOLYGIAD 20MYA
 20MPH REVIEW

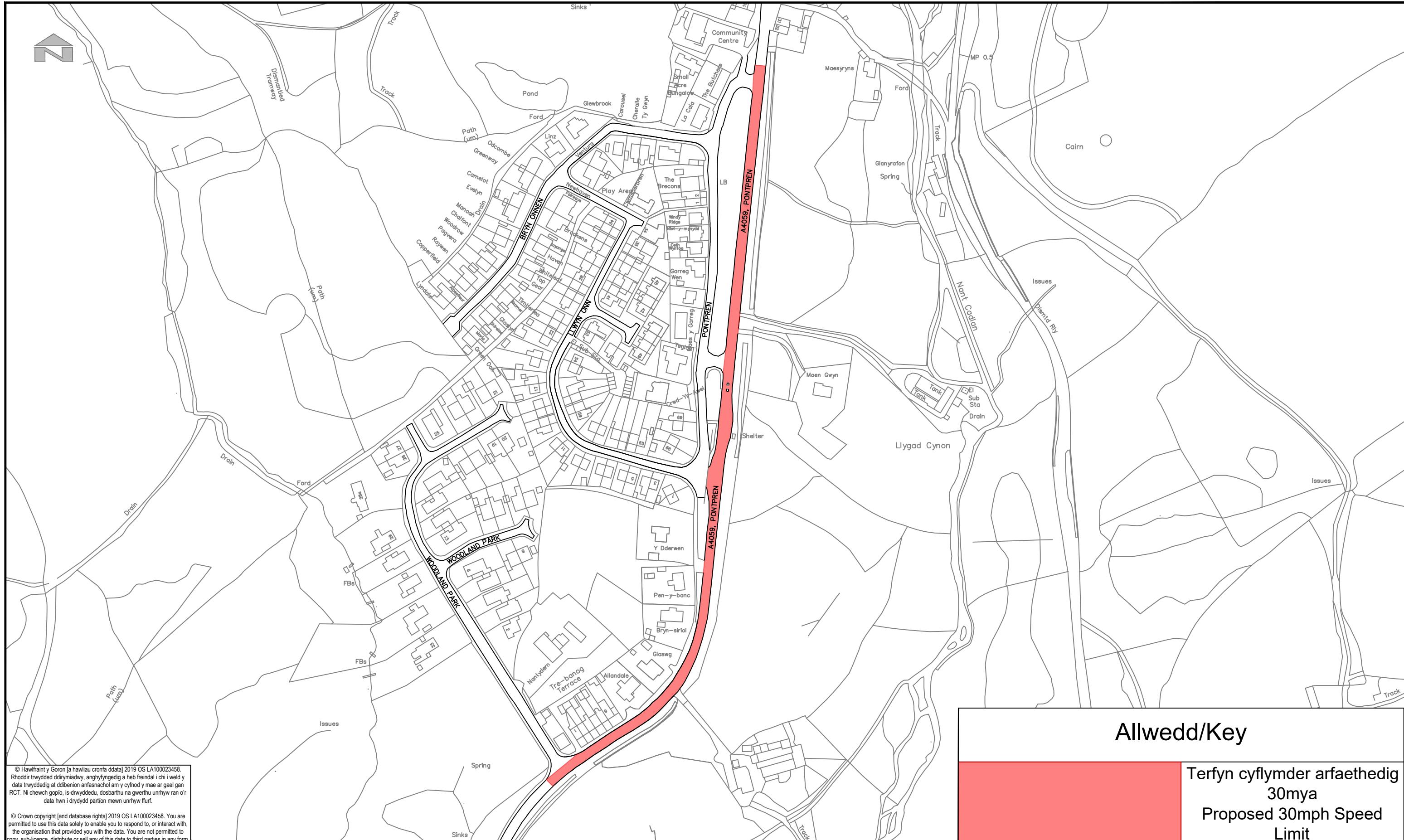
Cleient/
 Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

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



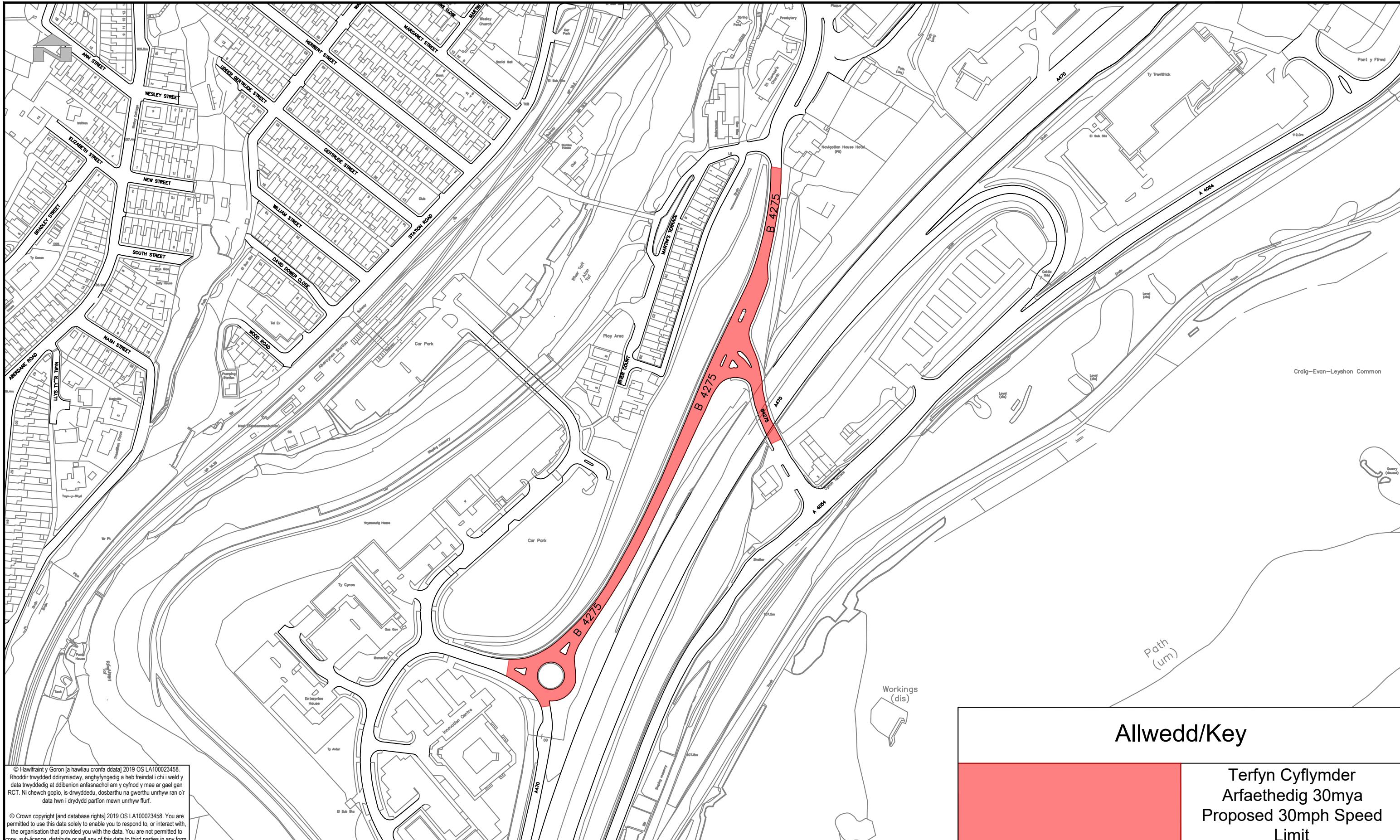
Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

Cleient/ Client	CBS Rhondda Cynon Taf Rhondda Cynon Taf CBC
Prositec/ Project	ADOLYGIAD 20MYA 20MPH REVIEW

Yr A4059, Penderyn (i'r de o'r ysgol)

Rhif y Prosiect/ Project No.	Gwaddfa/ Scale @ A3	Dyddiad/ Date
IF220	1:2500	07/25
Rhif y Llun/ Dwg No.		Adolygiad/ Revision
TM25/287/GA-2		P02
Paratowyd gan/ Prepared by:	Gwirwyd gan/ Checked by:	Cymeradwywyd gan/ Approved by:
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Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit

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Print Date: 20/08/2025 13:49:31

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Project/ Project

**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title

Ffordd Gyswilt 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

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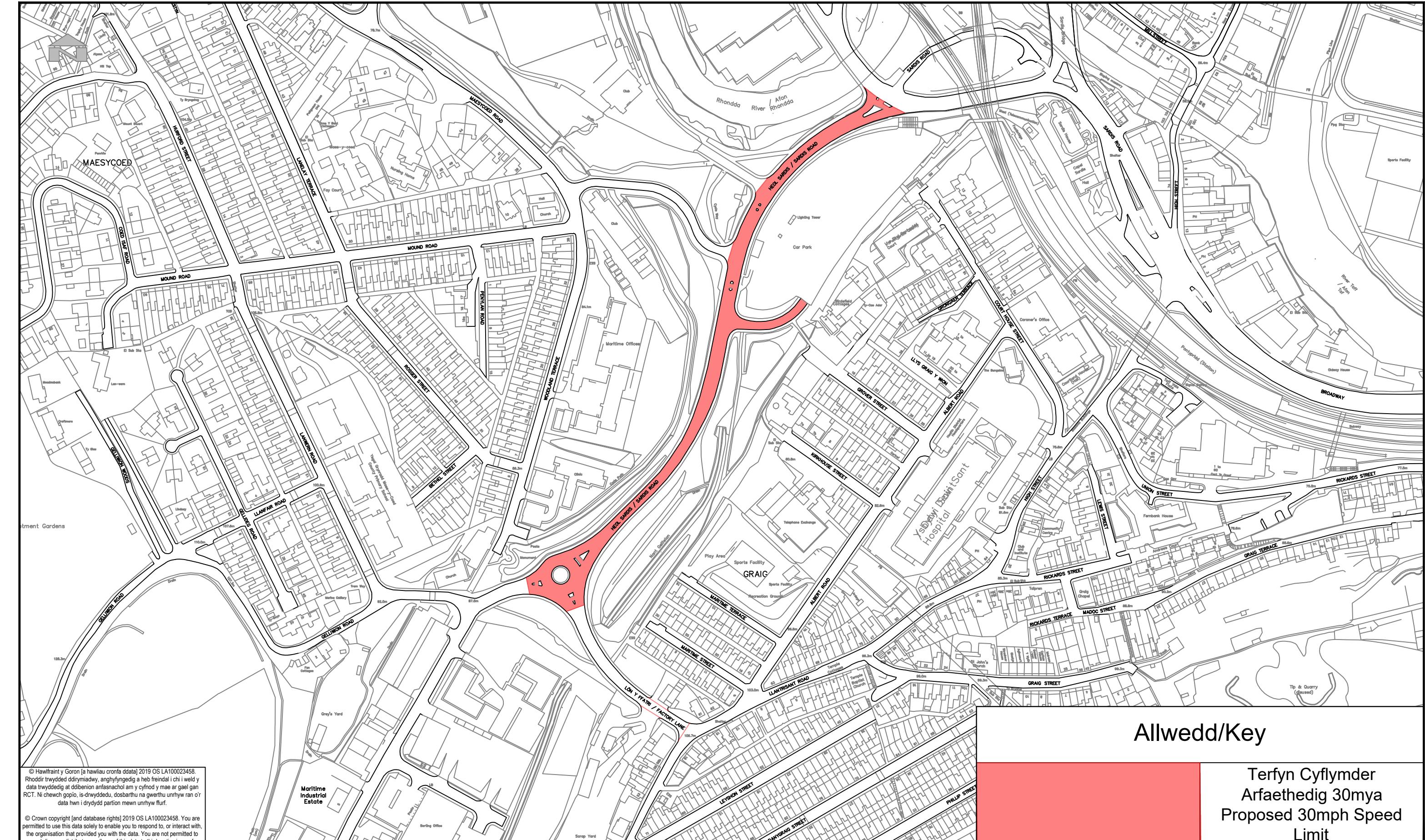
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Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



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Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit

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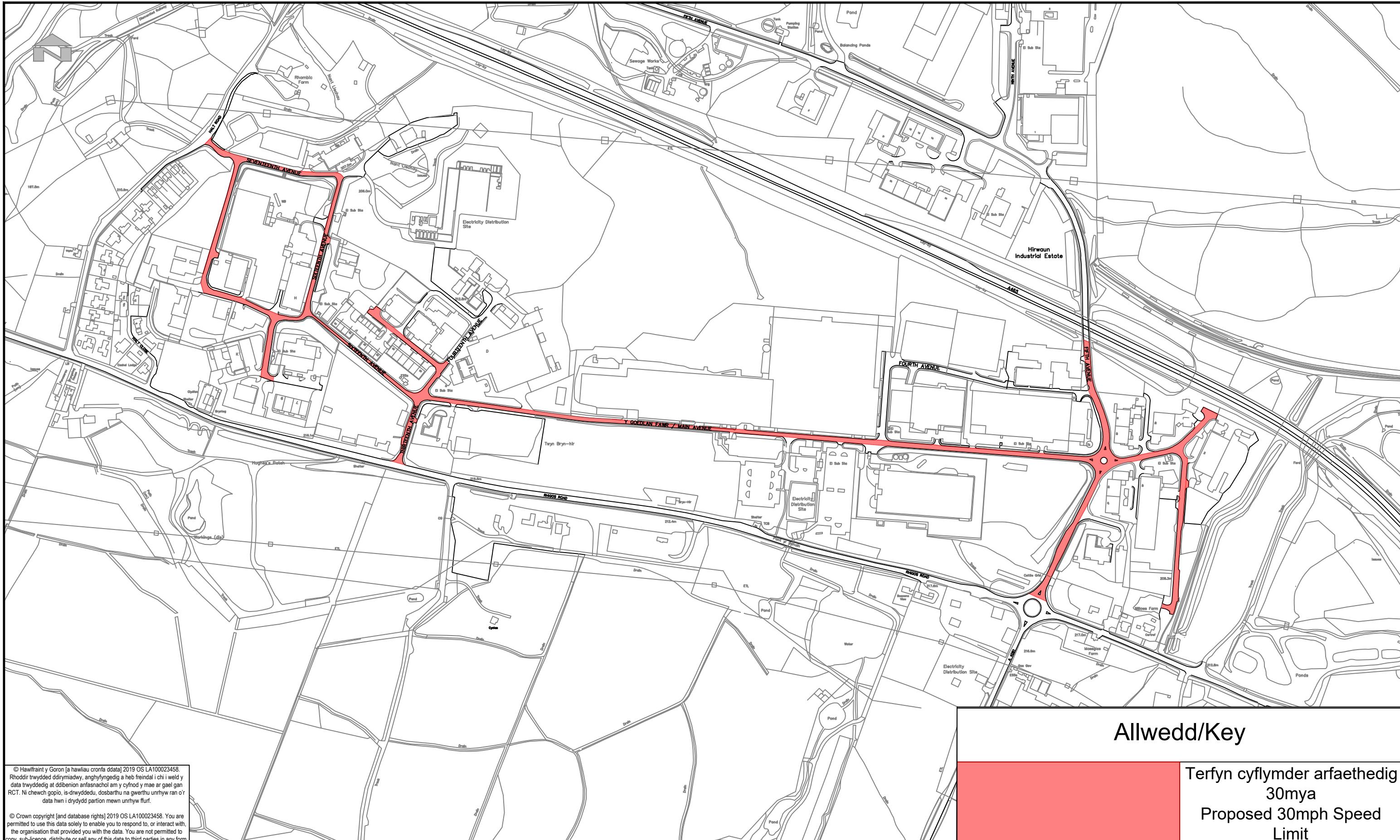
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Project/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Sardis, Pontypridd
Sardis Road, Pontypridd

Rhif y Prosiect/ Project No. Graddfa/ Scale @ A3 Dydiad/ Date
IF220 1:2500 12/25
Rhif y Llun/ Dwg No. Adolygiad/ Revision
TM25/274/GA P04
Paratowyd gan/ Gwirwyd gan/
Prepared by: Checked by:
LB **IC** Cymeradwyd gan/
Approved by:
DK



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Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title

Ystad Ddiwydiannol Hirwaun, Hirwaun

Hirwaun Ind Est, Hirwaun

Rhif y Prosiect/ Project No.
IF220

Graddfa/ Scale @ A3
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Dyddiad/ Date
07/25

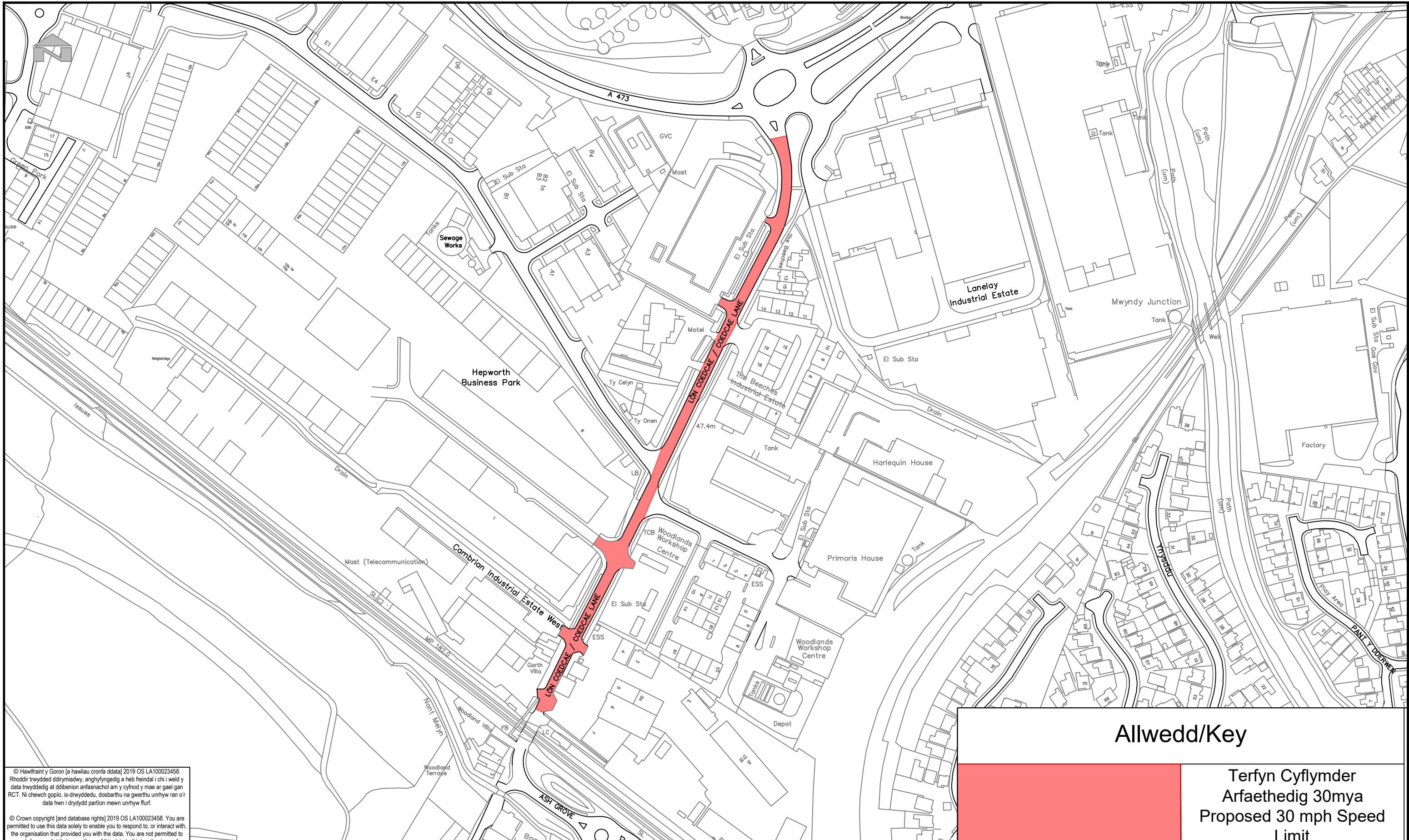
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TM25/286/GA

Adolygiad/ Revision
P02

Paratowyd gan/
Prepared by:
FH

Gwirwyd gan/
Checked by:
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Cymeradwyd gan/
Approved by:
DK



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Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30 mph Speed
Limit

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Client

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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

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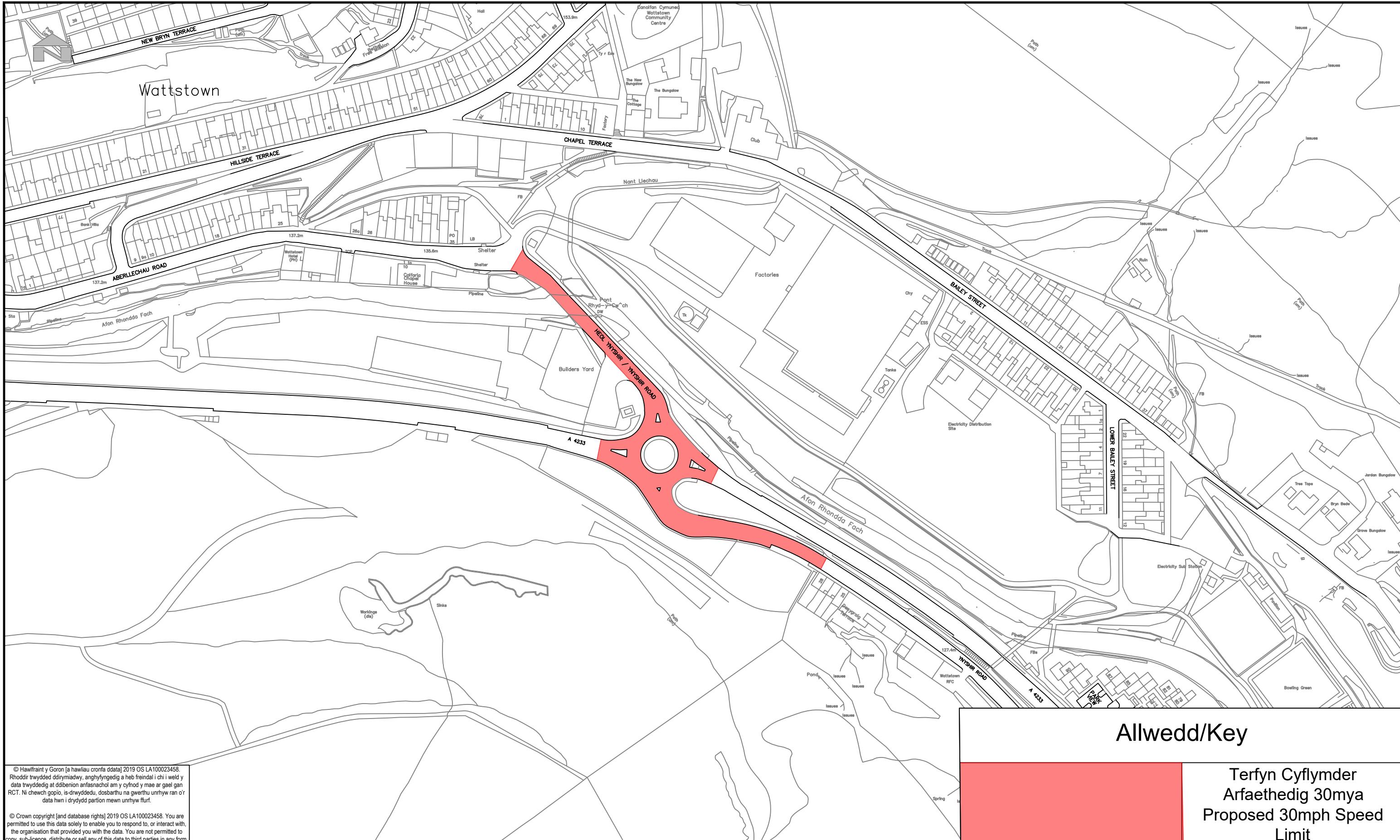
LB

Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



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Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit

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**ADOLYGIAD 20MYA
20MPH REVIEW**

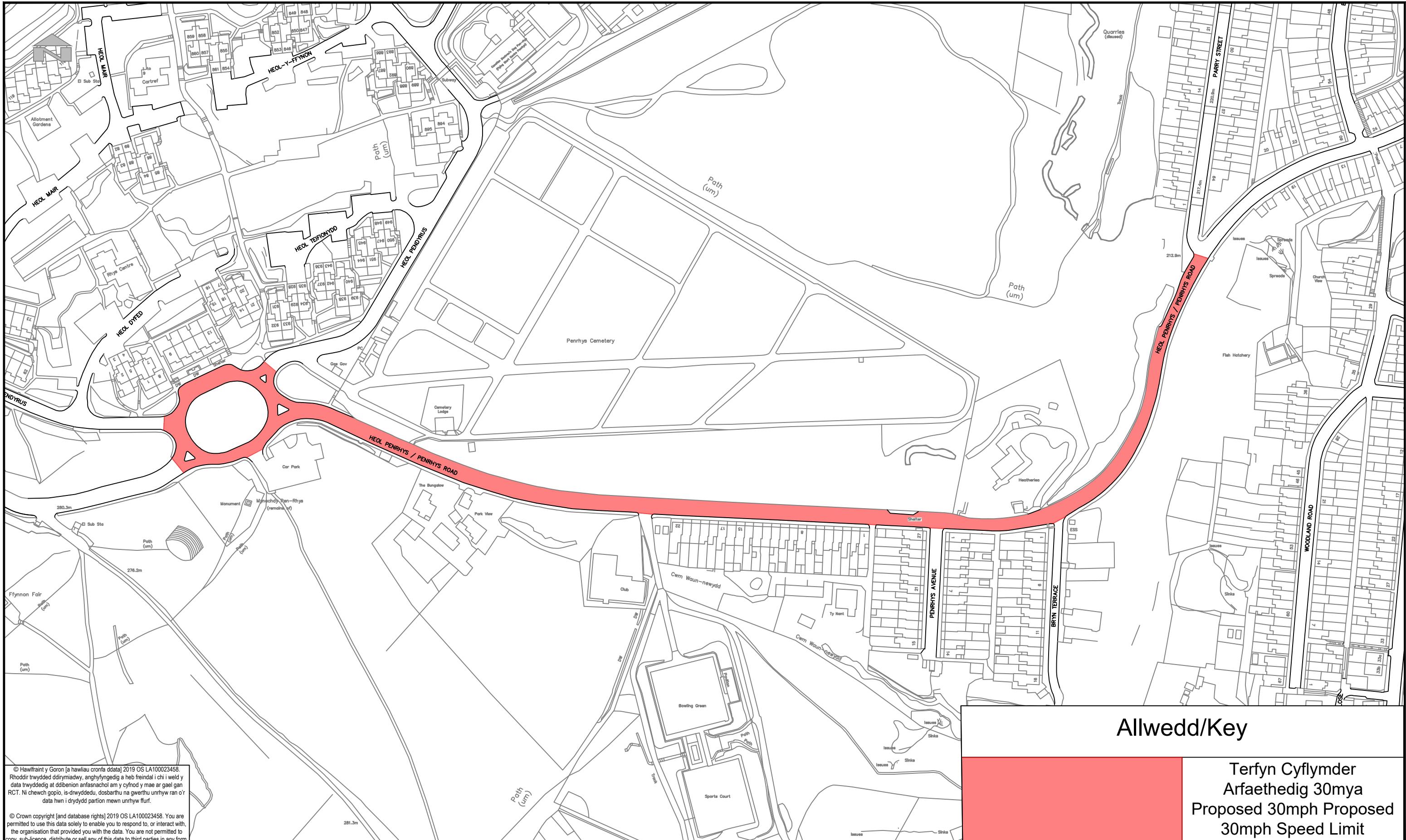
Teitl y Llun/ Dwg Title

**Heol Ynys-hir (Cylchfan Wattstown), Ynys-hir
Ynyshir Road (Wattstown Roundabout), Ynyshir**

Rhif y Prosiect/ Project No. **IF220** Graddfa/ Scale @ A3 **1:2000** Ddyddiad/ Date **01/26**

Rhif y Llun/ Dwg No. **TM25/271/GA** Adolygiad/ Revision **P03**

Paratowyd gan/
Prepared by: **LB** Gwirwyd gan/
Checked by: **IC** Cymeradwywyd gan/
Approved by: **DK**



Allwedd/Key

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

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

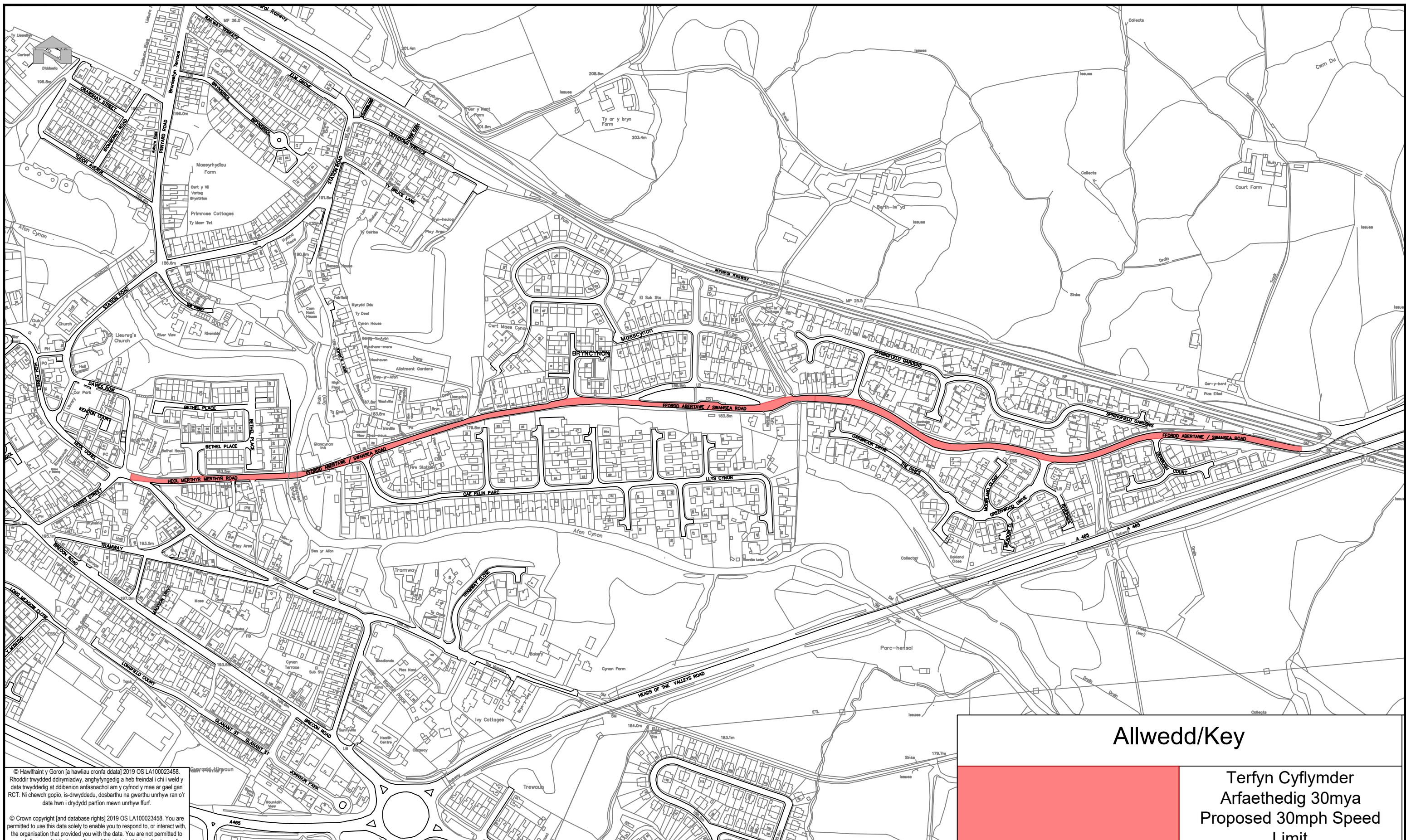
Teitl y Llun/ Dwg Title
Heol Penrhys, Tylorstown

Penrhys Road, Tylorstown

Rhif y Prosiect/ Project No. **IF220** Graddfa/ Scale @ A3 **1:2,000** Dyddiad/ Date **07/25**

Rhif y Llun/ Dwg No. **TM25/269/GA** Adolygiad/ Revision **P02**

Paratowyd gan/ Prepared by: **LB** Gwirwyd gan/ Checked by: **IC** Cymeradwywyd gan/ Approved by: **DK**



Allwedd/Key

Terfyn Cyflymder
Afaethedig 30mya
Proposed 30mph Speed
Limit

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

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Project/ Project

**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ 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 Llun/ Dwg No.

TM25/284/GA

Adolygiad/ Revision

P02

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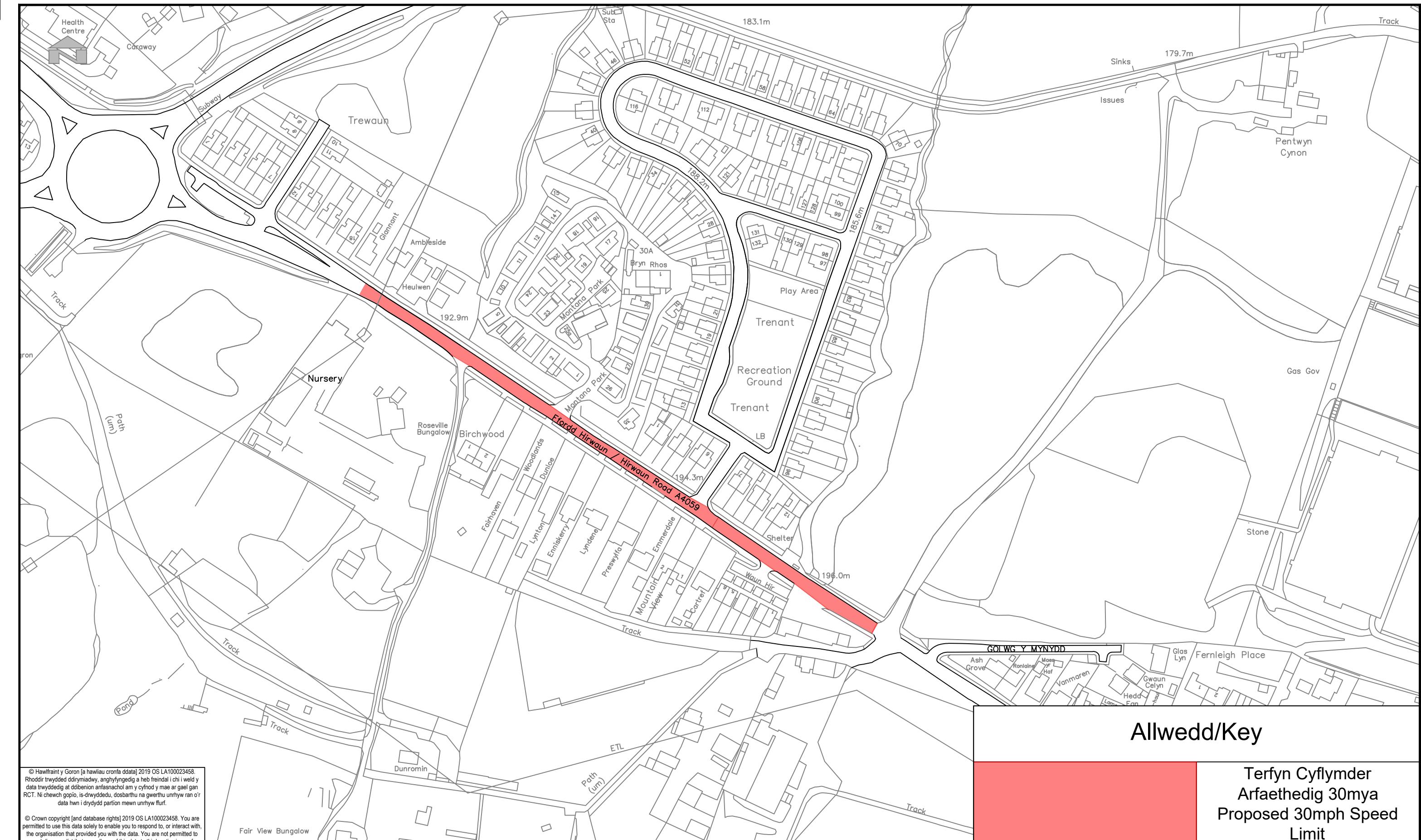
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Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



Allwedd/Key

Terfyn Cyflymder
Arfaethedig 30mya
Proposed 30mph Speed
Limit

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**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ 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 Llun/ Dwg No.

TM25/267/GA

Adolygiad/ Revision

P02

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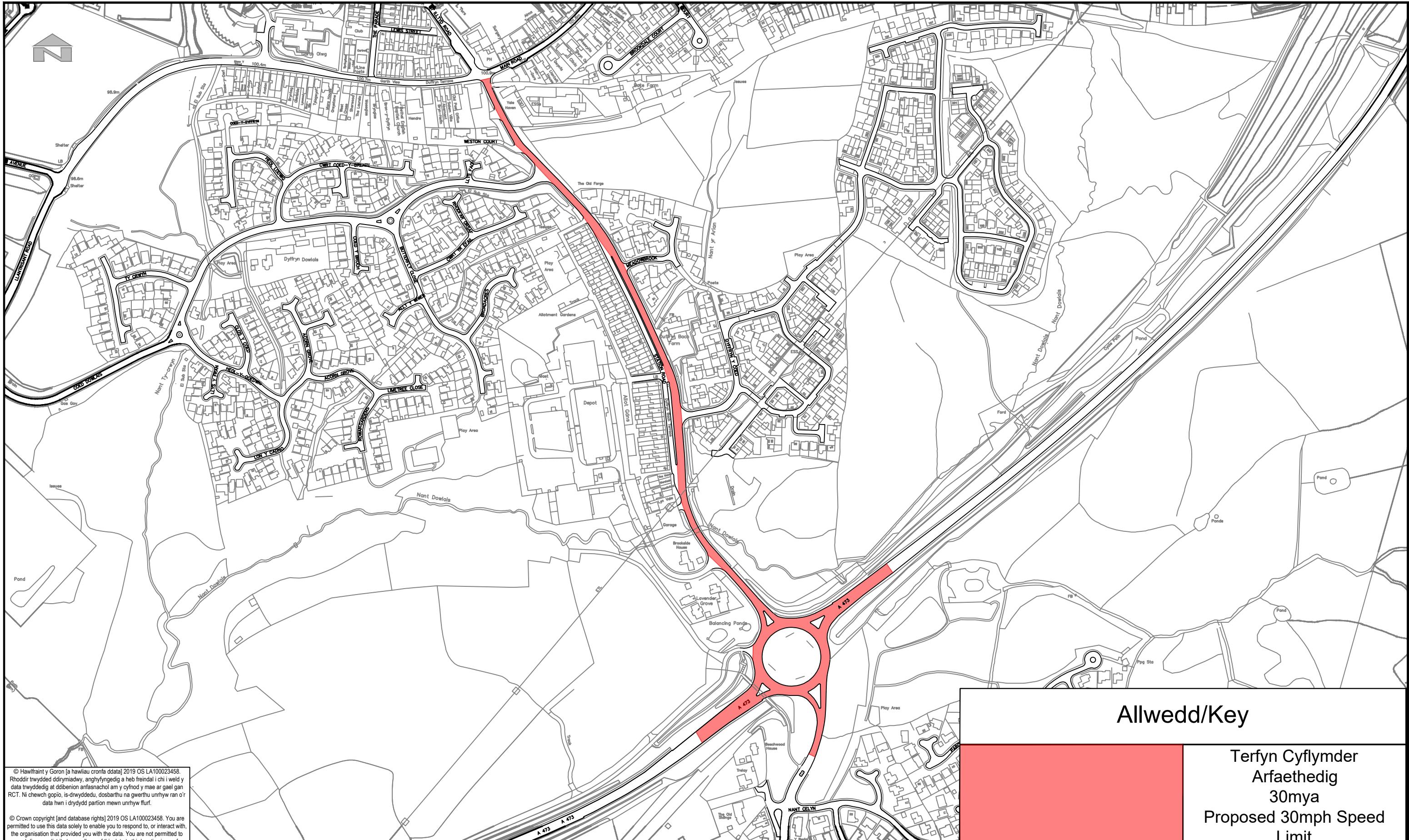
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Approved by:

DK



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Terfyn Cyflymder
Arfaethedig
30mya
Proposed 30mph Speed
Limit

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RHONDDA CYNON TAF
FRONTLINE SERVICES

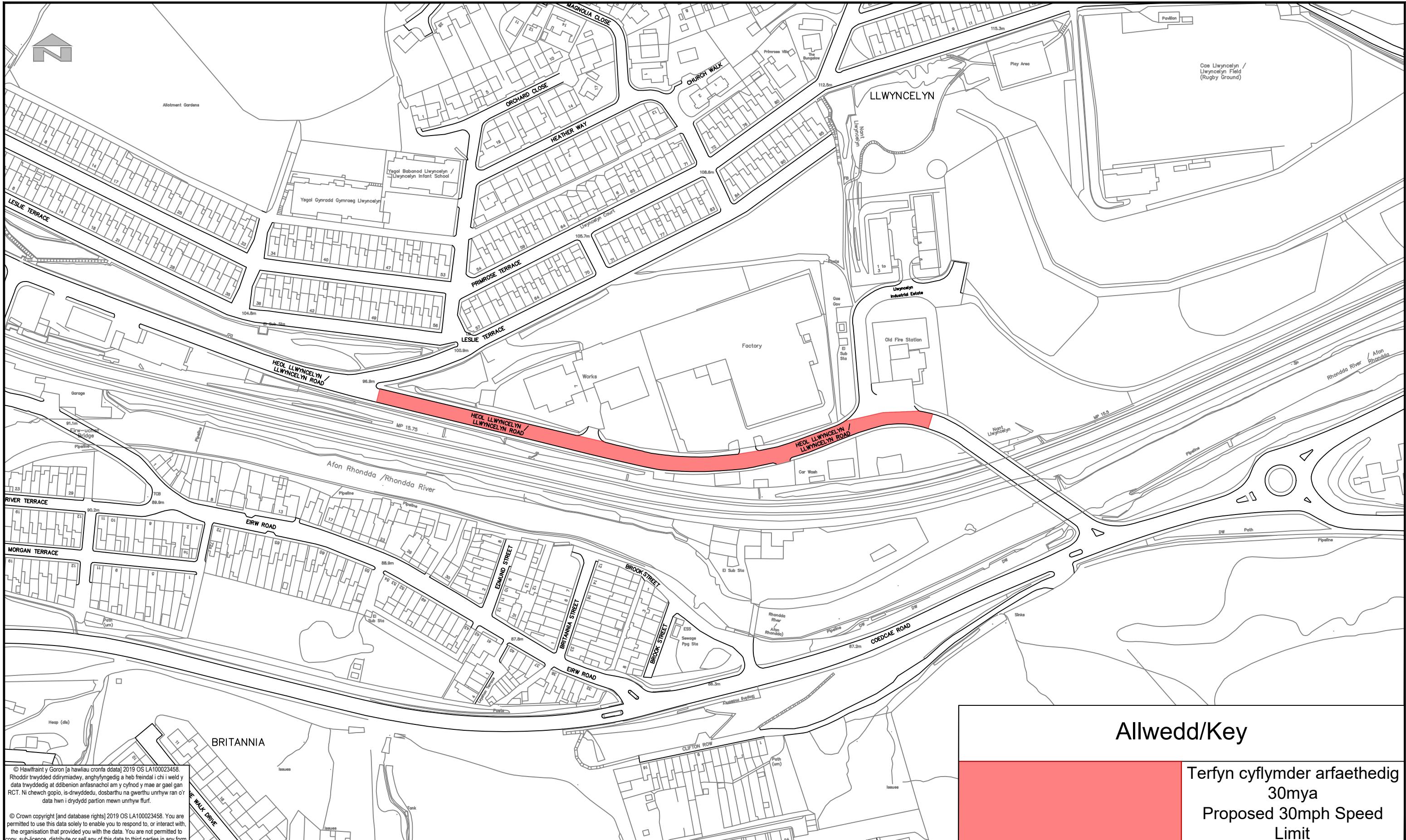
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Project/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

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

Print Date: 16/09/2025 11:06:50
Rhif y Prosiect/ Project No. **IF220** Graddfa/ Scale @ A3 **1:4,000** Ddyddiad/ Date **07/25**
Rhif y Llun/ Dwg No. **TM25/259/GA & TM25/265/GA** Adolygiad/ Revision **PO3**
Paratowyd gan/ Prepared by: **LB** Gwirwyd gan/ Checked by: **DK** Cymeradwywyd gan/ Approved by: **DK**



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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Rhodir trwydded ddiyndiadwy, anghyfngedig a heb freindi i chi i weld y
data trwyddedig at dillbenion anfasnachol am y cyndyd y mae ar gael gan
RCT. Ni chewch gofio, is-drywedddeu, dosbarthu na gwirthi unrhyw ran o'r
data hwn i dryddi partïc mewn unrhyw ffurf.

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Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

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

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

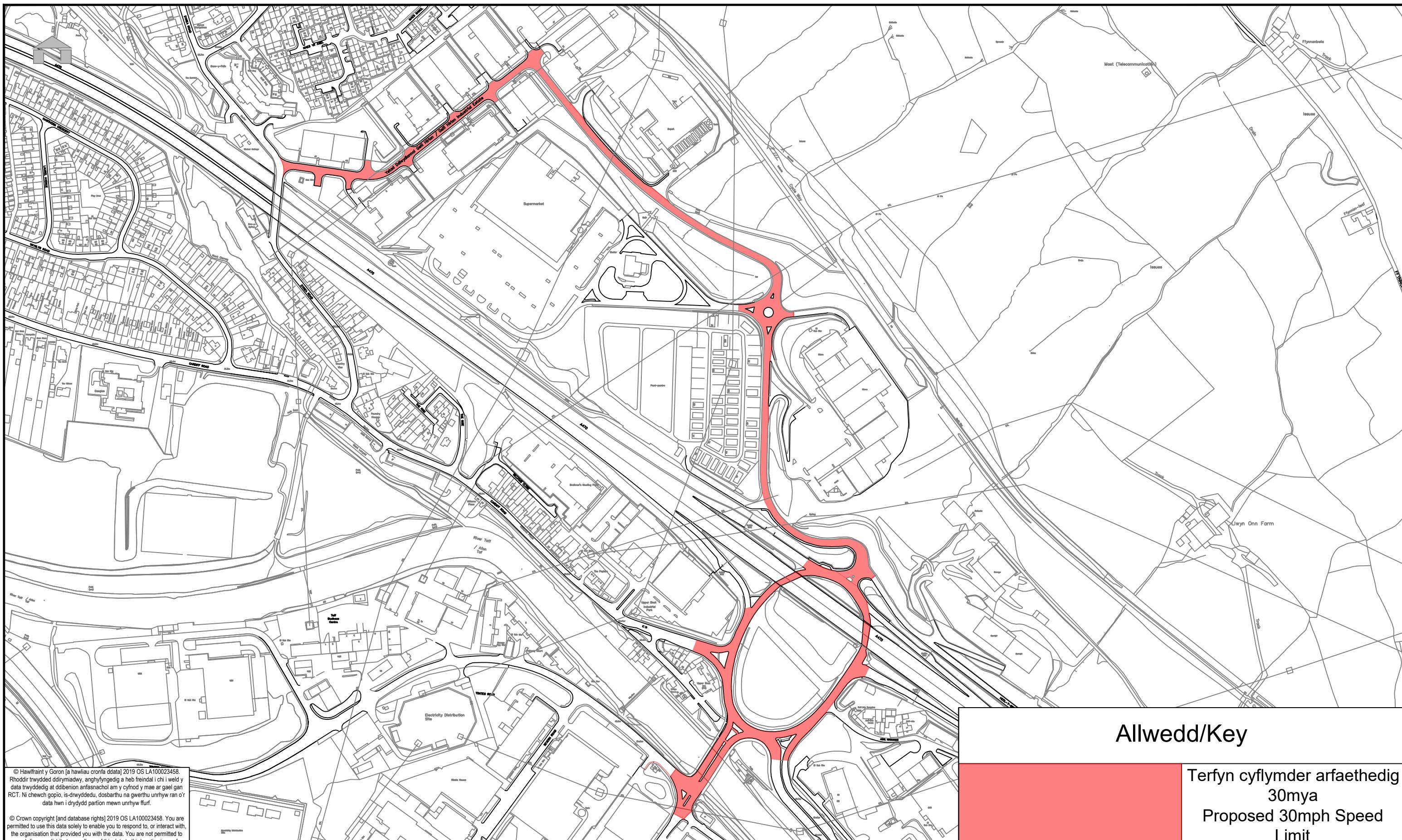
Project/ Project
ADOLYGIAD 20MYA
20MPH REVIEW

Teitl y Llun/ Dwg Title
Heol Llwynelyn, Porth
Llwynelyn 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
Gwirwyd gan/ Checked by: IC
Cymeradwywyd gan/ Approved by: DK



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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data trwyddedig a ddefnyddiwr i ddilbenion anfasnachol am y cyndyd y mae ar gael gan
RCT. Ni chewch gofio, is-drywydded, dosbarthu na gwerthu unrhyw ran o'r
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Client
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Project/ 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
Gwirwyd gan/
Checked by: DK
Cymeradwywyd gan/
Approved by: DK



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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Rhoddir trwydded ddirynnydwyd, anghyfngedig a heb freindi i chi i weld y
data trwyddedig at ddiibenion anfasnachol am y cynfod y mae ar gael gan
RCT. Ni chewch gopio, is-dryweddiedu, dosbarthu na gwerthu unrhyw ran o'r
data hwn i dryddi parton mewn unrhyw ffurf.

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FRONTLINE SERVICES

Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ Project

**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title

**Yr A4054 Heol Caerdydd (rhan ogledol),
Rhydfelen**

A4054 Cardiff Road (Northern extent), Rhydfelin

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:

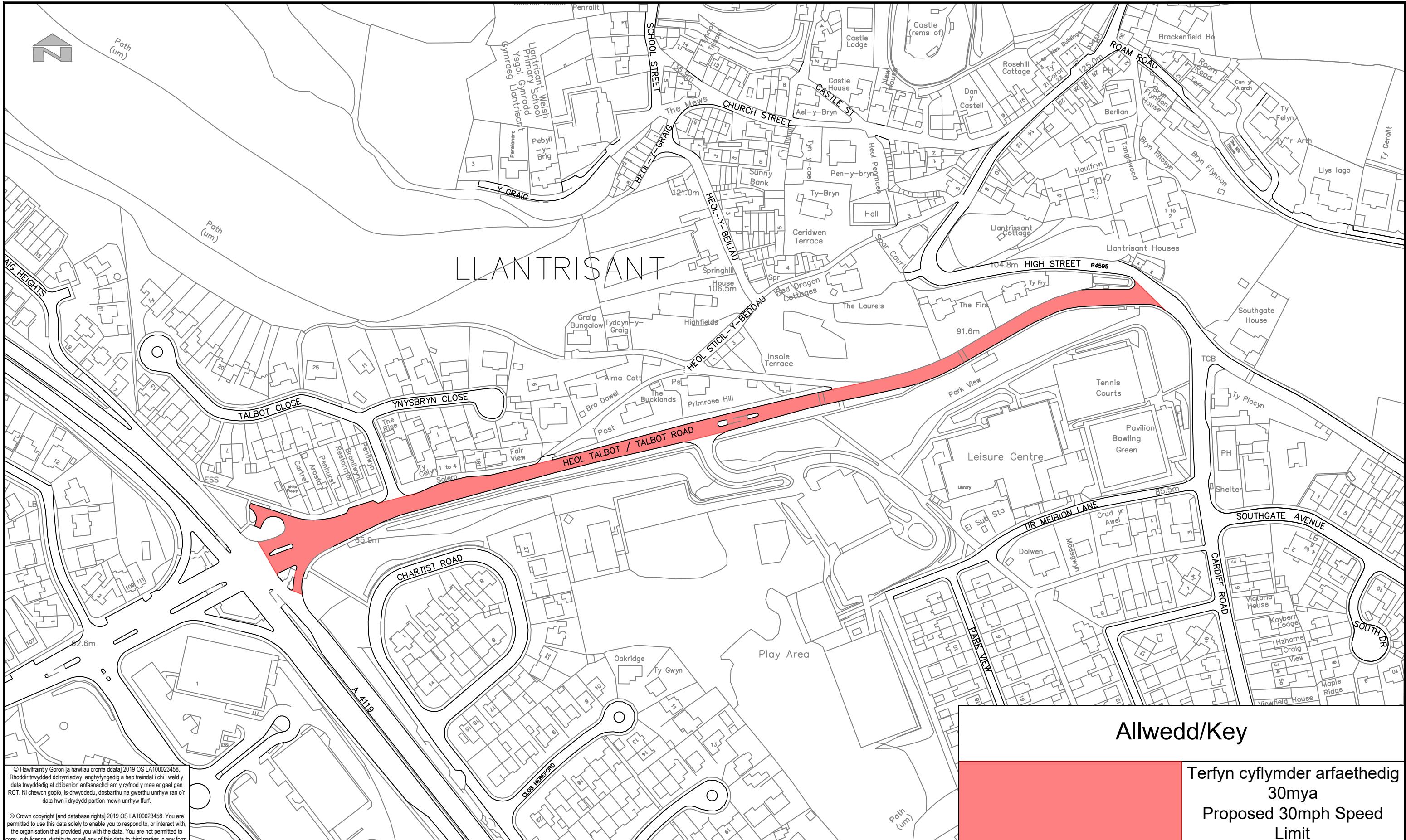
FH

Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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data trwyddedig at ddiabenion anfasnachol am y cynyd y mae ar gael gan
RCT. Ni chewch gopio, is-driwyddedu, dosbarthu na gwirthi unrhyw ran o'r
data hwn i dryddi parton mewn unrhyw ffurf.

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Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ 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:

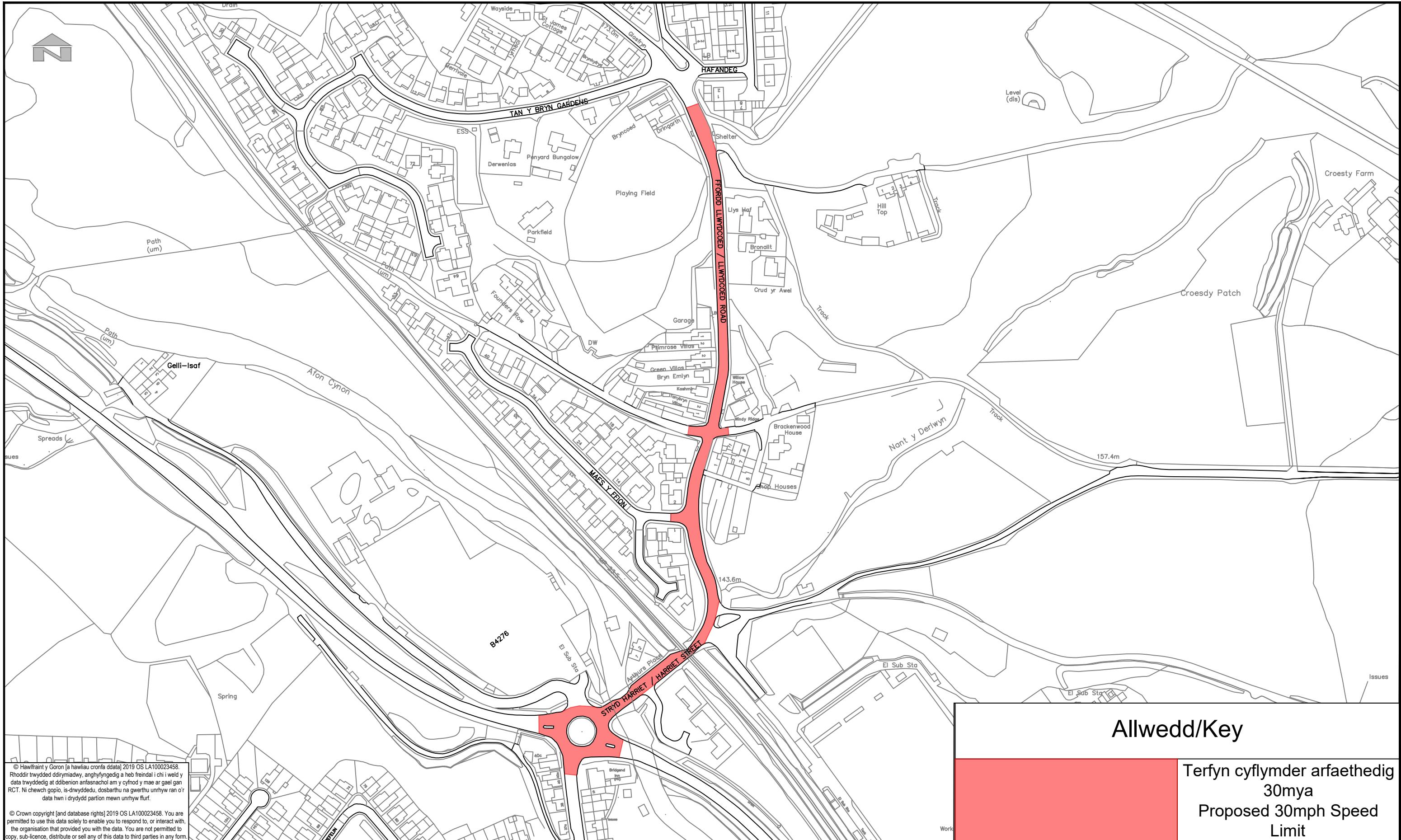
FH

Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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data trwyddedig a doli benion anfasnachol am y cyfnod y mae ar gael gan
RCT. Ni chewch gofio, is-drywydded, dosbarthu na gwterthu unrhyw ran o'r
data hwn i drywydd parton mewn unrhyw ffurf.

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

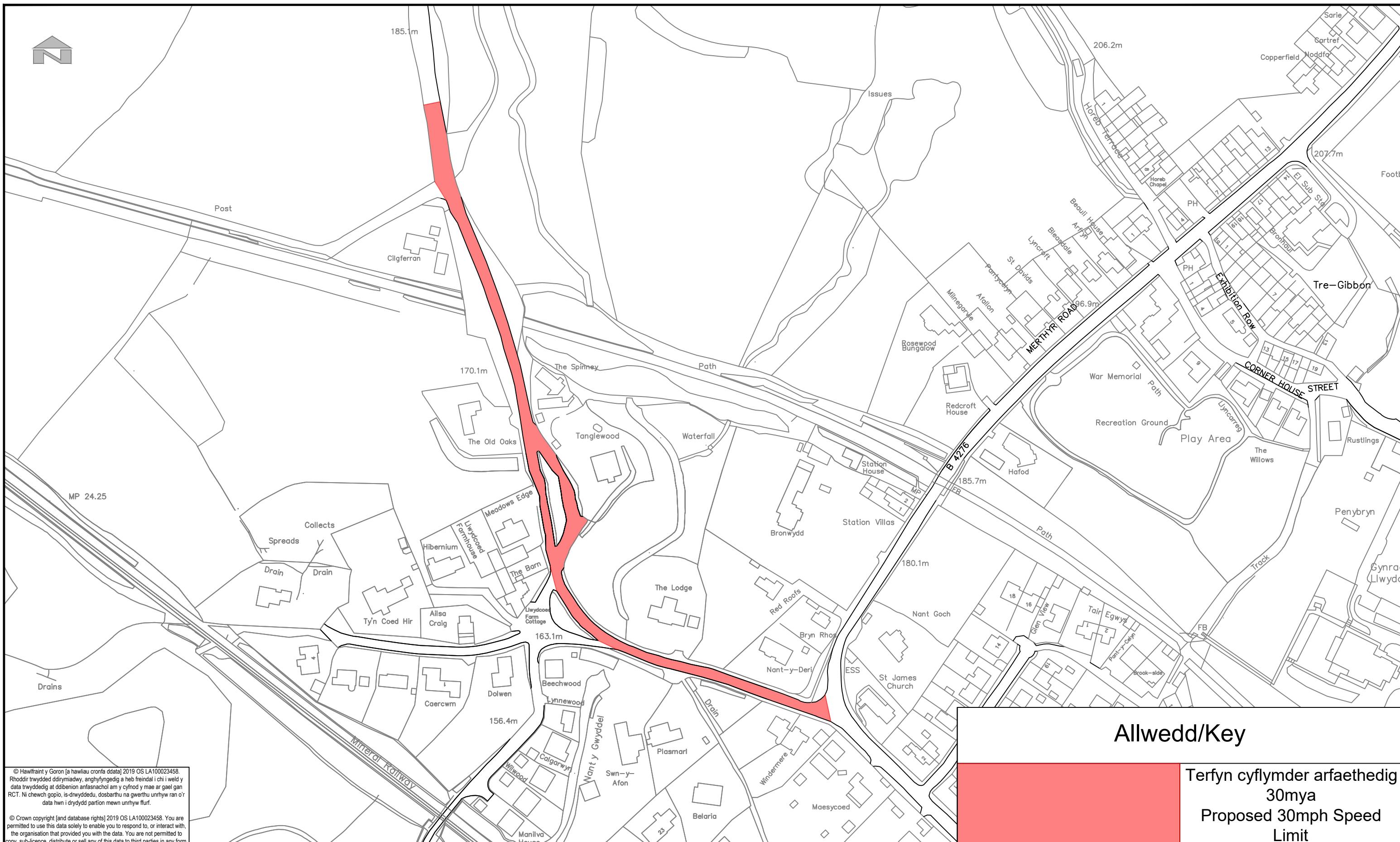
Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

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

Teitl y Llun/ Dwg Title

**Y B4276, Stryd Harriet, Heol Llwydcoed,
Llwydcoed, (rhan ddeheuol)
B4276, Harriet Street, Llwydcoed Road,
Llwydcoed, (Southern extent)**

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



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

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Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ Project

**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title

Heol Cwmynsminton, Llwydcoed

Cwmynsminton 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:

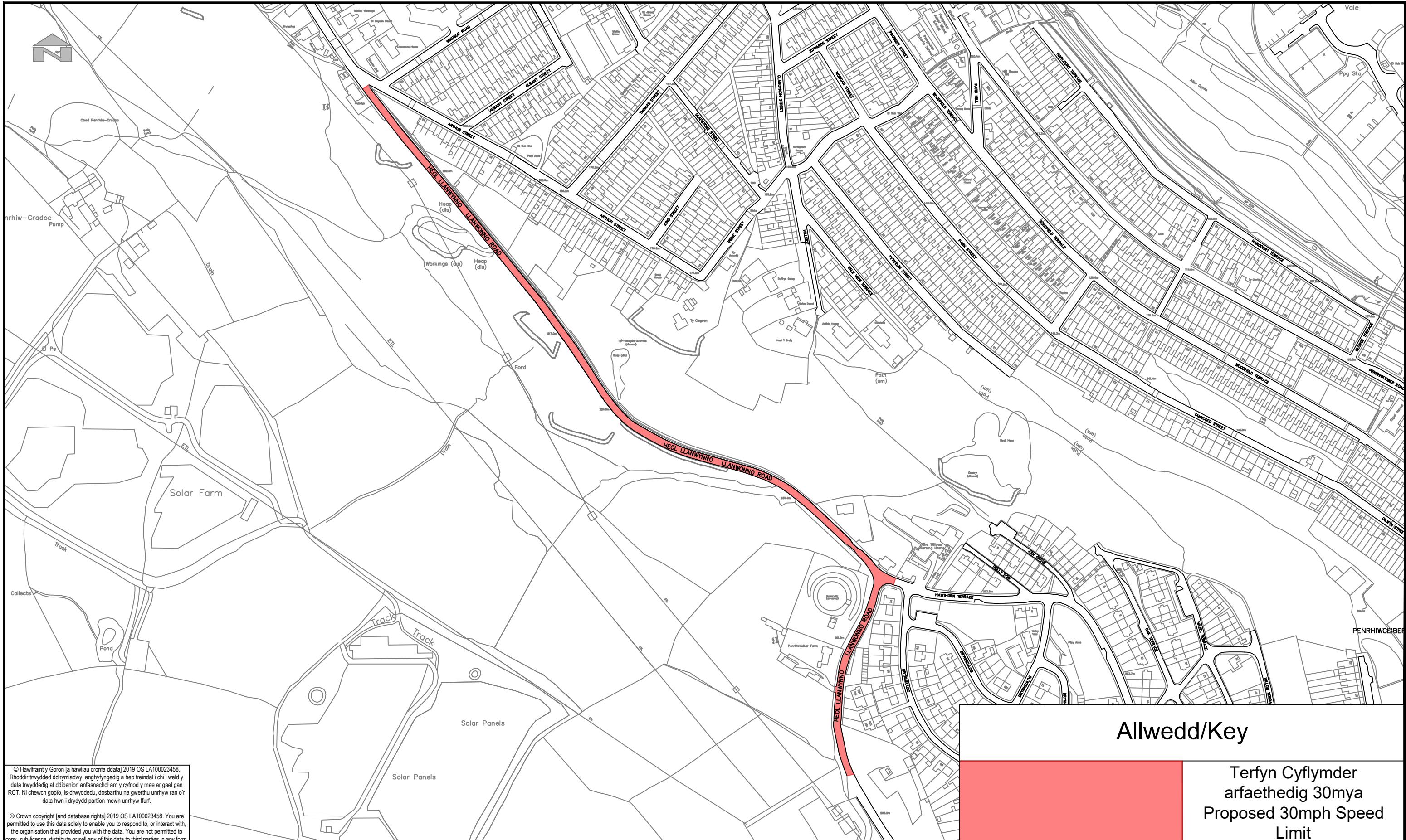
FH

Gwirwyd gan/
Checked by:

IC

Cymeraidwyd gan/
Approved by:

DK



Allwedd/Key

Terfyn Cyflymder
arfaethedig 30mya
Proposed 30mph Speed
Limit

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RCT. Ni chewch gopio, is-dryweddud, dosbarthu na gwterthu unrhyw ran o'r
data hwn i drywedd parton mewn unrhyw ffurf.

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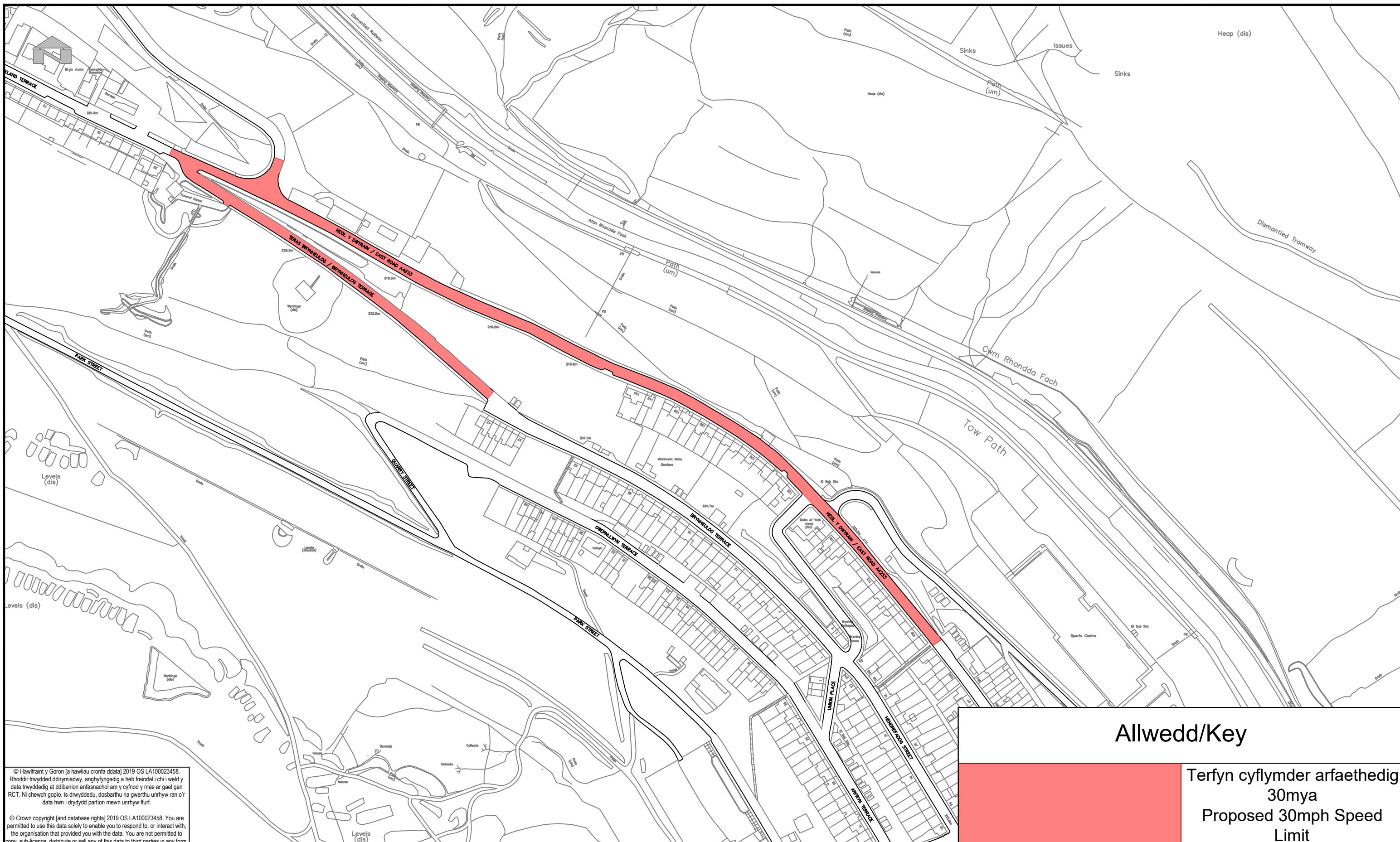
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Ty Sardis/Sardis House, Heol Sardis/Sardis Road, Pontypridd, CF37 1DU
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Print Date: 18/09/2025 13:00:27

Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC
Project/ Project
**ADOLYGIAD 20MYA
20MPH REVIEW**

Teitl y Llun/ Dwg Title
Heol Llanwynno, Aberpennar
Llanwonno Road, Mountain Ash

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



Allwedd/Key

Terfyn cyflymder arfaethedig
30mya
Proposed 30mph Speed
Limit

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RCT. Ni chewch gopio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r
data hwn i dryddi partion mewn unrhyw ffurf.

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Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ 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:

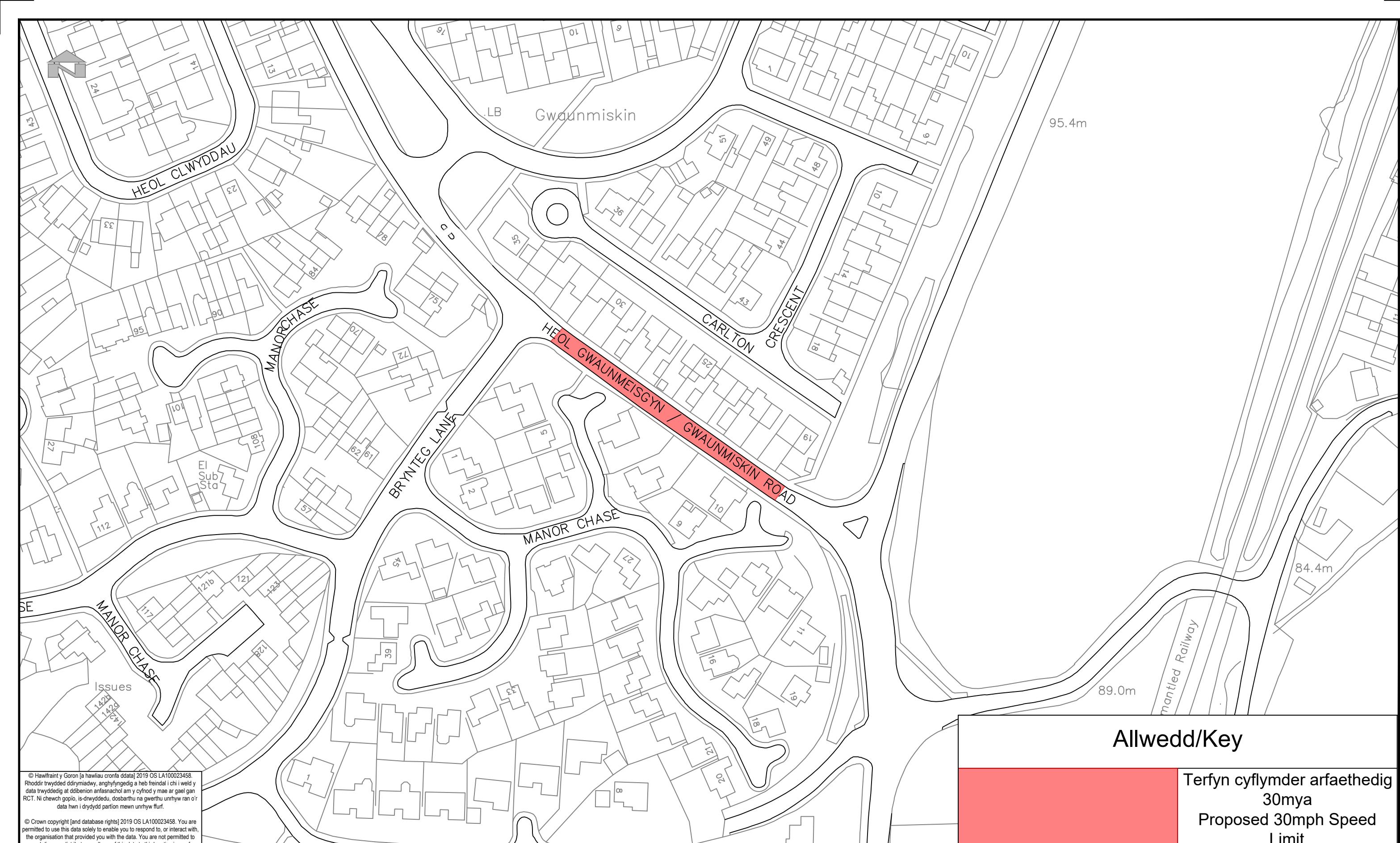
FH

Gwirwyd gan/
Checked by:

IC

Cymeradwyd gan/
Approved by:

DK



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Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ 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:

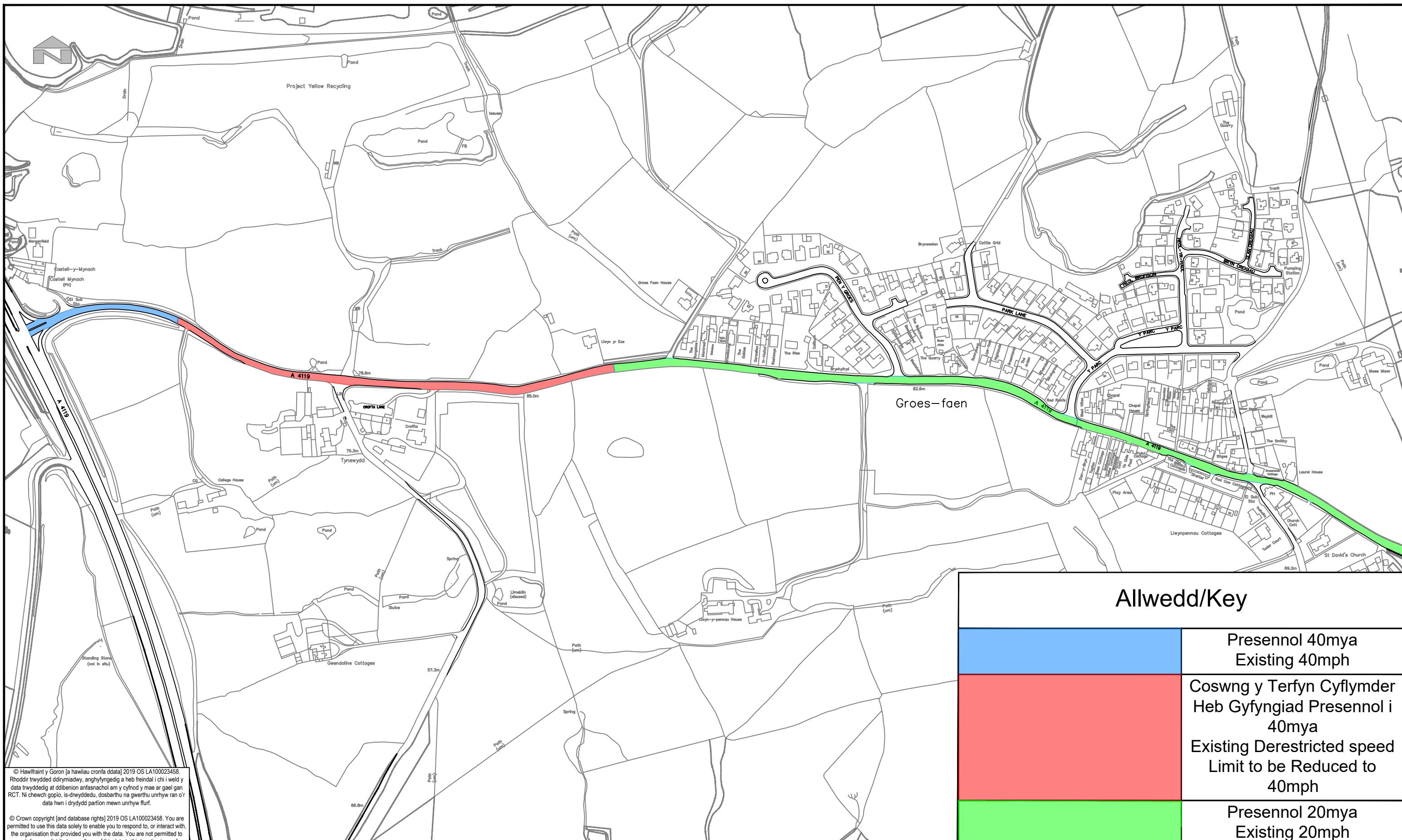
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Gwirwyd gan/
Checked by:

DK

Cymeradwyd gan/
Approved by:

DK



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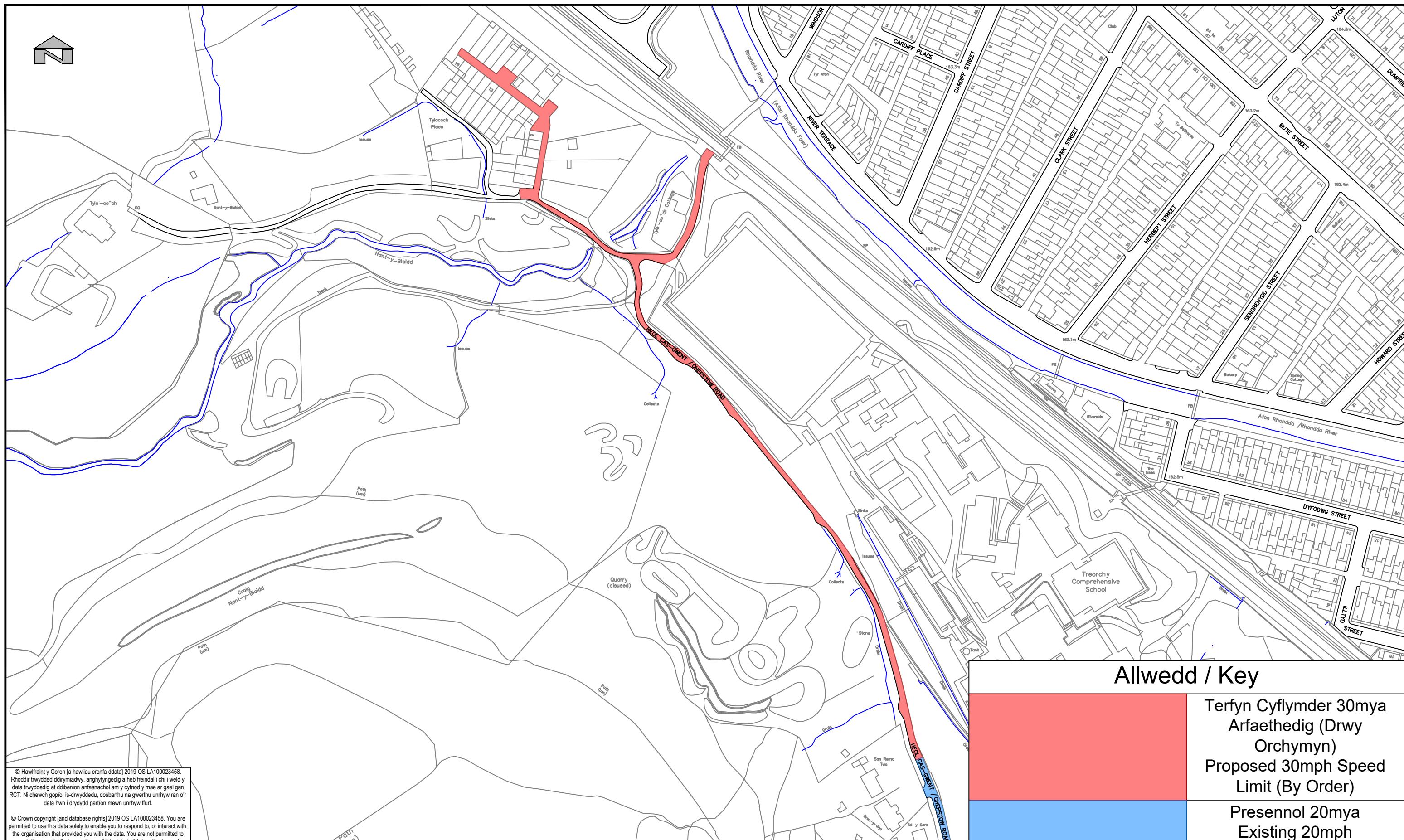
Cleient/
Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC
Project/ Project
GORCHYMYN (CAU DROS DRO)
TEMPORARY CLOSURE ORDER

Teitl y Llun/ Dwg Title
A4119, Llantrisant

Rhif y Prosiect/ Project No. IF220
Rhif y Llun/ Dwg No. TM25/364/GA
Paratowyd gan/ Prepared by: LB
Gwirwyd gan/ Checked by: DK
Cymeradwywyd gan/ Approved by: DK

Graddfa/ Scale @ A3
Dyddiad/ Date
NTS
07/25

Adolygiad/ Revision
PO1



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data trwyddedig at dolbenion anfasnachol am y cyndyd y mae ar gael gan
RCT. Ni chewch gopio, is-driwyddedu, dosbarthu na gwirthi unrhyw ran o'r
data hwn i dryddi partïc mewn unrhyw ffurf.

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RHONDDA CYNON TAF

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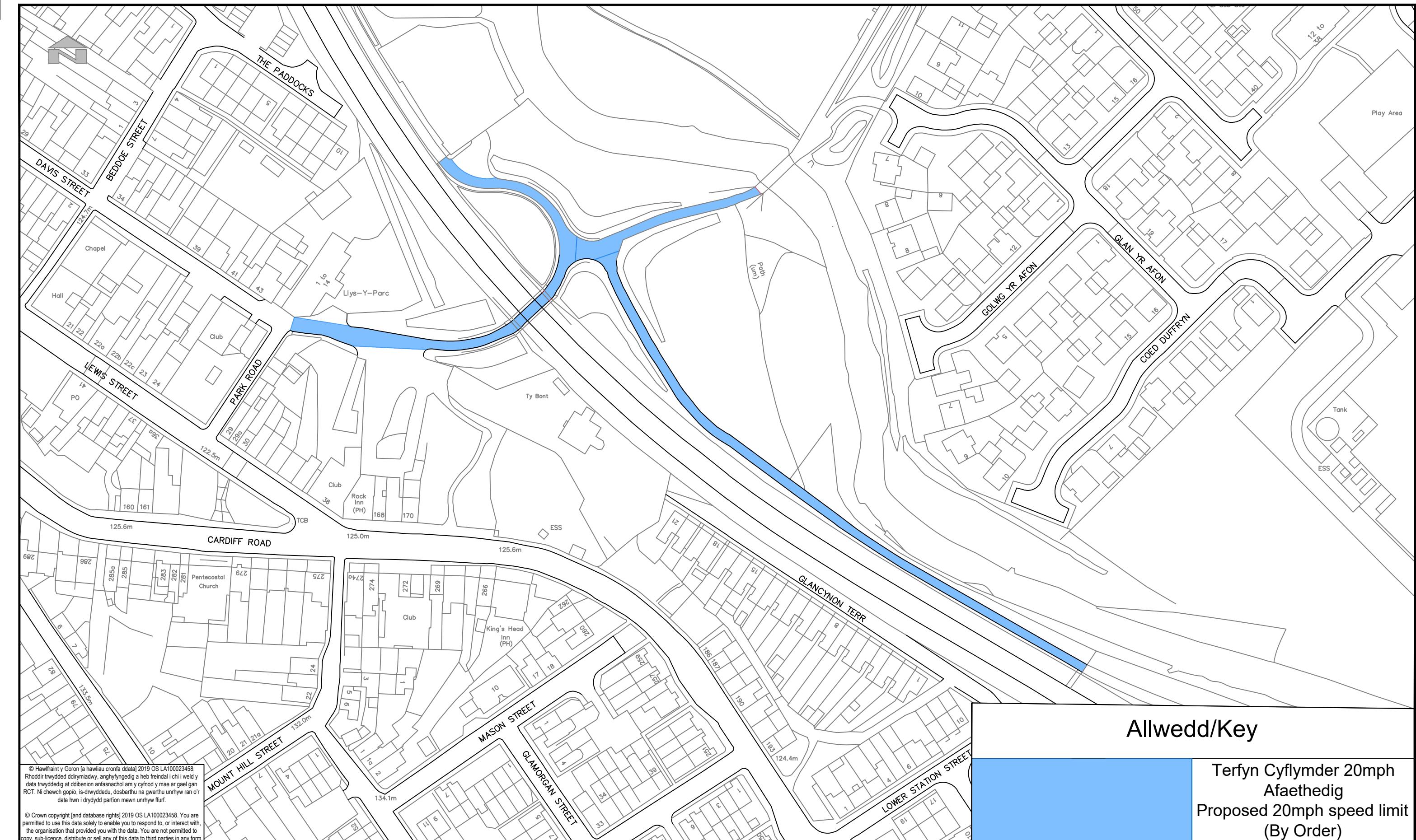
UNED RHEOLI TRAFFIC / TRAFFIC MANAGEMENT
Llawr 2 | Floor 2, 2 Llys Cadwyn, Pontypridd CF37 4TH
Ffôn/Tel: 01443 425001 | Ffacs/Fax: 01443 490414

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

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

Teitl y Llun/ Dwg
Title
HEOL CAS-GWENT, TREORCI
CHEPSTOW ROAD, TREORCHY

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



RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN
RHONDDA CYNON TAF
FRONTLINE SERVICES

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

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ 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

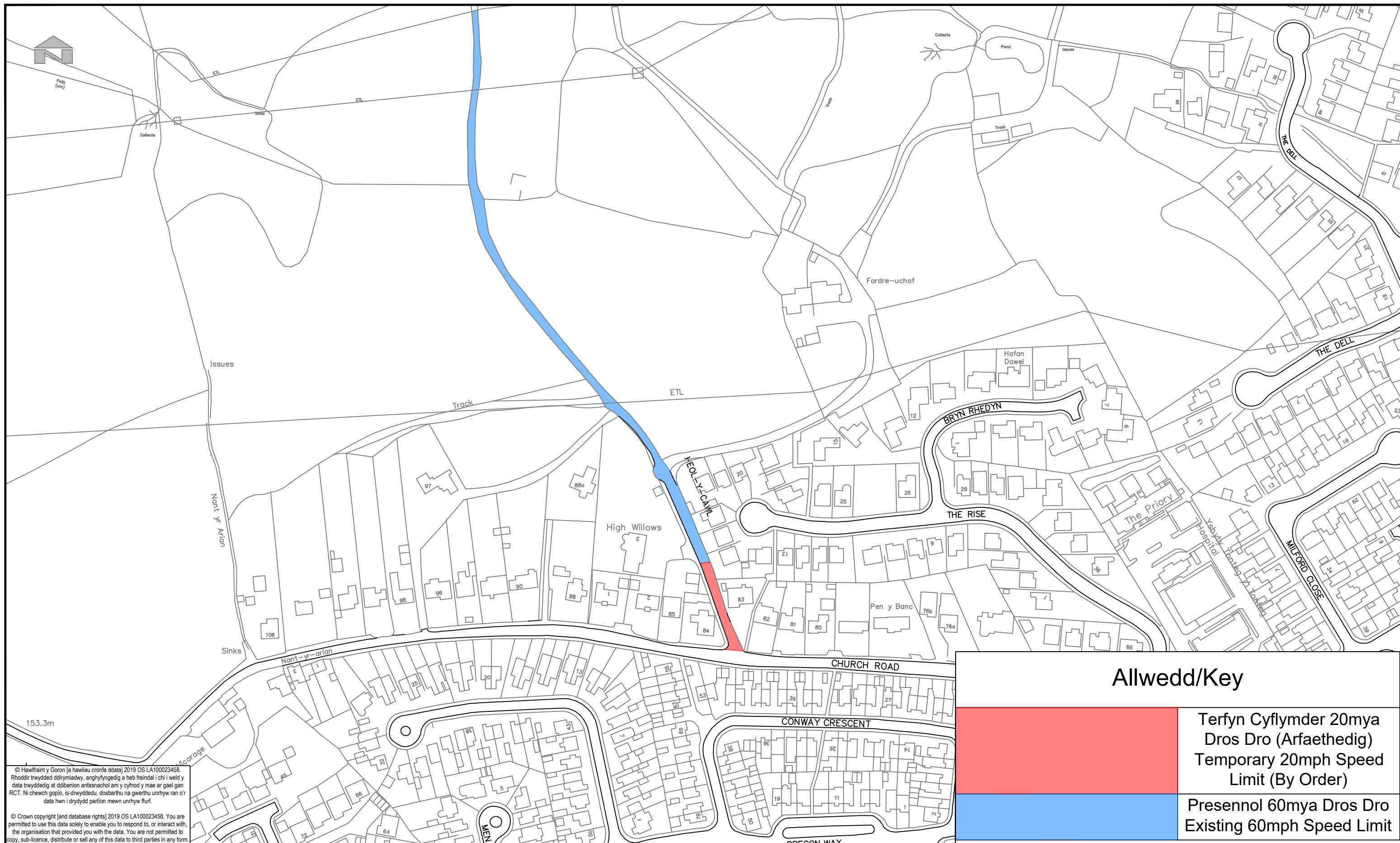
Adolygiad/ Revision

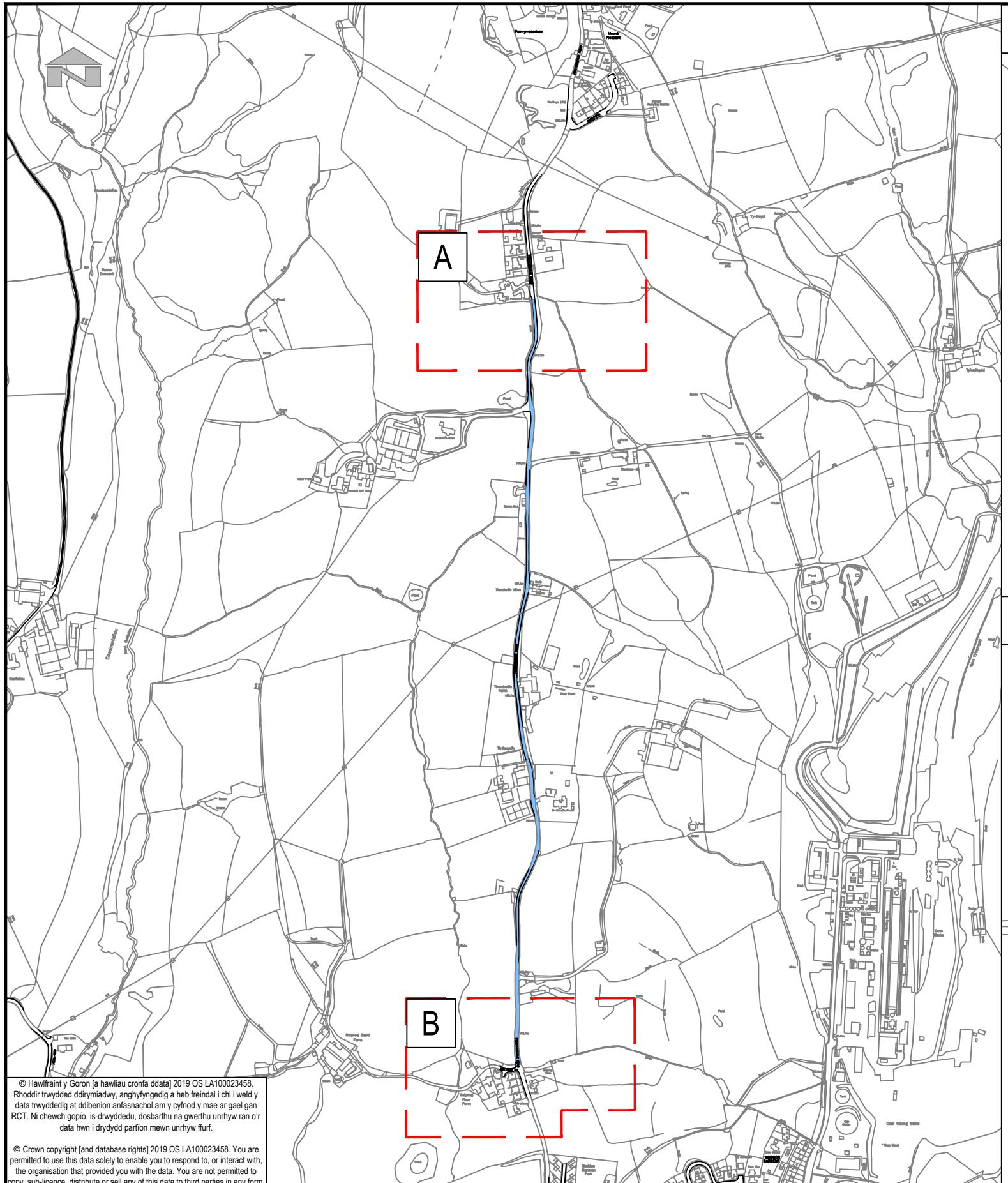
PO1

Paratowyd gan/
Prepared by:
LB

Gwirwyd gan/
Checked by:
DK

Cymeradwyd gan/
Approved by:
DK





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data trwyddedig a ddefnion anfasnachol am y cynyd y mae ar gael gan
RCT. Ni chewch gofio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r
data hwn i dryddi partïc mewn unrhyw ffurf.

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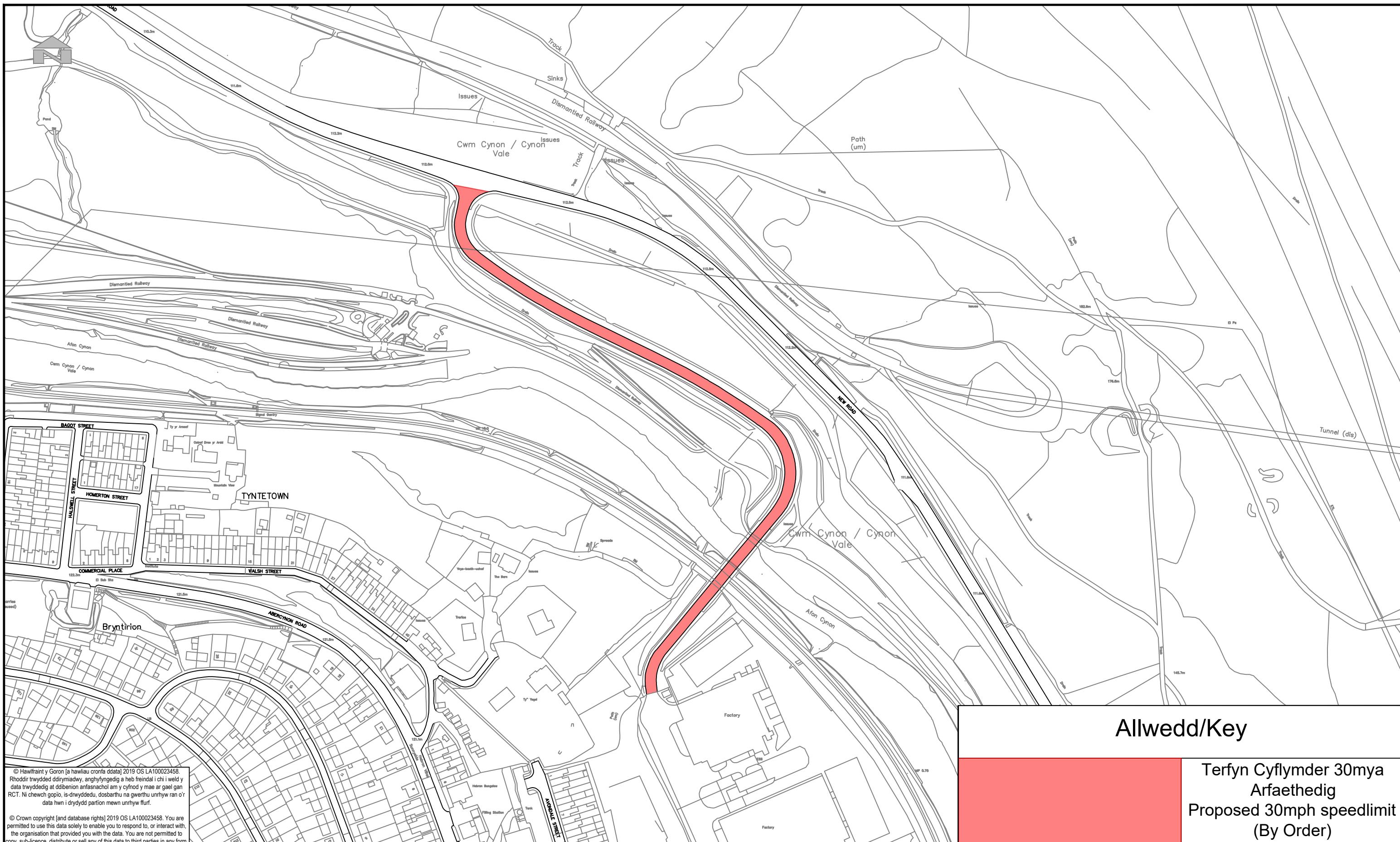
Allwedd/Key

Presennol 40mya
Existing 40mph

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

Teitl y Llun/ Dwg Title
Heol Penycoedcae, Beddau
Penycoedcae Road, Beddau

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



**Terfyn Cyflymder 30mya
Arfaethedig
Proposed 30mph speedlimit
(By Order)**

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Rhodir trwydded ddiryniadwy, anghyfngedig a heb freindal i chi i weld y
data trwyddedig a'i dillbenion anfasiadol am y cyndyd y mae ar gael gan
RCT. Ni chewch gopio, is-drywyddedu, dosbarthu na gwerthu unrhyw ran o'r
data hwn i drydydd parton mewn unrhyw ffurf.

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RHONDDA CYNON TAF
GWASANAETHAU RHENG-FLAEN
FRONTLINE SERVICES

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Ffôn/Tel: 01443 425001 Ffacs/Fax: 01443 490414

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

Project/ 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

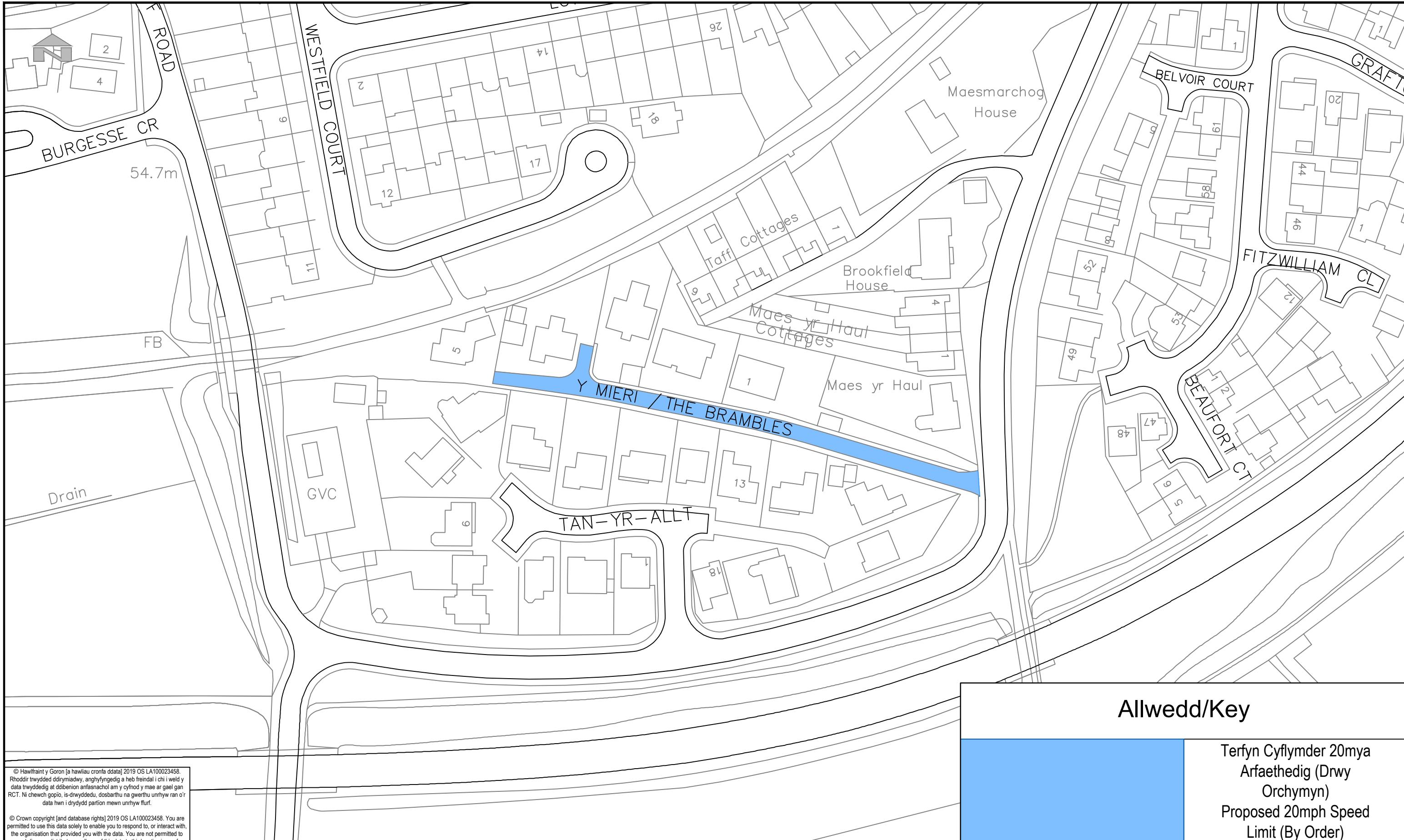
Rhif y Llun/ Dwg No.
TM25/031/GA

Adolygiad/ Revision
PO1

**Paratowyd gan/
Prepared by:**
LB

**Gwirwyd gan/
Checked by:**
DK

**Cymeradwywyd gan/
Approved by:**
DK



Allwedd/Key

Terfyn Cyflymder 20mya
Arfaethedig (Drwy
Orchymyn)
Proposed 20mph Speed
Limit (By Order)

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data trwyddedig at ddiibenion anfasnachol am y cyfnod y mae ar gael gan
RCT. Ni chewch gopio, is-dwyddedu, dosbarthu na gwerthu unrhyw ran o'r
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Client
CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC
Prosiect/ Project
IF220

Teitl y Llun/ Dwg Title
Y Mieri, Pont-Y-Clun, Llantrisant
The Brambles, Pontyclun, Llantrisant

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



Allwedd/Key

Terfyn Cyflymder 40mya Afaethedig
(Drwy Orchymyn)
Proposed 40mph Speed Limit
(By Order)

Ffordd Bresennol (20mya)
Existing Road (20mph)

Terfyn Cyflymder Cenedlaethol Presennol
Existing National Speed Limit



RHONDDA CYNON TAF
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FRONTLINE SERVICES

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Cleient/
Client

CBS Rhondda Cynon Taf | Rhondda Cynon Taf CBC

Project/ Project

Terfyn Cyflymder Dros Dro (40mya)
Temporary Speed Limit (40mph)

Teitl y Llun/ Dwg Title

Ffordd Merthyr, Llwydcoed
Merthyr Road, Llwydcoed

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

Gwirwyd gan/
Checked by:

DK

Cymeradwyd gan/
Approved by:

DK