

Cabinet Member for a Greener Powys



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01/09/2023

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NOTICE OF INTENDED PORTFOLIO HOLDER DELEGATED DECISION

The Portfolio Holder has received the following report for a decision to be taken under delegated authority. The decision will be taken on **7 September 2023** (i.e. 3 clear days after the date of this note). The decision will be published on the Council's website but will not be implemented until 5 clear days after the date of publication of the decision) to comply with the call-in process set out in Rule 7.35 of the Constitution.

1.	OBJECTIONS TO THE PROPOSED EXCEPTIONS TO 20MPH RESTRICTED ROADS AND OTHER ASSOCIATED SPEED LIMIT ORDERS
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CYNGOR SIR POWYS COUNTY COUNCIL
PORTFOLIO HOLDER DELEGATED DECISION
by
COUNTY COUNCILLOR JACKIE CHARLTON
CABINET MEMBER FOR A GREENER POWYS
September 2023

REPORT AUTHOR: Tony Caine

REPORT TITLE: **Objections to the Proposed Exceptions to 20mph
Restricted Roads and Other Associated Speed Limit
Orders**

REPORT FOR: **Decision**

1. Purpose

- 1.1 This report seeks to secure portfolio holder decision on the objections received during the public consultation period with respect to the speed limit associated traffic orders in connection with the change in legislation making restricted roads 20mph in Wales on the 17th September 2023.

2. Background

- 2.1 In a Delegated Decision dated 7th June 2023 the Cabinet Member for a Greener Powys approved the initiation of the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 for orders associated with the changes in restricted road speed limit in Wales taking effect on the 17th September 2023.
- 2.2 The proposed orders sought to:
- Exempt sections of restricted roads from becoming 20mph on the 17th September 2023 and make them subject to a 30mph limit.
 - Revoke any existing 20mph zones which will no longer be permitted in Wales. To note the restricted road status of these roads will be returned and thus will automatically become limited to 20mph except in Rhosgogh which is proposed to become 40mph in keeping with the adjoining area of the settlement.
 - Revoke any existing 20mph speed limits that would become wholly or partially within a restricted road area. Existing 20mph roads (whether zones or limits) made by Order will retain their existing speed limit.
 - Restrict sections of unlit road to allow them to become 20mph on the 17th of September 2023 to ensure consistent application of the 20mph limit in that locality.
 - Remove the restricted road designation on a unique section of road where the National Speed Limits should apply.
- 2.3 The public consultation period took place between 30th June 2023 and 21st July 2023.

- 2.4 Two objections were received to the proposal to remove the restricted road designation of a small section of the B4520 in Pwllgloyw.
- 2.5 26 other objections were received for 10 separate areas within Powys that were proposed to be exempted from becoming 20mph and remain 30mph on the 17th of September 2023.
- 2.6 No objections were received for the proposals to revoke the restricted 20mph limits, zones or time restricted areas.
- 2.7 The anonymised objections received together with the officer responses and recommendations are attached at Appendix A.
- 2.8 29 other comments were received during the consultation period, these varied to objecting to the whole process of roads becoming 20mph in accordance with the Welsh Government Order [The Restricted Roads \(20 mph Speed Limit\) \(Wales\) Order 2022 \(legislation.gov.uk\)](#), to asking for changes to roads not being consulted upon. Those have been responded to directly and the recipient advised they have not been taken as objections thus not included within this process.

3. **Advice**

- 3.1 **Pwllgloyw** – The two objections received for shortening the speed limit here focused around road safety for the access to the pub's car park. The objections consider moving the speed limit to just before the access will lead to higher speeds going past the access.

Suggestion was made that the pub's owners may be able to improve visibility for those exiting the access however apparently this is not possible. The reason for shortening the speed limit here is because the existing terminal section is located within a rural section of road outside the development boundary.

It is usual practice to commence a speed limit at the change in the road environment so that drivers respect the decision to lower the speed limit as they can see the relevance. In this way speed limits are more likely to be complied with. Extending the limit beyond the change in environment can diminish the effect and then when drivers reach the location where speeds should be reduced, there is no signage to advise them to do so. As the distance from the proposed shortening of the limit to the existing limit is only about 45m this is considered too short for a buffer on this type of road.

Maintaining the proposed location of the speed limit by the access to the pub will improve the forward visibility to the sign so drivers will have a greater distance in which to slow down before the change. A buffer speed limit would be appropriate here and this should be considered when Welsh Government publish the revised guidance on setting local speed limits later this year. A request has been made to Welsh Government to allow an advanced warning of the 20mph sign be erected in advance as mitigation until a review of the buffer can be undertaken as that is currently only permitted in advance of a 30mph speed limit.

- 3.2 **Aberbran** – The positioning of the sign at this location is not straightforward due to the lack of available verge width. The landowner has objected to the proposed position of the terminal sign at the suggested location where the environment changes.

The objection is due to the sign restricting the use of the access by his farm machinery and would get damaged. The sign is unable to be located within the highway at any other location other than where the existing speed limit commences further out of the settlement. The only other option would be to extend the exemption further, past residential properties which is not considered appropriate. The proposal here should therefore be abandoned on the grounds there is no practical positioning for the speed limit sign other than at its current location.

- 3.3 **Churchstoke** – Two objections were received for the exemption on the A489 to the east of the village. There are a number of accesses onto this section of county class 1 A road that are mostly private with one housing estate opposite the supermarket. The development, aside from the supermarket is predominantly situated away from the A489 and this is not directly fronting the road changing its nature.

There is no footway along the south side of the road and there is a formal pedestrian crossing located outside the supermarket which affords ample visibility to make crossing safe at the current speed limit. The proposed exempted area is approximately 850m in length and does not have the characteristics of a built-up road. The supermarket is detached from the main core of the village and extending the 20mph limit past this premises is likely to diminish the effect of the 20mph limit where the road changes from being predominantly rural in nature to being built up by the property known as Wilber House.

The proposed housing development in the field adjacent to Wilber House will be serviced by means of a single access onto the A489 with the housing located away from that road. Therefore, whilst there will be additional activity within this area should that development take place, the nature of the road would not significantly change. A future assessment under the revised guidance on setting local speed limits can be undertaken at the time that development takes place and amendments made if appropriate.

As the section of the A489 to the east of Wilber House is semi-rural in nature and of relatively high standard, it is considered to be outside of the scope for becoming 20mph and should remain 30mph.

- 3.4 **Craig-y-Nos** – One objection was received for this section of the county class 1 A4067 through Craig-y-Nos. The objector cites the accesses and use of the road, especially between the country park and the castle hotel.

The A4067 in this locality is predominantly semi-rural with very limited frontage development. It is not considered that this section of A4067 is sufficiently built up in nature and should therefore be exempted from becoming 20mph. All the accesses onto the A4067 within this area are private with the main two [the country park and hotel] being adequately signposted with highway or private signs.

- 3.5 **Llangedwyn** – one objection was received for this proposed exception. There have been a number of injury collisions at this location, 2 in the 5 year period 2017-2021 however there is anecdotal evidence of more collisions not being recorded as no injuries were reported.

The objector reports that by not exempting this section and allowing it to become 20mph will improve road safety and reduce sign clutter. Whilst the church is a receptor worthy of noting, its location is such that it is detached from the main settlement and sits in a semi-rural location.

Reducing the speed limit to 20mph in this area, may reduce the likelihood of collisions from occurring however it is more likely to result in the speed limit being ignored to a greater extent since the limit does not correspond with a more significant change in the surroundings. The collisions reported at this location appear to be due to failing to negotiate the bend which is currently within the 30mph section.

There is ample warning of this bend with chevron signs depicting its severity. Under the current speed limit guidance, speed limits are not used for isolated highway features such as a bend or a junction. It is considered that the speed limit would be best located where there is more of an apparent change in the road environment which will aim to increase the likelihood of drivers respecting that limit. It is therefore considered that the road past the church should remain within a 30mph limit and that appropriate signing for the bend is maintained to provide adequate warning to motorists.

- 3.6 **Llangorse** – One objection was received for the proposed exemption of approximately 220m of the C0103 to the east of Llangorse.

The objector sites the use of the road by the former activity centre which there are tentative proposals for redeveloping into a holiday cottage site and also there are plans to open a private home school for 6 pupils. The school along with adjacent properties would be just within the 20mph but the objector considers vehicle speeds would be lower if the limit was maintained to the east where people also walk to access footpaths.

The proposed exemption was considered appropriate since the current restricted 30mph limit extends past the main built-up area of the village in a semi-rural area, past the activity centre. Should the former activity centre be redeveloped, it will require planning permissions for which the highway authority is a statutory consultee. This will provide an opportunity for the Highway Authority to secure any necessary highway improvements as part of that development whether that be footways and/or extending speed limits. There are no certainties any development will take place here and even if there are, there are no firm approved proposals with a timeframe for completion. Therefore, this development cannot be considered as part of this consultation as it is not committed development at this time.

Whilst pedestrians may use the road to the east of the proposed location of the start of the 20mph limit by Ty Mawr Close the nature of the road is typically rural with hedges to both sides. The pedestrian use is purely recreational and should not be used as a basis for extending speed limits into rural locations.

Commencing the speed limit just before Ty Mawr Close is the appropriate location being where the residential properties start along this road into the village.

- 3.7 **Llangorse and Llanfiangle Tal-y-llyn** – One general objection has been received for these 2 communities as the proposal is to create relatively small 30mph buffer limits where we are proposing exempting the existing restricted road from becoming 20mph and that by allowing the 20mph limit to extend beyond the commencement of the built up nature of these settlements then drivers will slow earlier.

When setting speed limits it is generally recommended to commence the lowered limit where there is a clear change in the road environment. In doing this the driver will have a greater understanding of why the limit has been imposed and thus have greater respect and increase the likelihood of the limit being complied with.

At each of the locations the current restricted 30mph limits extend beyond the change in environment and are predominantly within rural settings. The exceptions therefore provide for the 20mph limit to coincide with, or as close as practical to, the change in road environment of one of predominantly rural in nature to one that is built up.

It is considered that to aid greater compliance with the new restricted road speed limit of 20mph, that the exemptions should be allowed and the 20mph limits start where proposed. Whilst this may leave small 30mph buffer limits, these can be reviewed following the production of the revised setting local speed limits by Welsh Government later within the year.

- 3.8 **Llangynidr** – 16 objections have been received for the B4558 Cwm Crawnon mostly citing that on the eastern side, the presence of the community hall, sports field/playground, car park and bus stops concentrated within the same vicinity on a section of road the links the two main areas of this split settlement. The facilities within this area create a high level of pedestrian activity with people crossing the road between the car park and the community hall. In addition to this there are a number of properties along the western side that front the road and there is a public house. These also generate pedestrian and cycling activity along the B4558 where there are little or no footways present.

The reason for originally proposing this for an exception was because the nature of the road is not fully conducive of being built up to the west and east of Forge Road.

The objectors raise valid points and when comparing the B4558 to the [Welsh Government guidance](#) on exceptions to restricted roads, sections of Cwm Crawnon Road do meet the criteria to remain restricted.

To the western side from the existing terminal section by Cwm Crawnon Warehouse/Lock Cottage through to the property Glasfryn the density of residential properties is around the 20 per km. In addition to those properties there is the public house increasing the receptors within this area. If this section of 601m of B4558 was to be removed from the exception process, it would leave only a small section of 280m between that and the commencement of the original point it was proposed to start the 20mph limit near Forge Road. Therefore it is considered that it would be sensible to abandon all this section to the east of Forge Road from the proposed

exception thereby maintaining its restricted status and becoming 20mph on the 17th September 2023.

On the east side whilst there are those facilities, the road corridor has a predominantly rural feel with the facilities being screened behind hedges. To maintain the restricted road status past the community hall and the 100m walking distance as recommended within the [Welsh Government guidance](#) would mean the exception being reduced in nature to just to the south east of the U0921 junction. Whilst this is the location the footway begins and could be considered a suitable location where the road environment changes character. Whilst the exception should be reduced to comply with the guidance, the nature of the road is such that vehicles speeds may still remain high and compliance with the 20mph speed limit may not be significant and it must be noted that there is no additional funding provided to consider any forms of traffic calming other than creating a gateway feature at the terminal location consisting of the terminal signs and a 20mph roundel painted on the road surface. The proposed plan for the shortened exempted area is shown on plan No 299 in appendix B.

3.9 Llansilin – One objection has been received for the B4580 to the south of the village.

This is a difficult site to locate traffic signs due to the lack of any verge width. The reason the current speed limit extends to its current location is because that is the closest place to feasibly locate a road traffic sign to the village. The objection makes valid points that there are residential properties located within the proposed excepted area and thus the 20mph should be extended to cover these. It is considered these objections are valid and the exception to the south of the village should be abandoned with the 20mph limit commencing where the current 30mph limit commences.

3.10 Penybony Llanerch Emrys – One objection received for the C2003 to the south of this settlement as there is a new housing estate and the limit should be extended to the junction of the U2043 to cover the access to the new residential development.

The current speed limit does not go to the U2043 junction where a new access to a small development of 5 properties has been constructed. Therefore, this section is not currently restricted in nature and thus outside the scope of the consultation. However, from the existing commencement of the restricted road just to the north of the access to the development, we are proposing to exempt approximately 175m of the restricted road to maintain it as a 30mph limit since there is no frontage development along that section which is rural in nature. The nature of the road does not alter until you reach the U5213 junction where the residential properties front the road changing its nature from rural to more urban. It is considered that aligning the commencement of the 20mph limit with the change in road environment will increase the likelihood of that limit being respected.

3.11 Penybonfawr – One objection received to the proposed exception to the west of the settlement. There is a church located on the north side within that proposed exception area and the objector cites people walking to there and neighbouring properties. The church and residential properties are all located to the north of the road with no development to the south. There is a reasonable footway extending

along the north side of the B4391 past the church and properties which affords a safe passage for the pedestrians accessing those locations. However, the 3 residential properties do not meet the density criteria of the Welsh Government criteria of a minimum of 20 per km and the additional receptor of the church does align it to being a restricted road. Therefore, it is considered the proposal to exempt this section of road should be abandoned.

4. Resource Implications

- 4.1 All costs associated with the implementation of the Traffic Regular Orders and the manufacture/erection of the associated signage and carriageway markings will be funded by the Welsh Government. A grant of £1.6m has been awarded for this financial year and this is sufficient to cover all the necessary signing.
- 4.2 The Head of Financial Services (Section 151 Officer) notes the above.

5. Legal implications

- 5.1. The Property Lawyer North has reviewed the proposals and they appear appropriate as long as we are acting in accordance with the Guidance and follow the correct procedures.
- 5.2. The Professional Lead for Legal Services and Deputy Monitoring Officer notes the legal comment and providing the proposals adhere to the legislative provision and guidance, then nothing further to comment” .

6. Data Protection

- 6.1 Personal data has been collected from responses to the public consultation as it is essential to undertake this statutory requirement for making a Traffic Regulation Order. This data will be collected and managed in accordance with the privacy notice that is published on the Traffic Order Consultation page on our website.
- 6.2 The Data Protection Officer notes the requirement for public consultation and that the personal data collected during this process will be processed in accordance with the published privacy notice.

7. Comment from local member(s)

- 7.1 This is a county wide proposal all Members received direct request to engage within the consultation for the traffic orders and those that objected to the proposals are enclosed in the anonymised objections recorded in Appendix A.

8. Impact Assessment

- 8.1 An impact assessment is not required as this is a national scheme following Welsh Government published guidance.

9. Recommendation

Recommendation:	Reason for Recommendation:
1. Pwllgloyw – to overrule the objections and implement the proposed revocation of restricted road status as proposed	To ensure the speed limit is consistent with the surroundings and to note that a speed limit review will be undertaken to consider a suitable buffer zone when the Welsh government guidance is produced
2. Aberbran – to sustain the objection and abandon the proposed exception at this location	To ensure signing of the speed limit is appropriately located within the highway
3. Churchstoke – to overrule the objections and implement the 30mph speed limit as proposed	To ensure the speed limit is consistent with the surroundings
4. Craig-y-nos – to overrule the objection and implement the 30mph speed limit as proposed	To ensure the speed limit is consistent with the surroundings
5. Llangedwyn - to overrule the objection and implement the 30mph speed limit as proposed	To ensure the speed limit is consistent with the surroundings
6. Llangors - to overrule the objection and implement the 30mph speed limit as proposed	To ensure the speed limit is consistent with the surroundings
7. Llangors and Llanfiangel Tal-y-Llyn - to overrule the objection and implement the 30mph speed limits as proposed	To ensure the speed limit is consistent with the surroundings
8. Llangynidr East side – to partially sustain the objections relating to the eastern side of the B4558 and shorten the exception to cover the first 148m of the current 30mph limit only	To ensure the speed limit is consistent with the surroundings
9. Llangynidr west side - to sustain the objection and abandon the proposed exception at this location	To ensure the speed limit is consistent with the surroundings
10. Llansilin – to sustain the objection and abandon the proposed exception	To ensure the speed limit is consistent with the surroundings
11. Penybont Llanerch Emrys - to overrule the objections and implement the 30mph speed limit as proposed	To ensure the speed limit is consistent with the surroundings
12. Penybontfawr - - to sustain the objection and abandon the proposed exception	To ensure the speed limit is consistent with the surroundings

<p>13. To authorise the making of the traffic regulation orders and implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 in connection with the changes in restricted road speed limit as per the proposals and taking into account the decisions numbered 1 to 12 above.</p>	<p>To ensure speed limits are set appropriately in areas that should be exempted from The Restricted Roads (20 mph Speed Limit) (Wales) Order 2022 as well as complying with changes in regulations removing 20mph Zones in Wales and ensuring, where applicable, the 20mph limits commence in the most appropriate location.</p>
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<p>Relevant Policy:</p>	<p>Corporate and Strategic Equality Plan 2023-27 Stronger, Fairer, Greener:</p> <ul style="list-style-type: none"> • Climate and Nature: Tackling the Climate and Nature Emergency To support the Council's declaration of a Climate Emergency in September 2020, and Nature Emergency in October 2022, we are working to become a net-zero Council by 2030 and will support Powys to become a net-zero County by 2050 • Equalities We continue to make improvements to our services and employment practices to meet the diverse needs of the people of Powys. This includes removing barriers and helping to improve the lives and experiences of those who are disadvantaged. Fairness is central to everything we do as a Council, and we are on a mission to tackle inequality and create better opportunities for all people in Powys. <p>Net zero 2030 – carbon reduction and modal shift to sustainable travel</p>		
<p>Within Policy:</p>	<p>Y /N</p>	<p>Within Budget:</p>	<p>Y /N</p>

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<p>Head of Service:</p>	<p>Matt Perry</p>
<p>Corporate Director:</p>	<p>Nigel Brinn</p>

DELEGATED DECISION NEW REPORT TEMPLATE VERSION 3

Appendix A

Details of objections received.

	Location objection relates	Specific street	Map No	Reason	Officers Comment on Objection(s)
1	Pwllgloyw		166	Road safety. The new proposed sign location is immediately next to the Pwllgloyw Arms car park. Vehicles exiting this car park will be entering a road immediately after the zone where oncoming traffic will be expected to slow down from 60mph to 20mph (between the two yellow lines in the photo below). The ability for drivers within vehicles exiting the car park to see oncoming traffic (following line of sight along the blue line in the photo below) in time, will be difficult due to the short distance between the bend and the 20mph zone. Highways officers suggested the pub removes hedging to improve visibility. Removing part of the hedge will not improve visibility, as the hedge is already far back from the road enough to see oncoming traffic. The issue is around the speed of the traffic, and how quickly traffic will appear after exiting the very close bend up the road. Change in the road environment. A section of hedge has recently been removed and opened up a gap where a track now stretches into the field below (red marking on photograph). I am not sure if this is to allow access for the landowner, perhaps to include a gate, or whether development is about to take place in the field. Either way, a change in the road environment will be outside the proposed 20mph if this goes ahead, defeating the object and reasoning behind relocating the speed limit in the first place. Lack of consultation, and predetermination. New 20mph signs have already been placed, covered with temporary 30mph stickers, where the new proposed 20mph zone is due to start. Placing signs before consultation looks to me as though a decision has already been made. The new signs will have been paid for by Council Tax paying members of the public, prior to consultation, which I find astonishing as it is clear no amount of consultation will make any difference, as the signs are already there	The current restricted road speed limit extends beyond the built-up section of the road. To be most effective it is considered that speed limit changes should coincide with changes in the road environment. This way the drivers make the connection and are thus more likely to modify their speed. Unfortunately, Welsh Government have not produced their revised guidance on setting local speed limits as yet and this process is not a wholesale speed limit review. The current 30mph terminal signs are located closer to the bend to the south and this means moving the signs closer to the settlement will result in greater forward visibility to those signs. This means drivers will have a greater distance [and thus time] in which to note the sign and slow down as they approach the change in limit. The signs have been positioned in place prior to the decision being made due to the tight time scales. This is known to be at risk however if the objection is sustained the signage will remain at the existing location and simply swapped. The positioning of the signs is therefore not prejudging the outcome.
2 Page 12	Pwllgloyw		166	Road safety. The new proposed sign location is immediately next to the Pwllgloyw Arms car park. Vehicles exiting this car park will be entering a road immediately after the zone where oncoming traffic will be expected to slow down from 60mph to 20mph. The ability for drivers within vehicles exiting the car park to see oncoming traffic in time, will be difficult due to the short distance between the bend and the 20mph zone. Removing part of the hedge was suggested but upon further investigation this would not improve visibility, as the hedge does not currently limit the visibility on this stretch of road. The issue is around the speed of the traffic, and how quickly traffic will appear after exiting the very close bend up the road. Change in the road environment. There are new developments on the opposite side of the road where a section of hedge has been removed and opened up what appears to be an access gap and if so a change in the road environment will be outside the proposed 20mph positioning. Therefore, the commencement of the 20mph limit would have to move again. Lack of consultation. We note new 20mph signs have already been placed, covered with temporary 30mph stickers, where the new 20mph zone is proposed to start. This concerns us as it would appear the decision is a fait-a-complete without consulting the community	The current restricted road speed limit extends beyond the built-up section of the road. To be most effective it is considered that speed limit changes should coincide with changes in the road environment. This way the drivers make the connection and are thus more likely to modify their speed. Unfortunately, Welsh Government have not produced their revised guidance on setting local speed limits as yet and this process is not a wholesale speed limit review. the current 30mph terminal signs are located closer to the bend to the south and this means moving the signs closer to the settlement will result in greater forward visibility to those signs. This means drivers will have a greater distance [and thus time] in which to note the sign and slow down as they approach the change in limit. The signs have been positioned in place prior to the decision being made due to the tight time scales. This is known to be at risk however if the objection is sustained the signage will remain at the existing location and simply swapped. The positioning of the signs is therefore not prejudging the outcome.
3	Aberbran		169	Approaching Aberbran from Aberyscir, the new sign causing obstruction to existing farm access and landowner asks that it be moved and use the existing 30mph sign's location instead	The proposed location of the start of the 20mph limit would be such that the sign would need placing on private property/land since there is very little or no verges. The exception could be located further within the settlement however that would lead to properties being located directly onto the roadside within the exempted area. whilst not ideal there is no other reasonable option other than to retain the restricted nature of the whole section and commence the 20mph limit where the current limit commences as that is the closest location to the built-up area a sign can be located and would have been the predominant reason for locating the 30mph signs there originally.
4	Churchstoke		67 to 69	Road Safety: This would go against the Welsh Government proposals that would render this to be a 20mph section along with the rest of the existing 30mph section within Churchstoke. Traffic travelling in a westerly direction is likely to enter the proposed 20mph section at the western end of the village at a higher speed to the detriment of safety past the junction of Orchard Close, Fir Court Avenue and Hall Bank. Changes in the road environment. This section already incorporates a number of access and egress points, the Mid Counties Co-op car park, filling station, commercial access to Montgomery Waters and warehouses and a zebra crossing. Along with the existing adjacent dwellings including Cross Lacey housing estate there is a planning application for a major new junction for the proposed 45 houses which in itself would have an inevitable increase in vehicular and pedestrian movements.	By allowing the exemption so the 20mph commences at Wilber House should improve safety at the named junctions. By moving the 20mph further to the east, this will likely diminish the effect of the signing since the signs would be located in semi-rural location with no direct frontage accesses or properties on the road providing the change in environment that aids the drivers recognising why they should slow down. drivers are therefore more likely to carry a greater speed through the main core of the settlement as repeater 20mph signs are not permitted within lit 20mph limits post 17th September 2023. the accesses referred to within the proposed exemption area do not change the character of the road and the main location people are required to cross the road to the supermarket has the benefit of a formal pedestrian crossing to allow people to cross safely if used correctly. the development of the houses has not obtained full planning permission, and this cannot be considered as will be going ahead at this time. However, there will be an opportunity to reconsider the speed limit with the developer at the appropriate time.

5	Churchstoke		67 to 69	Road safety. There are numerous access and egress junctions along the proposed length of 30MPH zone. The existing major junctions include those to: • Crosslikey housing estate • Montgomery Water Offices and Mid Counties Co-op lower carpark • Montgomery Water and warehouses and Mid Counties Co-op upper car park • The petrol station • Numerous junctions to various properties. Changes in the road environment. There is a planning application for development at Land Adjoining Fir House Churchstoke Montgomery Powys for 45 houses including a new road junction onto the A489 within the proposed 30MPH zone that would otherwise become 20MPH under the Welsh Government proposals. In addition, in January 2017, the planning committee granted outline planning consent to build homes on 1.7 hectares of land next to Fir House in Churchstoke.	The accesses on to the A489 are within what can still be described as inter urban/semi-rural with only the supermarket forming a visible direct frontage to the road. All other developments are screened by hedgerows. The supermarket benefits from a formal crossing that affords good visibility for both pedestrians and motorists to enable crossings to be made safely within the current 30mph speed limit. The planning of the site to the south of the A489 at Fir House is only outline planning which 2 extensions of time have already been approved to submit reserved matters. the assessment of the speed limit should be made to current situations and developments such as may or may not go ahead so should be assessed at the time they are confirmed. During the final planning stages, should the proposals alter the road environment sufficiently and increase pedestrian crossing movements then this will be considered at that time. To note there is no footway along the south side of the A489 within the proposed exemption area and the main area pedestrians will cross the road has the formal pedestrian crossing.
6	Craig-y-Nos	A4067	210	The Council respectfully suggests the speed limit is reduced to 20mph on the above section of road. The reason is, in the opinion of the Council, road safety is severely compromised at the entrance to the Craig y Nos Country Park and Craig y Nos Castle, including Pony Trekking activity also using this section of the A4067	The road through Craig y Nos is sparsely developed and has a largely rural feel to the corridor. There is a footway linking the Castle Hotel and the country park which are on the same side of the road. Both accesses are private accesses with the Country Park being highlighted by flag type signs and the Castle Hotel with their own signage.
7	Llangedwyn		7	Church corners -there is very strong support for this area to be included with in the 20mph zone, especially in the light on the number of accidents with cars leaving the road smashing tomb stones and also flattening Powys CC chevron signs, this area is well known for frequent incidents and an extension to the 20mph zone is supported by Church and Community Council. This proposal would reduce the number of signs required, as you know I always in favour of minimum number of signs possible, it reduces maintenance, improves impact and improves the street scene	Under the current setting local speed limit guidance, it states speed limits should not be used to isolated highway features [junctions or bends]. Adequate warning should be provided to highlight hazards so that motorists can amend their driving to be able to navigate safely. The bend is sufficiently highlighted with advanced warning and chevrons on the bend The current 30mph to the east of Llangedwyn commences in a rural setting with fields to the south and wooded area to the north behind a stone wall. aside from the church to the south at the bend there is no other frontage development within the first 223m of the current limit. the proposed location of the 20mph limit is at the location where the residential properties change the nature of the road from being predominantly rural to semi urban.
8	Llangorse	C0103	189	road is winding single track with no pavement used by residents, walkers, tourists, cyclists, pony trekkers. Vehicles already break limit. Ty Mawr educational setting will be just inside 20mph but concerned of speeds. It is going through process of being registered as a school. children live in properties where the 20mph is proposed to start. Former adventure centre is proposed to become a 49-holiday cottage site. placing the 20mph will give greater chance of driers slowing down as they reach the properties etc.	The road is rural in nature with only the former activity centre located within the current 30 limit proposed to be maintained as an exception. The centre is currently being considered for redevelopment however no planning permission has been applied for to date. Any changes this makes to the highway can be considered at the planning stages. Whilst the objector notes there is a school on the C0103 this is not a school in the traditional sense and is not currently operating but going through the process to school 5 children plus the teachers own child It is located within the area that will become 20mph and it is only the reported children walking within the proposed exemption site to access the walks in the hillside area. The school would be responsible for risk assessing such activity and imposing control measures to ensure this is a safe activity. The road corridor within the proposed exemption area is bound by hedges to both sides and it typical to most rural roads, it is not considered residential. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.
9	Llangorse and Llanfihangel Tal Y Llyn		188 to 190 and 186	it is the Community Council's view, that having short 30 mph limits, reducing to 20 mph can cause confusion, it is also felt the ability to reduce speed earlier, when entering villages, is an opportunity to exploit. Individual comments made on each location within the letter.	The 30mph limit extends to an area where there is no frontage development and there are fields to both sides. It is considered the 20mph should commence as close as reasonably practical to where the settlement begins to align it with the built-up area. extending the 20mph beyond that point may diminish the effect of that limit. The remaining 30mph limit will act as a buffer to the 20mph limit.
10	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	Road is main link with people walking between upper and lower areas. It is access to the Community Hall playground, sports field, bus stops, car park, burial ground footpaths and a pub so has a lot of pedestrian activity. Footpath is also very narrow and vehicle speeds are high. people are scared to cross the road. reducing to 20mph will improve situation.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds to the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low. Indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed.
11	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	Although I feel this is a great idea it does not cover enough of the area, and I feel it should extend from before the village hall along to the Coach and horse's public house. As a horse owner/ rider and dog walker this part of the main road is often busy and cars do tend to go too fast, this is an accident waiting to happen	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds. indicate this is not currently practical and may diminish the

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12	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	High pedestrian activity especially between car park and village hall/play-sports area and bus stop. Also, recreational walkers at Dyffryn Rd and Cyffredyn Lane. Benefits cited by WG for a 20mph limit would suite section from Dyffryn Rd to Forge RD. increase in traffic and speeds over years noted and 20 will benefit residents by reduced speeds, noise and pollution. references need for proper enforcement to make it work	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.
13	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	I personally think the speed should be consistent along the whole road at 20mph. It is a busy road and lots of children use the park as well as the village hall, so the new lower speed should include this area.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed.
14	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	The Village Hall and playing fields are a community facility. Not having a lower speed limit here endangers all users, young and old. The carpark is not adjacent to the Hall. People cross there at all times for recreational activities. The service bus and school bus stop at the Village Hall. It is dangerous at the current speed limit and this proposal shows a lack of understanding and consideration of villagers and tourists alike	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed.
15	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	The area around the main community facilities in the village by the Village Hall/Community Centre. The Village Hall (Community Centre) is the hub of the community. It provides facilities for clubs, societies, meetings, sports events; it is hired out for weddings and parties including children's parties; it is used for large events such as recent Summer Sounds and forthcoming Llangynidr Show. It is widely used by young, old and people with limited mobility. The area adjacent to the hall includes a newly refitted children's playground, sports fields, picnic areas, a skateboard park, tennis courts, public toilets, the village Burial Ground. All of these can only be accessed by crossing the B4558. All are well used. The only pavement is on the opposite side of the road to these facilities. The car park is also on the opposite side of the road. There is also a public footpath to the canal which goes across the field next to the village hall playing fields frequently used by locals and visitors including large ramblers' groups who often park in the village car park and therefore cross the road there. The bus stop is used by the service buses, often by people with limited mobility who need to cross the road. It is also used by the full school bus taking pupils to the high school. They can be observed on the return trip crossing in front and behind the bus across to the playing fields often with headphones on, looking at phones and focussed on their friends. Following a funeral service, the congregation process from the church on the south of the road crossing to the burial ground on the north of the road. The bike shop adjacent to the car park attracts customers from a large area by both car and bike either crossing the road or parking outside. As a result of all of the above, there are significant numbers of pedestrians and cyclists travelling along and across the road at this point. These pedestrians and cyclists will be mixing with motor traffic. The proposed 30mph length of the road is within 100m of a community centre, and other community facilities. The area around the Coach and Horses pub. The pub is split from its beer garden and children's play area and its car park by the road. Staff carry trays across the road. Customers fetch drinks, sometimes hampered by alcohol consumption, from across the road. Families cross the road to access toilets. People walk from the car park to the beer garden in the road. Sometimes people behave as if the	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. The 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. investigations have been commissioned on what measures could be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.

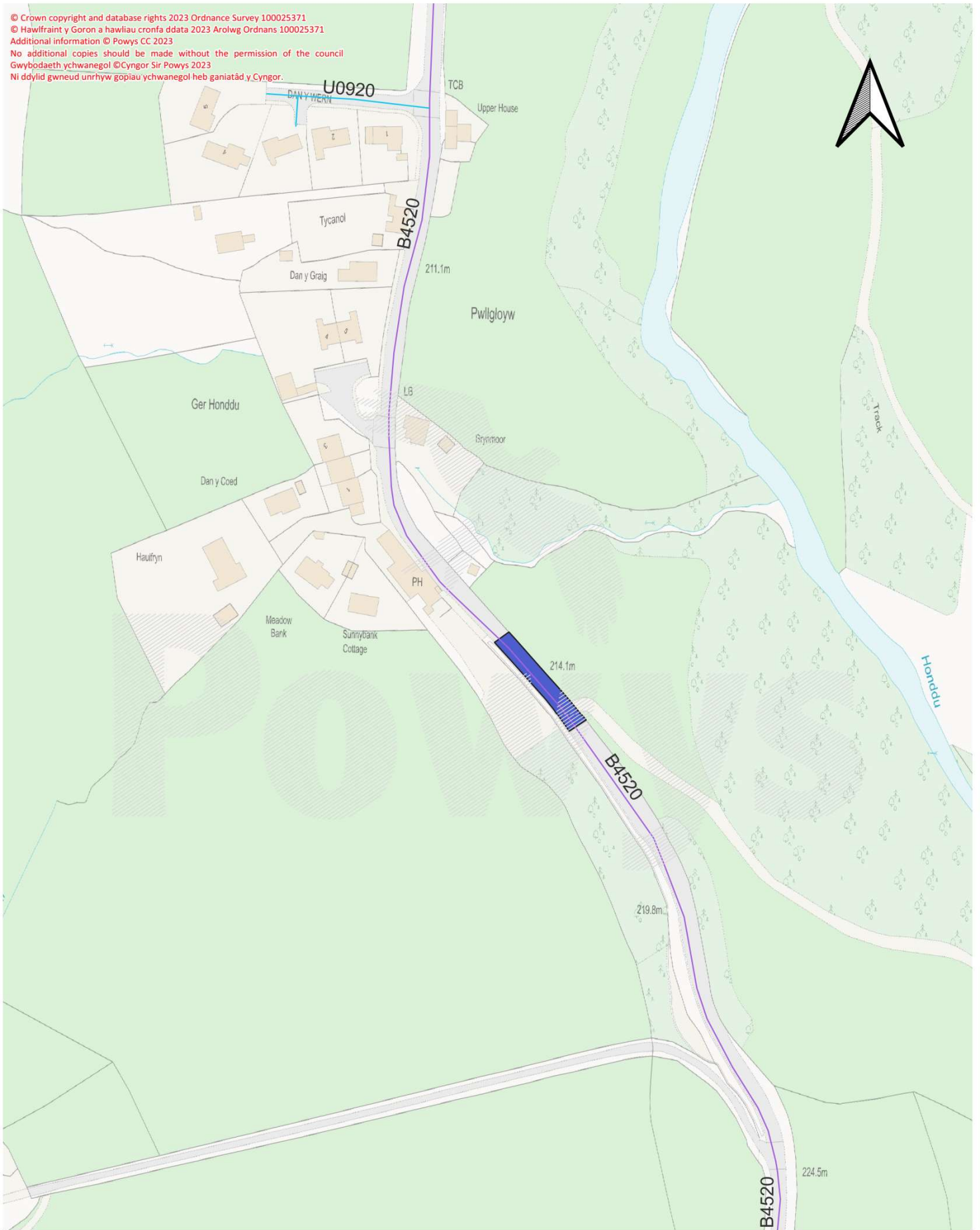
				road is part of the pub area. Walkers and canal boat users use the pub and need to walk in the road to access it travelling from both overnight boat moorings and from the tow path. The pub is a village community centre /facility, and a large proportion of the village can only access it on foot by walking along the B4558 which has no pavement from the Forge Rd junction to the pub. As a result of all of the above, there are significant numbers of pedestrians and cyclists travelling along and across Cwm Crawnnon road from the Forge Rd junction to the pub, and particularly in the vicinity of the pub. These pedestrians and cyclists will be mixing with motor traffic. The proposed 30mph length of the road is within 100m of the pub which is a community facility. I object to the proposed 30mph limit and support the entire length of Cwm Crawnnon Rd, Llangynidr, being designated as 20mph.	
16	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	The first section from the canal at the public house to the junction with Forge Road is used daily by some of the villagers and does not have a pavement. The second section from Forge Road eastwards will see cars accelerate from the 20 mph zone up to 30 mph. This section passes a car park entrance and exit, two bus stops, a childrens play area, a public toilet and the village hall. All these amenities are well used by villagers and visitors alike. This section does have a very narrow pavement but is used by the local Primary school pupils and all secondary school pupils attending Crickhowell High School by bus. I object to maintaining the 30mph along Cwmcrawnnon Road as the whole community would benefit from a 20mph limit.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.
17	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	Extensive objection referencing segregated community linked by the B4558 and not meeting the WG guidance on selecting exemptions due to facilities and fronting residential properties.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed.
18	Llangynidr	B4558 Cwm Crawnnon Road, Llangynidr from the junction of Groesfford to the junction of Forge Road	196 to 199	We have the Village Hall, Public Toilets, Tennis court and the newly revamped children's play park all within a small area and all on the opposite side of the road to the Car Park. There should be a crossing there. There are several Junctions at this point too and the children get off the school bus from Crickhowell and walk along the pavement of Cwm Crawnnon Road to their homes. The pavement is quite narrow in some places as its overgrown by hedges. At night this road is very dark and certainly would benefit from reduced speed.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed.
19	Llangynidr	B4558 Cwm Crawnnon Road	196 to 199	The concern is the stretch of Cwm Crawnnon Road from the Duffryn Road to just short of the junction with Forge Road where I take it new signs for conversion to 20 mph have been situated, which rather pre- empts the overall consultation I might suggest. (I have in my mind that consultation was originally due to take place in September for implementation. Am I mistaken on this basis or has the implementation been brought forward?)Substantively factors beyond the strict criteria which materially justify extension of 20 mph speed control are as follows:1. This is the main pedestrian thoroughfare between lower and upper village with only a narrow footpath from Forge Road to the vehicle entrance to the village car park. The narrowness is a risk for parents escorting children, often multiple children and including push chairs who must cross an uncontrolled road. With school times such use is at times of highest traffic when in particular use of the route through Llangynidr constitutes a 'rat run' for through traffic.2. In addition, there is a concealed exit from a public footpath across a stile without a roadside footpath opposite the bike shop.3. The village playing fields including tennis courts, newly furbished and well used children's playground and the village hall lie across Cwm Crawnnon Road with no roadside footpath. The first two are used predominantly by children and the playground use is self-explanatory, while the hall is used both day and evening frequently more elderly and often disabled people who habitually exceed the limited capacity of the small village hall car park and use the main village car park and thus all these people have to cross the uncontrolled road.3. Pick up and set down of a coach full and more of secondary children school attending Crickhowell High School takes place on the stretch of road adjacent to the two bus stops, while people boarding the public bus service towards Crickhowell and Abergavenny must cross the uncontrolled road.Overall this stretch of road is the most heavil'y used in combination of vehicle traffic and pedestrians in the village with traffic additionally to and from Duffryn Road and movements using the main car park.A	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnnon road past the community Hall so that vehicles speeds can be managed. The signs have been positioned in place prior to the decision being made due to the tight time scales. This is known to be at risk however if the objection is sustained the signage will remain at the existing location and simply swapped. The positioning of the signs is therefore not prejudging the outcome.

				lifetime of management in manufacturing industry taught me to act on risks and near misses. It is not a satisfactory reason not to introduce the 20 mph on a stretch of road within a village because there hasn't yet been a serious injury in common memory. Certainly conversations around the village suggest that a significant number of residents are strongly in favour of 20 mph whether or not they have children (my partner has three grandchildren, one using the school bus for Crickhowell HS and two younger children at Llangynidr Primary School who regularly use the playground.)	
20	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	Cycles along the road 4 times a week, regularly sees other cyclists. More would cycle if traffic speeds were 20mph. Frequently walk and cross the road especially as no continuous footway. Had several near misses.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. The 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.
21	Llangynidr	Cwm Crawnon Road from the Duffryn Road to Forge Road	196 to 199	The whole community would benefit from a 20mph limit all along Cwm Crawnon Road. This especially applies to the section of Cwmcrawnon Road outside the village hall. This is frequently crossed by the community to access the village hall, playground and playing field. There is no central reservation as a safe halfway stop. It is also one of the widest and straightest sections of road where cars exceed the current speed limit the most. Please help protect our pedestrians and community by introducing a 20mph limit along the whole length of Cwmcrawnon Road	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed.
22	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	The whole community would benefit from a 20mph limit all along Cwm Crawnon Road	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street as it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. The 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. Investigations have been commissioned on what measures could be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed.
23	Llangynidr	Cwm Crawnon Road from the Duffryn Road to Forge Road	196 to 199	We regularly pick up children from the school, and along with others take them to the play area at the village hall. The total numbers are frequently towards 20 children aged between 4 and 15. The Crickhowell school bus drops the older children off at the car park, who then cross the road to meet with parents and siblings. It is common for groups of children to need to cross the road in order to reach the park. As an excited group they are often distracted from the situation they are in. Therefore, it would seem that this stretch of road is the point of highest risk and so strange that the 20mph limit is not maintained here.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed.
24	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	Lengthy email, but in essence, extensive range of facilities along this section of road used by pedestrians of all ages and mobilities, cyclists and horse riders.	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being 20mph, the nature and existing speeds indicate this is not currently practical and may diminish the effect of the 20mph where it is proposed closer to the Forge Road junction. we have commissioned investigations on what measures can be introduced on the section of Cwm Crawnon road past the community Hall so that vehicles speeds can be managed. To the west side by the Coach and Horses pub, there are very few properties fronting the road which therefore has a more rural nature to it. The pub is located by a very tight bend in the road over the canal which is a significant feature controlling vehicles speeds on the approach. therefore, vehicles speeds will be dictated by that feature and mean speeds past the pub will be relatively low.
25	Llangynidr	B4558 Cwm Crawnon Road	196 to 199	Extensive objection letter cc'd to Cllr Jackie Charlton. Segregated community B4558 main link between 2. meets place criteria for 20 in WG guidance. Narrow/lack of footways. No formal crossing points. Speed of vehicles as noted by CSW. No cycle facilities on or off road. 20mph would improve safety by reducing risk. going 30-20-30 may confuse drivers	Ordinarily this section of road past the Community Hall and recreational area would meet the criteria for a 20mph restricted road limit. However, the nature of the road is not conducive of a 20mph street sin it is largely bound by hedgerows with little or no frontage development. vehicle speeds are excessive on this section. the 30mph speed limit is largely ignored as the 85th percentile speeds were recorded at just under 42mph. although it meets the criteria for considering being

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26	Llansilin		9-11	I'm content with proposals apart from one serious omission, on the southern approach to the village on the B4580, the 20mph zone needs to be extended south, to the field entrance south of the first house, Brynllynwy, it makes no sense to start the 20mph zone after the Lords House when motorists are well into the village. Residents at Cottismore have long complaint of speeds and they have lost a couple of pets outside their property. There is no pavement in this area and there is also a well-used footpath starting opposite Tyndor, again no pavement to access. Moving the signs south would reduce need for 2 pairs of signs in the village. Just a minor point, there could be a case for removing the 30mph signs on the approach too, both are always buried in the hedge and always difficult to see.	The proposed exemption is not solely based upon the level of frontage development but also the practicality of placing traffic signs. The proposed exemption covers the area from where the existing 30mph signs commence to where the existing 20mph lint for the villages starts. The reason the current 20mph limit starts where it does is because there is no other practical location within the built-up area of the settlement to place the necessary traffic signs. whilst it would make sense to commence the 20mph limit further to the south, it is not practical in terms of signing the speed limit by the first property as you enter the village.
27	Penybont Llanerch Emrys [part of Cllr G Thomas' ward who hasn't objected]		8	supportive of the proposal but considers 20mph should extend to the south to cover the junction of the U2043 where access to new estate is located	The access falls outside of the current 30mph limit so this would be out of scope of the legislative change to make restricted roads 20mph. The current speed limit starts just after the access and the road nature from there is still rural with no development on either side. The change environment within the settlement only occurs at the proposed location of the change in speed limit from 30mph to 20mph just prior to the U5213
28	Penybontfawr	B4391	1	Object to exempting the western approach to the settlement. The church and churchyard are often heavily used by people walking and there are several public footpaths across the fields which begin off of the main road. Having a 20mph speed limit would make things safer for these pedestrians as well as the church/churchyard users. It would hopefully make the bridge area safer as vehicles will have had plenty of time to slow down thus minimising the number small scale accidents and near misses which have occurred over the last few years involving both pedestrians being hit and vehicle collisions.	The road leading up to and past the church has limited frontage development to the one side only with the properties largely screened from view behind hedges/walls. The intention of the proposal is to align the commencement of the 20mph with the change in the surroundings and the commencement of the buildings appearing on both sides of the road. There is a continuous footway along the B4391 along the side the church is located, and this would remain within a 30mph limit. There have been no recorded personal injury collisions within this section over the past 23 years as recorded on crashmap.co.uk. any parking for the church would be along the footway on the side of the church and there will be unlikely any pedestrian crossing the road. The proposed exemption will create a 30mph buffer zone to the 20mph for the settlement which should improve the likelihood of drivers slowing down where the change in environment occurs and thus over the bridge referred to within the core of the settlement and where there are no footways. extending the 20mph further out into the semi-rural area will Lilley lead to less compliance of the limit.

Appendix B

Original Plans

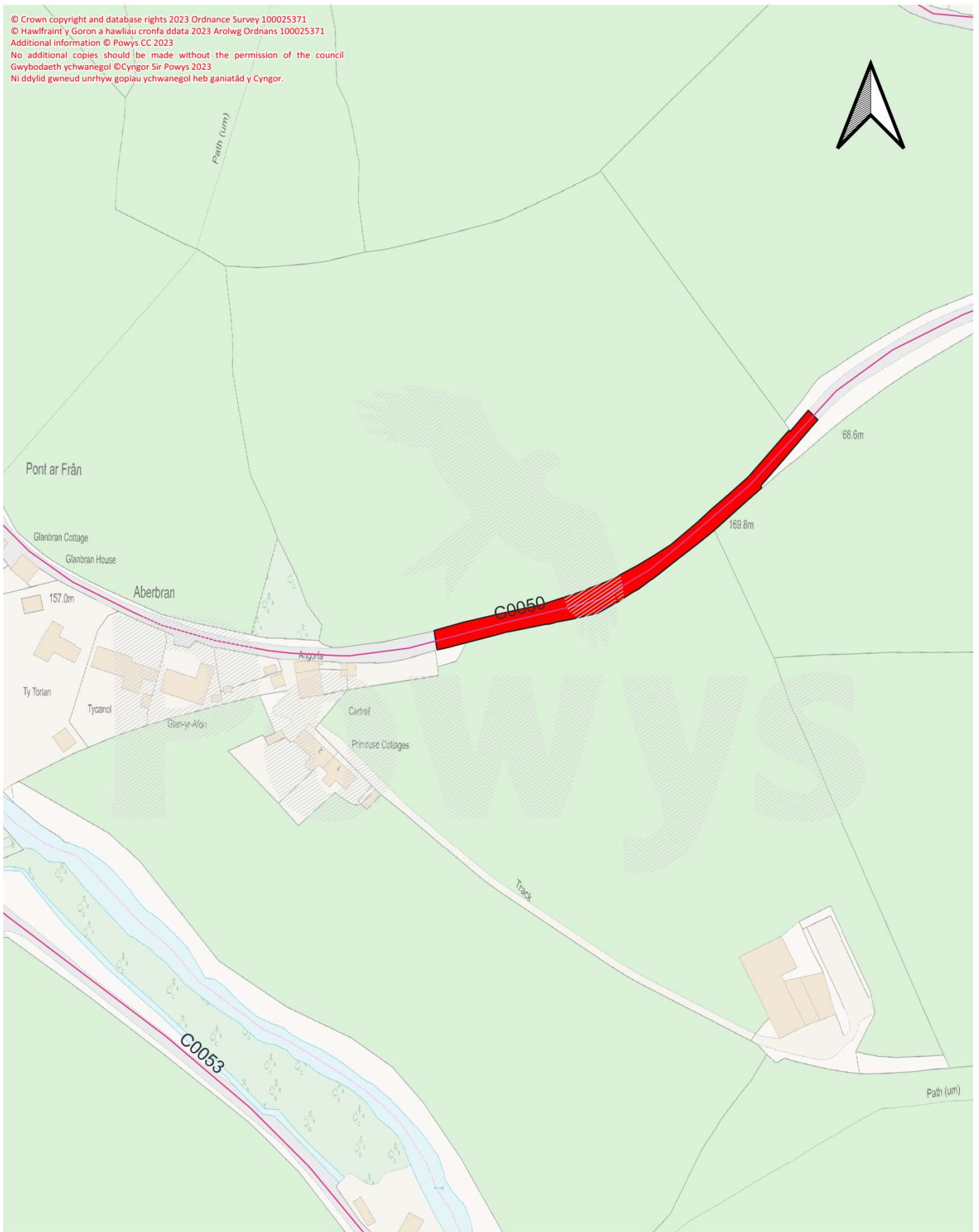


Proposed Changes

 Revoke Restricted Road to National Limits

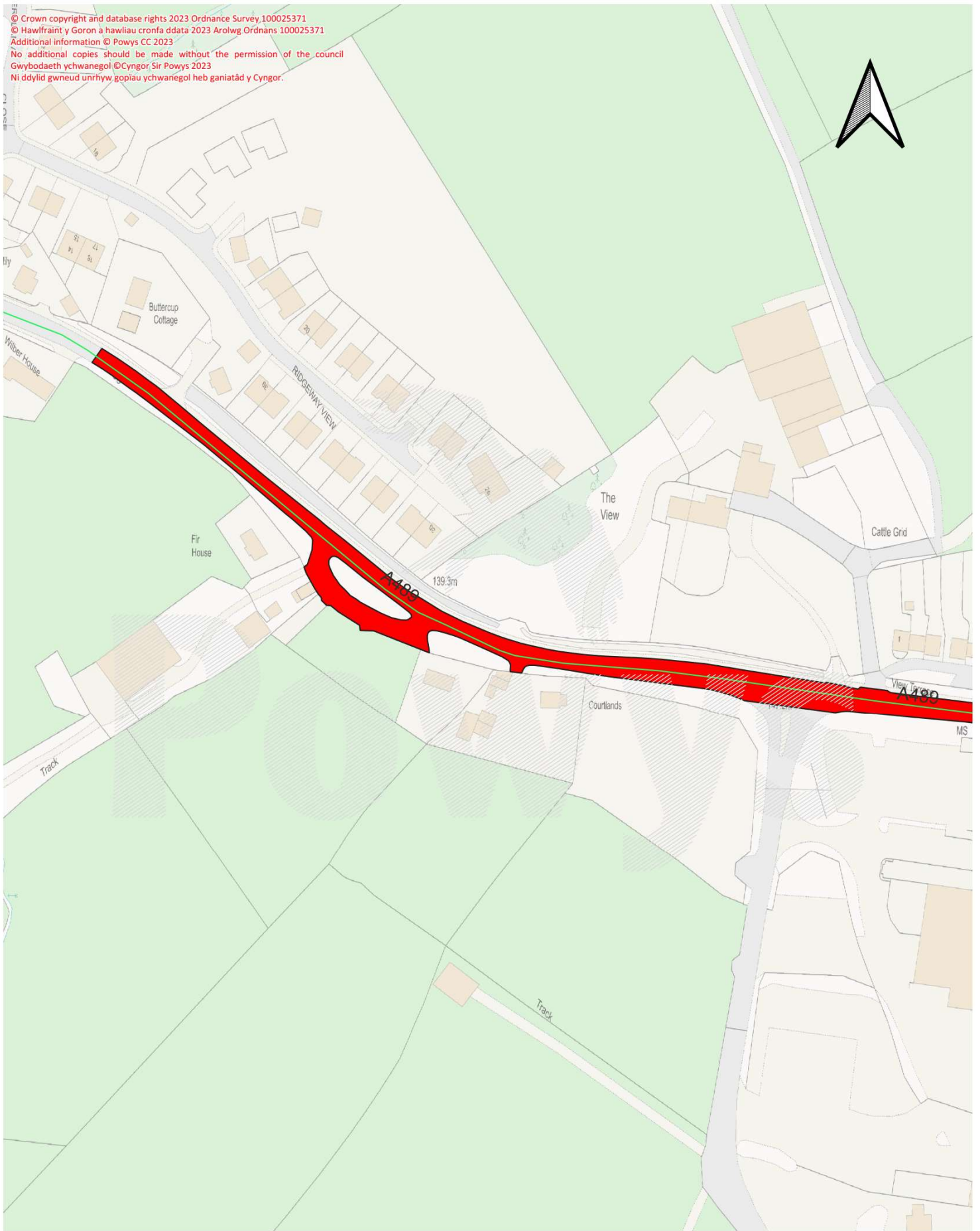
0 25 50 m





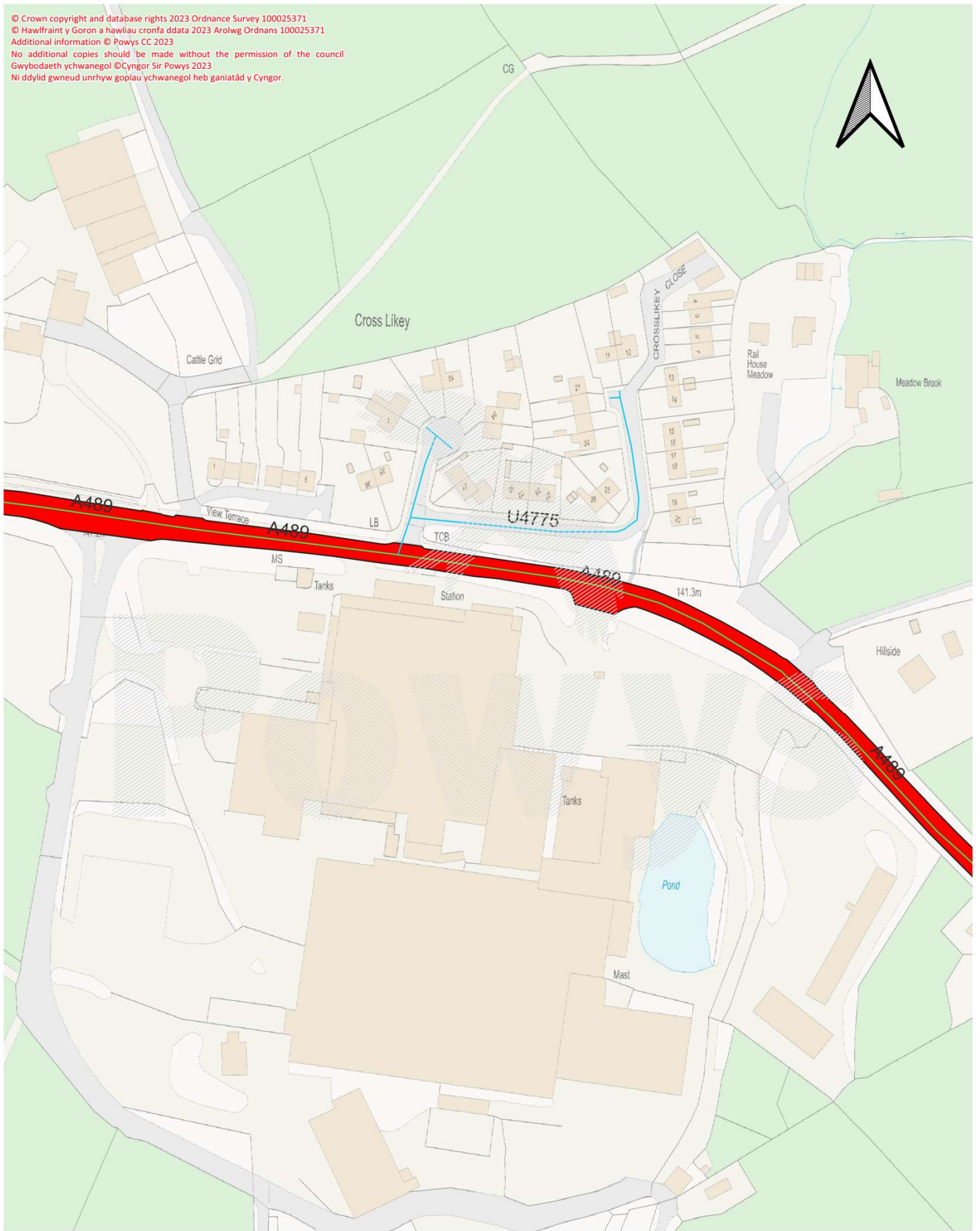
Proposed Changes
30mph





Proposed Changes
30mph



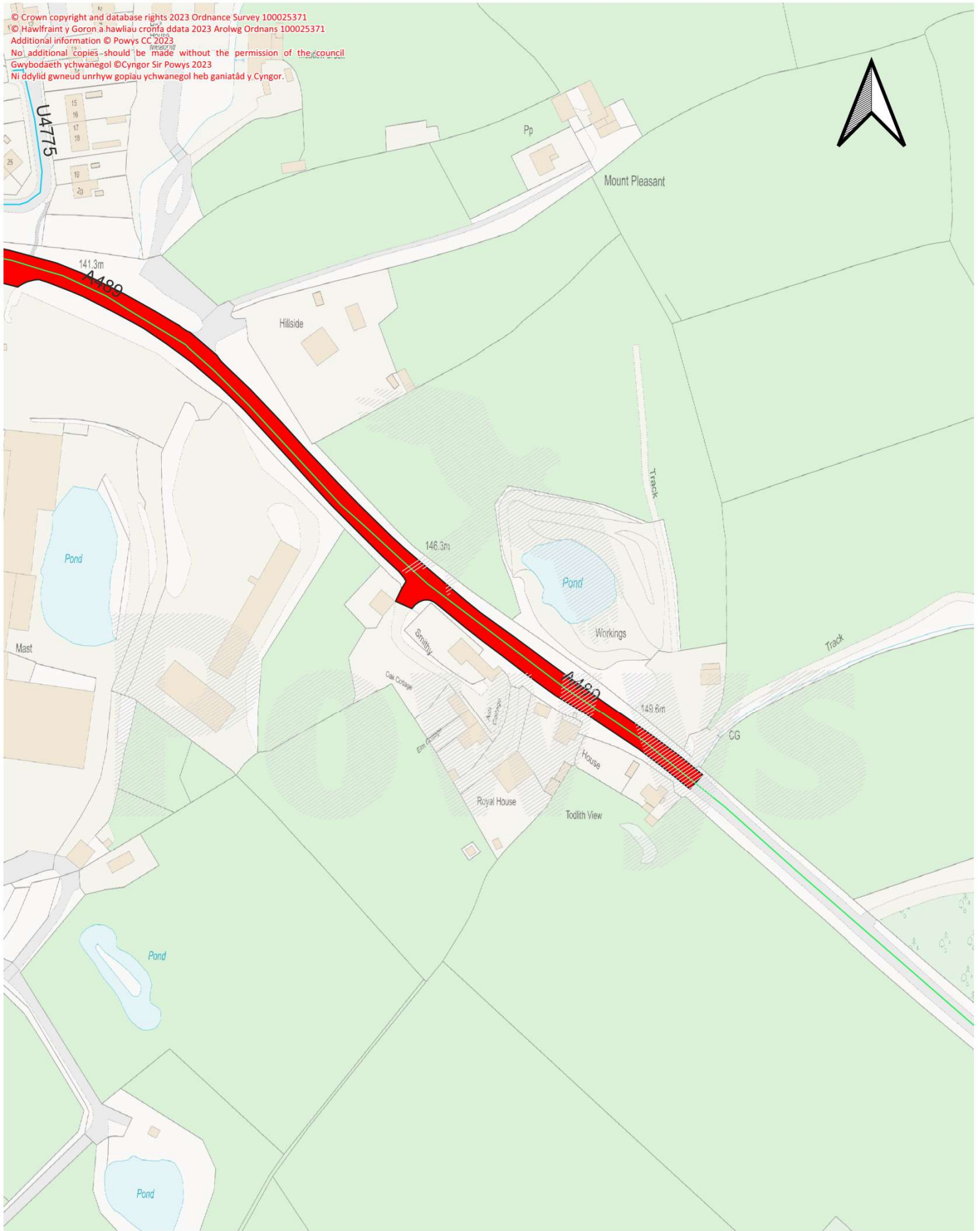


Proposed Changes

 30mph

0 25 50 m



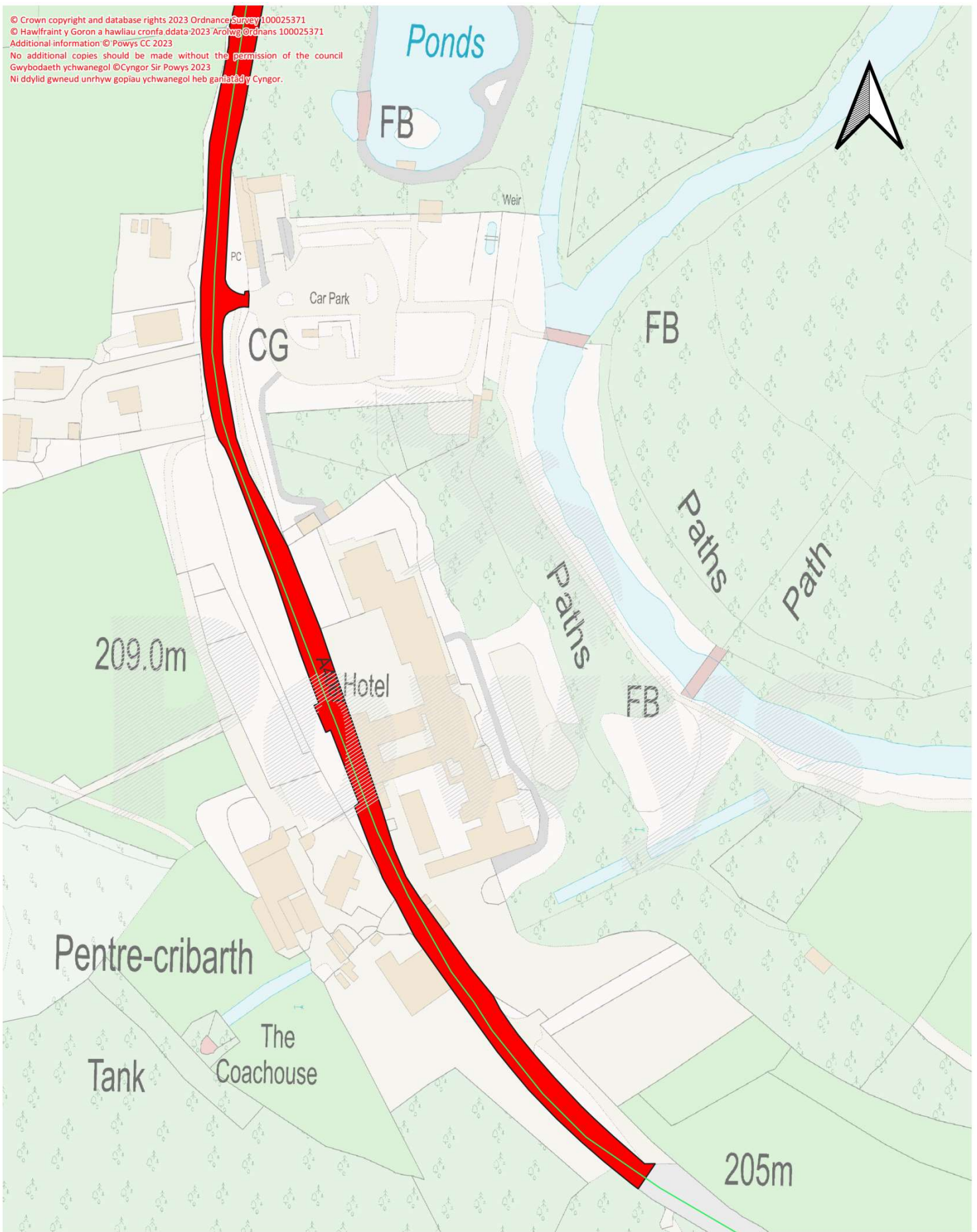


Proposed Changes

 30mph

0 25 50 m





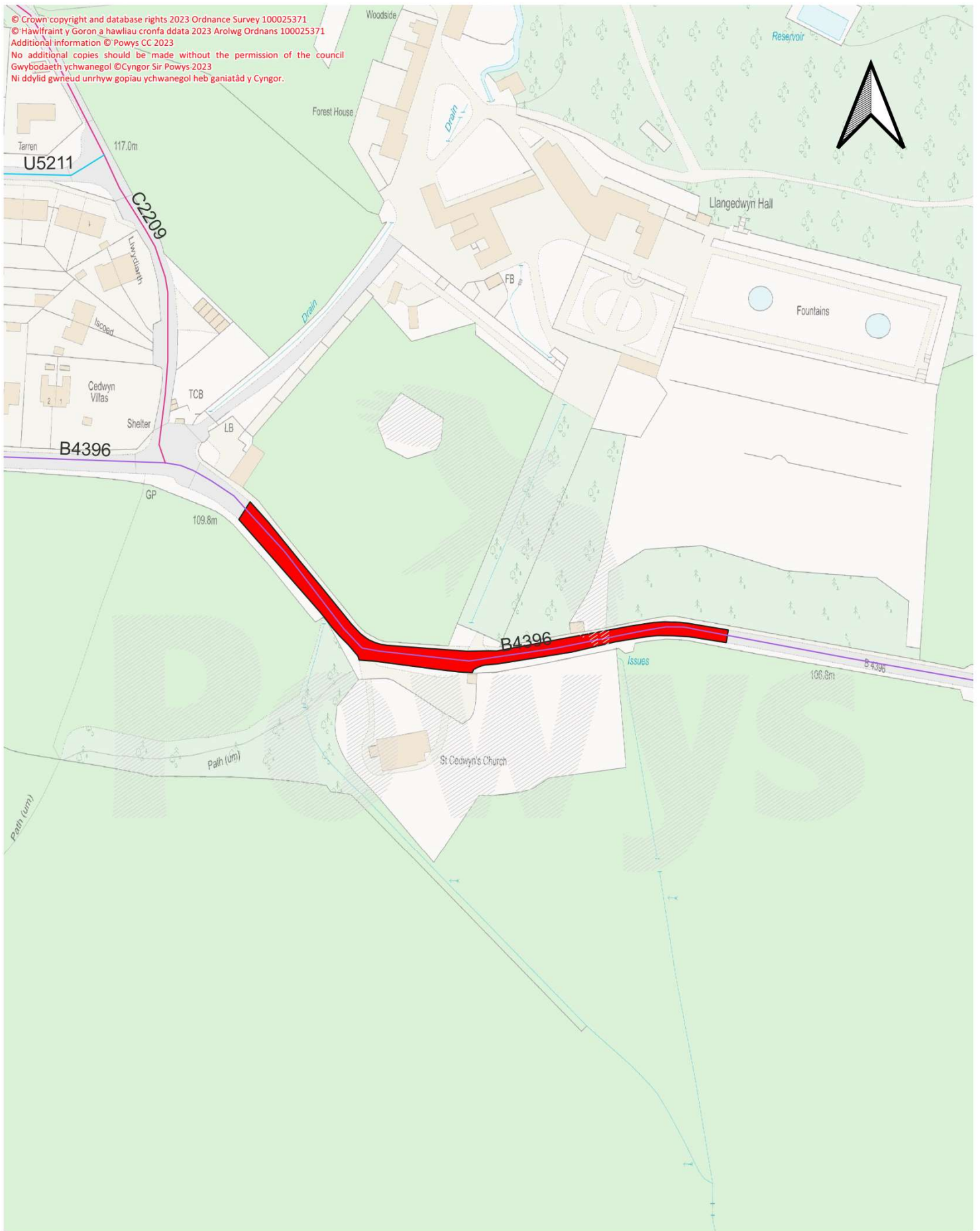
Proposed Changes

 30mph

0 25 50 m



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Proposed Changes

 30mph

0 25 50 m



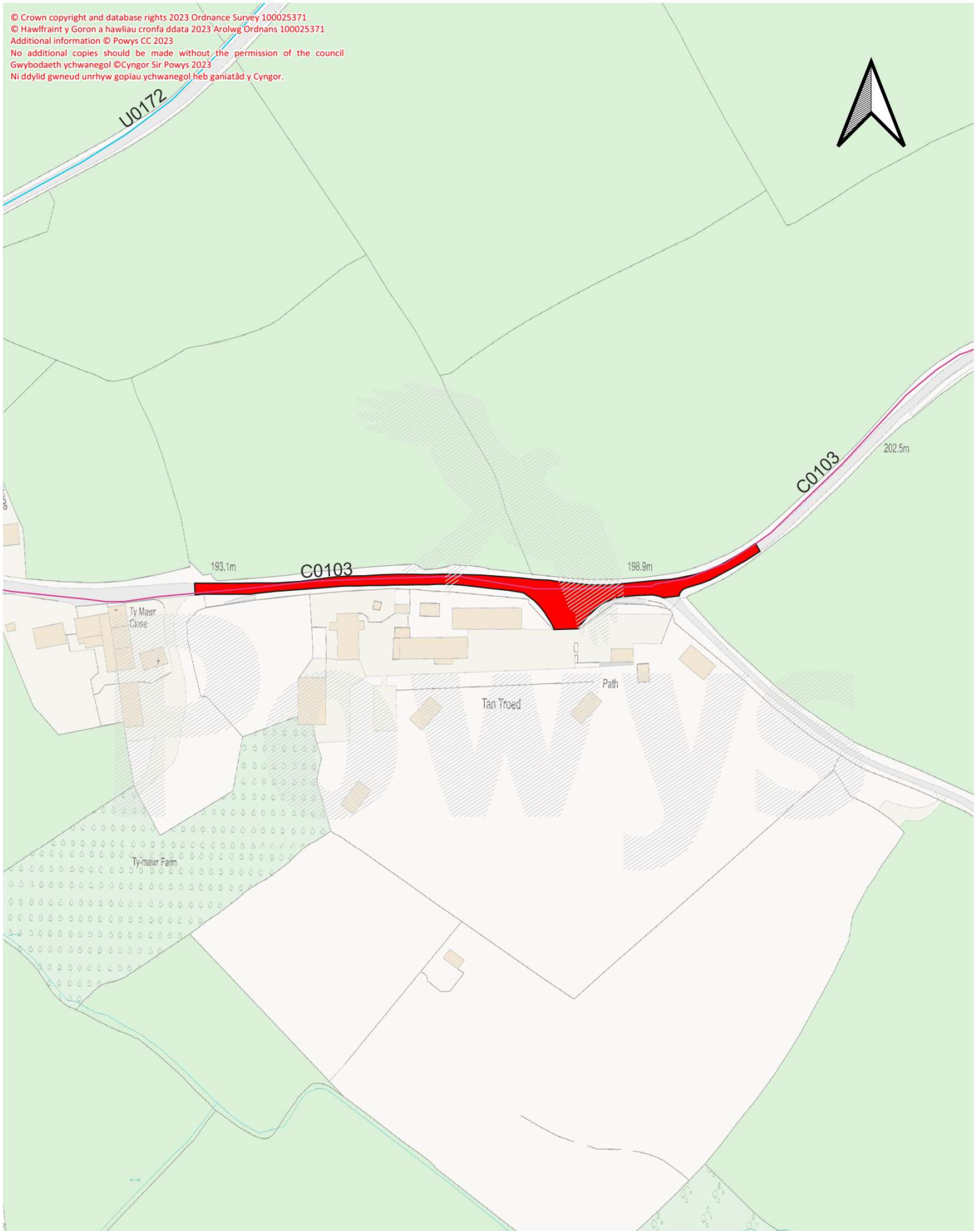


Proposed Changes

 30mph

0 25 50 m



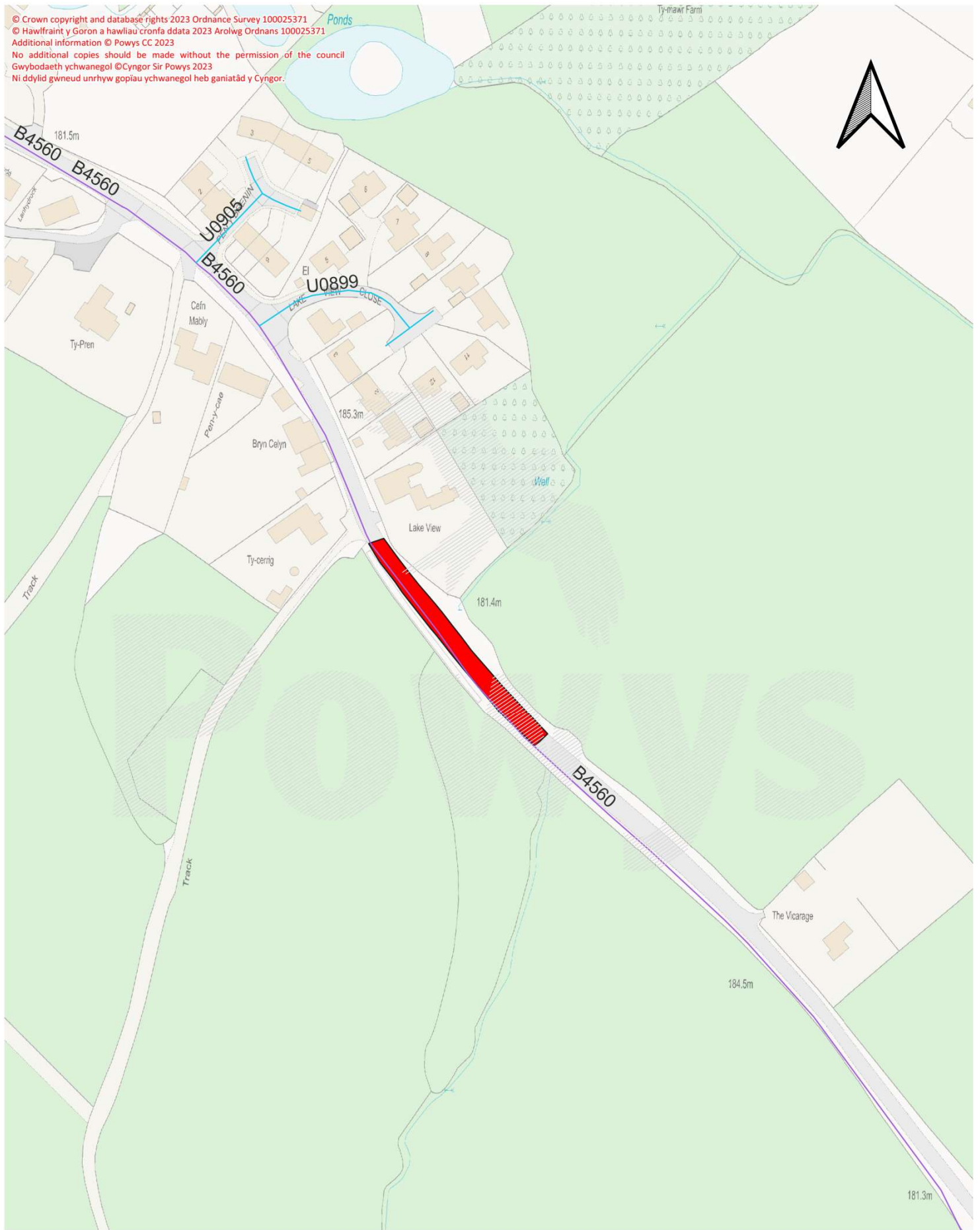


Proposed Changes

 30mph

0 25 50 m





Proposed Changes

 30mph

0 25 50 m



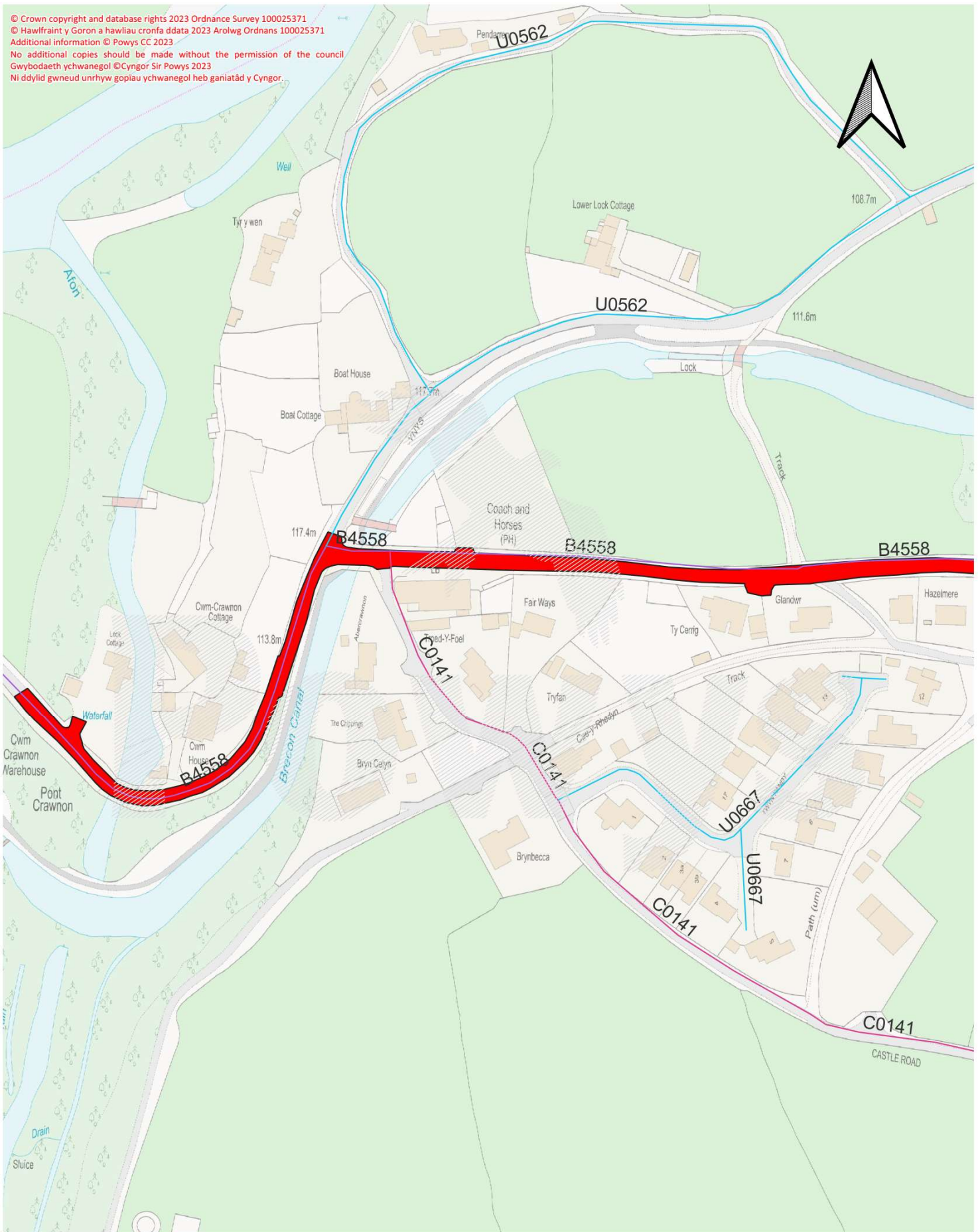


Proposed Changes

 30mph

0 25 50 m



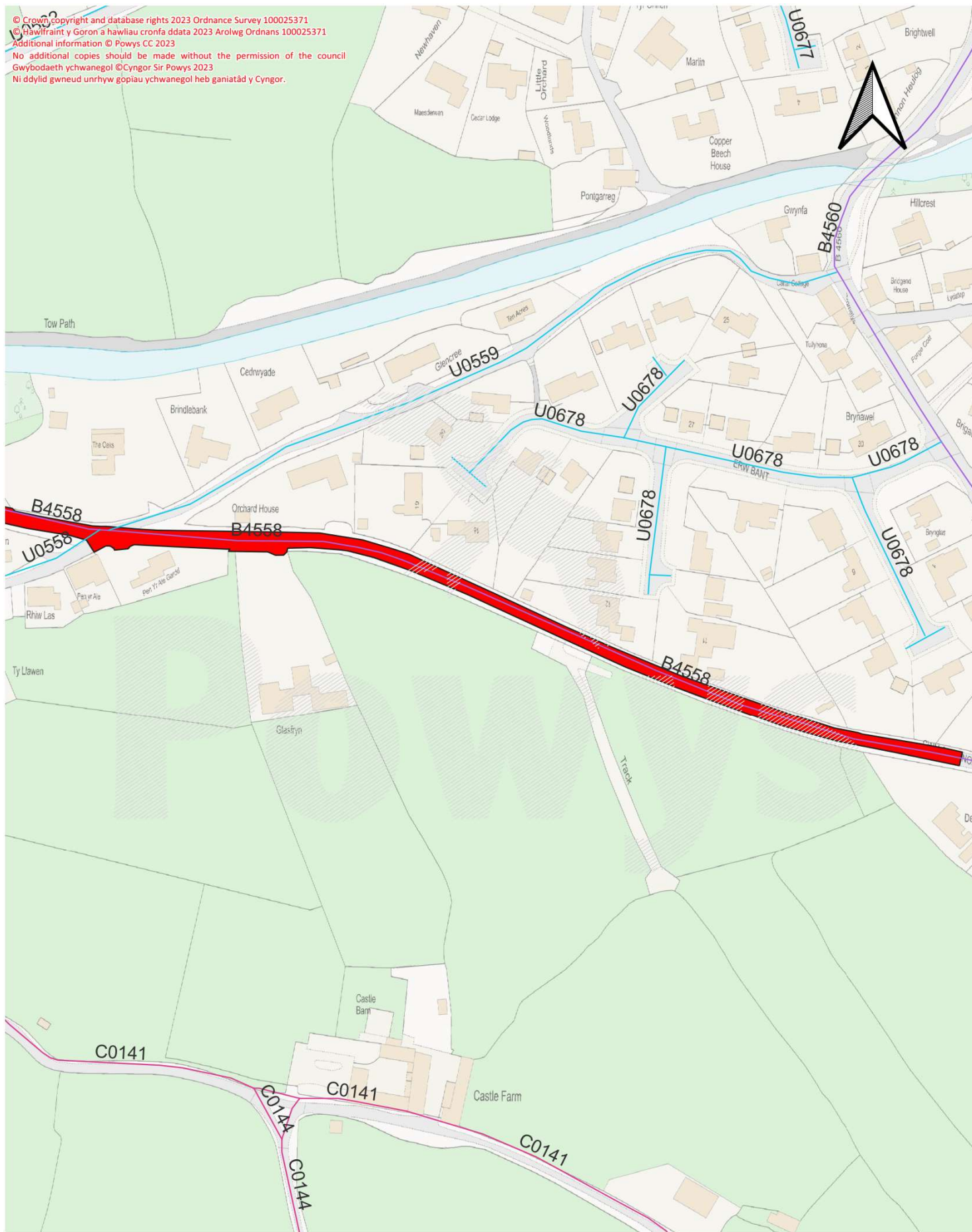


Proposed Changes

 30mph

0 25 50 m



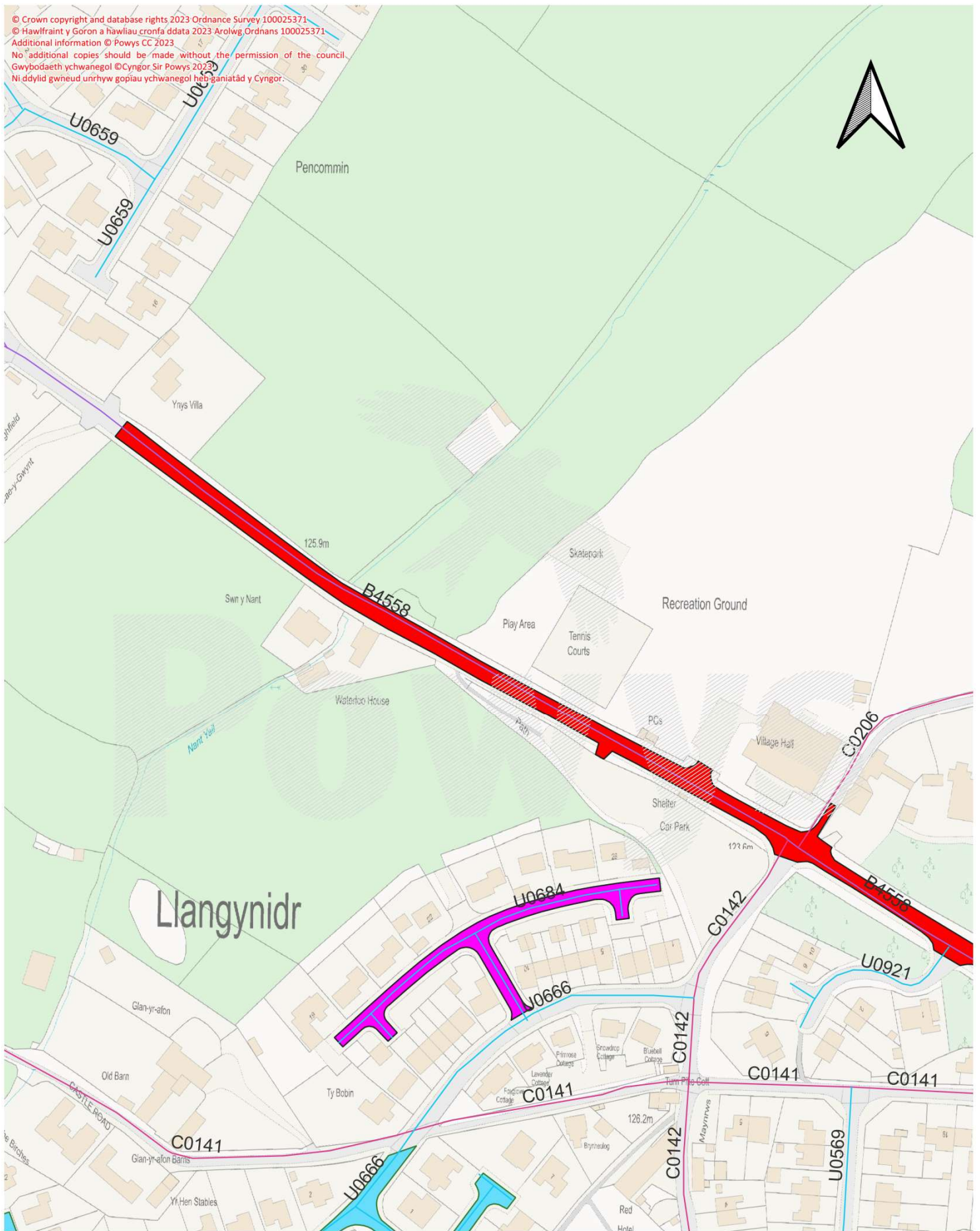


Proposed Changes

 30mph

0 25 50 m

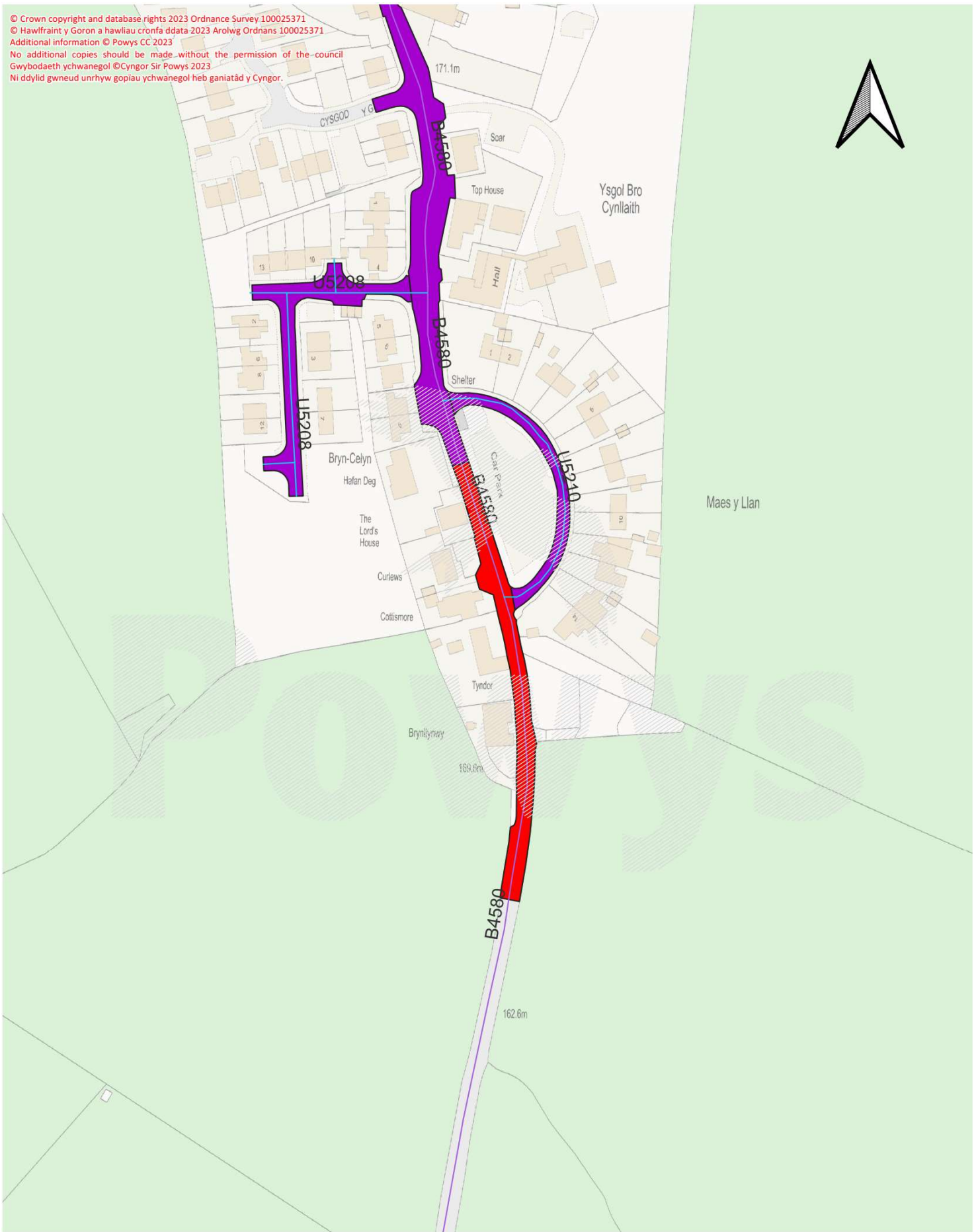




Proposed Changes

- 30mph
- Revoke 20mph Zone





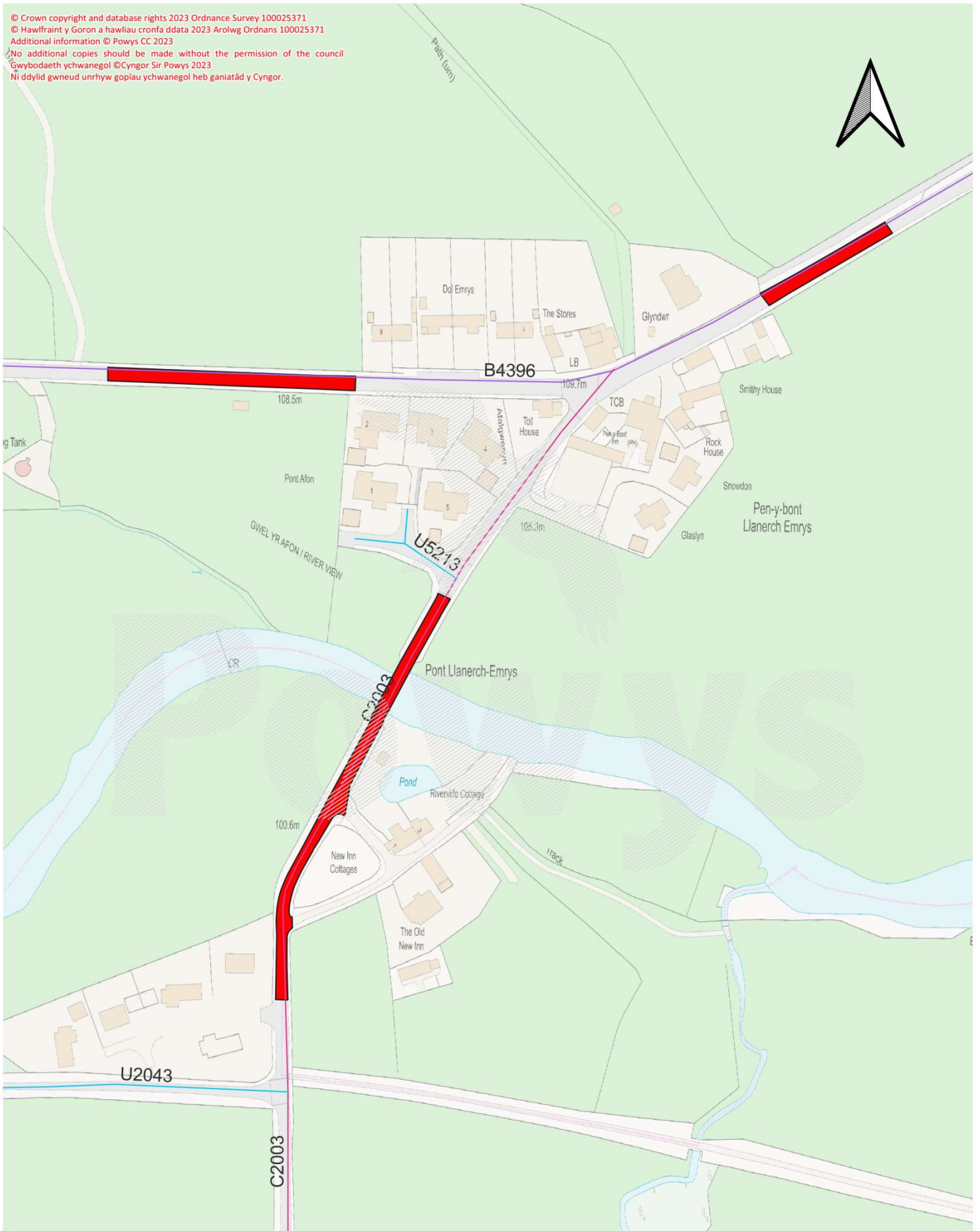
Proposed Changes

 30mph

 Revoke 20mph Zone

0 25 50 m



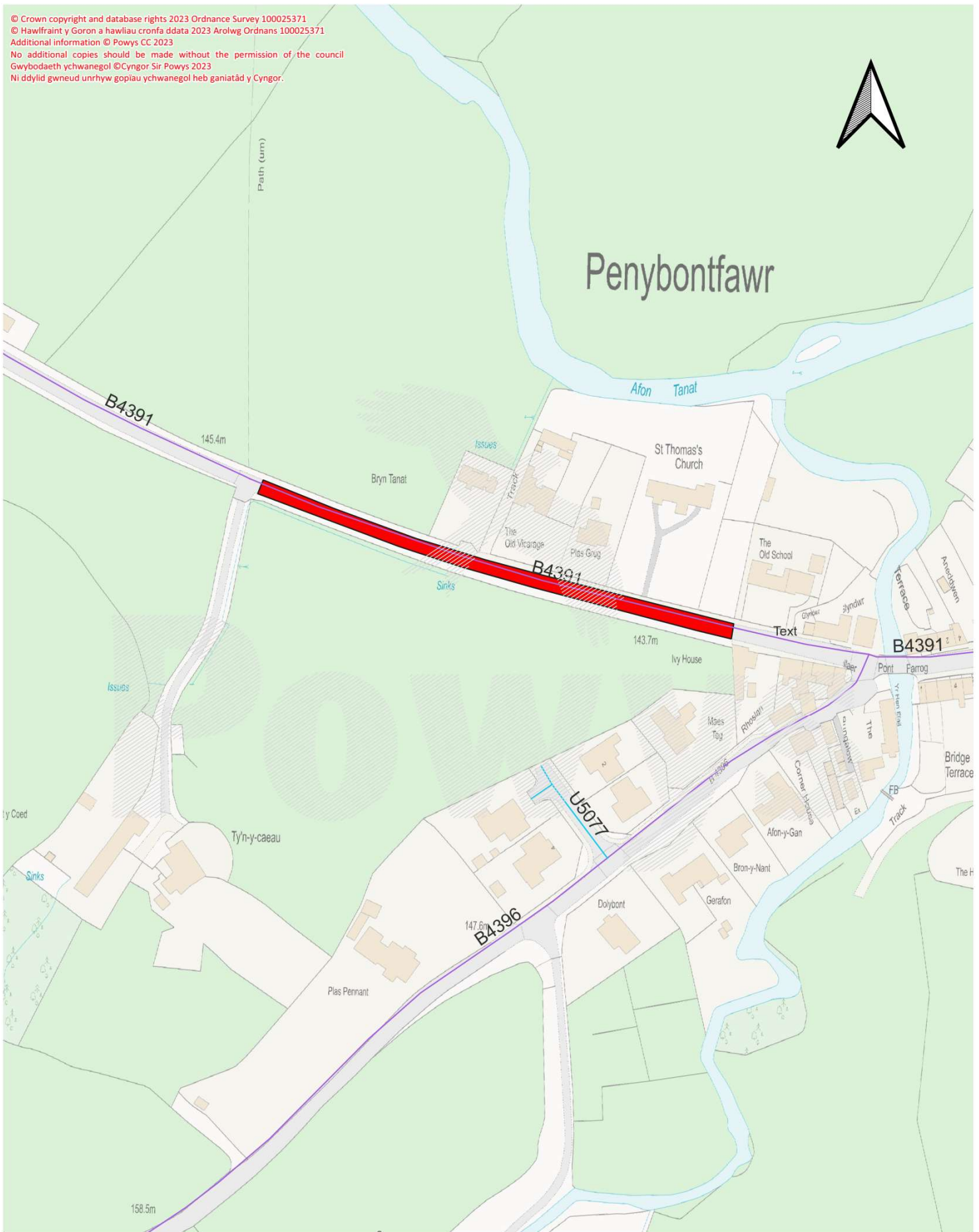


Proposed Changes

 30mph

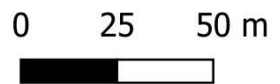
0 25 50 m





Proposed Changes

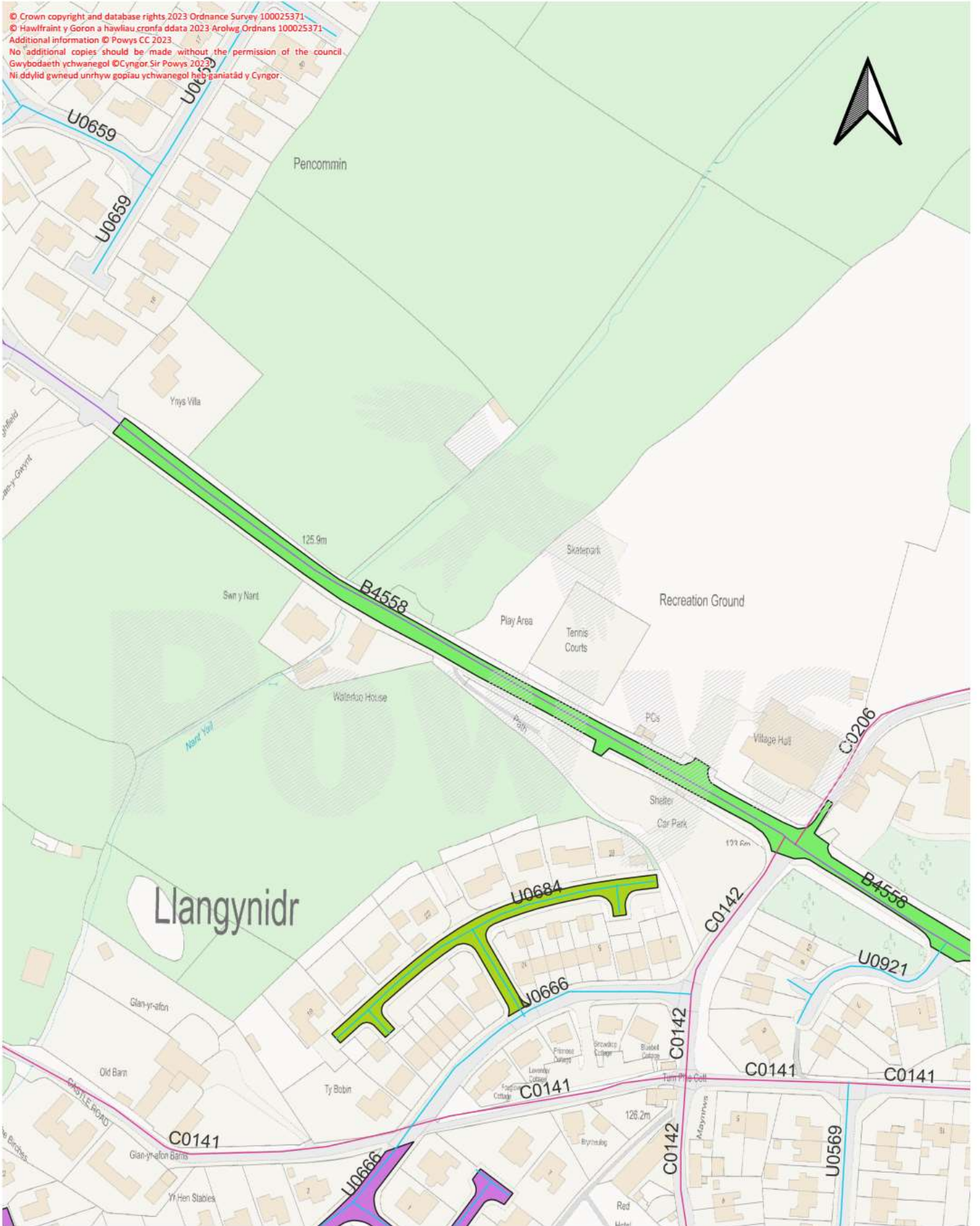
 30mph



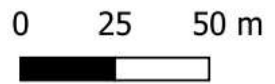
Appendix C

Amended Plans

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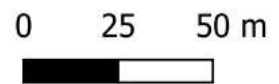
- Proposed changes**
- Restricted Road
 - Revoke 20mph Zone





Proposed changes

- Restricted Road
- Revoke Restricted Road and Make 30mph



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