

Cabinet Member for a Greener Powys



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15/03/2024

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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 **21/03/2024** (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.	SPEED LIMIT MODIFICATIONS A489 AND C2012 ON APPROACHES TO KERRY PRIMARY SCHOOL - CONSIDERATION OF PUBLIC REPRESENTATIONS
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CYNGOR SIR POWYS COUNTY COUNCIL
CABINET MEMBER DELEGATED DECISION
by
COUNTY COUNCILLOR JACKIE CHARLTON
CABINET MEMBER FOR A GREENER POWYS
March 2024

REPORT AUTHOR: Traffic Engineer North, Highways & Technical Services

REPORT TITLE: Speed Limit Modifications A489 and C2012 on approaches to Kerry Primary School – Consideration of Public Representations.

REPORT FOR: Decision

1. Purpose

- 1.1. The purpose of this report is to consider the representations and objections received from members of the public during the public consultation period, with respect to the proposals by the local highway authority to make a traffic regulation order to modify the speed limit along parts of the A489 and the C2012 within the village of Kerry.

2. Background

- 2.1 The plans identifying the extents of the proposed new and modified speed limits at Kerry are attached at Appendix A.
- 2.2 In the delegated decision dated the 22nd January 2024 the Cabinet Member for a Greener Powys approved the initiation of the Traffic Regulation Order consultation procedure for this proposal in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. <https://powys.moderngov.co.uk/ieListDocuments.aspx?CId=936&MId=8394&Ver=4>
- 2.3 The proposed Traffic Regulation Order seeks to modify the extents of the existing speed limits and introduce new speed limits along various roads in the village of Kerry to enable the reintroduction of the restricted road speed limit along parts of the A489 and the C2012 within the core of the village in the vicinity of the primary school and other public facility premises where those roads are currently the subject of a 30mph speed limit.
- 2.4 The public consultation period took place between the 2nd February 2024 and the 1st March 2024 and 20 responses were received.

3 Advice and Guidance

- 3.1 The 20 representations received during the public consultation period have been anonymised and summarised within the attached Appendix B spreadsheet where each representor has been allocated an individual representor number.
- 3.2 Whilst Kerry Community Council did not submit any representation to the highway authority with respect to the traffic regulation order proposal during the public consultation period, the minutes of their meeting of 31st January 2024 published on their website record their decision "*Kerry Community Council resolved to respond with acceptance of a mandatory 20 where there is an advisory 20 currently by St Michael's School. (Vote held – majority approved 7/11)*".
- The highway authority's speed limit proposal would locate the proposed 20mph speed limit signs as close to the existing advisory signage as is possible taking into account the available verge/footway widths, the signage visibility requirements, and the need to replace the existing school warning signage with alternative signage to highlight the presence of school children travelling to and from the school. It can only therefore be concluded that the highway authority's proposals align as close as is practicably possible to what the community council would like to see introduced along the A489 in Kerry.
- 3.3 From analysing the representations received, it is clear that the recent Welsh Government legislation which lowered the speed limit of all restricted roads in Wales from 30mph to 20mph has resulted in a significant number of negative responses to this restricted road traffic regulation order proposal, with 8 of the representations received being opposed to the general impact and the costs associated with the introduction of that legislation.
- 3.4 It is also of note that 6 of the representations received suggested that the restricted road speed limit (20mph in Wales) should have been proposed over the entire length of the A489 through Kerry which is currently the subject of a 30mph speed limit, with some of those representors expressing the opinion that this lower speed should have been introduced last September when the existing restricted roads speed limit in Wales was reduced to 20mph.
- 3.5 2 of the representations received suggested that only a part time 20mph speed limit is required past the primary school along the A489 at school drop off and pick up times. However, pedestrians are regularly encountered crossing from one side of the A489 to the other where the restricted road speed limit is proposed at other times of the day at multiple locations where there is no realistic scope to introduce a controlled pedestrian crossing facility such as a zebra crossing, so the justification for a full-time restricted roads speed limit along the A489 as proposed remains.
- 3.6 Of the 20 representations received, 11 representors supported the introduction of the restricted roads speed limit (20mph) along the A489 through Kerry either over the extent of the A489 as proposed, or over a longer extent through the village.

- 3.7 The highway authority cannot modify the existing traffic regulation order proposal to impose the restricted roads speed limit along additional sections of the public highway than originally proposed without abandoning the current traffic regulation proposal and commencing an entirely new traffic regulation order proposal.

In this instance, the representations received did not identify that there was an overwhelming majority of highway users who would support an alternative proposal to either apply the restricted roads speed limit to cover either a longer section of the existing 30mph speed limit along the A489 through the village, or over the entire length of the existing 30mph speed limit along the A489.

Furthermore, the representations received did not identify any new factors or risks that had not already been considered by the project team when drawing up the speed limit proposal.

Whilst the option to abandon a traffic regulation order proposal and draw up a different proposal at a future date if and when funding becomes available is always an option following the public consultation period, that option is not one which the project team recommends in this instance as it is considered that the current proposal with the restricted roads speed limit applied only to that part of the A489 where the public facilities are located would result in more drivers complying with the lower speed limit than if it were to be applied as a blanket speed limit over the entire length of the A489 through the village.

The option to extend the restricted roads speed limit to other parts of the A489 within the village is also not supported or requested by either the community council or the local county councillor.

- 3.8 6 of the representors have suggested that the existing 20mph speed limit at school drop off and pick up times as indicated by the existing road signs with flashing amber lights is sufficient. However, those existing signs are purely advisory and automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing. With this in mind and given that pedestrians are needing to cross the A489 within the core of the village to access public facilities within the village at all times of the day, the justification to introduce an enforceable restricted roads speed limit along the A489 as proposed remains.

- 3.9 When comparing this section of road to the Welsh Governments guidance on exception criteria, it does meet the criteria for being a 20mph restricted road due to the proximity of the school, residential properties and other local facilities. The reason this was not considered at the time of the change last year was that the restricted road status had previously been removed from this road by the 30mph order of 2020.

- 3.10 A number of representors have indicated that they are opposed to the proposal partially because there is an estimated £5000 cost implication to introduce the proposed speed limit. However, there is always a cost implication to introduce any new traffic regulation order, and that in itself is not a substantiated reason to oppose a lower speed limit that will reduce the likelihood of vulnerable road users being injured in a road traffic collision and make it safer for them to cross or travel along a public highway.

- 3.11 Reasoned responses to the individual representations by the highway authority project team have been included within the spreadsheet at Appendix B.
- 3.12 It is of note that the costs to introduce the restricted roads speed limit as proposed can currently be funded from the existing Welsh Government 20mph project grant awarded to Powys County Council with the agreement of the Welsh Government if the proposed speed limit order is made and brought into effect prior to the end of March 2024. This window of opportunity will close after that date, and there is currently no guarantee that the Welsh Government will provide any additional grant funding for this project during the 2024/25 or subsequent financial years.
- 3.13 The highway authority project team's recommendation to the cabinet member is to note but overrule all the substantiated objections received from representors and instruct highway officers to make the Order as proposed as a matter of urgency.
- 3.14 As with any traffic regulation order proposal the cabinet member also has the option to instruct highway officers to abandon the traffic regulation order proposal, and to consider other options if and when funding becomes available at some future date.

4 Resource Implications

- 4.1 The decision to fund all costs associated with this Traffic Regulation Order including press adverts, the manufacture/erection of the associated signage, and carriageway markings from the Welsh Government 20mph project grant awarded to Powys County Council was made when the Cabinet Member for a Greener Powys took the delegated decision dated 22nd January 2024 to resolve that the Traffic Regulation Order consultation procedure is initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 for the proposed modifications of the existing speed limits along parts of the A489 and the C2012 in the village of Kerry; and if no substantive objections are received the proposal be implemented.
- 4.2 The decisions made within this report do not fundamentally alter the scheme, therefore if the Traffic Regulation Order is made as originally proposed, the Welsh Government 20mph project grant costs can still be used to fund this project.
- 4.3 The Director of Corporate Services (Section 151 Officer) notes the report and can support the recommendations.

5. Legal implications

- 5.1 The Property Lawyer North has reviewed the proposals which appear appropriate to the circumstances and lawful as long as the correct process is followed.
- 5.2 The Head of Legal Services and the Monitoring Officer has commented as follows: - "I note the legal comment and support the recommendations."

6. Climate Change & Nature Implications

- 6.1 As the proposal relates purely to the introduction of a lower speed limit in front of the primary school and the other public facility premises within the core of the village, the proposal will have no negative impact with respect to the Council's Climate and Nature emergency declarations.

7. Data Protection

- 7.1 Personal data collected from responses to the public consultation is essential to undertake this statutory requirement for making a Traffic Regulation Order. This data has been collected and will be managed in accordance with the privacy notice that is published on the Traffic Order Consultation page on our website at <https://en.powys.gov.uk/trafficconsult>
- 7.2 The Data Protection Officer notes the use of personal data under the given privacy notice and has no further comments to make.

8. Comment from local members

- 8.1.1 Cllr Benjamin Breeze has made the following comments following the close of the public consultation period: -

"Having read the representations received during the public consultation period and the highway traffic engineering team's responses and recommendations with respect to those representations, I would like to continue my support for the speed proposal as originally proposed and identified on the Appendix A plan."

"I feel strongly that the busier central area of Kerry should be incorporated into the proposed 20mph zone which should include the school, shop, chapel, church, the two public houses and the busy Common Road junction with its restricted geometry and visibility. I'm optimistic that this proposed change will make our treasured community safer for all."

9. Impact Assessment

An impact assessment is not required. Representations from the public and any other interested parties have been duly considered following the legally specified public consultation procedure associated with the processing of a Traffic Regulation Order.

10. Recommendations

Recommendations:	Reasons for Making Decisions:
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<p>The Cabinet Member to resolve to make one of the following decisions: -</p> <ol style="list-style-type: none"> 1. That the substantiated objections be noted but the Traffic Regulation Order relating to the modified speed limits along parts of the A489 and the C2012 in the village of Kerry as set out in the plans in Appendix A to the report be made and implemented in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; or 2. To abandon and withdraw the current traffic regulation order proposal. 	<p>Recommendation 1 - To manage traffic speeds at locations on the public highway where the safety of vulnerable highway users would otherwise continue to be compromised.</p> <p>Recommendation 2 – To uphold one or more of the objections received during the public consultation period and have highway officers consider alternative speed limit options if and when funding becomes available at some future date.</p>
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<p>Relevant Policy:</p>	<p>Corporate Improvement Plan 2021-25 : Improve our Infrastructure to Support Regeneration and Attract Investment - We will actively compete for any grant funding opportunities, and subject to such funding, deliver transport infrastructure projects, develop active travel, support suitable transport options and improve road safety.</p>		
<p>Within Policy:</p>	<p>Y / N</p>	<p>Within Budget:</p>	<p>Y / N</p>

<p>Relevant Local Member(s):</p>	<p>Cllr. Benjamin Breeze - member for the Kerry ward.</p>
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<p>Person(s) To Implement Decision:</p>	<p>Chris Lloyd</p>
<p>Date By When Decision To Be Implemented:</p>	<p>As soon as possible</p>

<p>Is a review of the impact of the decision required?</p>	<p>Y / N</p>
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<p>Contact Officer: Tel: Email:</p>	<p>Chris Lloyd 01686 611563 chris.lloyd@powys.gov.uk</p>
<p>Head of Service: Corporate Director:</p>	<p>post currently vacant Matt Perry</p>

Background Papers used to prepare Report:

- **Initially Proposed Traffic Regulation Order plan (Appendix A)**
- **Summary of representations received during the public consultation period (Appendix B)**
- **22nd January 2024 Cabinet Member for a Greener Powys decision papers that are available on the PCC website at <https://powys.moderngov.co.uk/ieListDocuments.aspx?CId=936&MId=8394&Ver=4>**

DELEGATED DECISION NEW REPORT TEMPLATE VERSION 4

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Representor Number	Date Received	Representation	Objection or Support
1	03/02/2024	In relation to the above speed limit review I agree that the speed limit along the A489 in Kerry should be reduced to 20mph as 30mph does not seem comparable with other villages in the local area. In my opinion, the speed limit should be reduced to 20mph beyond the zebra crossing. I support the proposal.	Partial support - opines that entire 30mph speed limit should be 20mph.
2	03/02/2024	I completely object to the change from 30 to 20mph in Kerry at a cost of £5000 there is a 20 mph zone by the school thats all that is needed.	Objection - no substantiated reasons for objection.
3	03/02/2024	I fully support the reduction of the proposed speed limit change in Kerry from 30mph to 20mph. This will make our village and those using the primary school, shops, pubs, church and those who live on the main road much safer. I was disappointed that it was not reduced to 20 mph when the original changes came in.	Support.
4	11/02/2024	At a cost of £5000 on top of the £33,000,000 already spent on the 20mph speed limits imposed, this ridiculous consultation needs binning immediately. What a joke!!! The very thought of spending even more public money is beyond comprehension.	Negative comment - disagrees with Welsh Government legislation to introduce more 20mph speed limits.
5	18/02/2024	The proposed 20 mph limit should extend through the whole village, ESPECIALLY the zebra crossing. People race through there and stopping the 20 mph zone at the black and white lodges will just make people less likely to stop for pedestrians at the crossing. In Caersws the 20 mph zone extends throughout the whole village main road including the zebra crossing.	Partial support - opines that entire 30mph speed limit should be 20mph.
6	18/02/2024	I would just like to express that I am opposed to the 20mph speed restrictions in wales in general but also the one proposed near Kerry. I understand having them near schools (which they already did) but can't understand why they are rolling this out now. Cars are not designed / tested during development to do excessive 20mph durations, this causes low frequency vibration which are known to cause more the damage to the car. Personally I have to put my car in cruise control to keep to the 20mph speed limit and this causes less concentration and less control. Problem is that if I don't turn this on, I speed. Also, as more car become electric with auto braking etc it won't make a big difference to emissions in the future and the safety of cars is improving in general. Basically I am totally opposed and don't understand the logic. Seems like the minority making decisions for the many based in false presumptions.	Negative comment - disagrees with Welsh Government legislation to introduce more 20mph speed limits.
7	19/02/2024	I am in favour of the 20 mph speed limit. It should be extended to where the 30 mph limit starts at the Newtown end. I don't know why it was not done in the first place. It is illogical on the A 489 to have 30 in Kerry, 40 in Sarn, 20mph in Churchstoke.	Partial support - opines that entire 30mph speed limit should be 20mph.
8	19/02/2024	I believe Kerry village should have a 20mph speed limit as proposed to help the safety of both young & old who cross the road, cycle & walk through KERRY Village	Support.

9	19/02/2024	<p>The speed limit review is very welcome, however I do not think that this is far enough through the village.</p> <p>Proposing to start the 20pmh speed limit from Argoed bungalow and the primary school seems woefully shortsighted.</p> <p>The speed in which people enter the village from the Newtown side is well over the 30mph limit currently (and over the 40 limit proceeding it) and is dangerous for residents. By maintaining the 30mph limit from the Newtown edge of the village to Argoed bungalow doesn't make sense, between there are 3 big housing estates, many houses directly on the road side with entrances that face the road, 3 junctions in to the estates and pedestrian paths that are highly used. I live in the new estate and never cross at the zebra crossing as the speed which people drive through is dangerous making the zebra crossing unsafe, and many do not stop at the crossing regardless. I do not like to see children crossing this road or using the zebra crossing because of the speed of drivers on this road, but many children do use it as there is a new children's park located next to the football pitch so children cross from the new estate to access this. It's an accident waiting to happen.</p> <p>There is also an honesty box on the entrance of Gilfach Lane on the outside of the village which many in the village walk to.</p> <p>I believe the 40mph limit in to the village from the Newtown end of the village, past Gilfach Lane should be reduced from 40mph to 30mph, given the high level of pedestrians walking on the road to Gilfach Lane. Then from the entrance of the village (by the new builds) this needs to be where the 20mph limit begins and continues through the full length of the village past the school and out.</p> <p>I hope that if the 40 is reduced to 30, and the 30 to 20 it will get drivers to reduce their speed to more sensible levels. It's not just car drivers who exceeded the limits, the speed on which lorries pass through the village is terrifying. There is no way they would be able to stop in an emergency, or if a child is using the crossing.</p> <p>I am sure that most the residents in Kerry feel this way and would like to see the speed of traffic dramatically reduce through the ENTIRE village, not just half of it. It is a shame that the entire village was not reduced to 20mph when the new Welsh Government regulations, which is what I thought would have happened at the time.</p>	Partial support - opines that entire 30mph speed limit should be 20mph, and that the 40mph speed limit on Newtown side should be reduced to 30mph.
10	19/02/2024	The speed limit only needs to be when School Entering and Leaving times, 08-30 to 09-30 morning and 15-30 to 16-30 afternoon. The other times can stay as 30 Mph through Village.	Negative comment - opines that part time 20mph at school drop off and pick up times would be more appropriate.
11	19/02/2024	<p>As Kerry residents we were amazed that the 20mph speed limit was not introduced in Kerry when it was implemented across Wales.</p> <p>There is a school and zebra crossing and narrow paths apart from it being a residential area.</p> <p>Currently Cars, Lorries and Tractors race through the village at all times of the day and night. As there are only pathways on one side of the road in certain areas we are waiting for someone to be hit.</p> <p>The 20mph limit should be introduced in place of the current 30mph signs and the speeds through the village should be monitored.</p>	Partial support - opines that entire 30mph speed limit should be 20mph.
12	19/02/2024	<p>As a resident of Kerry who drives through this area a couple of times a week, I have not experienced any issues with speeding motorist in this area. Please just leave it alone! Its absolutely fine as it is.</p> <p>Speeding motorbikes are a bigger problem either side of Kerry, but nothing gets done about that.</p> <p>My wife received a spurious speeding ticket in Kerry a couple of years ago, the penalty was rescinded, however it has massively affected her confidence driving. Her anxiety levels have been much higher since. Lower speed limits do not always mean better.</p> <p>I would also ask you to review the speed limit in Church Stoke approaching from the Kerry direction. We go from a national speed limit to 20MPH on the A489 which is a wide safe road. The 20 mph section is ludicrously slow. Absolute torture for my commute twice daily as some drivers remain at 20 through the whole of Church Stoke. 30mph though here is fine, but 20 is just plain stupid.</p> <p>The Welsh government seem to totally ignore the electorate, hopefully the council can apply some common sense.</p>	Negative Comment - opines that 20mph speed limit is too slow and makes daily commute absolute torture.
13	20/02/2024	Hello I live in [comment removed for GDPR reasons] and I'm suprised no one has been killed on the road through kerry there is more traffic then ever using this road with very high speeds I would say on average ppl go through at very high speeds, I was hoping more for bumps on the road as well as signs.	Comment only - hoped for physical traffic calming measures to reduce traffic speeds.

14	23/02/2024	<p>I object to the proposed change of speed limit on the A489 through Kerry from 30mph to 20mph.</p> <p>There is no need for the speed limit to be reduced. Most adhere to the current 30 mph as I am sure you can see from your records, speeds measured by PCC previously were deemed not of enough concern to necessitate the installation of a speed camera or even a vehicle activated speed sign in this area despite residents concerns to the contrary. Extending the 40mph buffer zone closer to the school and expecting traffic to then slow to 20mph is surely not the best idea. If it is considered that at the other end of the village the retention of the section of the existing 30mph would result in "greater driver compliance with the new 20mph speed limit" would it not be just as important to have such a buffer zone prior to the area directly in front of the primary school?</p> <p>The school already has an advisory 20mph limit in force within the 30mph zone through the village. Given the amount of parked cars on the length of road opposite the Kerry Lamb, particularly at school times, it is unlikely that anyone is able to exceed 20mph through that area in any case. This is also true outside the shop where parked cars regularly cause traffic to slow. The junction of the A489 and Common road (C2012) is difficult to negotiate, particularly for large vehicles – this also causes slow and often stationary traffic on the A489 through the village.</p> <p>At the other end of the village, going towards Newtown, the 20mph limit is to end just before the zebra crossing. Those vehicles doing 20mph will now be attempting to speed up just as they approach the zebra crossing. It is already well known in the village that cars approaching the zebra crossing are often not prepared to stop and frequently either ignore the pedestrians waiting to cross or are forced to make an emergency stop. The end of this proposed 20mph limit just before the crossing will surely exacerbate this situation.</p> <p>Most Vehicles travelling through Kerry stick to the current 30mph speed limit. For those that do not changing the limit to 20mph will not deter them from speeding. It is clear that the majority of those exceeding the speed limit do so when the road is quietest – particularly at night. I believe the only way to remedy this issue would be to install speed cameras.</p> <p>The change of speed limit on Common road from 30mph to 20mph has been blatantly ignored since its inauguration, there is no reason to believe that this would be any different on the A489.</p> <p>I would prefer to see the 30mph speed limit through Kerry remain as it is but be enforced using permanent speed camera's or, that the 20mph speed limit would cover the entire length of the road currently covered by the 30mph speed limit.</p>	Objection - contradictory objection opposes 20mph speed limit as proposed with preference that 30mph should be retained but enforced by speed cameras, but would support 20mph if applied to entire length of road which is currently 30mph.
15	25/02/2024	<p>I wish to object to the PCC specific proposals to change the speed limits in Kerry. My proposal would be to replace the current "advisory " part-time 20MPH either side of the Kerry school with a part- time 20mph regulatory speed limit.</p> <p>If that is not acceptable then my alternative would be to place a full time regulatory 20mph speed in the same place each side of the school.</p> <p>My objection remains to the extension of the current 20 MPH further down the village of Kerry . The area of the current 20 MPH should remain. It covers the part of Kerry that needs 20MPH- i.e. the school area and is a completely unnecessary imposition and additional cost.</p>	Objection - opines that part time 20mph at school drop off and pick up times would be more appropriate, or that 20mph speed limit extents should be modified to match the exact positions of existing school advisory 20 mph signage to save costs.
16	26/02/2024	<p>I believe that Kerry as it has got the speed limit correct as it is in that It is 20MPH past the school at school times and thirty at all other times. This blanket 20 mph brought in by the Welsh government is detrimental in encouraging visitors to Wales and slowing down delivery vans going about their business.</p> <p>I am against the blanket 20 mph as I don't think it helps the environment at all, it is just personal agendas by certain members of the Welsh government and anti-motorist.</p>	Negative comment - disagrees with Welsh Government legislation to introduce more 20mph speed limits.

17	26/02/2024	<p>I'm writing regarding the proposed change to the speed limit (or, more specifically, the reclassification of the road to 'Restricted', meaning it will be affected by national legislation rolled out in September 2023) of the section of the A489 through Kerry (and by association, the bottom section of Common Road, C2012).</p> <p>I surely have no general objections to this change. As I live in [comment removed for GDPR reasons]. I'm very aware of the detrimental impact of traffic speed, especially with respect to larger vehicles, many of which pass through Kerry on a daily basis, from 2 am onwards.</p> <p>I do have some thoughts though, with respect to the location of the proposed speed transition points.</p> <p>It has been suggested that on the western approach, the transition to a 20 mph zone be at Argoed. If this means the western boundary of Argoed, it is, in my opinion, too late. If this means the eastern boundary of Argoed, then it is most definitely too late. Note the blind exit at the eastern boundary of Argoed, leading around the back of the cottages [comment removed for GDPR reasons]. This is a difficult exit due to poor visibility. Speeding vehicles can be upon you within seconds of exiting. I know that my elderly neighbour in particular has some difficulty with that junction. It would make a substantial difference if eastbound traffic has already slowed down by then, rather than be in the process of slowing down (for those that will). Furthermore, westbound traffic might be accelerating by then (many drivers currently accelerate down the slight hill outside the post office). I can see that this will be problematic.</p> <p>If the intention is to place the 20 mph sign at the western boundary of Argoed, it will be slightly better. But, this location is still on a bend and at the end of a footpath (on the northern side of the road), where pedestrians find that they have no option but to cross the road (struggling to see around the bend for eastbound traffic).</p> <p>It would be much more logical to have the 20 mph transition at the western boundary of the Conservation Area, as shown in the image. This will align with 'Slow/Araf' markings on the road and as there is a lengthy section of straight road leading up to this point, drivers should see the sign clearly from a distance. This is just 125 ft west of Argoed, but will make a substantial difference.</p> <p>On the eastern approach, there is another 'Slow/Araf' road marking at the eastern boundary of the Conservation Area, plus one of the temporary 20 mph signs/lights. This is the most logical location for a 20 mph transition, is per the current proposal. However, my concern is that it's a hard transition from 20 mph to 40 mph for eastbound traffic going downhill. Already, the majority of drivers travel at far beyond 30 mph down the hill and onto the 40 mph section. Many residents use what's locally known as 'Tommy's Track' for walks, with children, dogs etc. Exiting the track and crossing the A489 is dangerous now. It will be worse if drivers accelerate, downhill, from roughly 20 mph to 40 mph and above. Note that a takeaway van often uses the junction in the warmer months, with customers entering, parking and exiting the area (as can be seen in the satellite image). I acknowledge that the remaining 30 mph section would be quite short (130 yards by my estimate), but it would be beneficial and I'm certain that a 20-30-40 stepped transition would be better than a hard 20-40 transition downhill. If that section becomes a 40 mph section, I expect to regularly see cars travelling at 50-60 mph; with pedestrians crossing the road and, at times, a snack van and customers parked in the area. That's going to be dangerous.</p> <p>Traffic speed through Kerry has been a problem for several years, I hear (I've lived here for 2.5). Although many drivers will exceed 20 mph as they currently exceed 30 mph, I hope and expect to see a general slowing down.</p> <p>The convenience of drivers has somehow been seen as more important than the safety and wellbeing of residents and pedestrians for too long. This is a great opportunity to have a positive impact.</p>	Comment only - suggests alternative extents for 20mph speed limit and retention of short 30mph speed limit between 40mph and 20mph speed limits on Sarn side.
18	28/02/2024	<p>Please accept this email as an OBJECTION to the proposed 20 mile hour limit, to be enforced within the Village of Kerry.</p> <p>The blanket roll out of this 20mph has caused nothing but problems throughout Wales.</p> <p>It would be easy for us to be in favour of this reduction to 20mph travelling through our village, but we don't agree with what the Labour Government has put into place. Not only has it been a massive waste of taxpayers money, it has also impacted the attractiveness of Wales.</p> <p>We would be hypocrites, to agree to this change of 20mph, just because we are indeed residents of the village itself, but we need to make a stand on this ridiculous law. We currently have 20mph limits set inside our village, up the Common Road and on the estates. Furthermore, flashing lights do currently appear around the school at school time, which requires a 20mph speed.</p> <p>The problem is that many currently travelling through Kerry don't actually pay attention to the current 30mph and their excessive speed can be daunting to anyone walking the road side.</p> <p>I would like to suggest the Council spending this money on a 'flashing speed sign' instead, to be installed at each end of the village, or just before the shop, tracking everyone's speed and flashing it up to remind them to check...I believe these signs do actually work!</p> <p>As stated above, please accept this on behalf of us 5 family members above.</p>	Objection - disagrees with Welsh Government legislation to introduce more 20mph speed limits and opines that existing flashing advisory 20mph signage at school drop off and pick up times are sufficient.
19	28/02/2024	<p>Please accept this email as an OBJECTION to the proposed 20 mile hour limit, to be enforced within the Village of Kerry.</p> <p>The blanket roll out of this 20mph has caused nothing but problems throughout Wales.</p> <p>It would be easy for us to be in favour of this reduction to 20mph travelling through our village, but we don't agree with what the Labour Government has put into place. Not only has it been a massive waste of taxpayers money, it has also impacted the attractiveness of Wales.</p> <p>We would be hypocrites, to agree to this change of 20mph, just because we are indeed residents of the village itself, but we need to make a stand on this ridiculous law. We currently have 20mph limits set inside our village, up the Common Road and on the estates. Furthermore, flashing lights do currently appear around the school at school time, which requires a 20mph speed.</p> <p>The problem is that many currently travelling through Kerry don't actually pay attention to the current 30mph and their excessive speed can be daunting to anyone walking the road side.</p> <p>I would like to suggest the Council spending this money on a 'flashing speed sign' instead, to be installed at each end of the village, or just before the shop, tracking everyone's speed and flashing it up to remind them to check...I believe these signs do actually work!</p> <p>As stated above, please accept this on email behalf of myself and my husband.</p>	Objection - disagrees with Welsh Government legislation to introduce more 20mph speed limits and opines that existing flashing advisory 20mph signage at school drop off and pick up times are sufficient.

20	29/02/2024	<p>Objection</p> <p>There is already a 20 mph speed limit in force, that applies during school opening and closing times. Making this a default (blanket) 20mph zone would be an unnecessary expenditure at a time when council budgets are stretched to the limit (if you miss the end of March invoice cut off). And even if the Welsh taxpayer picks up the tab, there are far more worthwhile projects worthy of this money.</p>	<p>Objection - opines that existing flashing advisory 20mph signage at school drop off and pick up times are sufficient and that proposal is an unnecessary expenditure.</p>
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Representor Number	Response	Recommendation
1	The support for the introduction of a 20mph speed limit is noted. The highway authority has no current proposal to extend the 20mph speed limit along the A489 to introduce a blanket 20mph speed limit instead of the existing 30mph speed limit in Kerry, as it is considered that such a proposal may reduce the effectiveness of a shorter 20mph speed limit where pedestrians currently have to cross the road without the benefit of a controlled pedestrian crossing facility like they do at the zebra crossing between the Dolfogan Park and Dolforgan View housing estates.	Record support for proposal. Opinion noted regarding extension of restricted road speed limit beyond zebra crossing.
2	The speed limit along the A489 through the village of Kerry past the school, the public houses, the church and the village shop/post office is 30mph. Whilst the existing school warning signs on the approaches to the school recommend an advisory 20mph speed limit when the amber lights are flashing, automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing.	Anonymous submission, so not recorded as a substantiated objection with respect to this proposal.
3	Support noted.	Record support for proposal.
4	Whilst the representor disagrees with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.	Not recorded as a substantiated objection with respect to this proposal.
5	The support for the introduction of a 20mph speed limit is noted. The highway authority has no current proposal to extend the 20mph speed limit along the A489 to introduce a blanket 20mph speed limit instead of the existing 30mph speed limit in Kerry, as it is considered that such a proposal may reduce the effectiveness of a shorter 20mph speed limit where pedestrians currently have to cross the road without the benefit of a controlled pedestrian crossing facility like they do at the zebra crossing between the Dolfogan Park and Dolforgan View housing estates. Whilst the comment suggesting that not all drivers are prepared to stop at the zebra crossing to permit pedestrians to cross is noted; the highway code clearly explains that drivers are not obliged to stop at a zebra crossing if there are no pedestrians already within the carriageway area of a zebra crossing, and that pedestrians should wait until vehicles approaching the zebra crossing have come to a complete halt before stepping off the footway onto the carriageway. The highway code also explains that pedestrians should not step onto the crossing in front of a vehicle if such action would cause the driver of that vehicle to have to brake suddenly.	Not submitted as an objection. Opinion noted regarding extension of restricted road speed limit to cover entire village.
6	Whilst the representor disagrees with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.	Note opinion but overrule objection.
7	The support for the introduction of a 20mph speed limit is noted. The highway authority has no current proposal to extend the 20mph speed limit along the A489 to introduce a blanket 20mph speed limit instead of the existing 30mph speed limit in Kerry, as it is considered that such a proposal may reduce the effectiveness of a shorter 20mph speed limit where pedestrians currently have to cross the road without the benefit of a controlled pedestrian crossing facility like they do at the zebra crossing between the Dolfogan Park and Dolforgan View housing estates.	Record support for proposal. Opinion noted regarding extension of restricted road speed limit to cover entire village.
8	Support noted.	Record support for proposal.

9	<p>The support for the introduction of a 20mph speed limit is noted.</p> <p>The highway authority has no current proposal to extend the 20mph speed limit along the A489 to introduce a blanket 20mph speed limit instead of the existing 30mph speed limit in Kerry, as it is considered that such a proposal may reduce the effectiveness of a shorter 20mph speed limit where pedestrians currently have to cross the road without the benefit of a controlled pedestrian crossing facility like they do at the zebra crossing between the Dolfogan Park and Dolforgan View housing estates.</p> <p>Whilst the comment suggesting that not all drivers are prepared to stop at the zebra crossing to permit pedestrians to cross is noted; the highway code clearly explains that drivers are not obliged to stop at a zebra crossing if there are no pedestrians already within the carriageway area of a zebra crossing, and that pedestrians should wait until vehicles approaching the zebra crossing have come to a complete halt before stepping off the footway onto the carriageway. The highway code also explains that pedestrians should not step onto the crossing in front of a vehicle if such action would cause the driver of that vehicle to have to brake suddenly.</p>	Record support for proposal. Opinion noted regarding extension of restricted road speed limit to cover entire existing 30mph speed limit, and reduction of 40mph speed limit to 30mph.
10	<p>Whilst the representor suggests that a 20mph speed limit is only required at school drop off and pick up times, pedestrians frequently need to cross the A489 at all times of the day in the vicinity of the school, the public houses, the church and the village shop/post office.</p> <p>With the above reasons in mind, the highway authority is not minded to abandon the current traffic order proposal in favour of a part time 20mph speed limit.</p>	Anonymous submission, so not recorded as a substantiated objection to be considered.
11	<p>The support for the introduction of a 20mph speed limit is noted.</p> <p>The highway authority has no current proposal to extend the 20mph speed limit along the A489 to introduce a blanket 20mph speed limit instead of the existing 30mph speed limit in Kerry, as it is considered that such a proposal may reduce the effectiveness of a shorter 20mph speed limit where pedestrians currently have to cross the road without the benefit of a controlled pedestrian crossing facility like they do at the zebra crossing between the Dolfogan Park and Dolforgan View housing estates.</p>	Record support for proposal. Opinion noted regarding extension of restricted road speed limit to cover entire village.
12	<p>Whilst the representor seems to disagree with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.</p> <p>The representor's desire to travel more quickly through a village on their commute to work is not a substantiated reason for a highway authority to refrain from introducing a lower speed limit in the interests of vulnerable road users.</p>	Not recorded as a substantiated objection with respect to this proposal.
13	Comment noted.	Anonymous submission, but not an objection in any event.

14	<p>Whilst the objector has expressed a number of opinions and observations, the conclusion seems to be that retention of the 30mph speed limit along the A489 is no more favourable to the objector than the introduction of a blanket 20mph speed limit for the entire village.</p> <p>Previous automated traffic counts along the A489 through the village have indicated that the majority of drivers respect the 30mph speed limit, but these same traffic counts have shown that there is no marked decrease in traffic speeds associated with the advisory 20mph school warning signs when those signs flash at school drop off and pick up times.</p> <p>The objector's suggestion that not all drivers respect the existing 20mph speed limit along Common Road is not a substantiated reason to abandon the proposed 20mph speed limit along the A489 in the vicinity of the school, the public houses, the church and the village shop/post office.</p> <p>Whilst the comment suggesting that not all drivers are prepared to stop at the zebra crossing to permit pedestrians to cross is noted; the highway code clearly explains that drivers are not obliged to stop at a zebra crossing if there are no pedestrians already within the carriageway area of a zebra crossing, and that pedestrians should wait until vehicles approaching the zebra crossing have come to a complete halt before stepping off the footway onto the carriageway. The highway code also explains that pedestrians should not step onto the crossing in front of a vehicle if such action would cause the driver of that vehicle to have to brake suddenly.</p>	Note opinion but overrule objection.
15	<p>The speed limit terminal sign locations have been selected in close proximity to the existing advisory 20mph when lights flash school warning signage at positions where the requisite visibility to those signs on both sides of the A489 can be achieved from both directions, and where there is sufficient room to locate the required signage within the footway or verge.</p> <p>Whilst the objector suggests that a 20mph speed limit is only required at school drop off and pick up times, pedestrians frequently need to cross the A489 at all times of the day in the vicinity of the school, the public houses, the church and the village shop/post office.</p> <p>With the above reasons in mind, the highway authority is not minded to abandon the current traffic order proposal in favour of a part time 20mph speed limit over a similar length of the A489.</p>	Note opinion but overrule objection.
16	<p>Whilst the representor disagrees with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.</p> <p>The speed limit along the A489 through the village of Kerry past the school, the public houses, the church and the village shop/post office is 30mph. Whilst the existing school warning signs on the approaches to the school recommend an advisory 20mph speed limit when the amber lights are flashing, automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing.</p>	Not recorded as a substantiated objection with respect to this proposal. Opinions noted.

17	<p>The speed limit terminal sign locations have been selected in close proximity to the existing advisory 20mph when lights flash school warning signage at positions where the requisite visibility to those signs on both sides of the A489 can be achieved from both directions, and where there is sufficient room to locate the required signage within the footway or verge.</p> <p>The presence of a private access or a side road junction with restricted visibility or a poor awareness, or the presence of an occasional mobile food van is not a reason in itself to introduce a lower speed limit. It is noted that other mobile food vans occasionally operate at different locations within the village, so there is no reason why the mobile trader referred to could not operate from a different location too.</p> <p>A 130 yard length of 30mph speed limit between the a 40mph speed limit and a 20mph speed limit would not be compliant with the Welsh Government speed limit guidance and such a short length of speed limit would potentially confuse drivers travelling through the village as to what speed limit is actually in force in the vicinity of the primary school.</p> <p>With the above reasons in mind, the highway authority is not minded to abandon the current traffic order proposal in favour of a slightly modified proposal similar to that suggested by the representor.</p>	Record support for proposal. Opinion regarding alternative extents for restricted road speed limit noted.
18	<p>Whilst the objector disagrees with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.</p> <p>The speed limit along the A489 through the village of Kerry past the school, the public houses, the church and the village shop/post office is 30mph. Whilst the existing school warning signs on the approaches to the school recommend an advisory 20mph speed limit when the amber lights are flashing, automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing.</p>	Note opinion but overrule objection.
19	<p>Whilst the objector disagrees with the Welsh Government decision to pass legislation to reduce the restricted road speed limit in Wales from 30mph to 20mph, this in itself is not a reason to make additional sections of road in Wales subject to a 20mph speed limit where vulnerable pedestrians frequently have to mix with vehicular traffic.</p> <p>The speed limit along the A489 through the village of Kerry past the school, the public houses, the church and the village shop/post office is 30mph. Whilst the existing school warning signs on the approaches to the school recommend an advisory 20mph speed limit when the amber lights are flashing, automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing.</p>	Note opinion but overrule objection.

20	The speed limit along the A489 through the village of Kerry past the school, the public houses, the church and the village shop/post office is 30mph. Whilst the existing school warning signs on the approaches to the school recommend an advisory 20mph speed limit when the amber lights are flashing, automated traffic counts have shown that there is no marked decrease in traffic speeds between those signs at those times when the lights are flashing.	Note opinion but overrule objection.
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