

# Public Document Pack

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Am unrhyw ymholiad yn ymwneud â'r agenda hwn cysylltwch â Andrea Jones  
(Rhif Ffôn: 01443 864221 Ebst: [jonesa23@caerphilly.gov.uk](mailto:jonesa23@caerphilly.gov.uk))

**Dyddiad: 13 Gorffennaf 2023**

I bwy bynnag a fynno wybod,

Cynhelir cyfarfod aml-leoliad o'r **Pwyllgor Craffu yr Amgylchedd a Chynaliadwyedd** yn Nhŷ Penallta, a thrwy Microsoft Teams ar **Dydd Mercher, 19eg Gorffennaf, 2023** am **5.30 pm** i ystyried y materion a gynhwysir yn yr agenda canlynol. Gall Cynghorwyr ac aelodau'r cyhoedd sy'n dymuno siarad ar unrhyw eitem wneud hynny drwy wneud cais i'r Cadeirydd. Mae hefyd croeso i chi ddefnyddio'r Gymraeg yn y cyfarfod, mae angen o leiaf 3 diwrnod gwaith o rybudd os byddwch chi'n dymuno gwneud y naill neu'r llall. Bydd gwasanaeth cyfieithu ar y pryd yn cael ei ddarparu ar gais.

Gall aelodau'r Cyhoedd neu'r Wasg fynychu'n bersonol yn Nhŷ Penallta neu gallant weld y cyfarfod yn fwy drwy'r ddolen ganlynol: <https://civico.net/caerphilly>

Bydd y cyfarfod hwn yn cael ei ffrydio'n fwy a bydd recordiad ar gael i'w weld drwy wefan y Cyngor, ac eithrio trafodaethau sy'n ymwneud ag eitemau cyfrinachol neu eithriedig. Felly, bydd delweddau/sain yr unigolion sy'n siarad ar gael yn gyhoeddus i bawb drwy [wefan y Cyngor](#):

Yr eiddoch yn gywir,

A handwritten signature in black ink, appearing to read 'Chrissy'.

**Christina Harrhy**  
PRIF WEITHREDWR

## A G E N D A

Tudalennau

1 I dderbyn ymddiheuriadau am absenoldeb.

A greener place Man gwyrddach



## 2 Datganiadau o Ddiddordeb.

Atgoffi'r Cynghorwyr a Swyddogion o'u cyfrifoldeb personol i ddatgan unrhyw fuddiannau personol a/neu niweidiol mewn perthynas ag unrhyw eitem o fusnes ar yr agenda hwn yn unol â Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a'r Cod Ymddygiad ar gyfer Cynghorwyr a Swyddogion.

I gymeradwyo a llofnodi'r cofnodion canlynol:-

- |   |  |        |
|---|--|--------|
| 3 | Pwyllgor Craffu yr Amgylchedd a Chynaliadwyedd a gynhaliwyd ar 13eg Mehefin 2023.  | 1 - 6  |
| 4 | Ystyried unrhyw fater a gyfeiriwyd at y Pwyllgor hwn yn unol â'r drefn galw i mewn.  |        |
| 5 | Blaenraglen Waith Pwyllgor Craffu yr Amgylchedd a Chynaliadwyedd.  | 7 - 18 |
| 6 | I dderbyn ac ystyried yr adroddiadau* Cabinet canlynol:-<br><br>1 Diweddariad ar y Cynllun Gweithredu Datgarboneiddio ar Dull Arfaethedig ar gyfer y Dyfodol; - 14eg Mehefin 2023;<br>2 Maes Parcio Tŷ'r Llys, Coed Duon – Amrywio Taliadau Parcio – 12fed Gorffennaf 2023;<br>3 Cyfnewidfa Caerffili Cyllido – 12fed Gorffennaf 2023;<br>4 Gwaith Mwynau ac Adfer Arfaethedig yn Nhomenni Bedwas – Ymestyn Cytundeb Cyfyngedig – 12fed Gorffennaf 2023. |        |

\* Os oes aelod o'r Pwyllgor Craffu yn dymuno i unrhyw un o'r adroddiadau Cabinet uchod i gael eu dwyn ymlaen ar gyfer adolygiad yn y cyfarfod, cysylltwch â Andrea Jones, 01443 864221, erbyn 10.00 a.m. ar dydd Mawrth, 18fed Gorffennaf 2023.

I dderbyn ac ystyried yr adroddiadau Craffu canlynol:-

- |   |   |          |
|---|---|----------|
| 7 | Mwstro Tîm Caerffili – Gorfodi a gwaith cysylltiedig o ran Ymgysylltu â'r Gymuned – Adolygiad o'r Gwasanaeth. | 19 - 28  |
| 8 | Diweddariad ar yr Adolygiad o'r Polisi Parcio i Breswylwyr gan y Grŵp Gorchwyl a Gorffen.                     | 29 - 38  |
| 9 | Gorchymyn Rheoleiddio Traffig o ran Terfynau Cyflymder Bwrdeistref Sirol Caerffili.                           | 39 - 140 |

## Cylchrediad:

**Cynghorwyr** M.A. Adams, R. Chapman, C.J. Cuss, D.T. Davies (Cadeirydd), N. Dix, C. Elsbury, M. Evans, A. Gair, A. Hussey (Is Gadeirydd), S. Kent, A. Leonard, D.W.R. Preece, H. Pritchard, J.E. Roberts, S. Williams a C. Wright

A Swyddogion Priodol

## **SUT FYDDWN YN DEFNYDDIO EICH GWYBODAETH**

Bydd yr unigolion hynny sy'n mynychu cyfarfodydd pwyllgor i siarad/roi tystiolaeth yn cael eu henwi yng nghofnodion y cyfarfod hynny, weithiau bydd hyn yn cynnwys eu man gweithio neu fusnes a'r barnau a fynegir. Bydd cofnodion o'r cyfarfod gan gynnwys manylion y siaradwyr ar gael i'r cyhoedd ar wefan y Cyngor ar [www.caerffili.gov.uk](http://www.caerffili.gov.uk). ac eithrio am drafodaethau sy'n ymwneud a g eitemau cyfrinachol neu eithriedig.

Mae gennych nifer o hawliau mewn perthynas â'r wybodaeth, gan gynnwys yr hawl i gael mynediad at wybodaeth sydd gennym amdanoch a'r hawl i gwyno os ydych yn anhapus gyda'r modd y mae eich gwybodaeth yn cael ei brosesu.

Am wybodaeth bellach ar sut rydym yn prosesu eich gwybodaeth a'ch hawliau, ewch i'r Hysbysiad Preifatrwydd Cyfarfodydd Pwyllgor Llawn ar ein gwefan <http://www.caerffili.gov.uk/Pwyllgor/Preifatrwydd> neu cysylltwch â Gwasanaethau Cyfreithiol drwy e-bostio [griffd2@caerffili.gov.uk](mailto:griffd2@caerffili.gov.uk) neu ffoniwch 01443 863028.

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## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE

MINUTES OF THE MULTI-LOCATIONAL MEETING HELD IN PENALLTA HOUSE AND VIA MICROSOFT TEAMS ON TUESDAY, 13<sup>TH</sup> JUNE 2023 AT 5.30 P.M.

PRESENT:

Councillor D.T. Davies MBE - Chair  
Councillor A. Hussey - Vice-Chair

Councillors:

M. Adams, R. Chapman, C.J. Cuss, N. Dix, M. Evans, A. Gair, A. Leonard, D.W.R. Preece, H. Pritchard, J.E. Roberts, S. Williams, C Wright

Cabinet Members:

Councillors: P. Leonard (Planning and Public Protection)

Also in attendance: Cllr J. Jones, J. Reed, and Reverend P Cawthorne

Together with:

M.S. Williams (Corporate Director for Economy and Environment), C Edwards (Environmental Health Manager), J. Morgan (Trading Standards, Licensing & Registrars Manager), M. Jacques (Scrutiny Officer), A Jones (Committee Services Officer)

### RECORDING, FILMING AND VOTING ARRANGEMENTS

The Chair reminded those present that the meeting was being live-streamed and recorded and would be made available following the meeting via the Council's website – [Click Here to View](#) Members were advised that voting on decisions would be taken via Microsoft Forms.

#### 1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors C. Elsbury, S Kent,

#### 2. DECLARATIONS OF INTEREST

There were no declarations of interest received at the commencement or during the course, of the meeting.

#### 3. MINUTES – 2<sup>ND</sup> MAY 2023

It was moved and seconded that the minutes of the meeting held on 2<sup>nd</sup> May 2023 be approved as a correct record and by way of Microsoft Forms and verbal confirmation (and in noting there were 13 for, 0 against and 1 abstention) this was agreed by the majority.

RESOLVED that the minutes of the Environment and Sustainability Scrutiny Committee held on 2<sup>nd</sup> May 2023 (minute nos. 1 – 6) be approved as a correct record.

#### **4. CALL-IN PROCEDURE**

There had been no matters referred to the Scrutiny Committee in accordance with the call-in procedure.

#### **REPORTS OF OFFICERS**

Consideration was given to the following report.

#### **5. ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE FORWARD WORK PROGRAMME**

Mark Jacques (Scrutiny Officer) presented the report, which outlined details of the Environment and Sustainability Scrutiny Committee Forward Work Programme (FWP) for the period June 2023 to March 2024.

Members were asked to consider the FWP alongside the Cabinet work programme and suggest any changes prior to publication on the Council's website. The Scrutiny Committee noted the details of the reports scheduled for forthcoming meetings.

Members were advised that there is an addition which was not in the members packs. There was a request for an information report on the Highway Infrastructure Budget Apportionment 2023-2024 report, which will be included in the meeting scheduled on the 19<sup>th</sup> July 2023.

It was moved and seconded that the report recommendation be approved. By way of Microsoft Forms and verbal confirmation (and in noting there were 14 for, 0 against and 0 abstentions) this was unanimously agreed.

RESOLVED that the Forward Work Programme as appended to the meeting papers be published on the Council's website.

#### **6. PUBLIC PROTECTION ENFORCEMENT ANNUAL REPORT 2022/23**

The Cabinet Member for Planning and Public Protection presented the report and requests that members of the Scrutiny Committee to consider the review of Public Protection enforcement activities, CCTV provision and to note the activity in relation to Consumer Advice and to offer any views prior to presentation to Cabinet.

The Chair advised that the group would go through the report and request questions on each section and invited members to raise any questions and Ceri Edwards and Jacqui Morgan were available to answer any questions.

Questions were raised on the following items within the report.

Underage Sales - A Member queried the reference to high number of under-age vape sales and only two test purchase operations were conducted and sought clarification as to whether there would be more operations conducted and are we confident that we have enough volunteers.

Officers confirmed that there were less test purchases due to covid and having to arrange a new team of volunteers to be recruited. Following the recruitment process test purchasing did not start until December 2022. In the last financial year there were 25 attempts to purchase and of those 5 were sold vapes. In the current year there have been 16 attempts so far this year and 2 have been sold vapes, further activities will be conducted throughout the year based on any complaints received or intelligence that provides a reason for us to do so and if successful formal action will be taken.

Trading Standards Wales are currently working on an all Wales project as this is an issue across Wales which will include advice to businesses test purchases, sampling and education, awareness raising.

Members were informed that in addition to the figures already provided there were 58 advisory visits conducted last year following complaints or concerns about age restricted products, the majority of which were vape sales. It is a major concern, with limited resources but we will prioritise the complaints or concerns brought to our attention.

A member sought confirmation on what is going to be introduced now that is different from previous years and what was successful or not successful.

Officers confirmed that when new legislation comes out the first step is to educate retailers on their responsibilities and young people on what they can or cannot purchase, then test purchases are carried out and the figures are reported. Previous reports have shown that numbers of sales have been reduced by proactive advice and test purchase activity/formal action.

Due to covid test purchases were not being undertaken, previously. Trading Standards Wales produced an annual report on all underage sales test purchase activity and results Comparing previous years and levels of activity can demonstrate whether interventions are having an impact.

CCTV - A member raised a query on CCTV on waste transfer site at Penmaen Depot and concerns about the number of break ins and the police not attending to get the footage to prosecute intruders, as the council has not reported the break ins. The member referred to 75 break ins at the site and questioned what the point of the cameras is.

Officers confirmed cameras must be in the right place and be maintained. If an intruder is caught on camera, it does send an alert to the control room who can monitor and if need be, call the police, footage is retained, and a daily log of any incidents is sent to the relevant service area and the police for them to pursue and if need be, to request any footage held. The Officer was not able to comment on the Penmaen depot specifically but could check if there were any issues with them. The Member said that he would email the officer about his specific concerns at the depot outside of the meeting.

Another member commented on the issues at Penmaen depot and stated that previous prosecutions did not proceed due to lack of evidence and confirmed that they would discuss these issues with the new inspector.

Illegal Tobacco Activities - A member asked if sales of drug paraphernalia on display in shop windows in Blackwood and requests that something is done to stop these from displaying these items in their windows.

It was confirmed that officers are aware of this and advised that it is across the borough. There is a possibility of going down the route of a Community Protection Order however to do this evidence would need to be provided that an offence has been committed in relation to that specific premise and to date there has not been any evidence.

Members were reassured that this is something that will continue to be monitored and if any information or evidence is found action will be taken. The Community Safety Team will continue to consult with the police and if any firm evidence is found then it would be looked at.

A Member stated that these organised criminals and that more feet are required on the ground to deal with these criminals.

A member asked if there is an increase of importation of illegal tobacco that is not being taxed which are being served under the counter.

Officers confirmed illicit tobacco is a major problem across Wales and England, this covers illicit tobacco and counterfeit tobacco or illegal imports which do not comply with our labelling or health warnings, Officers informed that test purchases are made at such premises and inspections carried out with the help of tobacco detection dogs.

Members were advised that there is an All Wales operation, where additional funding has been provided from Welsh Government to enable extra test purchases to tackle these issues and were advised that there are a number of prosecution cases ongoing.

Environmental Health, Community Safety, and food Hygiene & Standards – A Member asked if visits to food banks are undertaken to check out health and safety.

Officers confirmed yes there are checks being carried out, and that officers are engaging with the food banks who are providing a very good service but unfortunately during these times a lot more people must rely on foodbanks, officer are advising organisers to ensure that they are adopting correct temperature checks and using hygienic premises and that the people working there are adequately trained. Officers encourage them to use prepacked foods to take out the risk of cross contamination from raw foods to cooked foods.

A Member asked for an example of ways to look to tackle environmental issues that have not been previously implemented.

Officers confirmed there is an enviro crime team in Environmental Health with officers designated to all areas, they all engage with community safety teams, and various other teams across the authority, they deal with complaints of fly tipping, littering, dog fouling etc. The Officers try to patrol the hotspots based on the higher volume of complaints within their areas and they mount campaigns to target specific areas, engage with schools to educate, quite proactive, but it is difficult to catch individuals as it is a case of being in the right place at the right time.

Officers are currently testing covert cctv cameras in countryside areas to try to catch people responsible for fly tipping. Updates will be reported back to the Scrutiny committee in the future.

A member stated that on the country walks there are a lot of dog bags thrown into the trees and asked if there is anything that can be done about this, glad to hear covert cameras are being used and also expressed concerns about anti-social behaviour at the bus station in Blackwood.

Officers confirmed that bags in trees is a problem and suggests that if members have information on reoccurring problems and locations to report back to us and we will liaise with the waste department to see if bins can be installed or replaced. In relation to the covert cameras this is being piloted and will feedback the findings to the group.



In relation to the toilets at the bus station this is an ongoing problem area, there is a public space protection order in place and is being monitored, fixed penalties have been issued by CSW officers, however it is difficult to enforce as some individuals are homeless. Some perpetrators of the anti-social behaviour suffer with substance misuse, and these are referred to the police, CCTV is used and CSWs use body cameras This toilet is identified in the local toilet strategy, and we are doing our best to patrol and deal with individuals when they are encountered.

A query was raised on the acceptable behaviour contracts issued. Are these contracts successful.

Officers were not able to give percentage breakdown. The younger element is referred to the youth offending service who are quite active in engaging with the individuals which involves home visits and school visits regularly. There are various steps, and it is found that the majority get removed quite early in the process but sometimes there are a few who go on to commit further offences.

The Chair asked if members of the scrutiny committee could visit the CCTV centre in Tiryberth to have an insight into how it all works. This was confirmed if members contact Jacqui Morgan, she can organise the site visits.

The Chair requested that for the last meeting of the Environment & Sustainability Scrutiny Committee on the 19<sup>th</sup> July 2023, if possible, could all members attend the meeting in the Chamber.

Thanks are passed to all officers.

The meeting closed at 18:33pm

Approved as a correct record and subject to any amendments or corrections agreed and recorded in the minutes of the meeting held on 19th July 2023, they were signed by the Chair.

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CHAIR

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## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 19<sup>TH</sup> JULY 2023

**SUBJECT: ENVIRONMENT AND SUSTAINABILITY SCRUTINY  
COMMITTEE FORWARD WORK PROGRAMME**

**REPORT BY: CORPORATE DIRECTOR FOR EDUCATION AND  
CORPORATE SERVICES**

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### 1. PURPOSE OF REPORT

- 1.1 To report the Environment and Sustainability Scrutiny Committee Forward Work Programme.

### 2. SUMMARY

- 2.1 Forward Work Programmes are essential to ensure that Scrutiny Committee agendas reflect the strategic issues facing the Council and other priorities raised by Members, the public or stakeholder.

### 3. RECOMMENDATIONS

- 3.1 That Members consider any changes and agree the final forward work programme prior to publication.

### 4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To improve the operation of scrutiny.

### 5. THE REPORT

- 5.1 The Environment and Sustainability Scrutiny Committee forward work programme includes all reports that were identified at the scrutiny committee meeting on Tuesday 13<sup>th</sup> June 2023. The work programme outlines the reports planned for the period July 2023 to March 2024.
- 5.2 The forward Work Programme is made up of reports identified by officers and members. Members are asked to consider the work programme alongside the

cabinet work programme and suggest any changes before it is published on the council website. Scrutiny committee will review this work programme at every meeting going forward alongside any changes to the cabinet work programme or report requests.

- 5.3 The Environment and Sustainability Scrutiny Committee Forward Work Programme is attached at Appendix 1, which presents the current status as at 26<sup>th</sup> June 2023. The Cabinet Work Programme is attached at Appendix 2. A copy of the prioritisation flowchart is attached at appendix 3 to assist the scrutiny committee to determine what items should be added to the forward work programme.

#### 5.4 **Conclusion**

The work programme is for consideration and amendment by the scrutiny committee prior to publication on the council website.

### 6. **ASSUMPTIONS**

- 6.1 No assumptions are necessary.

### 7. **SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 As this report is for information only an Integrated Impact Assessment is not necessary.

### 8. **FINANCIAL IMPLICATIONS**

- 8.1 There are no specific financial implications arising as a result of this report.

### 9. **PERSONNEL IMPLICATIONS**

- 9.1 There are no specific personnel implications arising as a result of this report.

### 10. **CONSULTATIONS**

- 10.1 There are no consultation responses that have not been included in this report.

### 11. **STATUTORY POWER**

- 11.1 The Local Government Act 2000.

Author: Mark Jacques, Scrutiny Officer jacqum@carphilly.gov.uk

Consultees: Mark S. Williams, Corporate Director for Economy and Environment  
Robert Tranter, Head of Legal Services/ Monitoring Officer

Lisa Lane, Head of Democratic Services and Deputy Monitoring Officer,  
Legal Services  
Councillor Tudor Davies, Chair of Environment and Sustainability Scrutiny  
Committee  
Councillor Adrian Hussey Vice Chair of Environment and Sustainability  
Scrutiny Committee

Appendices:

- Appendix 1 Environment & Sustainability Scrutiny Committee Forward Work Programme
- Appendix 2 Cabinet Forward Work Programme
- Appendix 3 Forward Work Programme Prioritisation Flowchart

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## Forward Work Programme - Environment & Sustainability - Appendix 1

Date	Title	Key Issues	Author	Cabinet Member
19/07/2023 17:30	Enforcement & Engagement Review		Lancaster, Hayley;	Cllr. George, Nigel;
19/07/2023 17:30	Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023		Campbell, Clive;	Cllr. George, Nigel;
19/07/2023 17:30	Update on the Task and Finish inquiry on Residential Parking		Jacques, Mark;	Cllr. George, Nigel;
19/07/2023 17:30	Information Item - Highway Infrastructure's Budget Apportionment 2023-2024		Richards, Gareth;	Cllr. George, Nigel;
19/09/2023 17:30	Community Centres Review		Hartshorn, Robert;	Cllr. Morgan, Chris;
31/10/2023 17:30				
12/12/2023 17:30				
13/02/2024 17:30				
26/03/2024 17:30				

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**Cabinet Forward Work Programme – 11th July 2023**

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
12/07/2023 13:00	Court House Car Park, Blackwood – variation of parking charges	To seek Cabinet approval to vary the parking charges in Courthouse Car Park, Blackwood to allow up to 1 hour parking free of charge for all users.	Dean Smith/Marcus Lloyd	Cllr. Nigel George
12/07/2023	Collaboration and Members Agreement (the CAMA)	To seek Cabinet approval to revise the South-East Wales Education Achievement Service Collaboration and Members Agreement (the CAMA)	Keri Cole	Cllr. Carol Andrews
12/07/2023	Caerphilly Interchange Proposal – Funding Requirements	For Cabinet to approve the request for CCBC funding contribution.	Clive Campbell	Cllr. Nigel George
12/07/2023	Annual Corporate Safeguarding Report plus the Annual Safeguarding Management Information Report.	To seek approval of the Annual Safeguarding reports.	Gareth Jenkins	Cllr. Elaine Forehead
12/07/2023	Mobilising Team Caerphilly	To seek Cabinet support to access additional external capability to ensure the successful delivery of the Council's Team Caerphilly Transformation Programme.	Richard (Ed) Edmunds	Cllr. Eluned Stenner
12/07/2023	Free School Meals funding for summer holidays 2023	To propose the continuation of Free School Meals support during the summer holidays 2023.	Sue Richards	Cllr. Carol Andrews
12/07/2023	Exempt item - George Street Rear Walls, Cwmcarn	Exempt item subject to Public Interest Test	Claire Davies/Fiona Wilkins/Nick Taylor-Williams	Cllr. Shayne Cook
12/07/2023	Exempt item - Proposed Mineral Working and Restoration of Bedwas Tips -	Exempt item subject to Public Interest Test.	Marcus Lloyd	Cllr. Nigel George

## Appendix 2

**Cabinet Forward Work Programme – 11th July 2023**

Meeting date: Report title:

Key issue:

Report author:

Cabinet Member:

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
	extension of exclusivity agreement.			
26/07/2023 13:00	Covid 19 - Economic Recovery Framework, Monitoring report	To provide Cabinet with an update on progress in respect of the Council's economic recovery framework.	Rhian Kyte/Allan Dallimore	Cllr. James Pritchard
26/07/2023	Default speed limit consultation on restricted roads across the county borough from 30mph to 20mph	To review proposed 30mph exemptions within the County Borough as a result of the change in the default restricted road speed limit to 20mph.	Marcus Lloyd	Cllr. Nigel George
26/07/2023	Day Services	For Cabinet to consider the new proposed Day Services Model.	Jo Williams	Cllr. Elaine Forehead
26/07/2023	Review of Licensing fees for Dog Breeders, Scrap Metal Dealers and Activities involving Animals (Pet sales) 2023.	To seek approval of licensing fees following the funding review.	Lee Morgan/Rob Hartshorn	Cllr. Philippa Leonard
26/07/2023	Provisional Revenue and Capital Budget Outturn for 2022/23	To provide Cabinet with details of the provisional revenue and capital budget outturns for the 2022/23 financial year prior to the completion of the external audit by Audit Wales.	Stephen Harris	Cllr. Eluned Stenner
26/07/2023	Waste Route Map	To agree the waste route map which will inform the development of the Council's Waste Strategy.	Marcus Lloyd	Cllr. Chris Morgan
20/09/2023 13:00	Natural Resources Wales (NRW) CCBC Collaboration Agreement - Cwmcarn Forest Drive	To allow Cabinet to review the outcome of the 2-year pilot in respect of the CCBC management of the Cwmcarn Forest Drive and consider whether or not to extend the collaboration agreement for the continued management of the drive	Antony Bolter/Allan Dallimore	Cllr. James Pritchard

**Cabinet Forward Work Programme – 11th July 2023**

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
		with Natural Resources Wales for a further 5 year period.		
20/09/2023	Development and Governance Strategy - Housing	For Cabinet to consider the establishment of the development strategy which details the principles, practices and governance arrangements which are needed to facilitate enable and support the new build objectives of Caerphilly Homes now and in the future.	Nick Taylor-Williams/ Jane Roberts-Waite	Cllr. Shayne Cook
20/09/2023	Corporate Performance Assessment	To provide Cabinet with an update with the Corporate Performance Assessment.	Sue Richards/Ros Roberts	Cllr. Eluned Stenner
20/09/2023	Public Protection Enforcement Annual report for 2022/23	For Cabinet to agree progress and performance.	Rob Hartshorn	Cllr. Philippa Leonard
20/09/2023	Proposal for the closure of Cwm Glas Infants School	For Cabinet to give approval to consult following the Statutory process as prescribed by the 'School Organisation Code 2018'.	Sue Richards, Andrea West	Cllr. C. Andrews
20/09/2023	Proposal for the Federation of Cwmaber Infants School and Cwmaber Junior School	For Cabinet to give approval to consult following the process as prescribed by the 'Federation process of maintained schools' in Wales guidance.	Sue Richards, Andrea West	Cllr. C. Andrews
04/10/2023 13:00	Caerphilly Homes – Re-development of the Former Oakdale Comprehensive School	To seek Cabinet approval for the signing of a delivery agreement (DA) via SCAPE with Willmott Dixon to deliver an 85 new home mixed tenure scheme.	Jane Roberts-Waite	Cllr. Shayne Cook
04/10/2023	Caerphilly Homes – Re-development of the Former Ty Darran Care Home, Risca	To seek Cabinet approval for the signing of a delivery agreement (DA) via SCAPE with Willmott Dixon to deliver a 46 new, affordable home later living scheme which will set the ambition for the future of later	Jane Roberts-Waite	Cllr. Shayne Cook

## Appendix 2

**Cabinet Forward Work Programme – 11th July 2023**

Meeting date: Report title:

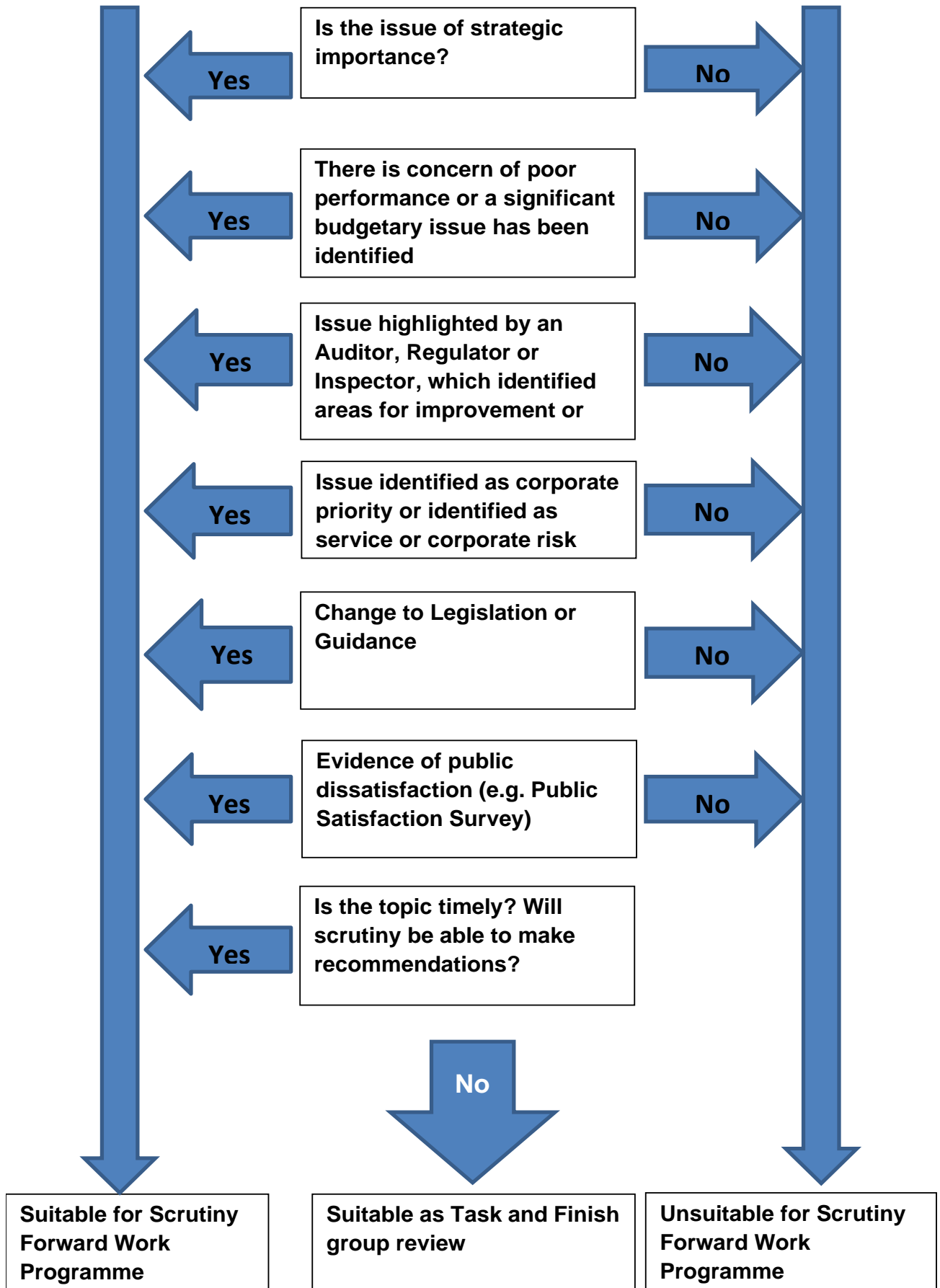
Key issue:

Report author:

Cabinet Member:

Meeting date:	Report title:	Key issue:	Report author:	Cabinet Member:
		living accommodation in the county borough.		
04/10/2023	Corporate Plan (including Well-Being Objectives) 2023 to 2028	To consider the Council's Corporate Plan and Well-being Objectives 2023 to 2028	Christina Harray/Sue Richards/Jo Pearce	Leader/Cllr. Eluned Stenner
18/10/2023 13:00	Support for pupils unable to attend school (formerly "Tuition" report).	To seek Cabinet approval for proposals for revising the model of support for pupils accessing tuition.	Keri Cole	Cllr. C. Andrews
18/10/2023	Exempt item - Ness Tar	Exempt item subject to Public Interest Test	Rhian Kyte	Cllr. James Pritchard

**Scrutiny Committee Forward Work Programme Prioritisation**



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## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 19TH JULY 2023**

**SUBJECT: MOBILISING TEAM CAERPHILLY: ENFORCEMENT AND ASSOCIATED COMMUNITY ENGAGEMENT – SERVICE REVIEW**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

### **1. PURPOSE OF REPORT**

- 1.1 To consider and endorse a draft Terms of Reference to provide the framework for a service review on enforcement and associated community engagement carried out by the council.
- 1.2 To offer comment on the proposed scope of the service review – initially focussing on 'environmental protection and community behaviour' enforcement activity. The proposed scope focuses on elements of enforcement carried out by community safety wardens, including anti-social behaviour, environmental health 'enviro-crime' enforcement, waste and recycling compliance, and civil parking enforcement.
- 1.3 Through adopting the Terms of Reference, support a programme of review activity to explore key elements of enforcement and associated engagement activity. This includes current resource, enforcement activity undertaken currently, support arrangements and potential future resource requirements to support members' aspirations.

### **2. SUMMARY**

- 2.1 The council's 'Budget Proposals for 2023/24' report to Cabinet and Council in February 2023 highlighted that 'due to the unprecedented levels of inflation, the current economic outlook, and the range of temporary measures that are proposed for the 2023/24 financial year, it is clear that the Council will continue to face significant financial challenges moving forward. With this in mind the Medium-Term Financial Plan (MTFP) has been updated based on a range of assumptions, resulting in a potential savings requirement of £48.335m for the two-year period 2024/25 to 2025/26'.
- 2.2 It also reaffirmed that 'a key element of the 'Team Caerphilly – Better Together' operating model is that of service reviews. Each Head of Service is required to review their service areas through the new operating model lens, demonstrating how the service can be delivered more efficiently and effectively. Annual financial targets will

be provided to each Corporate Director and respective Heads of Service to help frame the overall requirement’.

- 2.3 Enforcement and associated community engagement is one such service area to be the subject of a comprehensive service review through the remainder of 2023.
- 2.4 This report and the appended draft Terms of Reference proposes a scope for the service review – initially focussing on ‘environmental protection and community behaviour’ enforcement activity. The proposed scope focuses on elements of enforcement carried out by community safety, environmental health ‘enviro-crime’ enforcement, waste and recycling compliance, and civil parking enforcement.
- 2.5 Clearly the term ‘enforcement’ is far-reaching and extends beyond the remit of environmental enforcement, e.g. unauthorised school absences, tenancy enforcement and planning enforcement, so the requirement to confirm an initial scope for this service review is key.
- 2.6 The draft Terms of Reference that would provide the framework for a programme of review activity for cross-service enforcement and associated community engagement within the scope of ‘environmental protection and community behaviour’ enforcement are at Appendix One for members’ consideration.

### **3. RECOMMENDATIONS**

- 3.1 That Environment and Sustainability Scrutiny Committee members support the establishment of a service review on enforcement of environmental protection and community behaviour related activity and associated community engagement delivered by the council.
- 3.2 That the Committee comment on and endorse the proposed scope of the service review – initially focussing on ‘environmental protection and community behaviour’ enforcement activity including elements of enforcement carried out by community safety, environmental health ‘enviro-crime’ enforcement, waste and recycling compliance, and civil parking enforcement.
- 3.3 That the Committee comment on and endorse the draft Terms of Reference for the review at Appendix One.
- 3.4 That the Committee endorse the establishment of an informal Member working group to support the review.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 To support the Council's Medium Term Financial Plan and transformational ambitions, while ensuring the future vision for enforcement activity and associated community engagement is in line with the members’ aspirations and the needs of our communities.
- 4.2 To ensure the Council has a clear vision for the future remit and role of enforcement and engagement activity across Caerphilly County Borough Council.



## 5. THE REPORT

- 5.1 In the Summer of 2019, Cabinet adopted its 'Team Caerphilly – Better Together' Transformation Strategy as a means of creating and implementing a new operating model for the Council.
- 5.2 The whole organisation transformation programme was essentially based on three main pillars; service reviews, commercialisation and Placeshaping as well as a range of additional programmes intended to create the culture and environment to deliver the overarching concept of 'Team Caerphilly – Better Together'.
- 5.3 The council's 'Budget Proposals for 2023/24' report to Cabinet and Council in February 2023 highlighted that 'due to the unprecedented levels of inflation, the current economic outlook, and the range of temporary measures that are proposed for the 2023/24 financial year, it is clear that the Council will continue to face significant financial challenges moving forward. With this in mind the Medium-Term Financial Plan (MTFP) has been updated based on a range of assumptions, resulting in a potential savings requirement of £48.335m for the two-year period 2024/25 to 2025/26'.
- 5.4 It also reaffirmed that 'a key element of the 'Team Caerphilly – Better Together' operating model is that of service reviews. Each Head of Service is required to review their service areas through the new operating model lens, demonstrating how the service can be delivered more efficiently and effectively. Annual financial targets will be provided to each Corporate Director and respective Heads of Service to help frame the overall requirement'.
- 5.5 Enforcement of environmental protection and community behaviour related activity and associated community engagement is one such area to be the subject of a 'Mobilising Team Caerphilly' service review through the remainder of 2023.
- 5.6 The importance of effective enforcement and associated engagement – what our communities are telling us:

Through the council's ongoing community engagement programme, 'The Caerphilly Conversation', the importance of tackling key environmental issues including dog fouling, littering and illegal parking continue to be among the highest priorities for Caerphilly county borough's communities.

Some insights from recent engagement activities include:

- 94% of respondents to the 'What matters to you?' survey felt that **prioritising community safety** was as important or more important to them than 12 months ago
- 87% of respondents felt that the need for **work to support environmental issues** is as important or more important to them than 12 months ago
- 58% of respondents felt that tackling **illegal parking** is as important or more important to them than 12 months ago
- Key themes that elicited a large number of comments included the importance of **tackling litter and environmental problems (behaviour change), dog fouling, fly-tipping, community safety, anti-social behaviour and road safety** (particularly in relation to illegal parking)

Further, an objective of the councils emerging Waste and Recycling Strategy is to increase engagement and education with the public, community groups and schools. This includes a proposal to implement a comprehensive education programme to support increased participation and engagement with recycling and most notably the food waste service.

5.7 Service structures within scope of service review:

**Head of Public Protection, Community and Leisure**

**Head of Infrastructure**

<b>Roles</b>	Community Safety Wardens	General Enforcement, Environmental Health	Civil Parking Enforcement	Waste and recycling engagement
<b>Full Time Equivalent Posts (FTEs)</b>	10 FTE including 1 Supervisor	8 FTE	8 FTE Number of managers - 1 Number of supervisors - 1	5 FTE
<b>Current Functions</b>	Patrol and enforce to tackle anti-social behaviour in hotspot areas. Use of a mobile CCTV van, issue fixed penalty notices for offences including littering, dog fouling, smoking and breach of a PSPO. Accredited with Police powers.	Patrol, investigate and enforce for littering, fly-tipping, abandoned vehicles, dog fouling and dog control. Issue Fixed Penalty Notices and compile prosecution cases for the above.	Carry out enforcement of all parking restrictions on the public highway and Council owned car parks in accordance with the Road Traffic Regulation Act 1984 and Traffic Management Act 2004.  Note - Part 6 of the Traffic Management Act requires CEOs to wear such uniform as may be determined by the enforcement authority in accordance with guidelines issued by the appropriate national authority, and (b) must not exercise any of those functions when not in uniform.	Promote waste minimisation/recycling/composting to householders and businesses across the County Borough via education and enforcement.  Responsible for the promotion and sale of commercial waste and recycling contracts and advise non-compliant businesses on the legal requirements and potential penalties in relation to commercial waste and licensing.

## 5.8 The service review:

This service review, as with all undertaken through this process, will follow the five strategic review stages within the council's Service Review Methodology. While listed individually, some stages may run concurrently such as consultation and engagement, which are required throughout all five phases. These are:

### 1. **Initiation** (the current stage of this review):

- The theory of change – what problem are we trying to solve?
- Establish Terms of Reference and scope of service review
- Identify stakeholders and develop engagement strategies
- Set up steering group

### 2. **Data collection:**

- Collect performance data, policies, impact assessments, reporting schedules and costs
- Review customer feedback – including complaints, compliments and consultation responses
- Compare with others – benchmarking and good practice examples
- Explore strengths, weaknesses, opportunities and threats
- Identify areas for potential improvement/effectiveness/efficiency

### 3. **Consultation:**

- Extensive engagement with stakeholders – including colleagues working within the scope of the service review, Trade Union colleagues, residents, councillors etc.
- What works well? What doesn't work so well? Where can we improve? What opportunities are there? What would we need to achieve this?
- Explore possible areas for encouraging innovation or commercialisation

### 4. **Project planning/implementation:**

- Expected benefits are confirmed, together with timescales
- Identification of risks and impacts associated with potential change
- Identify 'quick wins', short-medium term projects, longer term projects and potential invest to save/improve options
- Develop action plan for each priority workstream – fully costed and with timescales attached
- Strategic recommendations for member consideration

### 5. **Following the review - closure and handover**

- Benefits realisation
- Ongoing monitoring, evaluation and reporting on benefits realisation
- Share learning from review

5.9 The draft Terms of Reference that would provide the framework for a programme of review activity for cross-service enforcement and associated community engagement within the scope of 'environmental' enforcement are at Appendix One for members' consideration. The Committee are asked to consider the establishment of an informal Member working group to support the review.

5.10 With subsequent member endorsement, the review would progress through the remainder of 2023, with a series of recommendations anticipated for further consideration in early 2024 subject to the availability of sufficient resources.

## **6. ASSUMPTIONS**

- 6.1 There are no assumptions associated with this report.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 This report proposes a Terms of Reference and framework for a programme of review activity for cross-service enforcement and associated community engagement within the scope of 'environmental' enforcement. The report is written at the outset of the service review.
- 7.2 Following member endorsement of the review's scope and Terms of Reference, a comprehensive Integrated Impact Assessment (IIA) will be developed and further updated as the review progresses. Stakeholder groups for engagement will also be identified through development of the IIA on this service review.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The Team Caerphilly – Better Together model aligns with the Cabinet's Medium-Term Financial Plan (MTFP) savings principles, and the operating model remains a key element in ensuring that the council remains financially resilient moving forward.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 Other than the need for staff resources to support the review, there are no specific personnel implications directly resulting from this report. Should any direct staffing implications emerge through the development of this service review, these will be highlighted in a series of recommendations for member consideration in early 2024.
- 9.2 Engagement with relevant staff and Trade Unions throughout the review process will be key, particularly in clarifying any grading implications of any potential changes to roles.

## **10. CONSULTATIONS**

- 10.1 This report was circulated to the consultees listed below. All comments received have been reflected in the report.
- 10.2 The councils' Consultation and Engagement Framework highlights key stakeholder groups that will be engaged with throughout, including colleagues within the scope of the service review. An overview of the stakeholders to be engaged in this review can be found here: [consultation-and-engagement-framework.aspx \(caerphilly.gov.uk\)](https://www.caerphilly.gov.uk/consultation-and-engagement-framework.aspx)

## **11. STATUTORY POWER**

- 11.1 Local Government Act 1998. Local Government Act 2003.

**Author:** Rob Hartshorn, Head of Public Protection, Community and Leisure Services  
Marcus Lloyd, Head of Infrastructure

**Consultees:** Cllr Philippa Leonard, Cabinet Member for Planning and Public Protection  
Cllr Chris Morgan, Cabinet Member for Waste, Leisure and Green Spaces  
Cllr Nigel George, Cabinet Member for Corporate Services, Property and Highways  
Cllr D.T Davies, Chair of Environment and Sustainability Scrutiny Committee  
Cllr Adrian Hussey, Vice Chair of Environment and Sustainability Scrutiny Committee  
Christina Harrhy, Chief Executive  
Mark S Williams, Corporate Director – Economy and Environment  
Rob Tranter, Head of Legal Services  
Stephen Harris, Head of Corporate Finance and Section 151 Officer  
Lynne Donovan, Head of People Services  
Sue Richards, Head of Transformation  
Hayley Lancaster, Transformation Manager – Engagement  
Ceri Edwards, Environmental Health Manager  
Hayley Jones, Waste Strategy and Operations Manager  
Clive Campbell, Transportation Engineering Manager  
Fiona Wilkins, Housing Services Manager

## **Appendices**

**Appendix One:** Terms of Reference: Mobilising Team Caerphilly: Enforcement and associated community engagement – service review

**Background Papers:** Team Caerphilly – Better Together Transformation Strategy: [Team Caerphilly Better Together Transformation Strategy 2019](#)

Budget proposals for 2023/24: [of \(caerphilly.gov.uk\)](https://www.caerphilly.gov.uk)

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## APPENDIX ONE

### **Mobilising Team Caerphilly: Enforcement and associated community engagement – service review**

#### **Terms of Reference:**

1. To confirm the scope of the review. These Terms of Reference initially propose a review of 'environmental protection and community behaviour' enforcement activity – particularly focussing on elements of enforcement carried out by community safety wardens, including anti-social behaviour, environmental health 'enviro-crime' enforcement, waste and recycling compliance, and civil parking enforcement. Clearly, the term 'enforcement' is far-reaching and extends firmly beyond remit of environmental enforcement, e.g. unauthorised school absences, tenancy enforcement and planning enforcement so the initial requirement to propose an initial scope for this service review is key.
2. To determine a clear vision for the future remit and role of enforcement activity across Caerphilly County Borough Council.
3. To develop a comprehensive implementation plan and effective programme monitoring/management arrangements, with clear milestones identified to update key stakeholders from the outset of the service review.
4. To develop, using a variety of different data sources, including primary data collection and field data including from bodies such as APSE, a suite of best practice examples of Local Authority enforcement delivery models.
5. To convene a cross-service working group with representatives from all services within the review's remit. Facilitated by officers, the purpose of this operational review group would be to identify strengths, weaknesses, opportunities and threats within each existing service area and as a collective, in support of the Medium Term Financial Plan.
6. To explore key elements of enforcement and associated engagement activity including current resource, enforcement activity undertaken currently, support arrangements and potential future resource requirements to support members' aspirations.
7. To ensure engagement with relevant staff and Trade Unions through the review process and to clarify any grading implications of any potential changes to role.
8. To ensure Member input by involving relevant Cabinet Members and report to Scrutiny Committee including consideration of establishing an informal Member working group
9. Through this approach, to evaluate and make strategic recommendations that will support the councils Medium Term Financial Plan and transformational ambitions, while ensuring the future vision for enforcement activity and associated engagement is in line with the needs and aspirations of communities.
10. To ensure all stakeholders, including the Chief Executive, Leader and Cabinet Member are regularly engaged in the strategic review. Effective engagement with the teams within the remit of this review, local members, members of the community, partners, and others in line with the councils Consultation and Engagement Framework will also be instrumental throughout.
11. To present a series of recommendations for member consideration in early 2024.

### **Project team - officer membership:**

The service review will have strategic oversight from the Corporate Director for Environment and Economy, with a core project team comprising officers from:

- Public Protection, Community and Leisure Services - namely Environmental Health and Community Safety
- Infrastructure – namely Civil Parking Enforcement and Waste & Recycling
- Service Improvement and Partnerships – namely Transformation Team with support from Business Improvement Team

### **Member involvement/oversight:**

Relevant Cabinet Members will maintain regular oversight and involvement through engagement with the Corporate Director – Environment and Economy. As the implementation plan and programme monitoring arrangements are identified, clear milestones are to be identified to update key stakeholders from the outset of the service review.

This will include periodic reporting to Scrutiny Committee including consideration of an informal Member working group.

### **Stakeholder engagement:**

The councils' Consultation and Engagement Framework highlights key stakeholder groups that will be engaged with throughout. In addition, further stakeholder groups will be identified through development of an IIA on this service review.

An overview of the stakeholders to be engaged in this review can be found here: [consultation-and-engagement-framework.aspx \(caerphilly.gov.uk\)](https://www.caerphilly.gov.uk/consultation-and-engagement-framework.aspx)

### **Reporting arrangements:**

Reporting arrangements are to be agreed with the Chief Executive, Leader and relevant Cabinet Members to ensure consistency in reporting/scrutiny in line with the wider 'Mobilising Team Caerphilly' service review process. The outcome of the review will be reported to Cabinet which will recommend our enforcement model.





## ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 19<sup>TH</sup> JULY 2023

**SUBJECT:** UPDATE ON THE TASK AND FINISH REVIEW OF THE  
RESIDENTS' PARKING POLICY

**REPORT BY:** CORPORATE DIRECTOR EDUCATION AND CORPORATE  
SERVICES

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### 1. PURPOSE OF REPORT

- 1.1 To update Members of the Environment and Sustainability Scrutiny Committee on the Task and Finish inquiry into the potential implications of changes to the current Residents' Parking Policy.

### 2. SUMMARY

- 2.1 At a meeting of the Environment and Sustainability Scrutiny Committee held on 6<sup>th</sup> October 2022 Committee Members agreed that a Task and Finish inquiry into the potential implications of changes to the current Residents' Parking Policy be carried out.
- 2.2 A Task and Finish Group was recommended under 5.14.2 of the "Parking for Resident Permit Holders" report that was under discussion that evening.
- 2.3 The report had been prepared in response to requests received from Councillor D.T. Davies MBE and Councillor A. Hussey and endorsed by the Joint Scrutiny Committee (Environment and Sustainability and Housing and Regeneration) on 15th December 2020, for amendments to be considered to the parking restrictions in residential areas.

### 3. RECOMMENDATIONS

- 3.1 Members are asked to note the contents of the report and the progress made by the Task and Finish inquiry into the current Residents' Parking Policy.

### 4. REASONS FOR THE RECOMMENDATIONS

- 4.1 To update Committee Members on the ongoing Task and Finish inquiry into the

potential implications of changes to the current Residents' Parking Policy.

## **5. THE REPORT**

- 5.1 The terms of reference for this Task and Finish inquiry are: To fully consider the complexities and implications of any proposed changes to the existing Residents' Parking Policy. As part of the Task and Finish Group's remit a consultation exercise will need to be carried out with all eligible residents (approximately 1900 properties) within existing schemes to gauge views and help inform decisions.
- 5.2 The Task and Finish Group on Residential Parking met for the first time on 7<sup>th</sup> December 2022 and agreed the terms of reference and Inquiry Plan set out in the review's Scoping Document. The Task and Finish Group was made up of the following Members:
- Councillor D.T Davies MBE  
Councillor N Dix – Vice Chair  
Councillor A Hussey - Chair  
Councillor D Ingram-Jones (Co-opted from Policy & Resources Scrutiny Committee)  
Councillor S. Kent  
Cllr H. Pritchard
- 5.3 The second Task Group meeting was held on 30<sup>th</sup> January 2023 and focussed on gaining an understanding of the current position regarding residential parking and a background overview from Traffic Management Officers. The key witnesses were Mr Clive Campbell (Transportation Engineering Manager) and Mr Dean Smith (Principal Engineer, Traffic Management).
- 5.4 The Chair raised the issue of extending the permit operating time from the current schedule to 8am to 8pm instead. Whilst acknowledging that recommendations were a matter for the Task Group the Principal Engineer reiterated that extending the operating hours risked diverting enforcement resources from the working day when roads were busier. The Chair highlighted that in Newport some operating restrictions were from 8am to 8pm. The Principal Engineer suggested that this might be appropriate in cities where demand was greater in the evenings because of sporting events for example.
- 5.5 The third meeting on 27<sup>th</sup> February 2023 was organised so that guidance on the future consultation exercise could be provided by the Consultation and Public Engagement Officer Ms. Elizabeth Sharma.
- 5.6 A draft survey by the Consultation and Public Engagement Officer and the Scrutiny Officer was unanimously endorsed by the Task Group at their fourth meeting on 25<sup>th</sup> May 2023. It was decided that the online survey of eligible residents within existing schemes should be supported by a letter offering hard copies of the survey if preferred. A copy of the survey is attached in the appendices of this report.
- 5.7 The survey of eligible residents will run from 3<sup>rd</sup> July until 4<sup>th</sup> August 2023. Also, as part of the evidence-gathering process this report will be presented at the Community Council Liaison Sub-Committee meeting on 24<sup>th</sup> July 2023 so that the views of the Community and Town Councils can be collected.
- 5.8 Task Group Members will meet after recess to consider all the evidence gathered before compiling their recommendations in a report for the Housing and Environment Scrutiny Committee this winter. A final report will then go to Cabinet for consideration.

## 5.9 Conclusion

The Task and Finish Group on Residential Parking have been meeting regularly since December 2022 and are currently awaiting the results of a survey of eligible residents (approximately 1900 properties) living within existing resident parking schemes to gauge views and help inform their decisions. A report with final recommendations will be considered by the Housing and Environment Scrutiny Committee, prior to going to Cabinet, this winter.

## 6. ASSUMPTIONS

6.1 No assumptions are necessary.

## 7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT

7.1 As this report is for information only an Integrated Impact Assessment is not necessary.

## 8. FINANCIAL IMPLICATIONS

8.1 At this stage of the Task and Finish review no financial implications have been identified.

## 9. PERSONNEL IMPLICATIONS

9.1 There are no personnel implications with respect to this report.

## 10. CONSULTATIONS

10.1 All responses from the consultations have been incorporated in the report.

## 11. STATUTORY POWER

11.1 The Local Government Act 2000.

Author: Mark Jacques, Scrutiny Officer. E-mail: jacqum@caerphilly.gov.uk

Consultees: Mark S Williams, Corporate Director Economy and Environment  
Marcus Lloyd, Head of Infrastructure  
Clive Campbell, Transportation Engineering Manager  
Dean Smith, Principal Engineer, Traffic Management  
Cath Forbes-Thompson, Scrutiny Manager  
Cllr D.T Davies MBE, Chair of the Environment and Sustainability Scrutiny Committee  
Cllr A Hussey, Vice Chair of the Environment and Sustainability Scrutiny Committee

Appendices:  
Appendix 1 Resident Parking Policy Review



## Resident Parking Policy Review (July 2023)

As car ownership and usage has increased so too has the demand for on-street parking, and it is recognised that this often exceeds the highway space available in many residential areas. While the desires for residents to be able to park near their homes is understood, there is no obligation on Highway Authorities to provide parking on the public highway. The public highway is provided and maintained at public expense to facilitate the passage of people, traffic and goods, and it is the vehicle owners' responsibility to ensure that adequate parking is available for the vehicles that they own.

The Council can introduce residents' only parking schemes, however it should be noted that they are not a solution to a situation where the number of residents' vehicles exceeds the available on-street parking provision.

The current policy was last reviewed in 2019 and is currently being reassessed to ensure its suitability moving forward.

**As a resident living in an area covered by a resident parking scheme, we would like to hear your views so that we can identify any areas of the policy that need to be updated (if any) and make recommendations to Cabinet.**

PLEASE NOTE: This evidence gathering exercise relates to the Residents' Only Parking Policy and not the specific parking restrictions that have been implemented in your street. The extent of the parking bays, limited waiting provision/removal, ability to park in limited waiting bays etc. are determined locally and can be changed via the existing traffic regulation order process. Furthermore, any concerns that you may have regarding parking enforcement is an operational matter and is not subject to conditions within the policy. Any comments relating to these matters will not be considered as part of this process.

**How we use your personal information:** The information you provide will be used by the service area relevant to the consultation / survey within Caerphilly County Borough Council. Views expressed will be collated together and used to produce a summary report. Depending on scope / nature of the survey / consultation, the summary report will be used to evaluate and remodel services / priorities etc. We will not keep your views in a way that will identify you for longer than is necessary.

You have a number of rights in relation to the information we hold about you, including the right of access to your information and the right of complaint if you are unhappy with the way your information is processed. For further information on how we process the information and your rights please follow this link:

[www.caerphilly.gov.uk/CaerphillyDocs/FOI/PrivacyNotices/Privacy-Notice-Consultations-Surveys.aspx](http://www.caerphilly.gov.uk/CaerphillyDocs/FOI/PrivacyNotices/Privacy-Notice-Consultations-Surveys.aspx)

## Current Scheme Criteria

Under the current Residents' Only Parking Policy new schemes are limited to locations where:

- At least 50% of properties are unable to provide reasonable off-street parking
- Are immediately adjacent to major shopping areas, large employment sites, main transport interchanges and colleges.
- The expected displacement of parking to adjacent streets is acceptable.
- 80% of residents must support the introduction of a residents' only parking scheme.
- The problems for residents occur for at least four hours at a time and at least twice in most weeks.
- Residents must have to park some distance from their properties - at least 85% of spaces occupied for the above periods.
- The non-resident element of parking must be at least 25%.

The following restrictions apply to any new Residents' Only Parking scheme:

- Times of Operation: Monday to Saturdays, 8.00 am to 6.00 pm as a maximum restriction. This can be reduced depending on the local circumstances.
- Charges: £15 per permit per annum.
- Permits may be issued to Cars, motorcycles and vans provided that the overall height does not exceed 2.44 metres and the overall length does not exceed 5.49 metres.
- A maximum of two permits per qualifying property will be issued, of which one permit can be designated as a visitor permit.
- Those properties whose hardstands or garages fronting on to areas of resident parking will not be eligible for a permit.
- Issue of business permits may be permitted where considered appropriate and supported by the ward Members (at a charge of £75 per permit per annum).
- Disabled badge holders are exempt from the resident parking regulations. (This is a legal requirement and cannot be amended).

More detail on the current policy can be found here:

<https://www.caerphilly.gov.uk/services/transport-and-parking/parking-permits/resident-permits>

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**Do you currently live in an area currently covered by a resident parking scheme?**

- Yes
- No

Please provide your postcode in the following format (CF83 1XX)

**How many vehicles are registered at your home address?**

- 1
- 2
- 3
- 4+

## How many parking permits do you currently have?

### Resident

- None
- One
- Two

### Visitor

- None
- One

## The current scheme (Policy Criteria)

**Which parts of the current Resident Parking Permit Policy, if any, do you feel need to be updated? Please tick all that apply.**

- At least 50% of properties must be unable to provide reasonable off-street parking.
- Areas must be immediately adjacent to major shopping areas, large employment sites, main transport interchanges and colleges
- The expected displacement of parking to adjacent streets must be acceptable
- 80% of residents must support the introduction of a residents' only parking scheme.
- The problems for residents must occur for at least four hours at a time and at least twice in most weeks
- Residents must have to park some distance from their properties - at least 85% of spaces occupied for the above periods
- The non-resident element of parking must be at least 25%
- The maximum times of operation are Monday to Saturdays, 8.00 am to 6.00 pm
- Charges: £15 per permit per annum
- Permits may be issued to Cars, motorcycles and vans provided that the overall height does not exceed 2.44 metres and the overall length does not exceed 5.49 metres
- A maximum of two permits per qualifying property will be issued, of which one permit can be designated as a visitor permit
- Those properties whose hardstands or garages fronting on to areas of resident parking will not be eligible for a permit
- Issue of business permits may be permitted where considered appropriate and supported by the ward Members (at a charge of £75 per permit per annum)

**Is there anything missing from the current Resident Parking Policy?**

**Overall, do you feel that the current Resident Parking Policy meets the needs of you and your household?**

Yes

No

**Please tell us why you say this.**

PLEASE NOTE: This evidence gathering exercise relates to the Residents' Only Parking Policy and not the specific parking restrictions that have been implemented in your street. The extent of the parking bays, limited waiting provision/removal, ability to park in limited waiting bays etc. are determined locally and can be changed via the existing traffic regulation order process. Furthermore, any concerns that you may have regarding parking enforcement is an operational matter and is not subject to conditions within the policy. Any comments relating to these matters will not be considered as part of this process.



## About you

These questions are optional but will help us understand how the current policy impacts differently on people with protected characteristics.

### Age group

- 17-25
- 26-39
- 40-49
- 50-65
- 66+

### I am

- Female
- Male
- Prefer to self-describe
- Prefer not to say

### Do you consider yourself to have a disability?

- Yes
- No
- Prefer not to say

### Does your disability impact on your day to day activities?

- Yes
- No
- Prefer not to say

### Household type

- Adult only
- Adult and children of pre-school age
- Adult and children of school age

**Thank you for taking the time to complete this survey.**

**Please return to Mark Jacques, Scrutiny Officer, Caerphilly County Borough Council, Penallta House, Tredomen Park, Tredomen, CF82 7PG by 4 August 2023**

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## **ENVIRONMENT AND SUSTAINABILITY SCRUTINY COMMITTEE – 19<sup>TH</sup> JULY 2023**

**SUBJECT: CAERPHILLY COUNTY BOROUGH COUNCIL SPEED LIMITS TRAFFIC  
REGULATION ORDER 2023**

**REPORT BY: CORPORATE DIRECTOR FOR ECONOMY AND ENVIRONMENT**

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### **1. PURPOSE OF REPORT**

- 1.1 To seek the views of Members on the implementation of the proposed Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023 as amended.

### **2. SUMMARY**

- 2.1 In July 2022 the Welsh Government (WG) passed new legislation that will change the default speed limit on restricted roads in Wales from 30mph to 20mph. The Council has proposed to retain 30mph speed limits on a number of roads.
- 2.2 In addition to the above, it was also proposed to amend the existing speed limits to 40mph at four locations to improve road safety.
- 2.3 The report details recommendations for members to consider.

### **3. RECOMMENDATIONS**

- 3.1 That the Environment and Sustainability Scrutiny Committee Members note the intention to make the Caerphilly County Borough Council Speed Limits Traffic Regulation Order 2023 as amended.
- 3.2 That the committee note the additional signage and road markings proposed as detailed within the report.
- 3.3 That the committee consider the report and give their views on the proposals to be presented to Cabinet for approval.

### **4. REASONS FOR THE RECOMMENDATIONS**

- 4.1 The proposed speed limit changes have been developed in accordance with Welsh

Government's (WG's) guidance and support WG's proposed 20mph default speed limit initiative. Details of the Council's rationale for each location are provided in Appendix 1.

## 5. THE REPORT

- 5.1 In July 2022 the Welsh Government (WG) passed new legislation that will change the default speed limit on restricted roads in Wales from 30mph to 20mph. A restricted road is defined by Section 82 of the Road Traffic Regulation Act (RTRA) 1984 as '*a road with a system of street lighting furnished by means of lamps placed not more than 200 yards apart.*'
- 5.2 The new national 20mph speed limit for restricted roads will come into effect on 17<sup>th</sup> September 2023 and all 22 Welsh local authorities are committed to delivering the transition of their speed limits on or as close to the prescribed date as practicable.
- 5.3 WG have developed an 'Exceptions Criteria' to ensure that local authorities adopt a consistent approach when introducing 30mph Exceptions across Wales. This approach has been applied when considering 30mph speed limits on roads within Caerphilly County Borough where the lower 20mph speed limit is not deemed appropriate.
- 5.4 Welsh Government's 'Setting Exceptions to the 20mph Default Speed Limit for Restricted Roads' is provided in Appendix 2. This guidance is intended for local interpretation by highway authorities to make evidence-based decisions on setting exceptions to the default speed limit of 20mph on restricted roads in Wales. It provides a methodology to ensure a consistent approach to Exceptions across Wales is taken; yet allowing for local factors and circumstances to be taken into account. It was used as a basis to demonstrate reasoning for making any Exception to enable the speed limit to remain at 30mph.
- 5.5 The guidance states that decisions on Exceptions should not be influenced by existing traffic speeds and that highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations. However, where their decision deviates from this guidance highway authorities should have a clear and reasoned case.
- 5.6 Exceptions have been applied across the Borough in accordance with this guidance. Particular regard has been given to those roads that serve part of the strategic highway network ('A' and 'B' class roads) that meet the Exceptions Criteria and, where deemed appropriate, it is recommended that these routes remain at 30mph. A table detailing the location of the proposed 30mph speed limit Exceptions and the Council's rationale is provided in Appendix 1. It should be noted that any road currently subject to a 30mph speed limit not highlighted as an 'Exception', will become 20mph by default on 17<sup>th</sup> September 2023.
- 5.7 In light of the concerns raised during the consultation exercise, it is recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided at various locations. It is considered that these additional measures will help to raise drivers' awareness of the speed limit and have a positive impact on vehicle speeds.

- 5.8 WG acknowledge that it may take some time for the new default speed limit to 'bed in' and for drivers to become accustomed to the changes throughout Wales. WG are in the process of establishing a working group/task and finish group to develop a common approach to address speeding concerns when the legislation comes into force.

These are some of the issues that they intend to consider:

- How to manage the public's expectation about speeding concerns.
- What will GoSafe/Police/FRS do in terms of engagement, education and enforcement.
- How can Highway Authorities request engagement/education/enforcement by GoSafe.
- How can 'softer' engineering measures, like removing the centre line, reducing carriageway width, using planters and parking lots be used as compared to more traditional traffic calming.
- How can this be linked to funding for bus priority measures and active travel.

- 5.9 In view of this, it is recommended that the Council does not undertake any speed surveys on roads that will be subject to the new default speed limit for a period of at least six months following implementation. During this period, any concerns relating to non-compliance should be directed to GoSafe/Gwent Police.

- 5.10 In addition to the Exceptions identified above, it is also recommended that the speed limits be amended to improve road safety at the following locations:

- A469 Bargoed to Brithdir – New 40mph speed limit between the existing 40mph speed limits at Factory Road, Bargoed and Brithdir.
- A4048 North of Hollybush – Reduction in length of existing 30mph speed limit and introduction of a new 40mph speed limit buffer.
- B4254 Gelligaer Road (between Gelligaer and Nelson) – New 40mph speed limit between the existing 30mph speed limit at Gelligaer and the national speed limit to the east of the Reed Beds.
- A472 Nelson to Tredomen – New 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.

## **6. ASSUMPTIONS**

- 6.1 The assumption is that setting realistic speed limits will encourage a greater level of compliance in all areas and have a positive impact on road safety.

## **7. SUMMARY OF INTEGRATED IMPACT ASSESSMENT**

- 7.1 A full Integrated Impact Assessment has not been undertaken on this report however, the implementation of all traffic regulation orders is undertaken following the publication of the proper notices, allowing for objections to be made by local residents. Any impacts identified on individuals or groups will be considered in the final decision.

## **8. FINANCIAL IMPLICATIONS**

- 8.1 There are no financial implications for the authority as all costs associated with the default 20mph speed limit changes and Exceptions are being funded by Welsh Government. The total cost is circa £1.1 Million.

## **9. PERSONNEL IMPLICATIONS**

- 9.1 The legal and consultation processes and associated signage design works have been managed by existing traffic management staff, but the amount of work involved within the WG imposed timescale has been very challenging.

## **10. CONSULTATIONS**

- 10.1 The proposals were consulted upon in accordance with the Councils approved procedure.
- A Member seminar was held on 15<sup>th</sup> December 2022 during which details of the proposed Exceptions were discussed. Details of the provisional Exceptions Map were sent to all Councillors via email on 9<sup>th</sup> December 2022 for their initial comment. No objections were received.
  - All Councillors including Councillor Julian Simmonds (former Cabinet Member for Infrastructure) were contacted by email on 19<sup>th</sup> April 2023. Details of the comments/objections that have been received from Members and Officers' responses are provided in Appendix 3.
  - Statutory Consultees including Town and Community Councils, the Chief Constable of Gwent Police, South Wales Fire and Rescue Service, Welsh Ambulance Services NHS Trust, the Road Haulage Association, Freight Transport Association and Green Lane Association were contacted by email on 19<sup>th</sup> April 2023. All Councillors including the Cabinet Member were sent a copy of the email. Details of the comments/objections received, and Officers' responses are provided in Appendix 3.
  - A Statutory Consultation email was sent to all Public Transport companies that operate in the Caerphilly County Borough area on 27<sup>th</sup> April 2023. No comments were received.
- 10.2 A Notice detailing the above proposals was advertised for public consultation on 25<sup>th</sup> May 2023. A copy of the proposals, a statement of the Council's reasons for making the Order and Maps showing the affected lengths of road were placed on deposit with CCBC Legal section for public scrutiny following advertising of the Notice in the press. The Notice was advertised at the following locations for public scrutiny.
- Notice advertised in the Western Mail newspaper.
  - Approximately 350 Notices erected on lighting columns along the affected lengths of road.
  - Statutory Consultees, local ward members and Cabinet Member were sent copy of the Notice via email.

- A copy of the Notice, Order, Plans and Statements of Reasons and General Effect were placed on the Council's website and links were posted on social media.
  - Plans showing the extent of the proposed 30mph Exceptions were published on DataMapWales.
- 10.3 Following the public notice exercise, 23 objections were received relating to the proposed Exceptions, and 3 objections were received relating to the proposed 40mph speed limits. Details of the objections received, and Officers' responses are detailed in Appendix 4. In addition, 16 letters/emails of concern were received in relation to the 20mph default speed limit changes for restricted roads. As these relate to WG's legislative changes and not the Council's traffic regulation order, the comments have not been included within this report.
- 10.4 As a result of the objections received, following further investigation, it is recommended that the Order be made with the following amendments:
- 10.4.1 **A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village.** In light of the concerns raised, it is recommended that the proposed 30mph Exception be reduced in length by approximately 60m at its Eastern end. This minor amendment to the extent of the Exception will help to improve safety on the approach to the village.
- 10.4.2 **B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue.** In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:
- Bryn Road – from the roundabout to a point approximately 25m north.
  - Oak Terrace Bypass – from the roundabout to a point approximately 25m south.
  - Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express and Parc Plas).
- 10.4.3 **A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout).** In light of concerns raised, further investigation has concluded that, due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it is recommended that the 30mph Exception be removed from the Order. This section of road will therefore default to 20mph.
- 10.4.4 **A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout).** In light of concerns raised, further investigation has concluded that, due to significant traffic flows and concerns regarding visibility for pedestrians and cyclists crossing the A469, it is recommended that the 30mph Exception be removed from the Order. This short section of road will therefore default to 20mph.
- 10.5 The tables shown in Appendices 3 and 4 were sent to Cllr Nigel George, Cabinet Member for Infrastructure, Property and Corporate Services, as well as each of the ward members for which comments/objections had been received on 29<sup>th</sup> June

2023 and they were asked to consider the recommendations made by officers.

10.6 Details of the response received along with officers' responses are provided below.

- *Councillor Nigel Dix (Blackwood Ward), 29/6/2023 - Are the proposed 20mph residential, as 20mph on A and B roads would be unenforceable and negatively affect business?*

Officer response - As outlined above, details of the proposed 30mph Exceptions have previously been sent to councillors for their comment. All restricted roads have been assessed in accordance with the Welsh Government's guidance. The majority of the 20mph speed limits will apply to residential roads, however some sections of the 'A' and 'B' class roads within the borough will be reduced to 20mph where Welsh Government's Exception criteria is not met.

- *Councillor Tudor Davies (Aberbargoed and Bargoed Ward), 29/6/2023 - Considering the concerns we have raised about the potential safety of the Angel Way/Gilfach Street junction, please clarify if the 20 miles limit would apply to this section of the highway?*

Officer response - The junction of Angel Way and Gilfach Street will be subject to the new default 20mph speed limit.

- *Councillor Walter Williams (Argoed Ward), 30/6/2023 - Thank you for the email on 30 mph exceptions. Would it be ok to forward this email to the two residents email address I have who emailed me regarding their objections?*

Officer response – The information is for councillors' review and comment at this stage. Residents who formally responded to the public notice will receive a copy of the final report after it has been approved by the Council's Cabinet.

- *Councillor Colin Mann (Llanbradach Ward), 7/7/2023 - I am happy with the Coedybrain Road, Llanbradach proposal.*

Officer response – The comments are welcomed.

- *Councillor Chris Morgan (Machen and Rudry), 5/7/2023 – I am happy with the recommendations of the Highways Department.*

Officer response – The comments are welcomed.

- *Councillor Amanda McConnell (Machen and Rudry), 5/7/2023 – I'm in agreement with the recommendations of the Highways Department.*

Officer response – The comments are welcomed.

## **11. STATUTORY POWER**

11.1 Road Traffic Regulation Act 1984.

Author: Dean Smith, Principal Engineer

Consultees: Councillor Tudor Davies Chair Environment and Sustainability Scrutiny



Committee

Councillor Adrian Hussey Vice Chair Environment and Sustainability  
Scrutiny Committee

Councillor Nigel George, Cabinet Member for Corporate Services,  
Property and Highways

All Councillors

Christina Harrhy, Chief Executive Officer

Mark S. Williams, Corporate Director Economy and Environment

Marcus Lloyd, Head of Infrastructure

Lynne Donovan, Head of People Services

Clive Campbell, Transportation Engineering Manager

Rob Tranter, Head of Legal and Monitoring Officer

Steve Harris, Head of Financial Services and Section 151 Officer

Anwen Cullinane, Senior Policy Officer – Equalities and Welsh  
Language

Background Papers:

None

Appendices:

Appendix 1 Rationale for 30mph Exceptions

Appendix 2 Welsh Government's 'Setting Exceptions to the 20mph Default Speed Limit  
for Restricted Roads'

Appendix 3 Councillor and Statutory Consultation Responses

Appendix 4 Objections and Comments for 30mph Exceptions

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## Appendix 1 - Rationale for 30mph Exceptions

NB Camera surveys were undertaken during school termtime in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12-hour survey period (7:00am – 7:00pm).

Ward	Road	Rationale
Aberbargoed and Bargoed	Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms)	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Aberbargoed and Bargoed	Angel Way Link Road between Aberbargoed roundabout and Britannia roundabout (including both roundabouts)	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3.1 pedestrians, 0.3 cycles per hour</p>
Aberbargoed and Bargoed Cefn Fforest and Pengam	A4049 Pengam Road from Britannia roundabout to south of Britannia Terrace	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian crossing assessment recently carried out. Site does not have sufficient numbers of pedestrians crossing the road to satisfy our criteria.</li> <li>• Warning signs to be installed to raise drivers' awareness of playground.</li> </ul>
Argoed	A4048 Hollybush	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Frontage development mainly limited to one side of the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Northern end</p>

		<p>Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p>
Argoed	A4048 Argoed	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Frontage development mainly limited to one side of the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Northern end Crossing road – 3.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall Crossing road – 0 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3 pedestrians, 1.8 cycles per hour</p>
Bedwas and Trethomas Machen and Rudry	A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge is provided to aid crossing manoeuvres.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 3.6 pedestrians, 1 cycle per hour Travelling along road – 11.2 pedestrians, 3.5 cycles per hour</p>

<p>Bedwas and Trethomas</p>	<p>A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village</p>	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Not within 100m walk of any hospital.</li> <li>• Within 100m walk of the Workman's Hall however this is set back from this road and are accessed from Old Newport Road.</li> <li>• Signalised pedestrian crossing is provided to aid crossing manoeuvres.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres.</li> </ul> <p>Highfields Way near St Andrews Drive junction  Crossing road – 1.2 pedestrians, 0.1 cycles per hour  Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p> <p>Highfields Way near Ash Grove junction  Crossing road – 6 pedestrians, 0 cycles per hour  Travelling along road – 13.4 pedestrians, 0.5 cycles per hour</p> <p>Bryn Rd arm of roundabout  Crossing road – 6.9 pedestrians, 0.1 cycles per hour  Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout  Crossing road – 7 pedestrians, 0.2 cycles per hour  Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour</p>

		Travelling along road – 26.3 pedestrians, 1 cycle per hour
Blackwood	B4251 High Street from the Chartist Bridge roundabout to a point north of the access road to St Margaret's Church	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Crossing road – 0.8 pedestrians, 0 cycles per hour Travelling along road – 11.1 pedestrians, 0.8 cycles per hour</p>
Blackwood Penmaen Pontllanfraith	B4254 Southern Cross Valley Link (between Libanus traffic Signals and the Penmaen Road Roundabout (including the B4251 Penmaen Road approach)	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian facilities are present within the traffic signals at the Libanus Road junction and pedestrian refuge islands are provided at the eastern end to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>Near Maes-yr-Afon junction Crossing road – 10.8 pedestrians, 0.8 cycles per hour Travelling along road – 5.8 pedestrians, 0.5 cycles per hour</p>
Cefn Fforest and Pengam Blackwood	Bryn Road from the Highfields Way Roundabout to its junction with Twyn Gardens	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Bryn Road has limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is provided at the roundabout at the western end to aid crossing manoeuvres.</li> </ul> <p>Bryn Rd arm of roundabout Crossing road – 6.9 pedestrians, 0.1 cycles per hour Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout Crossing road – 7 pedestrians, 0.2 cycles per hour Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p>

		<p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour  Travelling along road – 26.3 pedestrians, 1 cycles per hour</p>
Cefn Fforest and Pengam	A4049 from south of Gellihaf Road junction to a point south of Fairview signals	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Not within 100m walk of any community centre, hospital.</li> <li>• A school is accessed from this section of road, however, the school building is in excess of 100m walk from the road.</li> <li>• A signalised pedestrian crossing is provided and pedestrian facilities are also present within the traffic signals at the Oak Terrace bypass junction to aid crossing manoeuvres. Pedestrian refuge islands are also provided near the school entrance.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>South of Ysgol Cwm Rhymni entrance  Crossing road – 0.9 pedestrians, 0 cycles per hour  Travelling along road – 4.6 pedestrians, 0.8 cycles per hour</p> <p>North of Ysgol Cwm Rhymni entrance  Crossing road – 5.6 pedestrians, 0 cycles per hour  Travelling along road – 15.8 pedestrians, 0.7 cycles per hour</p> <p>Near Plas Road junction  Crossing road – 1.3 pedestrians, 0 cycles per hour  Travelling along road – 6.8 pedestrians, 0.8 cycles per hour</p>
Cefn Fforest and Pengam	B4254 from a point approx. 100m east of the school side gate to the Highfields Way roundabout	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> <li>• Pedestrian refuge island is provided at the roundabout at the eastern end to aid crossing manoeuvres.</li> </ul>

		<p>End of southern footway  Crossing road – 2.3 pedestrians, 0 cycles per hour  Travelling along road – 6.2 pedestrians, 0.3 cycles per hour</p> <p>Near access road to property on northern side  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 3.6 pedestrians, 0.2 cycles per hour</p> <p>Bryn Rd arm of roundabout  Crossing road – 6.9 pedestrians, 0.1 cycles per hour  Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout  Crossing road – 7 pedestrians, 0.2 cycles per hour  Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace BP arm of roundabout  Crossing road – 6.1 pedestrians, 0.1 cycles per hour  Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p> <p>Heol y Dderwen arm of roundabout  Crossing road – 4.6 pedestrians, 0 cycles per hour  Travelling along road – 26.3 pedestrians, 1 cycle per hour</p>
Crosskeys	B4591 Risca Road from the A467 to the junction with High Street	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• 7.5 tonnes maximum weight limit (except for access).</li> <li>• Segregated footway provision on one side only with no access to the carriageway for pedestrians</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Crumlin	B4251 Kendon Road from a point east of Ty Brachty Terrace playground to its junction with Woodview Terrace	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>



		<p>Crossing road – 0.2 pedestrians, 0 cycles per hour  Travelling along road – 1.3 pedestrians, 0.3 cycles per hour</p>
Crumlin	B4251 Kendon Road from east of Main Street junction to the A467	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development on one side only.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Segregated alternative route exists for pedestrians.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 1.9 pedestrians, 0.2 cycles per hour  Travelling along road – 3.4 pedestrians, 0.8 cycles per hour</p>
Crumlin	A467 from the junction with Crumlin Road to a point south of the fuel station	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Crumlin	A472 Hafodyrynys Road from the A467 junction to a point east of the newly demolished properties	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuges are provided to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Lawn Terrace junction  Crossing road – 0.3 pedestrians, 0 cycles per hour  Travelling along road – 0 pedestrians, 0.1 cycles per hour</p> <p>East of Lawn Terrace junction  Crossing road – 0.3 pedestrians, 0.1 cycles per hour  Travelling along road – 0.3 pedestrians, 0.2 cycles per hour</p> <p>Near junction with Gladstone Road</p>

		<p>Crossing road – 0.3 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrians, 0.3 cycles per hour</p> <p>East of recently demolished properties Crossing road – 0.1 pedestrians, 0 cycles per hour Travelling along road – 0.6 pedestrians, 0.2 cycles per hour</p>
Crumlin	A472 Hafodyrynys Road from west of the Swffryd junction to a point east of the former fuel station.	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting or hospital.</li> <li>• Within 100m walk of Community Centre however a signalised pedestrian crossing facility is provided to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Darran Valley	Common road between the cattle grid at the northern end of Pentwyn Village to the cattle grid south of Fochriw.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Llanbradach	Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge is provided to aid crossing manoeuvres.</li> <li>• Footway present on one side only.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 5.6 pedestrians, 0.8 cycles per hour Travelling along road – 0 pedestrians, 0.7 cycles per hour</p>
Machen and Rudry	A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development on one side only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>

		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 1.9 pedestrians, 0.7 cycles per hour</p>
Maesycwmmmer	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout)	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>No frontage development.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Crossing road – 0.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.8 pedestrians, 1.9 cycles per hour</p>
Maesycwmmmer	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Frontage development on one side of the road only.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>A signalised Toucan crossing is provided at the north-eastern end of the section, pedestrian facilities are also present within the traffic signals at the centre of the village and the south-western end to aid crossing manoeuvres. A subway is also available for use at the Tabor Road junction.</li> <li>Existing off-highway active travel route running east-west.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near car sales at Western end Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 2.2 pedestrians, 0.8 cycles per hour</p> <p>Near The Boot junction Crossing road – 5.2 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.8 cycles per hour</p>
Maesycwmmmer Pontllanfraith	A4049 from the Bryn Road Roundabout to a point east of the new housing development	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Limited frontage development on one side of the road only.</li> <li>No roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>

Moriah and Pontlottyn	Carn-y-Tyla Terrace, Abertysswg from south-east of IDS School access road to a point west of the primary phase access road	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, limited frontage development on one side of the road only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital (note – 20mph will apply around the two school access points).</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>At northern end  Crossing road – 2.5 pedestrians, 0 cycles per hour  Travelling along road – 4.8 pedestrians, 1.1 cycles per hour</p> <p>At southern end  Crossing road – 1.4 pedestrians, 0 cycles per hour  Travelling along road – 6.2 pedestrians, 1 cycle per hour</p>
Moriah and Pontlottyn Page 56	A469 Merchant Street between access to Capital Valley Ind Est and Heol Evan Wynne	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Provides a 30mph buffer zone between the national speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Moriah and Pontlottyn Darran Valley	Fochriw Road between Brynhyfryd, Pontlottyn and Heol-y-Bryn, Fochriw	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Nelson	A472 Mafon Road west of the Railway Inn PH to the Nelson roundabout	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• A signalised Toucan crossing and a pedestrian refuge island are provided to aid access to amenities.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>

		<p>Near Railway Public House          Crossing road – 3.4 pedestrians, 0.1 cycles per hour          Travelling along road – 2.9 pedestrians, 2.5 cycles per hour</p>
New Tredegar	A4049 between A469 junction and the Colliers Row junction	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Provides a 30mph buffer zone between the 40mph speed limit section and the 20mph speed limit within the village.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
New Tredegar	A4049 White Rose Way between the junction with St David's Park and the southern end of the village.	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Very limited frontage development.</li> <li>• Section of road is within 100m of primary school and community centre, however, there is an alternative provision to enable pedestrians and cyclists to cross the road without mixing with motor traffic (DDA compliant footbridge).</li> <li>• Active travel route provided in the form of a shared use footway.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near The Winding House Museum          Crossing road – 1.6 pedestrians, 0 cycles per hour          Travelling along road – no pedestrian data, 0 cycles per hour</p>
Penyrheol	Hendredenny Drive from St Cenydd Road to a point east of Chester Court	<ul style="list-style-type: none"> <li>• Very limited frontage development.</li> <li>• Very limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian phase within traffic signals at St Cenydd Road to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near the junction with Groeswen          Crossing road – 5.8 pedestrians, 0.1 cycles per hour          Travelling along road – 7.1 pedestrians, 0.5 cycles per hour</p>

Risca West	B4591 Pontymister between the Mill Street Roundabout and the A467 Roundabout (including the A467 Roundabout)	<ul style="list-style-type: none"> <li>• 'A' and 'B' class roads that form part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	A469 New Road, Pengam between Angel Way traffic signals and north of the Aldi junction in Tir-y-Berth	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of a community centre, hospital.</li> <li>• Northern end is adjacent to the main vehicular entrance to Lewis School Pengam, however, pedestrians do not mix with motor traffic as movements are controlled by extensive pedestrian guardrail and a pedestrian phase within the traffic signals. School pupils also have the benefit of a footbridge to gain access to the school.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul> <p>South of Pengam Traffic Signals  Crossing road – 0.7 pedestrians, 0 cycles per hour  Travelling along road – 3.6 pedestrians, 0.3 cycles per hour</p> <p>North of Pengam Traffic Signals  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 5.5 pedestrians, 0.3 cycles per hour</p> <p>Near Pwll yr Allt junction (including pedestrian refuge)  Crossing road – 2.3 pedestrians, 0.1 cycles per hour  Travelling along road – 8.9 pedestrians, 1.5 cycles per hour</p>
St Cattwg Hengoed	A469 New Road, Tir-y-Berth from south of William Street to southern end of village	<ul style="list-style-type: none"> <li>• 'A' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Pedestrian refuge island is present to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	B4254 between Glyn-Gaer Road and Castle Hill, Gelligaer	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> </ul>

		<ul style="list-style-type: none"> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Signalised pedestrian crossings are provided at both ends of the section to aid crossing manoeuvres.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
St Cattwg	B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>East of junction with Heol Adam  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
St Cattwg	B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary	<ul style="list-style-type: none"> <li>• 'B' class road that forms part of the strategic highway network.</li> <li>• No frontage development.</li> <li>• Low numbers of pedestrians and cyclists travelling along or across the road.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near junction with Llancaiach Fawr:  Crossing road – 0.2 pedestrians, 0 cycles per hour  Travelling along road – 0 pedestrians, 1.5 cycles per hour</p>
Twyn Carno	Merthyr Road between Llechryd and the Prince of Wales PH.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Limited frontage development.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>
Twyn Carno	B4257 High Street Rhymney between Llechryd and approx. 100m north of Ael-y-Bryn Community Centre.	<ul style="list-style-type: none"> <li>• 'B' Class Road</li> <li>• Very limited frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> </ul>

		<ul style="list-style-type: none"> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant.</li> </ul>
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae.	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Shared cycleway/footway alongside carriageway on part of the length.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> <li>• Partial prohibition of pedestrians along route</li> </ul> <p>Near ramp leading to Pen-Y-Cae  Crossing road – 5.3 pedestrians, 0.3 cycles per hour  Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge to north of Pen-Y-Cae  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p>
Van	Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• No frontage development.</li> <li>• No roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Footway present on one side only.</li> <li>• Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>East of junction with Lansbury Park Distributor Road  Crossing road – 2.3 pedestrians, 0.6 cycles per hour  Travelling along road – 1.3 pedestrians, 0.5 cycles per hour</p>
Van	Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development.</li> <li>• Very limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> </ul>



		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>West of Cwrt Ty Mawr  Crossing road – 4.9 pedestrians, 0 cycles per hour  Travelling along road – 8.2 pedestrians, 1.3 cycles per hour</p> <p>East of Cwrt Ty Mawr  Crossing road – 5.8 pedestrians, 0 cycles per hour  Travelling along road – 4.9 pedestrians, 1.1 cycles per hour</p> <p>Near Wernddu Court  Crossing road – 0.8 pedestrians, 0.2 cycles per hour  Travelling along road – 3 pedestrians, 1.3 cycles per hour</p>
Ynysddu	B4251 Ynysddu from the northern end of the village to the northern end of Cwmfelinfach	<ul style="list-style-type: none"> <li>'B' class road that forms part of the strategic highway network.</li> <li>Limited frontage development.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Signalised pedestrian crossing and pedestrian refuges are provided to aid crossing manoeuvres.</li> <li>7.5 tonnes maximum weight limit (except for access)</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Northern end of village  Crossing road – 2.7 pedestrians, 0 cycles per hour  Travelling along road – 0.8 pedestrians, 0.2 cycles per hour</p> <p>North of High Street junction  Crossing road – 0.5 pedestrians, 0 cycles per hour  Travelling along road – 1.7 pedestrians, 0.3 cycles per hour</p> <p>South of High Street junction  Crossing road – 0.8 pedestrians, 0 cycles per hour  Travelling along road – 3.4 pedestrians, 0.4 cycles per hour</p>
Ynysddu	B4251 Wattsville from Full Moon roundabout to the North Blackvein Ind Est entrance	<ul style="list-style-type: none"> <li>'B' class road that forms part of the strategic highway network.</li> <li>Limited frontage development on one side only.</li> <li>No roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>7.5 tonnes maximum weight limit (except for access).</li> </ul>

		<ul style="list-style-type: none"> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Near Islwyn Road junction  Crossing road – 0.1 pedestrians, 0.1 cycles per hour  Travelling along road – 0.3 pedestrians, 0.5 cycles per hour</p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)	<ul style="list-style-type: none"> <li>'A' class road that forms part of the strategic highway network.</li> <li>Limited frontage development.</li> <li>Limited roadside amenities/attractors for pedestrians and cyclists.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>A signalised pedestrian crossing is provided at the eastern end of the section to aid crossing manoeuvres and a refuge island is available at Tredomen roundabout.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul> <p>Nelson Road north west of Tredomen Roundabout  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>
Ystrad Mynach	Penallta Link Road from Tredomen roundabout to north of Penallta House access road	<ul style="list-style-type: none"> <li>Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>No frontage development.</li> <li>Not within 100m walk of any educational setting, community centre, hospital.</li> <li>Pedestrian refuge island is provided at Tredomen roundabout to aid crossing manoeuvres.</li> <li>Off-road active travel route in underpass provided to facilitate east-west movements.</li> <li>Numbers of pedestrians and cyclists travelling along or across the road are not considered significant.</li> </ul>

		<p>Penallta Link Road at entrance to Tredomen Roundabout          Crossing road – 4.2 pedestrians, 0 cycles per hour          Travelling along road – 6 pedestrians, 1.4 cycles per hour</p>
<p>Ystrad Mynach</p>	<p>Northern end of Penallta Link Road and Penallta Road to Pen-y-Bryn Terrace</p>	<ul style="list-style-type: none"> <li>• Not an 'A' or 'B' class road, however, does not only serve as access to residential properties.</li> <li>• Very limited frontage development and continuous footway on one side of the road only.</li> <li>• Limited roadside amenities/attractors for pedestrians and cyclists. Refuge island provided to access bus stop.</li> <li>• Good standard of footway</li> <li>• Not within 100m walk of any educational setting, community centre, hospital.</li> <li>• Numbers of pedestrians and cyclists travelling across the road are not considered significant.</li> </ul> <p>Near junction with Dragon Way          Crossing road – 1.1 pedestrians, 0 cycles per hour          Travelling along road – 21.1 pedestrians, 2.7 cycles per hour</p> <p>Near junction with Cwm Calon Road          Crossing road – 1.6 pedestrians, 0 cycles per hour          Travelling along road 13.8 pedestrians, 1.4 cycles per hour</p> <p>Near Penallta Park entrance          Crossing road – 3.3 pedestrians, 0.1 cycles per hour          Travelling along road – 12.9 pedestrians, 1.4 cycles per hour</p>

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#### PUBLICATION

# Setting exceptions to the 20mph default speed limit for restricted roads

How highway authorities can set exceptions to 20mph speed limits on restricted roads in Wales.

**First published:** 8 November 2022

**Last updated:** 8 November 2022

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**2. Exceptions to the default 20mph limit for restricted roads**  
(#section-105968)

# 1. Introduction

## 1.1 Status

1.1.1 This Welsh Government guidance document is an Addendum to Circular No: 24/2009, **Setting Local Speed Limits in Wales (SLSLW)** (<https://gov.wales/setting-local-speed-limits>).

1.1.2 This guidance is intended for local interpretation by highway authorities to make evidence-based decisions on setting exceptions to the default speed limit of 20mph on restricted roads in Wales, which will come into force on 17 September 2023.

1.1.3 This Guidance provides a methodology to ensure a consistent approach to exceptions across Wales is taken; yet allowing for local factors and circumstances to be taken into account.

1.1.4 It is to be used as a basis to demonstrate reasoning for making any exception from the default 20mph limit for restricted roads so that the speed limit remains at 30mph.

1.1.5 Restricted roads are defined by section 82 (1) (a) of the Road Traffic Regulation Act 1984 as roads with a system of street lighting furnished with lamps not more than 200 yards apart. Most restricted roads are in built-up areas.

1.1.6 Guidance in SLSLW which deals with speed limits on restricted roads and 20mph limits and zones is superseded by this circular. A new version of SLSLW is currently being prepared to reflect the change in the default speed limit for restricted roads. When the updated SLSLW guidance is published

(towards the end of 2022) it will supersede this addendum to circular no: 24/2009.

## 1.2 Policy

1.2.1 The Senedd has approved legislation to lower the default national speed limit on restricted roads from 30mph to 20mph to reduce the number and severity of collisions and casualties, to enable more people to use active travel, to reduce environmental impacts and to improve people's quality of life in communities across Wales.

1.2.2 This legislation supports the objectives set out in **Llwybr Newydd: The Wales Transport Strategy 2021** (<https://gov.wales/llwybr-newydd-wales-transport-strategy-2021>), which prioritises walking and cycling above all other modes of travel; and Future Wales, the national development framework which sets the aim for people to live in places where travel has a low environmental impact.

1.2.3 In making this change Welsh Government is aspiring to meet the aims of Article 11 of the United Nations' Stockholm Declaration which states:

“ Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to [...]

“ Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries.”



## 1.3 Legislation

### **The Restricted Roads (20mph Speed Limit) (Wales) Order 2022**

1.3.1 The Restricted Roads (20mph Speed Limit) (Wales) Order 2022 was made by Welsh Ministers on 13 July 2022 following a resolution of Senedd Cymru to approve a draft of the Order.

1.3.2 The Order reduces the general speed limit for restricted roads, set by section 81(1) of the Road Traffic Regulation Act 1984, to 20mph.

1.3.3 It will come into force on 17 September 2023. From that date any restricted road will have a speed limit of 20mph unless a different speed limit is set by the highway authority by Order.

### **The Traffic Signs Regulations and General Directions 2016**

1.3.4 Changes to the Traffic Signs Regulations and General Directions are in the course of preparation and will follow in 2023.

1.3.5 These changes will remove the requirement for and the ability of highway authorities to place repeater signs on roads with street lighting where the speed limit is 20mph. Highway authorities will have a saving period of 6 months after the coming into force date to take down 20mph repeater signs.

1.3.6 Repeater signs will normally be required on lit 30mph roads. Guidance on the provision of repeater signs is given in the **Traffic Signs Manual: Chapter 3** (<https://www.gov.uk/government/publications/traffic-signs-manual>).

## **2. Exceptions to the default 20mph limit for restricted roads**

### **2.1 Principles**

2.1.1 In line with the Welsh Government's aspiration to meet the Stockholm declaration (Para 1.2.3), a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner, except where strong evidence exists that higher speeds are safe.

2.1.2 Not all existing 30mph roads will meet this test, and highway authorities should prepare Orders to retain the current speed limit for these roads. These are termed 'exceptions' to the default speed limit for restricted roads.

2.1.3 Two principal questions, A and B below, should be considered by highway authorities when deciding whether a 30mph exception should be made:

**Question A: Are there significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road?**

- If the answer to A is 'no' then an exception for a 30mph speed limit may be appropriate.

**Question B: If the answer to A is 'yes', are the pedestrians and cyclists mixing with motor traffic?**

- If the answer to B is 'no' then a 30mph speed limit exception may be

appropriate.

- If the answer to B is 'yes' then a 20mph speed limit will be appropriate unless the robust and evidenced application of local factors indicates otherwise.

2.2.1 Decisions on exceptions should not be influenced by existing traffic speeds.

2.2.2 In view of Llwybr Newydd: Wales Transport Strategy, the fact that a section of road is on a bus route is not in itself a justification for making an exception.

## **2.2 Process for setting exceptions**

### **Consider existing 30mph roads only**

2.2.3 To reduce the scale of the task, highway authorities should generally consider only existing restricted roads when deciding whether to make exceptions, prior to 17 September 2023. Roads that have been made 30mph by Order can also be considered at this stage, if the highway authority consider it appropriate. This will include where extensive lengths of lit roads have been made 30mph by Order.

2.2.4 All existing 20mph roads, whether zones or limits, which have been made by Order should retain their existing speed limit. Where roads are lit these existing 20mph Orders should be revoked, unless roads in the area generally have their limits set by Order.

2.2.5 Speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 and following the publication of the revised SLSLW guidance.

## **Road classification**

2.2.6 Most exceptions are expected to be made on A and B classified roads. These generally form the main routes carrying traffic through urban areas.

2.2.7 C class and unclassified roads typically carry mostly local traffic and serve only residential properties. They are usually important routes for people walking and cycling, and will be sharing the carriageway with motor vehicles. It is expected that exceptions should therefore not normally be made for such roads, but authorities may choose to do so, based on this guidance and taking into account local factors.

## **Place criteria**

2.2.8 The following 'Place' criteria have been developed to guide highway authorities to determine, in a consistent way across Wales, which sections of roads may have significant demands for people walking and cycling:

1. Within a 100m walk of any educational setting (e.g. primary, secondary, further education and higher education)
2. Within 100m walk of any community centre
3. Within 100m walk of any hospital
4. Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.

2.2.9 Sections of road which meet any of these Place criteria should be considered to positively answer principal question A as set out above in 2.1.3.

2.2.10 However, highway authorities continue to have the flexibility to set local speed limits that are right for individual roads, reflecting local needs and considerations.

2.2.11 Where their decision deviates from this guidance highway authorities should have a clear and reasoned case.

## **Applying local factors to the place criteria**

2.2.12 Highway authorities can apply relevant local factors when interpreting the Place Criteria to determine the need for exceptions.

2.2.13 Examples as to how this may be done are provided below. These are purely illustrative to demonstrate how evidence-based local decisions could be made.

2.2.14 Local facilities: Local facilities such as community centres or medical facilities may be located on the road in question, but people may access them on foot and cycle via a different route entirely. They may cross the road via a subway or bridge and so not have to encounter motor traffic. In such cases the highway authority may consider place criteria 1 to 3 are not met.

2.2.15 Residential and retail: Residential and retail premises may be one side of the road, but if there is open land on the other side of the road, it could mean there is little need for pedestrians and cyclists to cross the road. The properties may not be accessed on foot or cycle directly from the road – people may use a separate service road for example. In such circumstances the local authority may consider Criterion 4 is not met, although the needs of cyclists travelling along the road will still need to be considered, in line with the **Active Travel Act guidance (ATAG)** (<https://gov.wales/active-travel-act-guidance>), published by the Welsh Government in July 2021.

2.2.16 Conversely there may be sections of road where there are significant demands, or potential demands, for walking and cycling which do not meet any of the place criteria, but where a 20mph speed limit may be appropriate, such as:

- land on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle
- regularly used accesses to schools or hospitals are along the road, even though this may be more than 100m from their main entrances
- there is a designated active travel route on the carriageway
- where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.

2.2.17 Attention is drawn to para 2.2.21 regarding the minimum length of speed limits.

### **Protected facilities for pedestrians and cyclists**

2.2.18 Exceptions may be appropriate where there is significant demand (or potential demand) for walking and cycling so long as the highway authority is satisfied that the answer to Principal Question B is 'no' (see 2.1.3) – i.e. that people on foot and cycle are not required to mix with motor traffic.

2.2.19 This would require protected facilities to be provided for pedestrians and cyclists which meet the ATAG, in particular:

- there are footways in accordance with Section 9.6 of the ATAG on the side(s) of the road fronted by development or to provide necessary connectivity.
- any demand for pedestrian and cycle crossing movements mainly takes place at defined locations, which are provided with facilities in accordance with Section 12.3 of the ATAG; or alternatively there is no requirement for people on foot or cycle to cross the road (e.g. development is only on one side).
- cycle provision along the route is 'suitable for most people', based on Table 11.1 of the ATAG. This will usually require physical protection from motor

traffic.

## **Minimum lengths of speed limits**

2.2.20 Where applying this guidance would result in short sections of 30mph speed limits, no exception should be made.

2.2.21 SLSLW recommends the minimum length of a speed limit, in exceptional circumstances, should be 300m on roads with a local access function.

## **Part time speed limits**

2.2.22 Where a highway authority considers that an exception is appropriate at some times but not at others it may derestrict the road and set a part time speed limit by Order.

2.2.23 Variable message terminal signs will be required at the start and end of the section of road. Depending on its length it may also be necessary to erect variable repeater signs, which would show blank faces during the periods when a 20mph speed limit applies.

This document may not be fully accessible.

For more information refer to our [accessibility statement](https://gov.wales/accessibility-statement-govwales) (<https://gov.wales/accessibility-statement-govwales>).

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**Appendix 3 - Councillor and Statutory Consultation Responses**

**Objections to Proposals**

Wards	Road	Comment	Rationale / Response
Argoed  Argoed	A4048 Hollybush  A4048 Argoed	<p>An email was received from Cllr W Williams on the 15<sup>th</sup> June 2023 stating the following:</p> <p>The area that needs to change to 20 mph is from the old school Hollybush A4048 Through the village to western cottages.</p> <p>From Manmoel crossing ARGOED to Past the rock villas. This is a built up area children of both villages have to cross the busy A4048 to catch the school bus, there isn't a crossing point. Also there have been many accidents, And cars damaged by speeding cars.</p>	<p>Camera surveys were undertaken during school term time in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12 hour survey period (7am to 7pm).</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there are Community Centres within 100m of each Exception, surveys have shown that pedestrian and cycle activity along the routes are low. In both areas, although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end of Argoed            Crossing road – 3.6 pedestrians, 0.1 cycles per hour            Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Argoed Village Hall            Crossing road – 0 pedestrians, 0 cycles per hour            Travelling along road –no pedestrian data, 0.2 cycles per hour</p> <p>Southern end of Argoed            Crossing road – 1.5 pedestrians, 0 cycles per hour            Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Northern end of Hollybush</p>

			<p>Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end of Hollybush Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in each of the affected lengths of road in Hollybush and Argoed.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured</b></p>
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			<p>surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</p>
<p>Bedwas and Trethomas / Machen and Rudry</p>	<p>A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station</p>	<p>An email was received from Community Councillor Kevin Ingram of the Bedwas, Trethomas and Machen Community Councillor on 10<sup>th</sup> May 2023 objecting to the stretch of the A468 east of the Ridgeway junction to the west of the filling station being an exception to the proposed 20mph.</p> <p>Having lived on this estate for years entering and exiting the estate has been problematic with people accelerating before the 40mph limit towards fountain bridge. I myself have nearly on several occasions been rear ended when turning into the lower Graig-yr-Rhacca estate coming from Trethomas. Many residents have had accidents when turning in coming from Machen resulting in a right-hand turn box and traffic island. There have been many accidents on this stretch of road which not only is a busy junction for traffic entering and exiting the estate but also has a very busy Esso garage and Greggs as well as a crossing point for the cycle track.</p> <p>To me it makes even more sense that this road is made a 20mph area and not an Exception.</p> <p>Gwent police have had numerous speed monitoring campaigns but there are no easy solutions to locate a mobile speed camera and the only viable solution proposed was rumble strips from CCBC.</p> <p>The road is a race track most weekend evenings as I can hear it from my living room and the 20mph would be a welcome deterrent and important for the safety of residents entering and exiting the estate.</p>	<p><b>A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Refuge island outside petrol station  Crossing road – 3.6 pedestrians, 0.9 cycles per hour  Travelling along road – 11.2 pedestrians, 3.5 cycles per hour.</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. A pedestrian refuge is provided to aid crossing manoeuvres for pedestrians and cyclists. However, consideration will be given to the provision of warning signs to raise drivers' awareness of the crossing point. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide</p>
<p>Machen and Rudry</p>	<p>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</p>		

I would urge you to reconsider and remove this stretch from the exception list in the interest of safety of residents, cycle track users and patrons of the Garage.

I also think the whole of Machen should be 20mph with no Exceptions such as mentioned as we have had multiple accidents in the last few months.

a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. A static speed camera is provided in the village of Trethomas.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**

**A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

			<p>A survey has been undertaken on the route which has shown the following:</p> <p>Near White Hart junction  Crossing road – 0.5 pedestrians, 0 cycles per hour  Travelling along road – 1.9 pedestrians, 0.7 cycles per hour  Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been no personal injury collision in the affected length of road.</p> <p>In addition, this route is an ‘A’ class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Aberbargoed and Bargoed	A4049 Pengam Road	An email was received from Cllr T Heron on 19 <sup>th</sup> April 2023 indicating that she had noted that the road A4049	The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to

<p>Cefn Fforest and Pengam</p>	<p>from Britannia roundabout to south of Britannia Terrace</p>	<p>is going to be 30mph as shown on the Exception table as Pengam Road from Aberbargoed Roundabout to south of Britannia Terrace.</p> <p>This is an extremely fast road that runs adjacent to Bedwellty Fields, a recent new housing development and Britannia Housing estate. Please see the attached images attached.</p> <p>The issues that car users have and residents are:</p> <ul style="list-style-type: none"> <li>• Car users leaving Britannia Fields, blind bend from their right.</li> <li>• Pedestrians leaving Britannia Fields run across the road to avoid the speeding cars from the blind bend.</li> <li>• Pedestrians leaving Britannia to access the bus stops on the opposite side need to run across the road to avoid speeding cars.</li> <li>• Cars leaving Britannia Ter onto the highway also have a blind spot from the south end.</li> </ul> <p>These issues have been highlighted to me since becoming a councillor. Many times I have witnessed children and the elderly trying to cross the road as safely as possible only to see them struggling to avoid the speed of cars, often resulting in missing buses. There has been one death on the roads lower down near Ffynnon Wen Cottages on the A4049.</p> <p>The link to this tragic accident  <a href="https://www.walesonline.co.uk/news/wales-news/cole-roper-aberbargoed-cefn-fforest-16884875?utm_source=linkCopy&amp;utm_medium=social&amp;utm_campaign=sharebar">https://www.walesonline.co.uk/news/wales-news/cole-roper-aberbargoed-cefn-fforest-16884875?utm_source=linkCopy&amp;utm_medium=social&amp;utm_campaign=sharebar</a>.</p> <p>This particular stretch of road has had many issues with bumps from cars, as we all know car users will share their insurance information reducing the need for the Police to attend. This is not giving accuracy on accident statistics. I will also acknowledge that Gwent Police have been very pro-active in speed cameras in the</p>	<p>whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>This route is an 'A' class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting, community centre or hospital.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>Consideration will be given to the provision of warning signs to raise drivers' awareness of the proximity of the playground and junctions at Bedwellty Fields and Britannia Terrace. Proposed vegetation clearance will also help to improve visibility for drivers when exiting Bedwellty Fields.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road (not associated with turning manoeuvres at the junctions). The Council is only provided with personal injury collision data to work with, as there is no requirement for damage only collisions to be reported, resulting in under-reporting of this dataset. Where they are reported, the information necessary to understand the circumstances of the collision are not always available. Consequently, prioritising sites based on damage only collisions would be inappropriate. It is however widely recognised that for every personal injury</p>
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		<p>vicinity, unfortunately cars “flash” other drivers as the drive past the police vehicle to warn other speeding motorist, again this is not giving an accurate figure sadly.</p> <p>I would like to ask you to consider this request to review the speed on this stretch of road.</p>	<p>collision recorded, there will be a number of damage-only collisions. The use of personal injury collisions only for analysis is a nationally recognised approach.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards), road marking repeater speed limit roundels and junction warning signs be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and the junctions and have a positive impact on vehicle speeds.</b></p>
<p>Blackwood / Cefn Fforest and Pengam</p> <p>Blackwood / Cefn Fforest and Pengam</p> <p>Cefn Fforest and Pengam</p>	<p>Bryn Road from the Highfields Way Roundabout to its junction with Twyn Gardens</p> <p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p> <p>B4254 from a point approx. 100m east of the school side gate to the Highfields Way roundabout</p>	<p><b>Following analysis of survey data which identified significant pedestrian activity in the vicinity of the Highfields Way roundabout, Councillors views were sought on 15<sup>th</sup> and 16<sup>th</sup> June 2023 on a recommendation to amend the proposed 30mph Exception to make the roundabout and it’s approaches 20mph (The 20mph speed limit will extend approximately 25 metres from the roundabout on Bryn Road and Oak Terrace Bypass and 140 metres on Highfields Way to cover the access road that leads to Tesco Express, Parc Plas etc).</b></p> <p><b>On 16<sup>th</sup> June 2023 Cllr M Chacon-Dawson stated the following:</b></p> <p>I not sure why the 20mph needs to extend that distance. In my experience of crossing that road, people tended to cross at the drop kerb near the roundabout.</p> <p>I had a lot of negative comments about the whole idea of dropping to 20 miles an hour. I know how I feel about road safety as I walk a lot even though I have a car. I am not here to put my view forward but that of my constituents and they are mostly discontent. So a little give is welcome.</p>	<p>Highfields Way has been assessed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Where there are significant numbers of pedestrians and cyclists who mix with traffic, an Exception should not apply and the road should default to 20mph.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Bryn Rd arm of roundabout          Crossing road – 6.9 pedestrians, 0.1 cycles per hour          Travelling along road – 23.6 pedestrians, 0.6 cycles per hour</p> <p>Highfields Way arm of roundabout          Crossing road – 7 pedestrians, 0.2 cycles per hour          Travelling along road – 23.7 pedestrians, 1.1 cycles per hour</p> <p>Oak Terrace Bypass arm of roundabout          Crossing road – 6.1 pedestrians, 0.1 cycles per hour          Travelling along road – 12.3 pedestrians, 0.7 cycles per hour</p>

*Is 25 metres the standard measure, and why 140metres on the other road?*

**On 16<sup>th</sup> June 2023 Cllr S Williams stated the following:**

I wonder if the roundabout exclusion, as suggested is really necessary? Isn't it the case that vehicle drivers slow down as they approach the roundabout, and indeed exit it? I appreciate the proximity to Tesco express but that is barriered off. Given the bus stops and pavements on Bryn Road and Highfields Way, there has always been pedestrian activity there. Significant pedestrian activity is cited, but what time periods is this recent pedestrian activity compared to? I don't know if there are any records, but have there been many accidents recorded at these locations before and since the original exception was suggested? I doubt that shortening the length of the 30mph exception in this way, is likely to change drivers' behaviour, but as I said, given the way the roundabout is approached now, and exited, drivers already slow down to under 20mph, so this amendment to the planned exception seems unnecessary.

**On 16<sup>th</sup> June 2023 Cllr T Heron stated the following:**

Unfortunately, I have to agree with both my colleagues. I cannot understand how altering speed either side of a roundabout, especially as enforcement will be extremely hard to implement, will keep residents safe, as most residents will use the drop down kerbside. The nature of a roundabout will always encourage drivers to reduce speed for obvious reasons.

**On 17<sup>th</sup> June 2023 Cllr K Etheridge stated the following:**

I remember a number of years ago submitting a petition on Highfields Way because of the speed and children to

Heol y Dderwen arm of roundabout  
Crossing road – 4.6 pedestrians, 0 cycles per hour  
Travelling along road – 26.3 pedestrians, 1 cycle per hour

The surveys have identified significant pedestrian activity in the vicinity of the roundabout. Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one slight personal injury collisions in the affected length of road.

There is no set distance from a junction for which a speed limit should commence. The recommendation has been made based on what is considered to be appropriate for the location in order to achieve the desired speed reduction. The start/end points also need to be able to physically accommodate the signs on the ground taking into account site constraints such as adjacent properties, presence of street furniture and visibility of the new terminal signs.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:**

**Bryn Road – from the roundabout to a point approximately 25m north.**

**Oak Terrace Bypass – from the roundabout to a point approximately 25m south.**

**Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).**



		<p>and from Libanus Primary School. I have no problems with this.</p> <p>My concerns are you aware is the enforcement of these issues which I appreciate are not within your remit.</p>	
Hengoed	A469 New Road, Tir-y-Berth from south of William Street to southern end of village	<p>An email was received from Gelligaer Community Council on the 4<sup>th</sup> May 2023 highlighted three areas on the Exception list, which members agreed at a recent meeting, whereby 20mph zones would be preferable to 30mph.</p> <ul style="list-style-type: none"> <li>• Hengoed - New Road, Tir-y-Berth from south of William Street to southern end of village</li> </ul>	<p><b>A469 New Road, Tir-y-Berth from south of William Street to southern end of village</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p>
St Cattwg	B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod	<ul style="list-style-type: none"> <li>• St Cattwg - B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod</li> </ul>	<p>The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate. A pedestrian refuge island is provided to aid crossing manoeuvres. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)	<ul style="list-style-type: none"> <li>• Ystrad Mynach - A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</li> </ul>	<p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards), road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p> <p><b>B4254 Church Road, Gelligaer and Gelligaer Road between the junction with Aneurin Bevan Avenue and west of its junction with Penywrlod</b></p>

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Near bus stop

Crossing road – 0.4 pedestrians, 0 cycles per hour

Travelling along road – 1.6 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route is a 'B' class road and forms part of the strategic highway network. The affected length of road is not within 100m walk of any educational setting, community centre or hospital. There is limited frontage development on one side of the road only and few roadside amenities/attractors within the extents of the Exception. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**

**A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)**

The exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

Surveys have been undertaken on the route which have shown the following:

Nelson Road north west of Tredomen Roundabout  
 Crossing road – 1.7 pedestrians, 0 cycles per hour  
 Travelling along road – 5.4 pedestrians, 2.2 cycles per hour

Nelson Road south east of Tredomen Roundabout  
 Crossing road – 3.8 pedestrians, 0 cycles per hour  
 Travelling along road – 8.5 pedestrians, 2.8 cycles per hour

Access to Council offices off Tredomen Roundabout  
 Crossing road – 2 pedestrians, 0.1 cycles per hour  
 Travelling along road – 3.9 pedestrians, 0 cycles per hour

Outside Lunar Lighting  
 Crossing road – 1.0 pedestrians, 0 cycles per hour  
 Travelling along road – 17.6 pedestrians, 3.6 cycles per hour

**Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.**

<p>Machen and Rudry</p>	<p>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</p>	<p>An email was received from Community Councillor Steve Aicheler representing the Machen Ward on 25<sup>th</sup> April 2023.</p> <ul style="list-style-type: none"> <li>• Firstly, the proposed exception on the A468 (Newport Rd) in Machen. I do not support an exception to the 20mph limit for this stretch of road. This stretch of road represents the entrance to the village, and as such drivers entering Machen from the direction of Trethomas should be clear that they are entering a residential area and should be driving at the 20mph limit throughout the whole village. The stretch of road is fairly steeply downhill when travelling in an easterly direction, and directly after the end of the proposed exception are busy junctions with The Crescent and Dranllwyn Lane, and the entrance to Machen Primary School. Traffic speed needs to be reduced prior to these areas to ensure that the benefits of the 20mph limit are felt. Within the proposed exception zone are a number of residential properties which open directly onto the road, and these residents should be treated no differently to other residents who will benefit from the new 20mph limit. There are also junctions with White Hart Drive and White Hart which give further access to residential areas. To access the rest of the village facilities by use of active travel, residents in these areas will make use of the A468, and should also benefit from the reduced speed limit.</li> </ul>	<p><b>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</b></p> <p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p>
<p>Bedwas and Trethomas / Machen Rudry</p>	<p>A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station</p>	<ul style="list-style-type: none"> <li>• Secondly I also do not support the proposed exception located in Trethomas which includes the junction with Ridgeway. Again, this section of road represents the entrance to the village, and therefore sets the precedence for the acceptable speed throughout the whole community. The section also includes a busy junction with Ridgeway, a very busy garage and the crossing of the Route 4 cycle route over the A468. These factors make this an inappropriate section of road to be excepted from the new 20mph limit.</li> </ul>	<p>Near White Hart junction          Crossing road – 0.5 pedestrians, 0 cycles per hour          Travelling along road – 1.9 pedestrians, 0.7 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been no personal injury collision in the affected length of road.</p> <p>In addition, this route is an ‘A’ class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. The 20mph speed limit will apply where there is increased frontage development and schools further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p> <p>Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage,</p>

The gradual reduction argument - there is an argument to gradually reduce traffic speed at the entrance to communities 40 > 30 > 20 rather than a more direct reduction 40 > 20. If this argument is being used for these sections, I would suggest that the more effective solution would be to reduce the limit on the A468 between Trethomas and Machen from the current 40mph to 30 mph. This section of road has regular RTC's so a reduction in the limit will both reduce the risk of these and encourage active travel in a safe environment between the communities of Machen and Trethomas.

but their limits may need to be reviewed after 17 September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**

**A468 Newport Road, Trethomas from east of its junction with Ridgeway to a point west of the fuel station**

The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Refuge island outside petrol station  
 Crossing road – 3.6 pedestrians, 0.9 cycles per hour  
 Travelling along road – 11.2 pedestrians, 3.5 cycles per hour.

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

In addition, this route is an ‘A’ class road that forms part of the strategic highway network and the limited frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the

road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. A pedestrian refuge is provided to aid crossing manoeuvres for pedestrians and cyclists. However, consideration will be given to the provision of warning signs to raise drivers' awareness of the crossing point. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit. Our records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. A static speed camera is provided in the village of Trethomas.

Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these**

			<b>additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b>
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae	An email was received from Cllr E Forehead on 18 <sup>th</sup> April 2023 who considered that this road should be reduced to 20mph due to the pedestrian footpaths, the 2 schools that are next to it and the densely populated housing estates. She advised that she had discussed her comments with Cllr Chris Forehead and confirmed that she was in agreement.	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Near ramp leading to Pen-Y-Cae  Crossing road – 5.3 pedestrians, 0.3 cycles per hour  Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge island to the north of Pen-Y-Cae  Crossing road – 0.4 pedestrians, 0 cycles per hour  Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by The Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A shared</p>

			<p>cycleway/footway is provided alongside some of the route. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds. It is also recommended that consideration be given to extending the 30mph speed limit beyond the Pen-y-Cae junction as part of a future programme or works.</b></p>
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**General comments / queries**

<b>Wards</b>	<b>Road</b>	<b>Comment</b>	<b>Rationale / Response</b>
Aberbargoed and Bargoed	Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms)	<p>An email was received on 24<sup>th</sup> May 2023 from Bargoed Town Council who were extremely concerned about the blanket reduction in the speed limit in the urban areas across Aberbargoed, Bargoed and Gilfach. They strongly felt that the 3 Exceptions listed on the consultation document of:</p> <ul style="list-style-type: none"> <li>• Angel Way Link Road from Commercial Street, Aberbargoed to Morrisons traffic signals (including roundabout and A469 approach arms);</li> <li>• Angel Way Link Road between Aberbargoed roundabout and Britannia roundabout (including both roundabouts);</li> <li>• Pengam Road from Aberbargoed Roundabout to south of Britannia Terrace</li> </ul>	All restricted roads within the Borough have been assessed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.
Aberbargoed and Bargoed	Angel Way Link Road between Aberbargoed roundabout and Britannia	<p>to be insufficient and that a large proportion of the community should also be included for Exceptions.</p> <p>They asked how the council would like to proceed with this feedback. Would the council like Members to do any more work in identifying other areas they feel need</p>	



Aberbargoed and Bargoed Cefn Fforest and Pengam	roundabout (including both roundabouts)  A4049 Pengam Road from Britannia roundabout to south of Britannia Terrace	to be looked at? They are really unhappy with the 20mph proposed reduction.	
Morgan Jones	All	An email was received from Cllr J Pritchard on 19 <sup>th</sup> April 2023 queried if Welsh Government were covering the costs associated with delivering the 30mph Exceptions for signage in the areas.	A reply was sent to Cllr Pritchard on 19 <sup>th</sup> April 2023 advising him that Welsh Government were meeting the full cost of these works across Wales.
Nelson  Nelson / Ystrad Mynach	A472 Mafon Road west of the Railway Inn PH to the Nelson roundabout  A472 Nelson to Tredomen – Introduce new 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.	An email was received from Cllr S Morgan on 9 <sup>th</sup> May 2023 confirming his support for the proposed 30mph Exceptions in the Nelson area and the reduction of the Caerphilly Rd, Nelson to Ystrad Mynach to 40mph.	A reply was sent to Cllr Morgan on 9 <sup>th</sup> May 2023 acknowledging his support for the proposed Exceptions and 40mph speed limit.
Nelson	A472 Mafon Road west of the Railway	An email was received from Cllr B Miles on 2 <sup>nd</sup> February 2023 confirming that she was reasonably	A reply was sent to Cllr Miles on 2 <sup>nd</sup> February 2023 confirming that the extents of this Exception on the plan indicates the area that is currently subject to a 30mph speed

	Inn PH to the Nelson roundabout	<p>content with the Exception area identified in Nelson due to the need to keep traffic flowing along the A472.</p> <p>Cllr Miles asked for confirmation if the Exception ends where it does because it is the end of the built-up area and, essentially, current speed limits would not change?</p>	limit, and it is proposed that the existing arrangements will remain on this section of road.
Nelson	More road exceptions and gradual speed reductions	<p>An email was received on 8<sup>th</sup> May 2023 from Town Councillor Eifion Dafydd from Nelson Town Council indicating that these were his own thoughts and have been sent to other Council members for their information.</p> <ul style="list-style-type: none"> <li>• As a general comment, there needs to be more road exceptions based on road safety principles. As an example, housing estates could be 20mph, where other roads would be 30mph.</li> <li>• Considering the main road A472 through Nelson and on towards Ystrad: <ul style="list-style-type: none"> <li>○ Use gradual speed reductions signs (derestricted road to 30mph road) from 60 to 30 using 50 &amp; 40 signs; or 30 warning signs from 300/200/100 yards away.</li> <li>○ 40mph (blue section) along the whole length is too slow; 50mph would be a more appropriate change.</li> </ul> </li> </ul>	<p>A reply was sent to the Town Councillor on 24<sup>th</sup> May 2023 stating that all restricted roads within the Borough have been assessed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>It is not appropriate to introduce frequent transitions of speed limits along a relatively short length of road as this could lead to confusion amongst drivers.</p> <p>The proposed 40mph speed limit is considered appropriate due to the number of side road junctions, traffic volumes and the alignment of the route.</p>
Nelson Ystrad Mynach	A472 Nelson to Tredomen – Introduce new 40mph speed limit between Nelson roundabout (B4255 Caerphilly Road junction) and the existing 30mph speed limit at Tredomen.	<p>An email was received from Town Councillor A John from Nelson Town Council on 9<sup>th</sup> May 2023 indicating that most of the residents would totally agree with the speed reduction on the Caerphilly Rd, Nelson to Ystrad Mynach. Having spoken a few times with the business owners/workers and daily commuters, they have indicated that the road is too fast at the moment. What is happening now is that drivers leaving Collier's Farm have to turn left - doing so from a standing hill start onto a 60mph road, but will then turn into the mouth of the carpark 50m down the road and turn around. We have seen so many accidents on the corner further up from Heol Las and before Tredomen - one being fatal, I think that its paramount that this road sees a change in its</p>	<p>A reply was sent to the Town Councillor on 9<sup>th</sup> May 2023 acknowledging his support for the proposed 40mph speed limit.</p>

		speed, and be reduced to 40mph before we have another fatal accident.	
Twyn Carno	60 to 50mph	An email was received from Cllr C Cuss on 4 <sup>th</sup> May 2023 indicating that he thought that further consideration should be given to the road from Butetown to the roundabout bottom of Carno Street Rhymney due to the residential area of Butetown nearby. It is currently a 60mph and feels that this should be 50mph. A lot of people use this road to cross to the pond and to work up the factories.	A reply was sent to Cllr Cuss on 24 <sup>th</sup> May 2023 indicating that the Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 <sup>th</sup> September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.

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## Appendix 4 - Objections and Comments for 30mph Exceptions

Wards	Road	Comment / Objection	Rationale / Response
Argoed	A4048 Argoed	<p>I wish to raise objections to the decision made by CCBC to maintain a 30mph speed limit on the A4048 through the village of Argoed. You have stated that there are low numbers of pedestrians or cyclists which suggest that those of us who have to cross the road or walk along it do not matter. Residents on Woodland Terrace risk an accident most days having to pull out in their cars on to the main road with traffic coming from Blackwood speeding up over the brow of the hill and down the hill coming from Tredegar. Traffic moving through the village do not keep to the 30mph limit and I am sure you are aware that there have been several deaths on this road already. I would like some of the councillors to come and walk through this village and experience how frightening it is for those of us who can't sprint across the road when cars appear at high speeds. Have there been any traffic surveys to monitor the speed of cars through the village? A police presence does not reflect a true picture as drivers warn each other that they are there. If we can't have a 20mph restriction, can the council at least do more to enforce the 30mph restriction?</p>	<p>Camera surveys were undertaken during school term time in April and May 2023. Pedestrian and cycle flows are based on the average hourly flow over the 12 hour survey period (7am to 7pm).</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end            Crossing road – 3.6 pedestrians, 0.1 cycles per hour            Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall            Crossing road – 0 pedestrians, 0 cycles per hour            Travelling along road –no pedestrian data, 0.2 cycles per hour</p> <p>Southern end            Crossing road – 1.5 pedestrians, 0 cycles per hour            Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>A speed survey was carried out near the Penylan Road junction in 2017 which established that the mean speed was 31.0mph. However, Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the Highway Code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers</p>

			<p>in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.</p> <p>Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision on the affected length of road.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Argoed	A4048 Hollybush	1 <sup>st</sup> Email I was disappointed to find out that the A4048 between Hollybush to Blackwood will not be reduced to 20mph in the villages of Hollybush and Argoed. This road is a death trap. It would be no hardship at all for drivers to reduce to 20mph for a few hundred yards in the village. In fact, driving at more the 20mph in this 30mph zone is unsafe in any case. The house side pavement is always covered in wheelie bins and the on the other side pavement the hedge is overgrown. What chance have residents got with 40tonne HGV lorries pushing their speeds outside the front doors. Quite often I have to walk down the street in the carriageway due to wheelie bins on pavement and cars wheels on the kerbs (so they don't get their mirrors smashed off). Could you please	<p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in each of the affected lengths of road in Hollybush and Argoed. The data does not support the view that both approaches to the village of Hollybush are dangerous. The Council is only provided with personal injury collision data to work with, as there is no requirement for damage only collisions to be reported, resulting in under-reporting of this dataset. Where they are reported, the information necessary to understand the circumstances of the collision are not always available. Consequently, prioritising sites based on damage only collisions would be inappropriate. It is however widely recognised that for every personal injury collision recorded, there will be a number of</p>
Argoed	A4048 Argoed		

pass my comment on to the relevant officers. Perhaps you could also let me know who the road safety officer is. There have been a succession of parked cars being smashed up around nr 20 Llwynbach Terrace and Glenview. Could you please find out if these regular collisions have been taken into account before the decision to exempt Hollybush from the 20mph reduction was made.

#### 2<sup>nd</sup> email

I do not think that the A4048 in Hollybush should be exempt from the 20mph reduction. Yes, I know it is a trunk road used by many commuters, lorries, vans, articulated lorries etc. but it is also a residential street with some 40 houses on it. Cars are parked on the pavements, wheelie bins are left on the pavements and I quite often have to walk on the carriageway to simply get to the bus stop. There is a community centre and rugby club in close proximity. There have been numerous RTA's in recent years and there is a regular collision around nr 20 Llwynbach terrace, and also regular accidents opposite Springfield terrace by the bus stop. And the junction with Banalog terrace. There are school children picked up at both bus stops. The south entrance to the village is a hazardous bend. The north entrance to the village has a bad junction which is used as a turning point. I could go on. This road should be reduced to 20mph. Let's face it a lot of drivers ignore the 30mph and it simply is not safe to take your children anywhere near the A4048 in Hollybush these days with 40ton lorries whizzing past you like they were on a dual carriageway.

#### 3rd email

Photograph shows cars parked on pavement and wheelie bins on pavement. The bus stop is about six cars down from where I took the photo. The cars park on the pavement so they don't get their wing mirrors smashed off. Some years ago, a parked car was written off by a lorry that didn't even bother stopping. Another residents has had several cars written off by passing vehicles colliding with them. I think there is a strong argument for the road to be downgraded to a B road. Clearly the presence of parked cars on one side makes it impossible for buses and lorries

damage-only collisions. The use of personal injury collisions only for analysis is a nationally recognised approach. Due to data protection laws, detailed information relating to the collisions cannot be provided.

Wheeled bins are a universally approved system of collection. Whilst it is acknowledged that such containers can prove challenging in certain urban settings the environmental benefits of the system compare favourably with the alternative form of collection (i.e. black bags). All areas remain subject to routine monitoring together with visits in response to complaints.

It is an offence for a vehicle to drive along a footway or park causing an obstruction to pedestrians for which the police are able to take enforcement action. The Council currently have no powers to deal with these offences.

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club in Hollybush and Community Centres within 100m of each Exception, surveys have shown that pedestrian and cycle activity along the routes are low. In both areas, although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active Travel route and the playing field are in excess of 100metres from the affected length of road.

Surveys have been undertaken at various points along the route which have shown the following:

Northern end of Argoed  
 Crossing road – 3.6 pedestrians, 0.1 cycles per hour  
 Travelling along road – 4.3 pedestrians, 1.9 cycles per hour

Near Argoed Village Hall  
 Crossing road – 0 pedestrians, 0 cycles per hour  
 Travelling along road – no pedestrian data, 0.2 cycles per hour

to pass one another halfway along. There have been situations where the traffic has been at a standstill in both directions due to ambulances having to block the road because they cannot park alongside the kerb. When this happens cars sometimes mount the pavement on the other side to drive by. I have been walking on the pavement when this has happened and have had to turn sideways with my back to the fence for them to pass me.

#### 4th email

Pedestrians, cyclists, animals are all road hazards and drivers need to slow down when they are around. Unfortunately, many drivers passing through Hollybush do not slow down, in fact some have speeded up when I have crossed the road. This is why I believe WAG have taken the decision to slow down out of the driver's hands and introduced the 20mph limit. Certainly, the residents have not been consulted and many of the WAG criteria for not reducing the limit have not been considered. Finally, would you be able to forward me the collated data to RTAs along this section of road over that past few years. I have contacted GOSAFE but they are only able to provide me with details of speeding fines issued. I am trying to collect some evidence to allow me to request average speed cameras to be fitted between Hollybush and Blackwood. I was very impressed by the installation of average speed cameras by MTBC between Treharris and Pentrebach and think these should be more widely adopted.

#### 5th email

Please find attached photo taken last night of pavement along Llwynbach Terrace and Glenview. I appreciate it is a difficult subject to resolve. But ultimately pedestrian safety needs to be the priority. When I go to the Rugby Club or the bus stop I have to walk down to number 7 or 8 and turn up the gully between the two rows of houses. Currently to do this I need to walk on the 30mph carriageway as the pavement is blocked by bins, cars and telegraph posts etc. This is the same for the whole length of the main road. I understand that the local authority are in the process of being given powers to deal with parking on the pavements.

#### Southern end of Argoed

Crossing road – 1.5 pedestrians, 0 cycles per hour

Travelling along road – 3 pedestrians, 1.8 cycles per hour

#### Northern end of Hollybush

Crossing road – 2.9 pedestrians, 0 cycles per hour

Travelling along road – 1 pedestrian, 1.6 cycles per hour

#### Southern end of Hollybush

Crossing road – 2.5 pedestrians, 0 cycles per hour

Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through both Argoed and Hollybush are police mobile safety camera sites and receive regular enforcement from GoSafe. Welsh Government has provided a guidance/best practice document for the assessment of sites for average speed cameras. The primary considerations are collision history along the route and an evidenced speeding issue (based on 85<sup>th</sup> percentile speeds). In addition, analysis into the causes of the collisions must have demonstrated that camera enforcement is the correct solution, and there is no other cost-effective engineering measure that would be more appropriate.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.



Clearly this situation need to be dealt with. It is not wholly the fault of the residents, there is nowhere to store the multiple bins especially for persons with mobility issues. And cars parked fully in the carriageway tend to have their mirrors smashed off by passing vehicles that have failed to recognise the hazard.

6th email

I have read the WAG guidance on the granting of exceptions. Could you please add the attached to my previous observations. I have read the document issued by the WAG which is available from the following link.

<https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-htm> (<https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-htm>)

I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit. I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.

1. **a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner:**
  - a. Llwynbach Terrace, Glenview and Springfield residents park cars and vans kerbside overnight.
  - b. Residents vehicles need to stop to park outside their homes, this sometimes agitates other drivers.
  - c. Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.
  - d. Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled.
  - e. Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.
  - f. Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

In addition, this route is an 'A' class road that forms part of the strategic highway network and there is currently no scope to downgrade its classification as there is no viable alternative route. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists (ice-cream vans, refuse lorries, post vans, food deliveries are not deemed to be roadside amenities for the purpose of this exercise) and the route is not within 100m walk of any educational setting or hospital.

The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space or access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

The proposals were advertised in accordance with the Local Authorities' Traffic Orders Procedures Regulations. The Notice detailing the proposals was advertised in the Western Mail for public comment on 25<sup>th</sup> May 2023. Copies of the notice were erected on site, and plans showing the extents of the proposed Exceptions were available on the Council's website and DataMapWales. Public comments were invited until 16<sup>th</sup> June 2023.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

- 2. There are significant numbers of pedestrians and cyclists travelling along across the road.**
- Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.
  - Ramblers groups start their walk from the junction with Railway terrace.
  - There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.
  - The bus stops are used by local schoolchildren who have to cross the road daily.
  - Many local residents all walk along the road to walk dogs, take children to the park and access the valley walk.
  - The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.
- 3. Within 100m walk of any community centre**
- The Hollybush Rugby Club warm hub is within 100m of the highway.
  - The Hollybush Community centre is approx. 100m from the highway.
  - Residents from the bottom of the village all have to cross the road to access the above centres.
- 4. Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**
- This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.
  - Larger delivery lorries have to block the road.
  - There are several disabled persons in the street who need to get in their vehicles safely.
  - The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.
- 5. Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road**

The widened footway at the northern end is provided to improve visibility for drivers exiting Railway Terrace and the Council has not received any previous concerns regarding the road layout.

The Council utilises vehicle activated signage which displays a reminder of the speed limit (and SLOW/ARAF) if a vehicle approaches in excess of that limit. Speed indicator devices (which display the actual approach speed of a vehicle) are not used within the Borough as they can encourage poor driver behaviour.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**

**safety and other benefits from a speed limit of 20mph.**

- a. The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.
- b. The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.
- c. The north because the junction with Railway terrace it is used as a turning circle and it is a difficult lefthand turn if you are turning left coming from Tredegar.

**6. And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle**

- a. Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.

I hope you will take the above points into consideration prior to your final decision.

7th email

I have found the attached on the Caerphilly website. I do not think it is correct. Very Low Pedestrians? There are 42 dwellings with occupants of all ages fronting the road, potentially 100 -200 persons all pedestrians plus persons visiting. No roadside amenities - 3 bus stops, ice cream van, bin lorry, post van, food deliveries, Lectogic solar panels. Access to Sirhowy valley walk. Not within 100m - Hollybush Village warm hub, Rugby club, Hollybush community centre, playground at end of Banalog .

8th email

Considering the A4048 is classed as a strategic route surely the situation shown is unacceptable. Cars are coming from the south and are completely unaware of the park cars on their right until they come around the bend into the path of oncoming vehicles. The problem is that occasionally a vehicle will come around the bend having failed to reduce its

		<p>speed to 30mph. Lorries have to cross the white lines into the junction to negotiate the hazard.</p> <p>9th email My observations are</p> <ol style="list-style-type: none"> <li>1) auto speed sign is ineffective, it is partially covered in foliage and is not very bright. It flashes occasionally but it does not appear to tell drivers their actual speed.</li> <li>2) There were two scaffold lorries parked outside 1 &amp; 2 Llwynbach. A little earlier there was also a telecom road gang wagon parked near the auto speed sign.</li> <li>3) There were 4 scaffolders (pedestrians) unloading in the road.</li> <li>4) Vehicles were passing the scaffold lorry into oncoming traffic.</li> <li>5) Two lorries or a bus arriving at this point at the same time from opposite directions would have been an issue.</li> <li>6) There is a pedestrian refuge island on the left which forces larger vehicles towards one another. This is a problem if they haven't slowed down.</li> <li>7) It was very difficult for me to cross the road at this location as there was not a clear view up the road looking south from the Llwynbach pavement side.</li> </ol>	
Argoed	A4048 Hollybush	<p>I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit.</p> <p>I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.</p> <p><b>A 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner :</b></p> <p>Llwynbach Terrace, Glenview and Springfield residents park cars and vans kerbside overnight. Residents vehicles need to stop to park outside their homes, this sometimes agitates other drivers.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club and a Community Centre within 100m, surveys have shown that pedestrian and cycle activity along the route is low. Although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active Travel route and the playing field are in excess of 100metres from the affected length of road.</p> <p>Surveys have been undertaken along the route which have shown the following:</p>

Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.

Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled. Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.

Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

**There are significant numbers of pedestrians and cyclists travelling along across the road.**

Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.

Ramblers groups start their walk from the junction with Railway terrace.

There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.

The bus stops are used by local schoolchildren who have to cross the road daily.

Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.

The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.

**Within 100m walk of any community centre**

The Hollybush Rugby Club warm hub is within 100m of the highway.

The Hollybush Community centre is approx. 100m from the highway.

Residents from the bottom of the village all have to cross the road to access the above centres.

**Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**

This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.

Larger delivery lorries have to block the road.

Northern end of Hollybush  
Crossing road – 2.9 pedestrians, 0 cycles per hour  
Travelling along road – 1 pedestrian, 1.6 cycles per hour

Southern end of Hollybush  
Crossing road – 2.5 pedestrians, 0 cycles per hour  
Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.

The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural

		<p>There are several disabled persons in the street who need to get in their vehicles safely. The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.</p> <p><b>Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.</b></p> <p>The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.</p> <p>The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.</p> <p>The north because the junction with Railway terrace it is used as a turning circle and it is a difficult left-hand turn if you are turning left coming from Tredegar.</p> <p><b>And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle</b></p> <p>Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.</p> <p>I hope you will take the above points into consideration prior to your final decision.</p>	<p>inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.</p> <p>On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.</p> <p>Concerns regarding overgrown vegetation have been passed to the Parks Department.</p> <p>The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Argoed	A4048 Hollybush	<p>I have read the document issued by the WAG which is available from the following link <a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a> (<a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>)</p> <p>I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club and a Community Centre within 100m, surveys have shown that pedestrian and cycle activity along the route is low. Although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active</p>

I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.

**A 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner :**

Llwynbach Terrace , Glenview and Springfield residents park cars and vans kerbside overnight .

Residents vehicles need to stop to park outside their homes, this sometimes agitates other other drivers.

Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.

Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled.

Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs.

Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.

**There are significant numbers of pedestrians and cyclists travelling along across the road.**

Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.

Ramblers groups start their walk from the junction with Railway terrace.

There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.

The bus stops are used by local schoolchildren who have to cross the road daily.

Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.

The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.

**Within 100m walk of any community centre**

Travel route and the playing field are in excess of 100metres from the affected length of road.

Surveys have been undertaken along the route which have shown the following:

Northern end of Hollybush

Crossing road – 2.9 pedestrians, 0 cycles per hour

Travelling along road – 1 pedestrian, 1.6 cycles per hour

Southern end of Hollybush

Crossing road – 2.5 pedestrians, 0 cycles per hour

Travelling along road – 1.4 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.

Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for

The Hollybush Rugby Club warm hub is within 100m of the highway.  
 The Hollybush Community centre is approx. 100m from the highway.  
 Residents from the bottom of the village all have to cross the road to access the above centres.

**Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.**

This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.

Larger delivery lorries have to block the road.

There are several disabled persons in the street who need to get in their vehicles safely.

The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.

**Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.**

The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach .

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**And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle**

Rugby ground and childrens park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.

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The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.**



		I hope you will take the above points into consideration prior to your final decision.	
Argoed	A4048 Argoed	<p>I am writing in reference to the Speed Limits Traffic Regulation Order 2023 and wish to object to Caerphilly County Borough Council's proposal to retain the 30mph speed limit on road A4048 – Argoed.</p> <p>Having read the rationale for setting exceptions to the 20mph speed limit <a href="https://www.gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://www.gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>, I would like to make the following observations:</p> <p>1. I appreciate that the A4048 is a Class A road, but that does not appear to be reason enough for an exception to be made. Argoed is a small section of this road, and reducing the speed limit in this residential area should not significantly impact the flow of traffic along that road – I refer to Welsh Government's response to the following FAQ:</p> <p><i>Q. What effect will the speed limit have on journey times? A. In many cases lowering the speed limit to 20mph will have little or no impact on journey times. Where there is an impact, our analysis showed us that most journeys would only be around 1 minute longer, but this would make the roads safer for pedestrians and cyclists.</i></p> <p><a href="https://www.gov.wales/introducing-20mph-speed-limits-frequently-asked-questions">https://www.gov.wales/introducing-20mph-speed-limits-frequently-asked-questions</a></p> <p>2. I would suggest that the response to Question A - Are there significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road? - in the Setting Exceptions... guidance should be "Yes".</p> <p>The Argoed stretch of the A4048 is a residential area, and within easy walking distance of a cycle path and a primary school, and a village hall is situated on the A4048, in the centre of Argoed village. There are children who live in the area who walk from Cwm Argoed (as well as those who live</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a Community Centre along the route, surveys have shown that pedestrian and cycle activity is low. Although the frontage property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road and significant numbers of pedestrians and cycles do not mix with traffic. The access to the Active Travel route is some distance from the affected length of road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Northern end Crossing road – 3.6 pedestrians, 0.1 cycles per hour Travelling along road – 4.3 pedestrians, 1.9 cycles per hour</p> <p>Near Village Hall Crossing road – 0 pedestrians, 0 cycles per hour Travelling along road – no pedestrian data, 0.2 cycles per hour</p> <p>Southern end Crossing road – 1.5 pedestrians, 0 cycles per hour Travelling along road – 3 pedestrians, 1.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>In addition, this route is an 'A' class road that forms part of the strategic highway network with frontage development mainly limited to one side of the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.</p>

on the main road) to the primary school in Markham or to the nearest bus stop/s, who must navigate a dangerous junction at the bottom of Penylan Road daily. There have been several car accidents (including fatalities) along this road and as a resident living on the A4048 I know all too well how frequently drivers move at high speed as they career past my house. Residents drive their children to the bus stop on Penylan Road to catch the school bus, for fear of them having an accident, even though it's less than a 5-minute walk. There was also a car accident on this junction recently when a vehicle ran into the side of a car.

Both the village hall and cycle path have seen an upsurge in use since the Covid pandemic, and with more people working from home, spending time in and around their local community is of increasing importance to them. If the road was safer, even more people would feel confident to walk and cycle along this road. I refer again to Welsh Government's FAQs, where they provide evidence of lower speed limits positively impacting people's decision to walk or cycle more. Evidence too of the reduction in pollution and "pollution neutral" areas in 20mph zones, which is hugely important now that the world is faced with a climate emergency. Making positive change is critical to wellbeing in current times, and for the wellbeing of future generations.

As there is a centrally situated community centre in Argoed, could you please outline your rationale with regards to the above, and when considering points 2.2.8 and 2.2.9 of Setting exceptions to the 20mph default speed limit for restricted roads? The rationale also, please, in relation to point 2.2.16 where examples are provided of how the place criteria can be interpreted.

I am copying in my local county councillor, Walter Williams, as I have had email and telephone conversations with him over recent months regarding traffic issues on the A4048 in Argoed, and I would be more than willing to share details of my communication with him. I have also cc'd Rhiannon Passmore, MS for Islwyn.

Council records confirm that during the last 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision on the affected length of road.

A speed survey was carried out near the Penylan Road junction in 2017 which established that the mean speed was 31.0mph. However, Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The A4048 through Argoed is a police mobile safety camera site and receives regular enforcement from GoSafe.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.**

Argoed	A4048 Hollybush	<p>I have read the document issued by the WAG which is available from the following link.</p> <p><a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>(<a href="https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html">https://gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html</a>)</p> <p>I understand that Caerphilly Council have proposed the A4048 in Hollybush is not deemed appropriate for the lower 20mph speed limit.</p> <p>I have listed below reasons why I do not agree with the exception, most of which are referred to in the above guidance document.</p> <p>a 20mph speed limit should be set where pedestrians and/or cyclists and motor vehicles mix in a frequent manner:</p> <p>Llwynbach Terrace, Glenview and Springfield residents park cars and vans kerbside overnight. Residents vehicles need to stop to park outside their homes, this sometimes agitates other drivers. Passengers have to exit vehicles into oncoming traffic. Residents need to unload shopping and other goods kerbside. Numerous bins are left on the pavement as residents do not have room for them on their properties or are disabled. Residents have to walk on the carriageway to get down the street due to bins and cars parked on kerbs. Cars park on kerb in an attempt to protect their vehicles from damage by passing vehicles that are going too fast to avoid the hazards.</p> <p>There are significant numbers of pedestrians and cyclists travelling along across the road. Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467. Ramblers groups start their walk from the junction with Railway terrace.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road. Whilst it is recognised that there is a rugby club and a Community Centre within 100m, surveys have shown that pedestrian and cycle activity along the route is low. Although the property density is in excess of 20 per km, the majority of the frontage development is situated on one side of the road only and significant numbers of pedestrians and cycles do not mix with traffic. The accesses to the Active Travel route and the playing field are in excess of 100metres from the affected length of road.</p> <p>Surveys have been undertaken along the route which have shown the following:</p> <p>Northern end of Hollybush Crossing road – 2.9 pedestrians, 0 cycles per hour Travelling along road – 1 pedestrian, 1.6 cycles per hour</p> <p>Southern end of Hollybush Crossing road – 2.5 pedestrians, 0 cycles per hour Travelling along road – 1.4 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the</p>
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There are three bus stops in Hollybush on the A4048 two of which do not have pull-ins and buses need to stop in the carriageway.  
 The bus stops are used by local schoolchildren who have to cross the road daily.  
 Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.  
 The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.  
 Within 100m walk of any community centre.  
 The Hollybush Rugby Club warm hub is within 100m of the highway.  
 The Hollybush Community centre is approx. 100m from the highway.  
 Residents from the bottom of the village all have to cross the road to access the above centres.

Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.  
 This is true, the houses on the A4048 have bin collections , food delivery vans , ambulances many of which have difficulty parking safely.  
 Larger delivery lorries have to block the road.  
 There are several disabled persons in the street who need to get in their vehicles safely.  
 The local company Lectogic now have many more workers and vans all of which are in close proximity to the main road for loading in the mornings.

Where the number and/or type of collisions occurring along the road means that the road users and the local community would gain significant road safety and other benefits from a speed limit of 20mph.

The number of accidents in recent years is too numerous to list, the worst spots are the bad junctions at the north and south entrances to the village and the area in front of Glenview / Llwynbach.  
 The approach from the south of the village is dangerous due to the bus stop and cars parked opposite causing a bottleneck with oncoming vehicles.

Council does not have any powers to address moving traffic offences.

As part of the proposals, it is also intended to reduce the national speed limit on the northern approach to the village to 40mph which will act as a buffer zone and help to encourage compliance with the 30mph speed limit.

In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital.

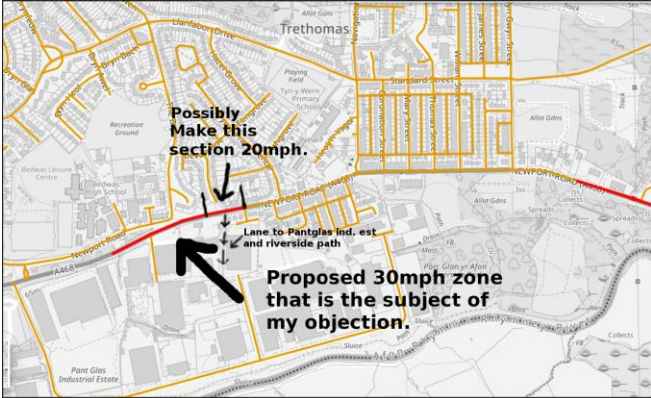
The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural inhibitor. It is recognised that through traffic may need to stop/reduce speed to allow residents to manoeuvre their vehicle into a parking space and access their vehicle and to enable buses to pick up and set down passengers. This is a common occurrence along many routes.

On street parking is prevalent throughout the country and emergency service vehicles will park wherever necessary to carry out their duties. This can often result in vehicles being double-parked.

Concerns regarding overgrown vegetation have been passed to the Parks Department.

The Council is in the process of introducing parking restrictions on A4048 Newport Road near the junction with Banalog Terrace in order to prevent obstructive parking and improve road safety at the southern end of the village.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road**

		<p>The north because the junction with Railway terrace it is used as a turning circle and it is a difficult left-hand turn if you are turning left coming from Tredegar.</p> <p>And on either side of the carriageway is open parkland and/or sports fields in regular use by people on foot and/or cycle Rugby ground and children's park is on one side of the road and the Sirhowy walk and mountain walks are on the other side of the road.</p> <p>I hope you will take the above points into consideration prior to your final decision.</p>	<p><b>marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Bedwas and Trethomas</p>	<p>A468 Newport Road, Trethomas from the western side of Clos Pantglas to the existing 30mph signs to the west of the village</p>	<p>Please find attached two maps detailing the proposed 30mph limit that my objection relates to and a suggestion that shows how the intended 30mph section could be amended to offer a safer alternative and the location of a much used lane that is usually accessed by crossing the busy A468 and the location of The Box Cafe.</p>  <p>Firstly, let me state that I am fully in favour the 20mph speed limits in particular through Trethomas village where I reside and I greatly support the CCBC implementation of said speed limits and I thank for all your hard work regarding this matter. However I respectfully request that you make an amendment to your plans to Implement a 30mph limit in the manner that you propose on the western side of the village by either shortening the 30mph section so</p>	<p>The entrance gates to the school are located in excess of 100m from the A468. However, a traffic signal controlled pedestrian crossing facility is available to aid crossing movements.</p> <p><b>Recommendation – In light of the concerns raised, it is recommended that the proposed 30mph Exception by reduced in length by approximately 60m at its Eastern end. This minor amendment to the extent of the Exception will help to improve safety on the approach to the village.</b></p>

that the 20mph limit section is longer and so covers the whole of Trethomas village, move it further west or preferably dispense with it completely, there are other 40mph to 20mph transitions without a buffer being proposed. The proposed downhill location of the transition between 30mph and 20mph will not have the desired effect of offering the full protection that a 20mph limit will offer the village and if retained would be better placed further west, where drivers will fully recognise the start of the community and take appropriate action to reduce their speed. My suggested amendments to your proposal will have minimal effect on the progress of motor vehicles but will have a large positive benefit to the community as a whole. The 30mph section of road that I have objections to is within 100m of Bedwas High School, Bedwas Workmens Hall, Bedwas Library, Bedwas Bowls club, Bedwas Leisure Centre and the recently opened Civic taxi office on old Newport Road and also only just over 100m from Bedwas Community Centre, so is a busy hub of local activity. Also, there is a busy eatery (The Box Cafe) located on the A468 Newport Road itself, adjacent to the car wash, slightly set off from the road that is regularly accessed by locals on foot. Next to the eatery on the A468 Newport Road, there is a car dealer and then a row of factory units that are all regularly accessed by people on foot from the village. Opposite the Box Cafe on the opposite side of the road in your proposed 30mph section, there is a small green area that children regularly use to play, that I would hope you would agree would benefit greatly from the safety aspects of a 20mph limit, as there is regular interaction by vulnerable pedestrians with traffic at this point. I cannot find reference in the Welsh Govt. process for setting exceptions, place criteria, that allows an exception where a school or community centre is 'set back from a road' merely that the road in question has to be 'Within 100m walk of any educational establishment' or community centre and the 30mph section you propose is measurably within that distance. Please take into account that not everyone uses a motor vehicle to access the school, in fact the majority of pupils are from Trethomas village and nearby locality and a significant number can visibly be seen regularly frequenting

the narrow pavement alongside part of your proposed 30mph section on the A468 Newport Road on the way to and from school and lunchtime to access local food establishments in the village including The Box Cafe. What applies to the school also applies to the other establishments referenced near to the school and whereas in the past large numbers would be seen to be using their motor vehicles, an increasing number of people can now be seen to be accessing the local facilities on foot, which is predicted to increase as sustainable means of transport become more frequently used, which will even more increase the numbers using the narrow pavement alongside the A468 Newport Road within your proposed 30mph section as part of their journey. Not forgetting those that regularly walk to the Box Cafe etc on the A468 Newport Road itself and even a slight extension of the 20mph limit as suggested will further encourage people to experience the mental and physical benefits that walking have been proven to offer. Other local factors are also important, so please note that according to records, even in just the small section of the A468 Newport Road that I have suggested could possibly be changed to 20 mph from your proposed 30mph, a number of pedestrians have sustained serious injuries in recent years involving collisions with vehicular traffic, at least one of which was a child of high school age.

Ref:

[https://bikedata.cyclestreets.net/collisions:field%3Acasualties=Cyclist%2CPedestrian%2CCar%20occupant&field%3Aspeed\\_limit=30/#15.28/51.589568/-3.18824](https://bikedata.cyclestreets.net/collisions:field%3Acasualties=Cyclist%2CPedestrian%2CCar%20occupant&field%3Aspeed_limit=30/#15.28/51.589568/-3.18824)

In addition, within your proposed 30mph section there is a footway that allows access to the Pantglas Industrial estate from the A468 Newport Road that is not only used by workers going to and from their place of employment, but also by others such as people walking their dogs and children going to the riverside walk and cycle path. The safe way to cross the road and use the lane is to walk up the hill and use the pedestrian crossing, but human nature being what it is, a significant number choose to cross the busy road directly opposite the lane at either the end of Bevan Close or the green area and interact with the traffic and so this area would benefit greatly if it was 20mph and not

		<p>30mph as it will be with your exception. I have marked on the attached maps the location of this lane for your consideration. So, to sum up, common sense and the Welsh Government guidelines would dictate that the whole of the village that is frequently used by pedestrians/cyclists should be offered the full protection of a 20mph limit, which will not occur with your present proposal. I thank you for giving time to consider my objection, please give serious consideration to what could potentially amount to only a slight amendment to your plans, that will have a large positive effect on the community and so as ensure that the much busier west end of Trethomas village, that is a veritable hive of activity, is fully protected by 20mph as intended and ultimately encourage more people to walk or cycle.</p>	
<p>Blackwood Page 116</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<p>We are writing to object to the proposal to apply for an exemption to the new 20mph speed limit for the above road. In my view many cars/vehicles exceed the current speed limit of 30 mph on Highfields Way. In terms of road safety and road crossing, this has created a higher risk of an accident for both primary school children and pedestrians. This could be mitigated by the introduction of a lower speed limit. At peak times there is always a queue of traffic at the traffic lights close to Libanus Primary school, with a detrimental impact on air quality. Reducing the speed limit to 20 mph will reduce the volume of cars waiting at the lights at peak times and reduce the impact on air quality. In addition, the current speed of many cars/ vehicles has created severe noise pollution. If the exception to the 20mph limit is granted, the introduction of speed bumps along Highfields Way would help to mitigate the risks discussed above.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The site has previously been assessed in accordance with the Council's Speed Management Strategy and does not meet the criteria for the consideration of traffic calming measures.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Highfields Way near St Andrews Drive junction  Crossing road – 1.2 pedestrians, 0.1 cycles per hour  Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p>



Highfields Way near Ash Grove junction  
 Crossing road – 6 pedestrians, 0 cycles per hour  
 Travelling along road – 13.4 pedestrians, 0.5 cycles per hour

Bryn Rd arm of roundabout  
 Crossing road – 6.9 pedestrians, 0.1 cycles per hour  
 Travelling along road – 23.6 pedestrians, 0.6 cycles per hour

Highfields Way arm of roundabout  
 Crossing road – 7 pedestrians, 0.2 cycles per hour  
 Travelling along road – 23.7 pedestrians, 1.1 cycles per hour

Oak Terrace Bypass arm of roundabout  
 Crossing road – 6.1 pedestrians, 0.1 cycles per hour  
 Travelling along road – 12.3 pedestrians, 0.7 cycles per hour

Heol y Dderwen arm of roundabout  
 Crossing road – 4.6 pedestrians, 0 cycles per hour  
 Travelling along road – 26.3 pedestrians, 1 cycle per hour

Numbers of pedestrians and cyclists travelling along or across Highfields Way are not considered to be significant at this location. However, the surveys have identified significant pedestrian activity in the vicinity of the roundabout.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads. The default 20mph will therefore apply to the roundabout and the following sections of road:**

**Bryn Road – from the roundabout to a point approximately 25m north.**

**Oak Terrace Bypass – from the roundabout to a point approximately 25m south.**

**Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).**

			<p><b>In light of the concerns raised, it is also recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Blackwood</p>	<p>B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue</p>	<p>I would like to object to the proposed retention of the 30mph limit in Highfields Way, Blackwood. Your proposal makes no sense considering the residential nature of the area the road runs through. There are 5 roads that lead off Highfields Way all leading to residential properties. A primary school at the bottom of the road at the traffic lights and a shop at the top. There is a small car park at the junction of Highfields Way and Montclair Avenue. There is no doubt this is an entirely residential area. There are no traffic calming measures on this road meaning cars rarely abide by the current speed limit. There is no evident enforcement of the current speed limits. The road is quite steep meaning that cars gain speed when approaching the Montclair Avenue junction. This makes the situation dangerous for pedestrians using the car park before walking the last stretch to school. Your well-being plan is about making communities safer for citizens, this road is currently dangerous due to the speed the traffic travels and will remain that way unless the speed limit is dropped. It also requires effective speed enforcement. Air quality is also a concern. There is no chance of securing safer routes to school that involve Highfields Way, as a parent I would not allow a primary school aged child to walk alone on this road. There is also little chance of this road forming part of an active travel route, as an adult I find walking on Highfields Way dangerous due to the current speed of vehicles travelling. It is also dangerous for vehicles to pull into and out of the roads that lead off Highfields Way. Please consider this objection before making your final decision.</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council’s Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences. The site has previously been assessed in accordance with the Council’s Speed Management Strategy and does not meet the criteria for the consideration of traffic calming measures.</p> <p>The Council’s records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one personal injury collision in the affected length of road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p>Highfields Way near St Andrews Drive junction          Crossing road – 1.2 pedestrians, 0.1 cycles per hour          Travelling along road – 9.4 pedestrians, 0.4 cycles per hour</p> <p>Highfields Way near Ash Grove junction</p>

Crossing road – 6 pedestrians, 0 cycles per hour  
 Travelling along road – 13.4 pedestrians, 0.5 cycles per hour

Bryn Rd arm of roundabout  
 Crossing road – 6.9 pedestrians, 0.1 cycles per hour  
 Travelling along road – 23.6 pedestrians, 0.6 cycles per hour

Highfields Way arm of roundabout  
 Crossing road – 7 pedestrians, 0.2 cycles per hour  
 Travelling along road – 23.7 pedestrians, 1.1 cycles per hour

Oak Terrace Bypass arm of roundabout  
 Crossing road – 6.1 pedestrians, 0.1 cycles per hour  
 Travelling along road – 12.3 pedestrians, 0.7 cycles per hour

Heol y Dderwen arm of roundabout  
 Crossing road – 4.6 pedestrians, 0 cycles per hour  
 Travelling along road – 26.3 pedestrians, 1 cycle per hour

Numbers of pedestrians and cyclists travelling along or across Highfields Way are not considered to be significant at this location. However, the surveys have identified significant pedestrian activity in the vicinity of the roundabout.

The route is a 'B' class road and forms part of the strategic highway network, and has very limited frontage development. There are limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.

Highfields Way has been identified in the Active Travel Network Map. Detailed proposals will be developed in due course.

The section of road near Libanus Primary School has not been included as an Exception and will default to 20mph.

**Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads.**

			<p><b>The default 20mph will therefore apply to the roundabout and the following sections of road:</b></p> <p><b>Bryn Road – from the roundabout to a point approximately 25m north.</b></p> <p><b>Oak Terrace Bypass – from the roundabout to a point approximately 25m south.</b></p> <p><b>Highfields Way - from the roundabout to a point approximately 140m east (to cover the access road to Tesco Express, Parc Plas).</b></p> <p><b>In light of the concerns raised, it is also recommended that additional speed management measures in the form of gateway treatments (coloured surfacing, road markings and signs on yellow backing boards) and speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Crumlin</p>	<p>B4251 Kendon Road from east of Main Street junction to the A467</p> <p>A467 from the junction with Crumlin Road to a point south of the fuel station</p>	<p>As a resident of Crumlin I think this is a perfect time to question the speed limits around our area, we are the most polluted area in Caerphilly from past results, you knocked the houses down on a472 to improve lives BUT made ours more noisier I would like to put my proposal/concerns forward to improve our lives and air quality in our area one of many good reason for the 20mph new law. Looking at the map you seem to be waiving about the A467 lights in Crumlin and area. I think this is a very dangerous junction and to improve on noise levels also safety and pollution, not forgetting speed. I am asking can all the roads to this set of lights stay new 20mph under the new law. As a resident we live in a very noisy area - trains, doctors, 999 sirens, the speed of road etc all roads around us eg north roads. At night it’s like a race track up and down Kendon Hill and up Hafodyrynys Hill with cars racing up and down, loud, excess speed, disobeying law at lights, now 30mph going in to national 60mph. I would like to see the 60mph scrapped to</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken at various points along the route which have shown the following:</p> <p><b>B4251 Kendon Road from east of Main Street junction to the A467</b>          Crossing road – 1.9 pedestrians, 0.2 cycles per hour          Travelling along road – 3.4 pedestrians, 0.8 cycles per hour</p> <p><b>A472 Hafodyrynys Road from the A467 junction to a point east of the newly demolished properties</b>          Lawn Terrace junction          Crossing road – 0.3 pedestrians, 0 cycles per hour          Travelling along road – 0 pedestrians, 0.1 cycles per hour</p>

<p>A472 Hafodyrny s Road from the A467 junction to a point east of the newly demolished properties</p> <p>A472 Hafodyrny s Road from west of the Swffryd junction to a point east of the former fuel station.</p>	<p>40 or 50 mph on the hills, the 30 to new 20mph to help law enforcements and make clear signs, as for the lights I would like to see it 20mph but realistically 30 if the surrounding area was 20mph as you turn off the road and the national speed limit reduced on hills.</p> <p>I think this new 20mph would improve safety and our lives with noise who lives in the area especially walking north road to take children to school and you know this is a hot spot for enforcement. Even though we don't live on the lights the noise and pollution is constantly loud day and night. as the train lines double with no real benefit (no station), residents are going to see even more. This is a great chance to make our lives safer and quieter for all that live in our area, also for all the travellers cars trucks taxi trains just who pass us and use Crumlin like a junction and rat run with no regards to the safety and noise or the speed limit. Thanks for this opportunity to have a say Please keep me updated I think this 20mph could be the best thing for Wales if done correctly not a blanket ban 20mph all the best time will tell.</p>	<p>East of Lawn Terrace junction          Crossing road – 0.3 pedestrians, 0.1 cycles per hour          Travelling along road – 0.3 pedestrians, 0.2 cycles per hour</p> <p>Near junction with Gladstone Road          Crossing road – 0.3 pedestrians, 0 cycles per hour          Travelling along road – 1 pedestrians, 0.3 cycles per hour</p> <p>East of recently demolished properties          Crossing road – 0.1 pedestrians, 0 cycles per hour          Travelling along road – 0.6 pedestrians, 0.2 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across any of these proposed exception sites are not considered to be significant.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>Welsh Government guidance states that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 and following the publication of the revised Setting Local Speed Limits in Wales guidance.</p> <p>It is acknowledged that 20mph speed limits can offer a range of benefits including noise pollution reduction, promoting cleaner air, and environmental improvements, however, the Exceptions have been developed in accordance in accordance with Welsh Government's guidance. The routes are 'A' and 'B' class roads and form part of the strategic highway network, and have no/limited</p>
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			<p>frontage development and a 20mph speed limit is not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway treatments (road markings and signs on yellow backing boards) be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
Crumlin	B4251 Kendon Road from a point east of Ty Brachty Terrace playground to its junction with Woodview Terrace	<p>I write to confirm my objection to the Exception. The reasons for my objection relate to the dangerous junction between the Trinant road and the B4251 which is in the middle of this length, I cannot understand the logic of the proposed exception, most drivers who use this junction feel they are taking their lives in their hands when exiting the Trinant Road due to the excessive speeds that many drivers achieve coming down Kendon Hill. Drivers find this junction the most difficult to safely use of any in the area, for many months always turning left out of the Trinant Road irrespective of where they were going. Clearly the risk could be mitigated by a junction visibility improvement but unless that is done, I see no reason to permit drivers to increase their speed as they come down past this junction. I do not necessarily agree with the new 20mph blanket speed limits but do believe great care needs to be exercised in the exemption process to ensure that existing risks are not exacerbated.</p>	<p>The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken near the Trinant junction which has shown the following:</p> <p>Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 1.3 pedestrians, 0.3 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>The route is a ‘B’ class road and forms part of the strategic highway network, and has very limited frontage development. There are no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, it is recommended that new ‘junction ahead’ warning signs and gateway treatments (road markings and signs on yellow backing boards) be provided on the approaches to the Trinant junction. It is considered that these additional measures will help to raise driver’s awareness of the junction and have a positive impact on road safety.</b></p>

Penyrheol	Hendredenny Drive from St Cenydd Road to a point east of Chester Court	<p>I strongly object to this proposal. I had a meeting with the police and local councillors about 4 years ago regarding the continual speeding both up and down Hendredenny Hill. There is a 30mph illuminated sign informing drivers flouting the law on the uphill direction but not the downhill direction. I walked up the hill this evening, just by the signal unit, and saw 6 cars drive up the hill, but only 1 car did not activate the abode 30mph sign. Maintaining the 30mph sign will not improve road safety. If it was set to 20mph, perhaps speeds will decrease to more like 30mph. Having 'Your Speed' signs telling drivers their actual speeds would help with compliance. Please think very carefully before deciding to continue with your course of action.</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Crossing road – 5.8 pedestrians, 0.1 cycles per hour Travelling along road – 7.1 pedestrians, 0.5 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route has very limited frontage development and few roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre, hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p>The Council utilises vehicle activated signage which displays a reminder of the speed limit (and SLOW/ARAF) if a vehicle approaches in excess of that limit. Speed indicator devices (which display the actual approach speed of a vehicle) are not used within the Borough as they can encourage poor driver behaviour.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is</b></p>
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			considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae (Perhaps at the south-east corner of the St James School where it meets the highway). This would enhance the safety of traffic emerging from Pen-y-Cae onto a 30mph section of road rather than the present 40 mph. As a local resident very rarely does one see traffic travelling within either of the present speed limits on the above road.	<b>Recommendation - It is acknowledged that it would be beneficial to consider extending the 30mph speed limit beyond the Pen-y-Cae junction. It is recommended that this request will be included in a future programme or works.</b>
Ynysddu	B4251 Ynysddu from the northern end of the village to the northern end of Cwmfelinfach	I write in response to your notice to retain the 30mph. speed limit on the B4251 road through Cwmfelinfach and Ynysddu. As I understand, the original aim of the Welsh Government was to reduce the speed limit to 20 m.p.h. in all residential areas in order to improve safety. Cwmfelinfach and Ynysddu are clearly residential areas and children regularly cross this road. To my knowledge, there has been one fatality on this road and several collisions of road vehicles. By making an exception to the 20mph limit on this road you are sending out a message that children and others in these villages are of less value than those in other areas such as Cardiff. Large areas of Cardiff have already introduced these lower speed limits. The setting of speed limits has been arbitrary in this area. As an example, the High Street in Ynysddu has been 20 m.p.h. for several years but Alexandra Road (where many children play in the road) is 30 m.p.h. This anomaly would be remedied by the ruling of the Welsh Government to impose the lower speed limit in all residential areas. I would be grateful if you would reconsider your proposal and impose the lower speed limit on the B4251.	<p>The proposed 30mph Exception would apply to the section of B4251 through the village of Ynysddu only. The section of B4251 through the village of Cwmfelinfach will become 20mph due to there being an increased level of frontage development and roadside attractors and amenities for pedestrians and cyclists.</p> <p>Historically, the Council have only considered 20mph speed limits or zones in those roads surrounding schools. The 20mph zone on High Street was implemented due to the presence of Ynysddu Primary School.</p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys has been undertaken on the route through Ynysddu which have shown the following:</p> <p>Northern end of village  Crossing road – 2.7 pedestrians, 0 cycles per hour  Travelling along road – 0.8 pedestrians, 0.2 cycles per hour</p>



			<p>North of High Street junction            Crossing road – 0.5 pedestrians, 0 cycles per hour            Travelling along road – 1.7 pedestrians, 0.3 cycles per hour</p> <p>South of High Street junction            Crossing road – 0.8 pedestrians, 0 cycles per hour            Travelling along road – 3.4 pedestrians, 0.4 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there has been one slight personal injury collision in the affected length of road.</p> <p>The route has limited frontage development and limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital and is subject to a 7.5tonnes weight restriction (except for access). A signal-controlled pedestrian crossing facility is provided to aid crossing movements. A 20mph speed limit is therefore not deemed appropriate.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>Ystrad Mynach</p>	<p>A472            Caerphilly Road from west of its junction with Maes-y-coed</p>	<p>I am writing to object to the decision to exempt a stretch of the A472 from the new lower limit. I can see no sense in allowing 30 mph limit from the junction with Station Rd, Ystrad Mynach to that point beyond the junction into Tredomen west of the Ty Penallta roundabout. The road at the entrance to Brynmynach is dangerous and encouraging</p>	<p>The Exception was proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p>

	<p>Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>people to accelerate from the Station Rd area is entirely unjustified. There a number of junctions along the way. Surely it would be clearer and fairer to avoid speed limit changes until the national speed limit sign west of Tredomen. Travelling from Nelson east would also benefit from lower speeds before the Tredomen junction and on the approach to the roundabout. Pedestrians crossing that road would benefit from lower speeds. The stretch under the railway tunnel is very dangerous as people walk on the road where there is no real pavement. A number of these are people working in the Council offices. What are the gains from allowing 30 mph on this half a mile stretch? How do you make these calculations?</p>	<p>Nelson Road north west of Tredomen Roundabout            Crossing road – 1.7 pedestrians, 0 cycles per hour            Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout            Crossing road – 3.8 pedestrians, 0 cycles per hour            Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout            Crossing road – 2 pedestrians, 0.1 cycles per hour            Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting            Crossing road – 1.0 pedestrians, 0 cycles per hour            Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I am writing in relation to the proposed new 20mph limit on the A472 between the Tredomen roundabout and the Royal Oak roundabout. This newer lower speed limit is to be greatly welcomed, especially around the schools, but why not take this opportunity to extend the 20mph zone all the way from the Royal Oak to the national speed limit sign just beyond the turning for the Tredomen estate? Turning out of Brynmynach Avenue or the Tredomen estate is a real challenge as the traffic is currently moving too fast in both directions at both junctions. Making it 20mph further down the hill won't improve this situation. People living in the Brynmynach estate regularly turn left in order to go right, because the traffic coming up the hill is travelling too fast and can't be seen until it comes around the corner. Even turning left can be a challenge at times. Turning out of the</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout            Crossing road – 1.7 pedestrians, 0 cycles per hour            Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout            Crossing road – 3.8 pedestrians, 0 cycles per hour            Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p>

		<p>Tredomen estate has more visibility but traffic coming from Nelson is often approaching at 60mph and again, it can take a long time to find a gap to exit safely. I also often walk along this stretch of road to either go into town or to Parc Penallta, and as a pedestrian would find the road much easier to cross if the traffic was slower moving. The stretch near the railway bridge where there is no pavement can be particularly scary. Why not prioritise local residents over through traffic for this short section, and improve this section of road for everybody's safety? It would only add a minute to through traffic transit but could improve life for local residents living in the Brynmynach and Tredomen estates beyond measure.</p>	<p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad  Brynach</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 127</p>	<p>A472  Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing in regards to the notice given to residents on the A472 road from Station Road up towards Ty Penallta roundabout/Maes-y-Coed Terrace stating that a 30mph will be retained from Station Road onwards following the implementation of Welsh Governments default 20mph speed limit on restricted roads from 17th September. Why on earth does the proposal of 20mph stop at Station Road? School children are dropped off school buses just below Tredomen Roundabout and the speed in which the traffic travel along this road is unacceptable. It's incredibly difficult to cross this road at any time of the day due to heavy speeding traffic. Residents of Tredomen Villas have liaised with Dean Smith, Principal Engineer and Councillor Martyn James on the issues we experience exiting our properties and the abuse we receive off some drivers. We requested at the time for a 'slow' sign to be erected but this was refused as there would be too much traffic furniture along this route. A survey in 2016 was carried out for speeding and the results shown were proved to be acceptable, in the words of the council representative, does this mean that all accidents, injuries and deaths related to speed on the road of 30mph, since 2016 are an acceptable loss. There have been numerous accidents, last being 6th June 2023 which</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout  Crossing road – 1.7 pedestrians, 0 cycles per hour  Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout  Crossing road – 3.8 pedestrians, 0 cycles per hour  Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout  Crossing road – 2 pedestrians, 0.1 cycles per hour  Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting  Crossing road – 1.0 pedestrians, 0 cycles per hour  Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

		<p>was on Tredomen Roundabout. I'm hoping that person is ok. On 1<sup>st</sup> October 2017 a car speeding down from Tredomen Roundabout towards Tredomen Villas lost control and fortunately had no contact with any pedestrians, spinning off the road onto the pavement straight through a boundary wall causing thousands of pounds of damage. People at the scene were flabbergasted nobody was killed, just the driver of the vehicle sustained injuries. I have video evidence to support this. Martyn, please can you contact the residents of Brynmynach and Tredomen to start immediate action in support of this application to reduce this 300metre stretch of road to a 20mph zone to save lives to the families and children of Brynmynach and Tredomen who should not be discriminated in this way. (20mph is plenty, speed kills as proven by recent tragedies on this section of road).</p>	<p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach Page 128</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I am writing to object to the decision to exempt a stretch of the A472 from the new lower limit. I can see no sense in allowing 30 mph limit from the junction with Station Rd, Ystrad Mynach to that point beyond the junction into Tredomen west of the Ty Penallta roundabout. The road at the entrance to Brynmynach is dangerous and encouraging people to accelerate from the Station Rd area is entirely unjustified. Exiting Tredomen Villas is dangerous, with cars travelling at 30mph (often in excess) around a blind bend. There a number of junctions along the way which are also affected. Surely it would be clearer and fairer to avoid speed limit changes until the national speed limit sign west of Tredomen. Travelling from Nelson towards Ystrad Mynach east would also benefit from lower speeds before the Tredomen junction and on the approach to the roundabout. Pedestrians crossing that road would benefit from lower speeds. The stretch under the railway tunnel is very dangerous as people walk on the road where there is no real pavement. There is no safe way for me and my family to walk to the nursery and school. What are the gains from allowing 30 mph on this half a mile stretch? A fatal traffic accident yesterday and this is not the first. Please reconsider for the safety of your community.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

			<p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing with regard to notices posted on the A472 road stating that a 300m section of the road will be exempt from the nationwide reduction of the speed limit to 20mph. I am acutely aware of how busy this section is, with constant but obscured traffic and pedestrians walking along and across the road at all times of day and night. The area around Tredomen Roundabout is particularly busy as a point of convergence for people walking to Penallta Park. The unfortunate events that took place yesterday, 7 June 2023, have left the many people living on this section very unsettled and even more disturbed by the exemption in question. I firmly believe that this exemption undermines the Welsh Government's goal of enhancing road safety. Allow me to outline some key points:</p> <p>Inadequate consideration of local residents and amenities:</p> <ul style="list-style-type: none"> <li>• Contrary to the council's assertion, numerous residences and businesses are situated along or adjacent to this section of road, for example, Brynmynach Avenues and the Tredomen estate, and many people rely on it for daily commuting.</li> <li>• The absence of proper footpaths, under the railway bridge for example, a lack of crossings, and the presence of blind bends further compound the risks pedestrians face, compelling them to share the road with vehicles.</li> <li>• Pedestrians frequently traverse this road to access essential destinations such as work (including the council's own HQ) and Penallta Park, which serves as a vital amenity for the community.</li> </ul> <p>Substantial safety benefits outweigh minimal time savings:</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout          Crossing road – 1.7 pedestrians, 0 cycles per hour          Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout          Crossing road – 3.8 pedestrians, 0 cycles per hour          Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout          Crossing road – 2 pedestrians, 0.1 cycles per hour          Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting          Crossing road – 1.0 pedestrians, 0 cycles per hour          Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>

		<ul style="list-style-type: none"> <li>• Including this section of road within the new 20mph limit will enhance safety for all road users and expand the safer area around Ystrad Mynach Primary School beyond the bare minimum.</li> <li>• While some drivers passing through may experience a minor time saving of less than a minute, it is crucial to prioritize the safety and well-being of the community over such limited benefits.</li> </ul> <p>Concerns about the decision's alignment with the spirit of the new speed limit:</p> <ul style="list-style-type: none"> <li>• This exemption contradicts the progressive nature of the nationwide decision to reduce the speed limit, which aims to prioritize the safety of all road users.</li> <li>• Local councils should actively support and uphold this important initiative, rather than seeking reasons to avoid its implementation.</li> </ul> <p>I kindly request that you consider revisiting the decision and re-evaluating the inclusion of this stretch of road within the new speed limit. Doing so would demonstrate a commitment to the safety and well-being of the community, aligning with the overarching goal of enhancing road safety nationwide.</p>	
<p>Ystrad Mynach</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing in regards to the notice given to residents on the A472 road from Station Road up towards Ty Penallta roundabout/Maes-y-Coed Terrace stating that a 30mph will be retained from Station Road onwards following the implementation of Welsh Governments default 20mph speed limit on restricted roads from 17th September, this stretch of road needs to be reduced to 20mph in line with the aforementioned section, this will undoubtedly save lives whilst causing no extra inconvenience to the motorist , this is a quick win for the council that needs to be applied asap , if not implemented I can only assume the council see all the resident and their children of Brynmynach and Tredomen as acceptable losses in the event of any of their deaths by the motorist, come in Caerphilly Council do the right thing before anyone else gets hurt or killed.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout</p>

			<p>Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p>
<p>Ystrad Mynach</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 131</p>	<p>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout)</p>	<p>I'm writing in regard to the new urban speed limits due to be introduced in the autumn. Specifically, where it affects Nelson Road in Ystrad Mynach. Though I have not seen the plans myself, I have been led to believe that Nelson Road will have its speed limit reduced from 30 to 20mph, but only to a point just above the Station and Station Road junctions. I would respectfully ask that this might be reconsidered as there is a strong case for continuing the 20mph limit to the point where the current 30mph limit ends (above the entrance to the Tredomen housing estate). Residents of Brynmynach Avenue find it quite hazardous trying to join Nelson Road at the junction due to the speed and volume of traffic. If the speed limit on Nelson Road were to be 20mph then it would be safer to emerge at that point. The same safety concerns relate to the Tredomen Villas and also to the Tredomen housing estate. The Tredomen roundabout too would be safer if negotiated at a slower speed. In addition to this, there would be considerable safety benefits for cyclists and pedestrians having to use this section of road (it can be very unnerving walking the, in places, narrow pavement when the frequent large lorries pass too quickly). I would urge you therefore to consider extending the 20mph zone as far as possible.</p>	<p>The Exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p> <p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p>

			<b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of Brynmynach Avenue, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout	<p>I've had a look at the maps. I'm of the opinion that the following 30mph short exceptions should also be changed to 20mph to avoid confusion and aid safety.</p> <ol style="list-style-type: none"> <li>Tredomen area</li> <li>Maesycwmmmer - it not often you can do over 20mph any way and a built-up area.</li> <li>A472 outside of Shappelles Dance Centre, Ystrad Mynach - Often used for crossing.</li> <li>South Entrance to Llanbradach - An often-used area for people crossing the road</li> </ol> <p>I also know the following roads well and also think they should have their speed limit reduced to 20 mph:</p> <ul style="list-style-type: none"> <li>Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae.</li> <li>Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close</li> <li>Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane</li> </ul> <p>I live in the area so know these routes well.</p>	<b>A472 Caerphilly Road from west of its junction with Maes-y-coed Terrace to west of its junction with Station Road (including Tredomen roundabout</b>
Maesycwmm er	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights		<p>The exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Nelson Road north west of Tredomen Roundabout Crossing road – 1.7 pedestrians, 0 cycles per hour Travelling along road – 5.4 pedestrians, 2.2 cycles per hour</p> <p>Nelson Road south east of Tredomen Roundabout Crossing road – 3.8 pedestrians, 0 cycles per hour Travelling along road – 8.5 pedestrians, 2.8 cycles per hour</p> <p>Access to Council offices off Tredomen Roundabout Crossing road – 2 pedestrians, 0.1 cycles per hour Travelling along road – 3.9 pedestrians, 0 cycles per hour</p>
Maesycwmm er	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including		<p>Outside Lunar Lighting Crossing road – 1.0 pedestrians, 0 cycles per hour Travelling along road – 17.6 pedestrians, 3.6 cycles per hour</p> <p><b>Recommendation – Following complaints received, further investigation has concluded that due to significant traffic flows, lack of continuous footways on both sides and concerns about difficulty for drivers turning in and out of</b></p>



Llanbradach	the roundabout) Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.		<p><b>Brynmynach Avenure, Tredomen Villas and Maes-y-Coed Terrace, it has been determined that the 30mph Exception should be removed from the Order. This section of road will therefore default to 20mph.</b></p> <p><b>A472 from Ystrad Mynach Roundabout to east of Gellideg Heights</b> The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:</p> <p>Near car sales at Western end Crossing road – 0.5 pedestrians, 0 cycles per hour Travelling along road – 2.2 pedestrians, 0.8 cycles per hour</p> <p>Near The Boot junction Crossing road – 5.2 pedestrians, 0.1 cycles per hour Travelling along road – 0.3 pedestrians, 0.8 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location. In addition, this route is an 'A' class road that forms part of the strategic highway network. The frontage development is mainly limited to one side of the road only resulting in little requirement for pedestrians to cross the road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. Signalised pedestrian crossing facilities and a subway are provided to aid crossing movements along the route.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of speed limit repeater road marking roundels be provided along the length of the Exception. It is considered that these additional</b></p>
Van	Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae		
Van	Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction		

Van	<p>with Rudry Close</p> <p>Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane</p>		<p><b>measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p> <p><b>A472 from east of Shappelles access to Ystrad Mynach Roundabout (including the roundabout)</b></p> <p>The exception was proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>Surveys have been undertaken on the route which have shown the following:  Crossing road – 0.6 pedestrians, 0.1 cycles per hour  Travelling along road – 4.8 pedestrians, 1.9 cycles per hour</p> <p><b>Recommendation - Following complaints received, further investigation has concluded that due to significant traffic flows and concerns regarding visibility for pedestrians and cyclists crossing the A469, it has been determined that the 30mph Exception should be removed from the Order. This short section of road will therefore default to 20mph.</b></p> <p><b>Coed-y-Brain Road from Coed-y-Brain roundabout for approx. 250metres in a northerly direction.</b></p> <p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:  Crossing road – 5.6 pedestrians, 0.8 cycles per hour  Travelling along road – 0 pedestrians, 0.7 cycles per hour</p>
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Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. There is a footway present on one side only and a pedestrian refuge is provided to aid crossing manoeuvres near the roundabout. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward.**

**Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

Near ramp leading to Pen-Y-Cae

Crossing road – 5.3 pedestrians, 0.3 cycles per hour

Travelling along road – 1.6 pedestrians, 0.3 cycles per hour

Refuge island to the north of Pen-Y-Cae

Crossing road – 0.4 pedestrians, 0 cycles per hour

Travelling along road – 1.6 pedestrians, 1.6 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre

or hospital. A shared cycleway/footway is provided alongside some of the route. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds. It is also recommended that consideration be given to extending the 30mph speed limit beyond the Pen-y-Cae junction as part of a future programme or works.**

**Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction with Rudry Close.**

The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

A survey has been undertaken on the route which has shown the following:

East of junction with Lansbury Park Distributor Road  
Crossing road – 2.3 pedestrians, 0.6 cycles per hour  
Travelling along road – 1.3 pedestrians, 0.5 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. There is a partial footway present on one side of the road only. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward.**

**Van Road from the roundabout at the junction with Lansbury Park Distributor Road to its junction with Cefn Carnau Lane.**

The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.

Surveys have been undertaken on the route which have shown the following:

West of Cwrt Ty Mawr

Crossing road – 4.9 pedestrians, 0 cycles per hour

Travelling along road – 8.2 pedestrians, 1.3 cycles per hour

East of Cwrt Ty Mawr

Crossing road – 5.8 pedestrians, 0 cycles per hour

Travelling along road – 4.9 pedestrians, 1.1 cycles per hour

Near Wernddu Court

Crossing road – 0.8 pedestrians, 0.2 cycles per hour

Travelling along road – 3 pedestrians, 1.3 cycles per hour

Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.

The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.

**Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking repeater speed limit roundels be provided. It is considered that these additional measures will help to raise**

			<b>driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b>
St Cattwg	B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary	<p>We live on the affected length of road. We have read the road speed notices and were really disappointed to learn that, despite opportunities to reduce the speed limit, the opportunity was passed by the local authorities. This seems like a slap in the face as we have raised concerns over speeding vehicles, including HGVs and article so many times. Our road is treated like a racetrack going from Trelewis to Gelligaer. There are daily near-misses with boy racers, HGVs and the white vans. Just the other day my family had a near-miss and had to jump off the road when they were crossing due to a speeding vehicle which must have still been going at 60mph even within 20m of the roundabout. We also have racers coming from Gelligaer, wheel spinning around the roundabouts and racing back to Gelligaer. The racers and their loud exhausts are even waking us multiple times per week as they're so loud. Not only does the speed need reducing but we need traffic control for the safety of all. I say this is with absolute certainty, someone will be killed or seriously hurt if something isn't done to sort this. A speed camera and simple 'priority way' system would work fine. Please can you look into this as soon as you can!? It cannot be ignored by the local authorities any longer</p>	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Crossing road – 0.2 pedestrians, 0 cycles per hour Travelling along road – 0 pedestrians, 1.5 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by the Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route is a 'B' class road and forms part of the strategic highway network. The section of road has no frontage development and no footway provision. There are limited roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A 20mph speed limit is therefore not deemed appropriate.</p> <p>Council records indicate there have been no recorded personal injury collisions along this section of road during the last 3-year period for which data is available (1/7/19-30/6/22). As such, the location would not meet the criteria for safety camera enforcement</p>

			<p>or traffic calming measures such as a priority give-way arrangement.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of road marking speed limit roundels be provided. It is considered that these additional measures will help to raise driver’s awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
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**Objections and Comments for 40mph Proposals**

Wards	Road	Comment / Objection	Rationale / Response
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 139</p>	<p>A469 Bargoed to Brithdir – New 40mph speed limit between the existing 40mph speed limits at Factory Road, Bargoed and Brithdir</p>	<p>I wish to object to the lowering of the existing speed limit to 40mph. You just seem to be jumping on the bandwagon on the impending speed limit reductions to 20 mph from 30 mph on nearby roads. As you state road safety as the main reason for this reduction in speed limit, can you clarify the number of accidents (both fatal and non-fatal) attributed to excessive speed in excess of the national speed limits there have been in the last 5 years? If road safety is your major concern, why isn't there a pedestrian footway linking Brithdir to Bargoed? Similarly, there is no pedestrian footway linking Brithdir to Coedcae to Tirphil either?</p>	<p>In response to complaints received regarding inappropriate vehicle speeds and lack of forward visibility due to the horizontal and vertical alignment of the route, it is considered that a 40mph speed limit is appropriate for this section of road. The new 40mph limit will also help to reduce vehicle speeds on the approach to the Puzzle House junction.</p> <p>Council records indicate that there have been two recorded personal injury collisions along this section of road during the last 3-year period for which data is available (1/7/19-30/6/22). The Council are unable to provide detailed information relating to the collisions due to data protection laws.</p> <p>Unfortunately, the route has insufficient width to provide a continuous footway link.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar / Ystrad Mynach /</p>	<p>A469 Bargoed to Brithdir</p> <p>A4048 North of Hollybush</p>	<p>I object to reducing other roads to 40mph which again is unnecessary and will increase emissions.</p>	<p>The proposed 40mph speed limits were considered necessary in order to improve road safety along the routes.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>

<p>Argoed / St Cattwg</p>	<p>B4254 Gelligaer Road (between Gelligaer and Nelson)</p> <p>A472 Nelson to Tredomen</p>		
<p>Aberbargoed and Bargoed / Darren Valley / New Tredegar / Ystrad Mynach / Bargoed / St Cattwg</p> <p>Page 140</p>	<p>A469 Bargoed to Brithdir</p> <p>A4048 North of Hollybush</p> <p>B4254 Gelligaer Road (between Gelligaer and Nelson)</p> <p>A472 Nelson to Tredomen</p>	<p>I object to reducing other roads to 40mph which again is unnecessary and will increase emissions.</p>	<p>The proposed 40mph speed limits were considered necessary in order to improve road safety along the routes.</p> <p><b>Recommendation – It is recommended that the 40mph speed limit is taken forward.</b></p>