

## 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.

		<p><b>2. There are significant numbers of pedestrians and cyclists travelling along across the road.</b></p> <ul style="list-style-type: none"> <li>a. Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.</li> <li>b. Ramblers groups start their walk from the junction with Railway terrace.</li> <li>c. 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.</li> <li>d. The bus stops are used by local schoolchildren who have to cross the road daily.</li> <li>e. Many local residents all walk along the road to walk dogs, take children to the park and access the valley walk.</li> <li>f. The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.</li> </ul> <p><b>3. Within 100m walk of any community centre</b></p> <ul style="list-style-type: none"> <li>a. The Hollybush Rugby Club warm hub is within 100m of the highway.</li> <li>b. The Hollybush Community centre is approx. 100m from the highway.</li> <li>c. Residents from the bottom of the village all have to cross the road to access the above centres.</li> </ul> <p><b>4. Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.</b></p> <ul style="list-style-type: none"> <li>a. This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.</li> <li>b. Larger delivery lorries have to block the road.</li> <li>c. There are several disabled persons in the street who need to get in their vehicles safely.</li> <li>d. 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.</li> </ul> <p><b>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</b></p>	<p>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.</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 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>
--	--	--	---

**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>



	<p>Passengers have to exit vehicles into oncoming traffic, residents need to unload shopping and other goods kerbside.</p> <p>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.</p> <p>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><b>There are significant numbers of pedestrians and cyclists travelling along across the road.</b></p> <p>Hollybush is a point of entrance and exit to the Sirhowy Valley cycle track Sustrans route 467.</p> <p>Ramblers groups start their walk from the junction with Railway terrace.</p> <p>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.</p> <p>The bus stops are used by local schoolchildren who have to cross the road daily.</p> <p>Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.</p> <p>The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.</p> <p><b>Within 100m walk of any community centre</b></p> <p>The Hollybush Rugby Club warm hub is within 100m of the highway.</p> <p>The Hollybush Community centre is approx. 100m from the highway.</p> <p>Residents from the bottom of the village all have to cross the road to access the above centres.</p> <p><b>Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.</b></p> <p>This is true, the houses on the A4048 have bin collections, food delivery vans, ambulances many of which have difficulty parking safely.</p> <p>Larger delivery lorries have to block the road.</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 Council does not have any powers to address moving traffic offences.</p> <p>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.</p> <p>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.</p> <p>The presence of parked vehicles along the road can have a positive impact on traffic speeds and they serve as a natural</p>
--	---	--

		<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

	<p>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.</p> <p><b>Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.</b>  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.</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>  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.  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>  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.</p>	<p>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.</p> <p>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.</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>
--	---	--

		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.

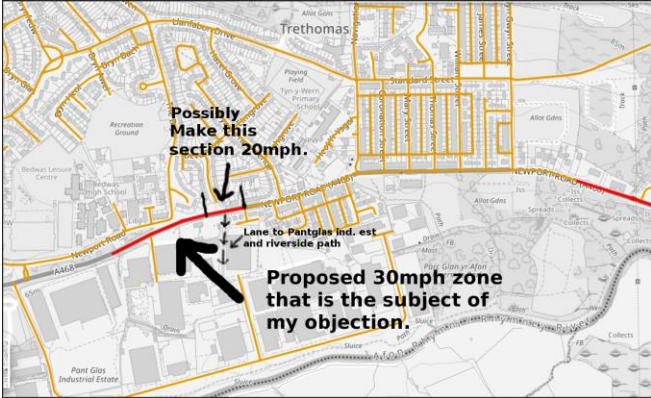
A speed survey was carried out near the Penylan Road junction in 2017 which established that the mean speed was 31.0mph. However, Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, 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.**

<p>Argoed</p>	<p>A4048 Hollybush</p>	<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>
---------------	----------------------------	---	---

	<p>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.</p> <p>The bus stops are used by local schoolchildren who have to cross the road daily.</p> <p>Many Local residents all walk along the road to walk dogs, take children to the park and access the valley walk.</p> <p>The hedgerow on the opposite pavement is sometimes left uncut causing prams difficulty passing.</p> <p>Within 100m walk of any community centre.</p> <p>The Hollybush Rugby Club warm hub is within 100m of the highway.</p> <p>The Hollybush Community centre is approx. 100m from the highway.</p> <p>Residents from the bottom of the village all have to cross the road to access the above centres.</p> <p>Where the number of residential and/or retail premises fronting a road exceeds 20 properties per km.</p> <p>This is true, the houses on the A4048 have bin collections , food delivery vans , ambulances many of which have difficulty parking safely.</p> <p>Larger delivery lorries have to block the road.</p> <p>There are several disabled persons in the street who need to get in their vehicles safely.</p> <p>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>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.</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>Council does not have any powers to address moving traffic offences.</p> <p>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.</p> <p>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.</p> <p>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.</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</b></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>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>	
Blackwood	B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue	<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>
Blackwood	B4254 Highfields Way from the roundabout to the west of the junction with Montclair Avenue	<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>

			<p>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 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> <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> <p>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.</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 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.</p> <p>Highfields Way has been identified in the Active Travel Network Map. Detailed proposals will be developed in due course.</p> <p>The section of road near Libanus Primary School has not been included as an Exception and will default to 20mph.</p> <p><b>Recommendation - In order to improve safety, it is recommended that the proposed 30mph Exception be amended to exclude the roundabout and the approach roads.</b></p>
--	--	--	--

			<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>
Crumlin	<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>
---	---	--

			<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>

<p>Penyrheol</p>	<p>Hendredenny Drive from St Cenydd Road to a point east of Chester Court</p>	<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>
------------------	---	---	---

			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>
Ystrad Mynach	A472 Caerphilly Road from west of its junction with Maes-y-coed	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>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>

	Terrace to west of its junction with Station Road (including Tredomen roundabout)	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>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>
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)	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>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 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. 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</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>	
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)	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>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>
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)	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>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 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>
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>	<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></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</b></p>
Maesycwmm er	A472 from Ystrad Mynach Roundabout to east of Gellideg Heights		
Maesycwmm er	A472 from east of Shappelles access to Ystrad Mynach Roundabout (including		

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>
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		<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>
Van	Rudry Road from its junction with Lansbury Park Distributor Road to east of its junction		<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>

<p>Van</p>	<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>
------------	---	--	---

			<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 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.</p> <p><b>Recommendation – It is recommended that the Exception is taken forward.</b></p> <p><b>Lansbury Park Distributor Road from a point approx. 100m south-east of Bedwas Bridge Roundabout to north of the junction with Pen-y-Cae</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>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>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</p>
--	--	--	--

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**

			<p><b>driver's awareness of the speed limit and have a positive impact on vehicle speeds.</b></p>
<p>St Cattwg</p>	<p>B4254 Gelligaer Road from its junction with Llancaiach Fawr to the county boundary</p>	<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>
--	--	--	---

### Objections and Comments for 40mph Proposals

Wards	Road	Comment / Objection	Rationale / Response
Aberbargoed and Bargoed / Darren Valley / New Tredegar	A469 Bargoed to Brithdir – New 40mph speed limit between the existing 40mph speed limits at Factory Road, Bargoed and Brithdir	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>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>
Aberbargoed and Bargoed / Darren Valley / New Tredegar / Ystrad Mynach /	A469 Bargoed to Brithdir  A4048 North of Hollybush	I object to reducing other roads to 40mph which again is unnecessary and will increase emissions.	<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>

Argoed / St Cattwg	<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 / Argoed / St Cattwg</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>