

Appendix 3 - Councillor and Statutory Consultation Responses

Objections to Proposals

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

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

		<p>I would urge you to reconsider and remove this stretch from the exception list in the interest of safety of residents, cycle track users and patrons of the Garage.</p> <p>I also think the whole of Machen should be 20mph with no Exceptions such as mentioned as we have had multiple accidents in the last few months.</p>	<p>a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit.</p> <p>Council records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions 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. A static speed camera is provided in the village of Trethomas.</p> <p>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these additional measures will help to raise driver's awareness of the speed limit and have a positive impact on vehicle speeds.</p> <p>A468 Newport Road and Wesley Hill, Machen from a point approximately 150m west of the Ffwrwm Road junction to the existing 30mph signs to the west of the village</p> <p>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>
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Aberbargoed and Bargoed	A4049 Pengam Road	An email was received from Cllr T Heron on 19 th April 2023 indicating that she had noted that the road A4049	The Exception has been proposed in accordance with Welsh Government’s guidance. The rationale relates to

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

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

On 16th June 2023 Cllr S Williams stated the following:

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

On 16th June 2023 Cllr T Heron stated the following:

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

On 17th June 2023 Cllr K Etheridge stated the following:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

			<p>road. There are limited roadside amenities/attractors for pedestrians and cyclists and the route is not within 100m walk of any educational setting or hospital. A pedestrian refuge is provided to aid crossing manoeuvres for pedestrians and cyclists. However, consideration will be given to the provision of warning signs to raise drivers' awareness of the crossing point. The 20mph speed limit will apply where there is increased frontage development further into the village. The proposed 30mph Exception will provide a buffer zone on the approach to the village and help to encourage compliance with the new 20mph speed limit. Our records confirm that during the latest 3-year period for which data is available (1/7/19-30/6/22) there have been two slight personal injury collisions in the affected length of road.</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. A static speed camera is provided in the village of Trethomas.</p> <p>Welsh Government has indicated that speed limits of 40mph and above should not generally be changed at this stage, but their limits may need to be reviewed after 17 September 2023 following the publication of the revised Setting Local Speed Limits in Wales (SLSLW) guidance.</p> <p>Recommendation – It is recommended that the Exception is taken forward. However, in light of the concerns raised, additional speed management measures in the form of gateway features, road marking repeater speed limit roundels and pedestrian/cycle warning signs be provided. It is considered that these</p>
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			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	An email was received from Cllr E Forehead on 18 th April 2023 who considered that this road should be reduced to 20mph due to the pedestrian footpaths, the 2 schools that are next to it and the densely populated housing estates. She advised that she had discussed her comments with Cllr Chris Forehead and confirmed that she was in agreement.	<p>The Exception has been proposed in accordance with Welsh Government's guidance. The rationale relates to whether there are significant numbers (or potential numbers, if speeds were lower) of pedestrians and cyclists travelling along or across the road.</p> <p>A survey has been undertaken on the route which has shown the following:</p> <p>Near ramp leading to Pen-Y-Cae Crossing road – 5.3 pedestrians, 0.3 cycles per hour Travelling along road – 1.6 pedestrians, 0.3 cycles per hour</p> <p>Refuge island to the north of Pen-Y-Cae Crossing road – 0.4 pedestrians, 0 cycles per hour Travelling along road – 1.6 pedestrians, 1.6 cycles per hour</p> <p>Numbers of pedestrians and cyclists travelling along or across the road are not considered to be significant at this location.</p> <p>Welsh Government guidance states that decisions on Exceptions should not be influenced by existing traffic speeds. Regrettably, even where speed reducing measures are in place, there will always be a minority of motorists who ignore the rules set out in the highway code and drive inappropriately for the conditions. Road safety education initiatives are undertaken within the County Borough by The Council's Road Safety Project Officers in conjunction with the emergency services. However, police enforcement has a primary role to play in this regard, as the Council does not have any powers to address moving traffic offences.</p> <p>The route has no frontage development and no roadside amenities/attractors for pedestrians and cyclists. The Exception is not within 100m walk of any educational setting, community centre or hospital. A shared</p>

			<p>cycleway/footway is provided alongside some of the route. A 20mph speed limit is therefore not deemed appropriate.</p> <p>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.</p>
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General comments / queries

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

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

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