

Meeting of:	Cabinet
Date of Meeting:	Thursday, 15 January 2026
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Objection Report: Proposed Traffic Regulation Order (TRO) for the 20mph Default Speed Limit Review on Restricted Roads within the Vale of Glamorgan's Local Highway Network
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Chief Executive
Elected Member and Officer Consultation:	<p>Committee Reports</p> <p>Operational Manager – Finance</p> <p>Head of Neighbourhood Services</p> <p>No Ward Member Consultation has taken place on the report as it is a strategic project, and its impact is Vale of Glamorgan wide</p>
Policy Framework:	This report is a matter for Executive decision by Cabinet
Executive Summary:	<ul style="list-style-type: none"> The Restricted Roads (20mph Speed Limit) (Wales) Order 2022 was approved by Welsh Government on 13th July 2022, and the 20mph default speed limit came into force, on 17th September 2023. Welsh Government subsequently acknowledged that some roads may not be appropriately set under the new default speed limit, and consequently, information was published to aid the public in highlighting which restricted roads they want reviewed, referred to as the listening programme. The listening programme commenced April 2024, concluding 31st August 2024. During that period, the Council received a total of 228 contacts through e-mails and other correspondence requesting roads to be reviewed. From the 228 contacts received, 103 roads were classed as subject to review under the new Welsh Government guidance, with 95 of those roads to be reviewed for a possible change from 20mph to 30mph and 8 roads which had been requested to change from 30mph to 20mph.

- Alongside the national listening programme, the Welsh Government Cabinet Secretary for Economy and Transport announced plans to work jointly with Local Authorities to prepare the ground for changes, revising the guidance on which local roads can be exempted from 20mph. The revised guidance was published in July 2024.
- This revised guidance, "Setting 30mph speed limits on restricted roads: guidance for Highway Authorities", was introduced on 16th July 2024 and is designed to assist Highway Authorities to decide where 20mph speed limits can increase to 30mph. The document is also intended to replace Welsh Government's previous 'Exceptions Criteria.'
- Of the 95 roads reviewed using the revised guidance, the assessment concluded that 4 roads would change from 20mph to 30mph and 3 would change from 30mph to 20mph.
- Roads proposed to increase from 20mph to 30mph:
Hayes Road (Hayeswood Road to 40mph limit), Sully
Pentir-y-De (part), Rhoose
Llantwit Major Road (between the B4270 and Westgate), Cowbridge
Cardiff Road, A4222 (Primrose Hill), Cowbridge
- Roads proposed to decrease from 30mph to 20mph:
Leckwith Road, Llandough (Canon Walk to 40mph limit)
B4524 Main Road, Ogmore-By-Sea (Hazelwood to northern extent of village)
B4267 Lavernock Road, Penarth (Augusta Road to Brockhill Rise)
- The B4265, Wick Road, St Brides Major did not form part of any proposed changes to speed limits, but it is included within the report to clarify the Council's position, as this road was raised as part of the consultation process and was part of a previous 20mph trial.
- Statutory consultation began on 16th October 2025 and concluded on 7th November 2025. During that period, 14 objections were received to the 30mph to 20mph proposal, with 12 objections and 12 in support of the 20mph to 30mph proposal.
- Cabinet approval is required to agree to the recommended change, to retain the existing 20mph speed limit on Llantwit Major Road (part), Cowbridge, and to overrule the objections and implement the speed limit changes to all other proposals.

Recommendations

1. That Cabinet considers and accepts the objections to the proposal for Llantwit Major Road, Cowbridge for the reasons stated in this report.
2. That Cabinet having considered all other objections, as outlined in the report, determines that they do not warrant amendment and approves the proposed changes to the Traffic Regulation Order (TRO) to enable the changes to the speed limits to be implemented.
3. That the objectors are advised of these decisions.

Reasons for Recommendations

1. To enable the existing 20mph speed limit to be retained, reflecting the comments from the public consultation.
2. To permit the proposed order to be amended and implemented, as reflected in the comments from the public consultation.
3. To ensure that all those who took part in the TRO consultation are advised of the outcome of the process.

1. Background

- 1.1 The default speed limit of 20mph on restricted roads came into force in Wales on 17th September 2023. The principal objective of the policy of 20mph default speed limit is to improve road safety and public health by reducing collisions and severe injuries.
- 1.2 Certain roads were identified as exceptions, in accordance with Welsh Government guidance published in October 2022. Setting exceptions involved keeping the speed limit generally on A and B Class restricted roads at 30mph rather than it defaulting to 20mph.
- 1.3 A Report on the Proposed TRO for Exceptions to Wales 20mph Default Speed Limit and Implementation of Ancillary Speed Limits was presented to Cabinet on 6th July 2023 (Minute No. C51 refers). The purpose of the Report was to provide an update on the TRO process and proposed exceptions identified to Wales 20mph Default Speed Limit and other proposed ancillary speed limits. The Cabinet Report and Minutes can be viewed via these links:

https://www.valeofglamorgan.gov.uk/Documents/_Committee%20Reports/Cabinet/2023/23-07-06/Proposed-TRO-Exceptions-to-Wales-20mph-Speed-Limit.pdf

[Minutes](#)

- 1.4 The Cabinet Report of 6th July 2023 was considered by the Environment and Regeneration Scrutiny Committee on 18th July 2023. At the meeting, it was

recommended that comments raised by the Scrutiny Committee be referred to Cabinet for its consideration. The points raised during the Scrutiny meeting were either addressed within the formal record of the meeting or otherwise covered in subsequent reports to Cabinet. The Minutes of the meeting (Minute No. 230) can be viewed in the following link.

[Minutes](#)

- 1.5 Authority was given by the Cabinet Member for Neighbourhood and Building Services and the Director of Environment and Housing Services to give public notice of the proposal to progress with a Traffic Regulation Order to the 'Proposed Exceptions to Wales 20mph default Speed Limit, Implementation of Ancillary Speed limits and Revocation of 20mph Speed Restriction Order' dated 20th June 2023.
- 1.6 The statutory legal public notice for the proposed Traffic Regulation Order was given on Thursday 22nd June 2023, inviting objections in writing, by midnight on Wednesday 19th July 2023 containing the grounds upon which any objection was made.
- 1.7 Cabinet considered an Objection Report on the proposed TRO for Exceptions to Wales 20mph Default Speed Limit and Implementation of Ancillary Speed Limits at its meeting on 7th September 2023. At the meeting it was resolved that the proposed TRO be approved. The Cabinet Report and minutes can be viewed via these links.

[23-09-07 Objection Report Proposed 20mph TRO](#)

[Minutes](#)

- 1.8 Welsh Government subsequently acknowledged that some roads may not be appropriate for the new default speed limit and announced in April 2024, its proposed review of 20mph, on restricted roads. This commenced with a listening phase when information was published to aid the public in highlighting, which restricted roads they want reviewed, referred to as the listening programme.

2. Key Issues for Consideration

- 2.1 The listening programme commenced in April 2024, concluding 31st August 2024. During that period, the Council received a total of 228 contacts through e-mails and other correspondence requesting roads to be reviewed.
- 2.2 From the 228 contacts received, 103 roads were classed as subject to review under the new Welsh Government guidance, with 95 of those roads to be reviewed for a possible change from 20mph to 30mph and 8 roads which had

been requested to change from 30mph to 20mph.

- 2.3 Alongside the national listening programme, the Welsh Government Cabinet Secretary for Economy and Transport announced plans to work jointly with Local Authorities to prepare the ground for changes, revising the guidance on which local roads can be exempted from 20mph. The revised guidance was published in July 2024.
- 2.4 This revised guidance, "Setting 30mph speed limits on restricted roads: guidance for Highway Authorities", was introduced on 16th July 2024 and is designed to assist Highway Authorities to decide where 20mph speed limits can increase to 30mph. The document is also intended to replace Welsh Government's previous 'Exceptions Criteria.'
- 2.5 Of the 95 roads reviewed using the revised guidance, the assessment concluded that 10 roads in total should be considered for a change in speed limit, of which 4 would change from 20mph to 30mph, 3 would change from 30mph to 20mph and further consideration would be given to variable 20mph restrictions passed three school sites.
- 2.6 **Roads proposed to increase from 20mph to 30mph:**
Hayes Road (Hayeswood Road to 40mph limit), Sully
Pentir-y-De (part), Rhoose
Llantwit Major Road (between the B4270 and Westgate), Cowbridge
Cardiff Road, A4222 (Primrose Hill), Cowbridge
- 2.7 **Roads proposed to decrease from 30mph to 20mph:**
Leckwith Road, Llandough (Canon Walk to 40mph limit)
B4524 Main Road, Ogmore-By-Sea (Hazelwood to northern extent of village)
B4267 Lavernock Road, Penarth (Augusta Road to Brockhill Rise)
- 2.8 Additionally, the B4265, Wick Road, St Brides Major did not form part of any proposed changes to speed limits, but it is included within the report to clarify the Council's position, as this road was raised as part of the consultation process and was part of a previous 20mph trial
- 2.9 **Consideration to variable 20mph restrictions adjacent to school sites:**
A4222, Aberthin Road (as you pass Cowbridge Comprehensive School), Cowbridge
Ruthin Road (as you pass Langan Primary School), Cowbridge
A48, St Nicholas (as you pass St Nicholas Church in Wales Primary School)
- 2.10 It was subsequently determined impracticable to progress with the variable 20mph restrictions as GoSafe identified challenges to undertaking appropriate speed enforcement of these specific restrictions. Without such enforcement it would be difficult to manage concerns over non-compliance and road safety.

2.11 The statutory consultation for permanent speed limit changes (i.e. 20mph to 30mph and 30mph to 20mph as above) began on 16th October 2025 and concluded on 7th November 2025. During that period, 12 objections were received to the 20mph to 30mph proposal, with 14 objections and 12 in support for the 30mph to 20mph proposal.

2.12 A copy of the scheme drawings and schedules are attached at Appendix A, with consultation responses for the specific routes at Appendix B, and responses, along with detailed officer comments at Appendix 'C' to this Report. The key themes from the objections and officer responses are summarised below.

CONSULTATION KEY THEMES - (Roads proposed to increase from 20mph to 30mph)

2.13 **Hayes Road (Hayeswood Road to 40mph limit), Sully** – there were no objections received in respect of this proposal.

Recommendation

As there were no objections received, it is recommended that Cabinet consider changing Hayes Road (Hayeswood Road to 40mph limit), Sully from 20mph to 30mph

2.14 **Pentir y De, Rhoose (proposed to change from 20mph to 30mph)**. There were 2 objections received, in respect of this proposal and summarised as follows.

Speed Limit Policy and Compliance

Residents object to raising the limit from 20mph to 30 mph, arguing that the road is within a residential setting and should align with other urban areas. They believe increasing the limit will encourage speeding and undermine the benefits of 20mph zones, such as improved safety and reduced pollution. Some suggest a compromise, retaining 20mph on the southern section and allowing 30mph only north of the railway bridge where there are no houses.

The officer response explain that the road was assessed in accordance with Welsh Government guidance, which focuses on frontage density and place criteria. Pentir y De does not meet these criteria for a 20mph limit because there is no direct (dense) property frontage along the proposed section. They note that the proposed 30mph length is proportionate and consistent with guidance, and that the road has historically operated at 30mph without safety issues.

Road Safety for Vulnerable Users

Residents stress that the road is used by pedestrians and that higher speeds will increase risks, particularly near junctions and crossings. They also raise concerns about future housing developments, which will add traffic and pedestrian activity.

The officer response clarifies that the proposal has been assessed based on current environment conditions, not for any future developments. They emphasise that there have been no recorded injury collisions for over ten years, suggesting that the existing layout and historic speed limit have not posed significant highway safety problems.

Road Layout and Visibility Constraints

Residents highlight that the road's downhill gradient toward the roundabout encourages acceleration, creating hazards for pedestrians crossing at the junction. They argue that this physical characteristic makes a higher speed limit inappropriate.

The officer response does not dispute the gradient but maintain that the proposed limit aligns with Welsh Government guidance and that drivers are expected to adjust speed to conditions of the road. They reiterate that collision data does not indicate a safety concern and there are separate measures and actions to consider in terms of enforcement should residents have concerns over traffic speeds.

Driver Behaviour and Signage

Residents report that many vehicles already exceed the current 20mph limit and fear that raising it will worsen speeding. They also worry about confusion caused by varying speed limits within Rhoose.

The officer response states that signage, including terminal, repeater, and vehicle-activated signs, will clearly define the 30mph zone and remove ambiguity. They also suggest that residents concerned about speeding should contact South Wales Police, GoSafe or consider forming a Community Speed Watch group.

Consultation and Engagement

Residents question whether the cost of changing signage and markings represents good value for money, given budget constraints. They also express concern about whether local views have been fully considered.

The officer response clarifies that all costs will be borne by Welsh Government as part of the 20mph project's listening phase. They emphasise that the proposal is based on compliance with Welsh Government published guidance rather than local discretion.

Evidence vs Perception

Residents cite perceived risks, environmental benefits of 20mph, and potential confusion for drivers as reasons to maintain the current limit. They also reference future housing developments as a factor that should influence decisions.

The officer response relies on formal criteria and historic safety records, noting that there have been no injury collisions for over a decade. They argue that reverting to 30mph is not a retrograde step but a return to a previously safe and compliant speed limit.

Recommendation

Based on the officer's response, it is recommended that Cabinet consider changing Pentir y De, Rhoose from 20mph to 30mph.

2.15 Llantwit Major Road (between the B4270 and Westgate), Cowbridge (proposed to change from 20mph to 30mph). There were 10 objections received, in respect of this proposal and summarised as follows.

Speed Limit Policy and Compliance

Residents strongly oppose increasing the speed limit from 20mph to 30mph, arguing that the current limit is essential for safety and that the road is short, making the time savings negligible. They highlight that drivers already exceed 20mph and fear that raising the limit will encourage even higher speeds.

The officer response explains that the road was assessed under Welsh Government guidance for setting 30 mph limits on restricted roads, which uses specific "place criteria" rather than collision history. During this assessment, the location did not meet the required criteria, but a new planning application received for a Welsh medium school means that it is now considered inappropriate to progress with a higher 30mph speed restriction along the road and the recommendation is now to retain the 20mph limit. Officers also note that the process does not require risk assessments or Equality Impact Assessments for speed changes.

Road Safety for Vulnerable Users

Residents emphasise risks to pedestrians, including schoolchildren, elderly people, and those with disabilities, who regularly use the footpaths and crossings along the road. They stress that the area serves high-density housing and will soon accommodate a new school, increasing pedestrian activity. Some objections also mention the impact on accessibility and wellbeing for families with autistic children and those with mobility issues.

The officer response acknowledges these concerns indirectly by noting that the planning application for a new Welsh medium school now supports the case for keeping the 20mph limit. They reiterate that the Welsh Government's guidance focuses on frontage density rather than pedestrian counts or collision data.

Road Layout and Visibility Constraints

Residents describe challenging junctions, such as Darren Close and Geraint's Way, where restricted sightlines and bends make exiting hazardous. They also

mention planted hedges reducing visibility and the steep hill contributing to speeding risks. Several objections reference past accidents and near misses at these locations.

The officer response identifies that historic collision data does not indicate an ongoing safety problem and that visibility at Darren Close is considered adequate. They emphasise that drivers are expected to adjust speed to conditions, regardless of the posted limit.

Driver Behaviour and Signage

Residents report widespread non-compliance with the 20mph limit, with some vehicles allegedly reaching 40–50 mph. They fear that raising the limit will worsen speeding and noise pollution. Suggestions include installing speed cameras, average speed enforcement, or traffic calming measures.

The officer response notes that historic mean speeds were around 25mph when the limit was 30mph, suggesting that actual speeds may not rise dramatically. They confirm that GoSafe criteria for fixed cameras are not currently met but indicate willingness to apply any new criteria set by GoSafe in future.

Consultation and Engagement

Several residents express frustration at a perceived lack of engagement, stating they were surprised by the proposal and had not been consulted. They request clarity on the rationale for change and ask for supporting evidence, including risk assessments and equality considerations.

The officer response clarifies that the review followed the Welsh Government's prescribed process and guidance, which does not include risk assessments or equality impact studies. They emphasise that the decision is based on Welsh Government published guidance and that the planning application for a new Welsh medium school has subsequently impacted the decision and it is now considered inappropriate to progress with a higher 30mph speed restriction along the road and the recommendation is now to retain the 20mph limit.

Evidence vs Perception

Residents cite recent accidents, near misses, and personal experiences of danger as evidence that the road is unsafe at higher speeds. They also raise concerns about future risks linked to school traffic and construction vehicles.

The officer response refers again to formal assessments and collision data, noting that the published Welsh Government guidance does not consider accident history in setting limits. They stress that the road historically operated at 30mph without significant safety issues and that road traffic collisions on the A48, at Forage roundabout and along Llanfrynnach Drive have no bearing on any speed limit assessment on Llantwit Major Road.

Recommendation

Based on the officer's response, it is recommended that Cabinet consider changing Llantwit Major Road, Cowbridge from 20mph to 30mph.

2.16 Cardiff Road, A4222 (Primrose Hill), Cowbridge - there were no objections received in respect of this proposal.

Recommendation

As there were no objections received, it is recommended that Cabinet consider changing Cardiff Road, A4222 (Primrose Hill), Cowbridge from 20mph to 30mph.

CONSULTATION KEY THEMES - (Roads proposed to decrease from 30mph to 20mph)

2.17 Leckwith Road, Llandough (proposed to change from 30mph to 20mph). There were 7 objections received, in respect of this proposal and summarised as follows.

Speed Limit Policy and Compliance

Residents object to reducing the speed limit from 30mph to 20mph, arguing that the current limit is reasonable and that the lower limit is unnecessary and inconvenient. Some suggest reinstating the original 30mph or maintaining a transition zone between 40mph and 20mph for safety. Others believe the proposal will confuse drivers and add unnecessary costs for signage.

The officer response explains that Welsh Government guidance recommends 20mph where there is high residential frontage and community facilities, as these increase pedestrian and cyclist activity resulting in increased potential for conflict with vehicle traffic. They emphasise that the change supports active travel principles and road safety. The officers confirm that the default 20mph initiative is a Welsh Government policy and that signage clutter will be reduced rather than increased.

Road Safety for Vulnerable Users

Residents question whether there is any evidence of pedestrian safety issues, noting that the road is wide with good footpaths and few congestion problems. Some argue that other hazards, such as poor parking and dangerous junctions, pose greater risks than vehicle speed.

The officer response identifies that there is an increased risk of conflict between vehicles and vulnerable road users due to the property frontage, built-up environment and community facilities. They state that lowering the speed limit will improve safety and encourage walking and cycling, even if accident data does not currently show a problem.

Road Layout and Visibility Constraints

Objections highlight the abrupt change from 40mph to 20mph, which some residents believe could be unsafe without an intermediate speed zone. Others mention steep gradients near Merrie Harrier, arguing that maintaining 20mph downhill is impractical.

The officer response clarifies that there is no evidence to suggest that reducing speed from 40mph to 20mph is unsafe. They note that using brakes or a lower gear to comply with speed limits on downhill sections is considered normal and acceptable.

Driver Behaviour and Signage

Residents argue that drivers already ignore existing limits and that signage changes will not influence behaviour. Some suggest alternative measures, such as banning hospital staff parking or installing larger signs, to improve safety.

The officer response confirms that signage will be simplified, with gateway signs removed to reduce clutter. They reiterate that the proposal focuses on speed limit changes, not parking management, and that speed enforcement remains the responsibility of the police and there are separate measures and actions to consider should residents have concerns over traffic speeds.

Consultation and Engagement

Residents express frustration over perceived lack of evidence and question whether the Council has considered the impact on adjacent 40mph roads. They also raise concerns about costs and whether alternative safety measures were explored.

The officer response clarifies that the proposal only concerns speed limit reduction and does not include parking or junction improvements which is outside of scope, of this assessment process. They emphasise that the decision is based on Welsh Government guidance rather than collision history.

Evidence vs Perception

Residents rely on personal observations, arguing that the road is safe at 30mph and that the lower limit will inconvenience drivers without improving safety. They believe the change addresses a “perceived problem” rather than a real one.

The officer response is based on Welsh Government published guidance, highlighting residential density and community facilities as risk factors which result in increased potential for conflict between vulnerable road users and vehicle traffic. They stress that reducing the limit is a proactive measure to protect vulnerable users and promote active travel, not a reaction to collision data.

Recommendation

Based on the officer's response, it is recommended that Cabinet consider changing Leckwith Road, Llandough from 30mph to 20mph.

2.18 Main Road, Ogmore-by-Sea (proposed to change from 30mph to 20mph). There were 3 objections received, in respect of this proposal and summarised as follows.

Speed Limit Policy and Compliance

Residents strongly oppose reducing the speed limit from 30mph to 20mph, arguing that the change is unnecessary and unjustified. They point out that the road has historically operated at 30mph without issues and that Welsh Government guidance uses the term "guidance," not a mandate. Some believe the proposal is a waste of taxpayers' money and question whether accident statistics support the change.

The officer response explains that Welsh Government published guidance recommends 20mph where residential properties front the road at a density exceeding 20 per kilometre on both sides. They emphasise that the proposal aligns with national policy to improve safety and support active travel principles.

Road Safety for Vulnerable Users

Residents argue that the section of road in question does not have schools, hospitals, or major public facilities, and therefore does not present significant safety risks. They believe the current 30mph limit is adequate and that lowering it will not deter occasional speeding by "boy racers" or cyclists.

The officer response counters that the high density of residential frontage increases the likelihood of pedestrian and cyclist activity, increasing the potential for conflict between vulnerable road users and vehicular traffic. They state that reducing the speed limit will better protect vulnerable road users in a built-up and predominantly residential environment.

Road Layout and Visibility Constraints

Objections highlight the road's downhill gradient, which residents say makes maintaining 20mph difficult and potentially dangerous, as drivers may focus more on their speedometer than on road conditions. They also note that parking along the route already slows traffic, making the lower limit unnecessary.

The officer response does not address gradient concerns directly but maintains that the proposed limit is appropriate based on residential density, safety of vulnerable road users and active travel objectives as previously stated. They reiterate that the change is intended to improve safety rather than respond to specific collision data.

Driver Behaviour and Signage

Residents question how the new limit will be enforced, noting that catching speed offenders is “almost impossible” and that police enforcement is sporadic. They also raise concerns about cyclists exceeding the limit and ask whether they will be prosecuted. They also criticise spending on signage instead of road maintenance, citing potholes as a higher priority.

The officer response clarifies that speed enforcement is the responsibility of South Wales Police, not the Council. They note that signage clutter will be reduced because the 20mph limit will apply throughout the village, allowing removal of superfluous signage.

Consultation and Engagement

Residents express frustration over what they see as a lack of transparency and evidence, requesting accident statistics to justify the change. They also criticise spending on signage instead of road maintenance, citing potholes as a higher priority.

The officer response identifies that carriageway condition and parking issues are not relevant to the assessment process which has been carried out in accordance with Welsh Government guidance and therefore cannot be considered as part of this report. They emphasise that the proposal is based on residential frontage criteria and the potential for increased conflict between vulnerable road users and vehicular traffic.

Evidence vs Perception

Residents rely on personal observations, arguing that the road is safe at 30mph and that lowering the limit will not address the real causes of speeding. They believe the change is driven by policy rather than local need and will inconvenience drivers without improving safety.

The officer response is based on their position regarding Welsh Government published guidance, highlighting the nature and character of the residential area as well as property density and community facilities as risk factors which result in increased potential for conflict between vulnerable road users and vehicle traffic. They stress that reducing the limit is therefore a proactive measure to protect vulnerable users, not a reaction to collision data and the change will have minimal inconvenience to motorists whilst enhancing highway safety.

Recommendation

Based on the officer’s response, it is recommended that Cabinet consider changing Main Road, Ogmore-by-Sea from 30mph to 20mph.

2.19 Lavernock Road, Penarth (proposed to change from 30mph to 20mph). There were 4 objections received, in respect of this proposal and summarised as follows.

Speed Limit Policy and Compliance

Residents object to reducing the speed limit from 30mph to 20 mph, arguing that the proposed section is similar in character to adjacent areas that will remain at 30mph. They question the justification for change, noting that accident levels are likely comparable and that the road previously operated at 40mph without major issues. Some feel the proposal is unnecessary and overly restrictive.

The officer response explains that Welsh Government guidance recommends 20mph for roads with high residential frontage and likelihood of higher pedestrian and cyclist activity resulting in increased potential for conflict with vehicle traffic. They emphasise that the current infrastructure does not fully separate vulnerable users from traffic, and lowering the limit aligns with active travel principles and Welsh Government policy and guidance.

Road Safety for Vulnerable Users

Residents generally do not perceive a significant safety problem, citing the absence of a poor accident record and the presence of warning signs at bends. They argue that drivers can adjust speed to conditions without a blanket reduction.

The officer responses counter that the risk of conflict between vehicles and vulnerable users remains high because of the built-up environment and lack of segregation. They state that reducing the limit will improve safety and encourage walking and cycling.

Road Layout and Visibility Constraints

Some objections acknowledge a sharp bend near Westbourne Road but argue that existing signage is sufficient for drivers to slow down. They believe the overall road layout does not warrant a permanent 20mph limit.

The officer response maintains that the combination of residential density and mixed-use activity justifies a lower speed limit, regardless of existing warning signage and road safety measures.

Driver Behaviour and Signage

Residents suggest that appropriate driving behaviour, adjusting speed to conditions, should be the solution rather than imposing a lower limit. They see the proposal as unnecessary given existing signage and road design.

The officer response emphasises that signage will clearly indicate the new speed limit and that reducing the speed limit provides a consistent approach to managing highway safety risk especially for vulnerable road users in residential areas.

Consultation and Engagement

Residents express frustration at what they perceive as a lack of clear rationale for the change and request evidence supporting the proposal. They question whether accident data or traffic studies have informed the decision.

The officer response clarifies that the recommendation is based on Welsh Government guidance rather than local accident history.

Evidence vs Perception

Residents rely on personal observations and the absence of serious accidents to argue against the change. They believe the proposal will unnecessarily restrict traffic flow and increase journey times, especially with new housing and school developments.

The officer response is based on their position on policy criteria, highlighting residential density and active travel objectives. They stress that reducing the limit is a proactive measure to protect vulnerable road users rather than a reaction to collision data. They note that planning considerations for future developments will be addressed separately and are outside the scope of the assessment process and this report.

Recommendation

Based on the officer's response, it is recommended that Cabinet consider changing Lavernock Road, Penarth 30mph to 20mph.

2.20 There was an additional objection received, in respect of the proposed speed limit changes but the B4265 Wick Road, St Brides did not form part of the official consultation. As this applied to only one road, that was formally part of a 20mph trial, the single objection is summarised as follows, for transparency.

B4265, Wick Road, St Brides Major

Speed Limit Policy and Compliance

Residents strongly advocate for reinstating the 20mph limit, citing the success of the Welsh Government trial and widespread local support. They believe the lower limit improved safety and reduced speeds and argue that reverting to 30 mph disregards community feedback and previous commitments.

The officer response confirms that the section of road was assessed under Welsh Government guidance and did not meet the criteria for the default 20 mph speed limit. They note that the previous Traffic Regulation Order (TRO) process considered objections and that the decision to revert to 30mph was supported by GoSafe and South Wales Police. While acknowledging that speeds were lower during the trial, officers attribute this to intensive enforcement and education, which they say was unsustainable.

Road Safety for Vulnerable Users

Residents highlight risks to pedestrians, including schoolchildren and parents with prams, who use a single narrow pavement along the road. They also point to increased footfall from visitors to a nearby campsite, arguing that higher speeds increase danger for these vulnerable users.

The officer response identified that there are no recorded collisions to suggest a road safety problem and the level of pedestrian activity is not considered to pose a significant risk of conflict. They emphasise that motorists are expected and have a responsibility to drive to the conditions of the road and within the posted speed limit and there is no evidence of the road being dangerous. This difference reflects contrasting views on how safety should be assessed through lived experience versus formal evidence.

Road Layout and Visibility Constraints

Residents describe blind corners, hidden driveways, and limited sightlines, which they believe create hazardous conditions, especially when combined with higher speeds. They also mention difficulties for large vehicles passing each other without mounting the pavement.

The officer response acknowledges these features but maintains that they do not justify a lower speed limit in accordance with Welsh Government criteria. They stress that the Highway Code requires drivers to adapt their speed to conditions and reiterate that collision records do not indicate a safety problem.

Driver Behaviour and Signage

Residents report that drivers accelerate immediately upon seeing the 30mph sign and claim that a contradictory warning sign near the terminal speed sign adds confusion. They see this as evidence that signage and speed transitions are poorly managed.

The officer response acknowledges that drivers accelerate when seeing a 30mph sign and entering a higher speed zone which is a normal reaction and that signage complies with standards. They refute the existence of contradictory signs and assert that the current arrangement aids driver awareness.

Consultation and Engagement

Residents feel promises of consultation were not met and that invitations to meet were ignored. They argue that decisions were made without adequate local input, which has led to frustration and mistrust.

The officer response states that statutory consultation occurred during the TRO process and that objections were considered at that time. They emphasize that the current proposals do not reopen the 20mph issue, framing the matter as outside the scope of current engagement.

Evidence vs Perception

Residents describe frequent near misses, the screech of brakes, and a general sense of danger, which they believe warrants proactive intervention. They argue that official data does not capture these everyday risks.

The officer response refers to collision data and compliance with national guidance, stating that without recorded collisions, there is no evidence to suggest a road safety problem and therefore no justification for further changes. This theme illustrates the challenge of reconciling quantitative evidence with qualitative community feedback.

Recommendation

The B4265, Wick Road, St Brides Major did not form part of any proposed changes to speed limits and therefore no further action is required. This was included within the report to clarify the Council's position, as this road was specifically raised, during the consultation process. This road was subject to a previous 20mph trial, but it does not meet the criteria, for a 20mph speed limit under the new guidance.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** Long term - The proposed Order will assist in delivering the Council's aim to reduce injury collisions and the severity associated with collisions as well as contribute to providing a safe and secure environment for the Vale of Glamorgan's residents and visitors.
- 3.2** Integration – The introduction of the proposed Order demonstrates an integrated approach to manage safety on the Council's local highway network. It contributes to the longer-term policy of reducing traffic and its impacts on local communities by ensuring the appropriate and responsible use of the local highway network for the wellbeing of citizens.
- 3.3** Involvement - The process of developing this proposal involves communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that all of the Vale of Glamorgan Council's residents and visitors are involved regarding the management and safety of our local highway network.
- 3.4** Collaboration – The proposal will involve collaborative working in conjunction with Welsh Government, Transport for Wales, South Wales Police, local ward Members, Community and Town Councils and residents through public consultation to ensure that all parties have been considered in delivering the proposals described within the report.

3.5 Prevention - The proposal will contribute to reducing anti-social behaviour associated with inappropriate traffic speed and play a fundamental role in the well-being objectives by protecting and enhancing the natural and built environment.

4. Climate Change and Nature Implications

4.1 The contractors appointed to carry out signing and road marking works on the Vale of Glamorgan local highway network, will be required to contribute to the Council's Project Zero to tackle the climate emergency and contribute to reducing the Council's carbon emissions to net zero by 2030 wherever practical.

4.2 A balanced introduction of 20mph and 30mph speed limits is crucial to influencing a driver's decision on how to get around and could assist to changing driver behaviours and encouraging the use of alternate forms of transport resulting in an effective reduction in traffic. This would have a potential positive impact on the reduction of harmful Nitrogen oxides (NOx) and carbon monoxide (CO) emissions from vehicles which are fine particles and light hydrocarbons, which contribute to poor air quality. Any reduction in air pollutants will assist in addressing any local traffic impact on the environment and human health.

4.3 It is considered that well structure speed limits will help to promote sustainable mobility and encourage active travel options and therefore in the future potentially assist to reduce the number of journeys by private car. This would assist in an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.

5. Resources and Legal Considerations

Financial

5.1 Funding was provided by a Welsh Government grant in the financial year 2025/26 to the value of £1.45m to undertake all the necessary works associated with, the review work.

Employment

5.2 The Traffic Regulation Order has been carried out by the Traffic Management team within Neighbourhood Services, as well as the Legal Department.

5.3 The design and implementation of the signage and road markings associated will be progressed by the Council's in-house resource within its design and construction team, using appropriate term contracts in place as required.

Legal (Including Equalities)

- 5.4** There are no Human Rights implications regarding this report.
- 5.5** The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary Orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 5.6** The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.

6. Background Papers

Traffic Management Information File 967.

APPENDIX A

Scheme Drawings and Schedules

Proposed 20mph to 30mph Speed Restriction Order

Schedule 1

Amend Schedule 2 of the following Order:

The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Exceptions Order 2023

Remove the following paragraph:

Primrose Hill/Cardiff Road (A4222) (part), Cowbridge

From a point approximately 52 metres south-east of the centre point of its junction with Geoffrey Ashe Court, south-eastwards for a distance of approximately 252 metres and contiguous with the existing national speed limit.

Schedule 2

Insert into Schedule 3 of the following Order:

The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Exceptions Order 2023

No person shall cause or permit a vehicle to proceed at a speed greater than 30 miles per hour along the following lengths of road:

A4222, Cardiff Road (part) / Primrose Hill (part), Cowbridge

From the gable end of property number two, Cardiff Road, eastwards for a distance of approximately 308metres and contiguous with the existing national speed restriction.

Refer to drawing T/25/59/MS

Llantwit Major Road (part), Cowbridge

From its junction with the B4270, Llanfrynnach Drive, north-eastwards to its junction with the A4222, Westgate, a distance of approximately 970metres.

Refer to drawing T/25/60/MS

Hayes Road (part), Sully

From a point 26metres east of the centre of its roundabout junction with Hayeswood Road, eastwards for a distance of approximately 424metres and contiguous with the existing 40mph speed restriction.

Refer to drawing T/25/61/MS

Pentir Y De (part), Rhoose

From a point 60metres south of the centre of its roundabout junction with Porthkerry Road, in a generally southerly and easterly direction, to a point 53metres east of the centre of its roundabout junction with Bryn Y Gloyn, Trem Echni and Maes Y Gwenyn, a distance of approximately 842metres.

Refer to drawing T/25/62/MS

Schedule 3

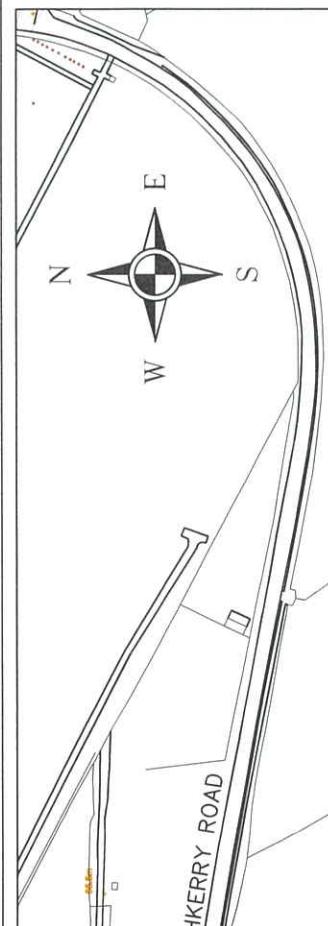
Insert new Schedule 5 into the following Order:

The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Exceptions Order 2023

No person shall cause or permit a vehicle to proceed at a speed greater than 40 miles per hour along the following lengths of road:

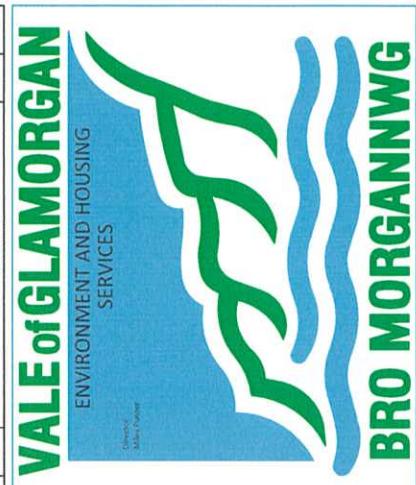
B4265, Wick Road (part), St Brides Major

From a point approximately 859metres southeast of the centre of its junction with the B4524, Southerndown Road and contiguous with the existing 30mph speed restriction, south-eastwards for a distance of approximately 475metres.



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Date	By	Description of amendment	Revisions	Date

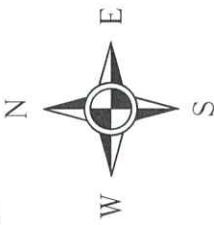


Client: The Vale of Glamorgan Council

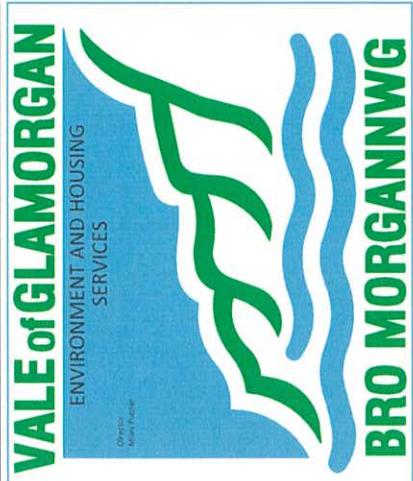
Key:
— Proposed 30mph Speed Restriction
— Existing 20mph Speed Restriction

Drawing title: Proposed 30mph Speed Restriction Order, Pentir y De (part), Rhoose.

Drawn	MS	Scale (@A4)	Project No.	Drawing No.
11/09/25		1:4000	IF967	T/25/62/MS
Checked				
Date	Workflow	Date	Rev	



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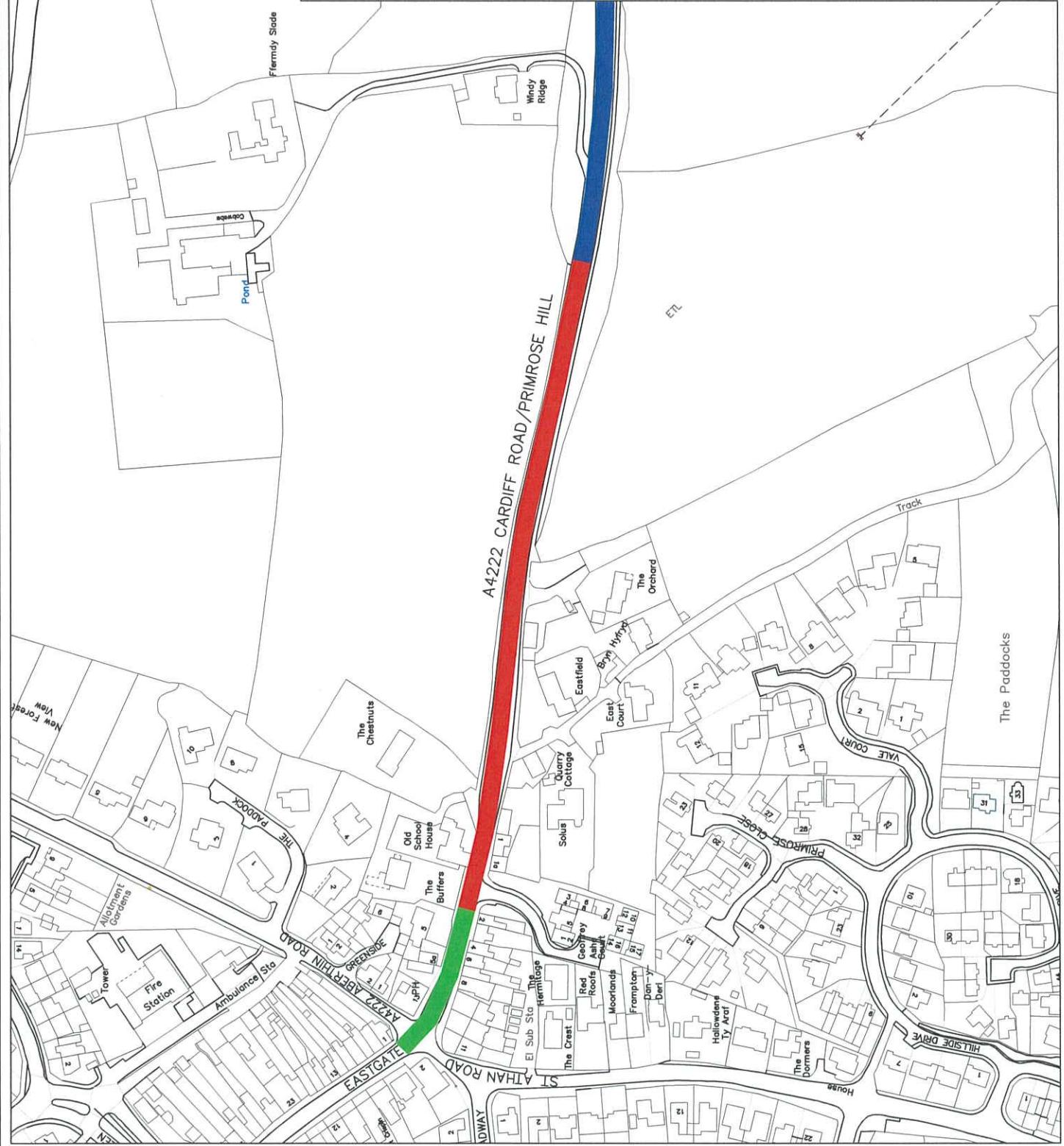
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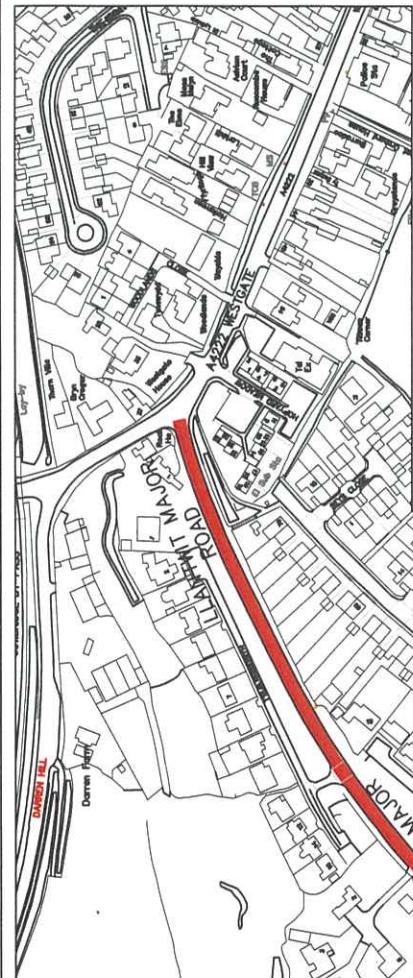
The Vale of Glamorgan Council

Key Proposed 30mph Speed Restriction Existing 20mph Speed Restriction

Existing National Speed Restriction	Drawing Title Proposed 30mph Speed Restriction Order, A4222, Cardiff Road / Primrose Hill (part)
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C O M P O N E N T S -				Project No.	Drawing No.
Drawn	MS	Scale @ A4	1:2500	IF5967	T/25/59/MS
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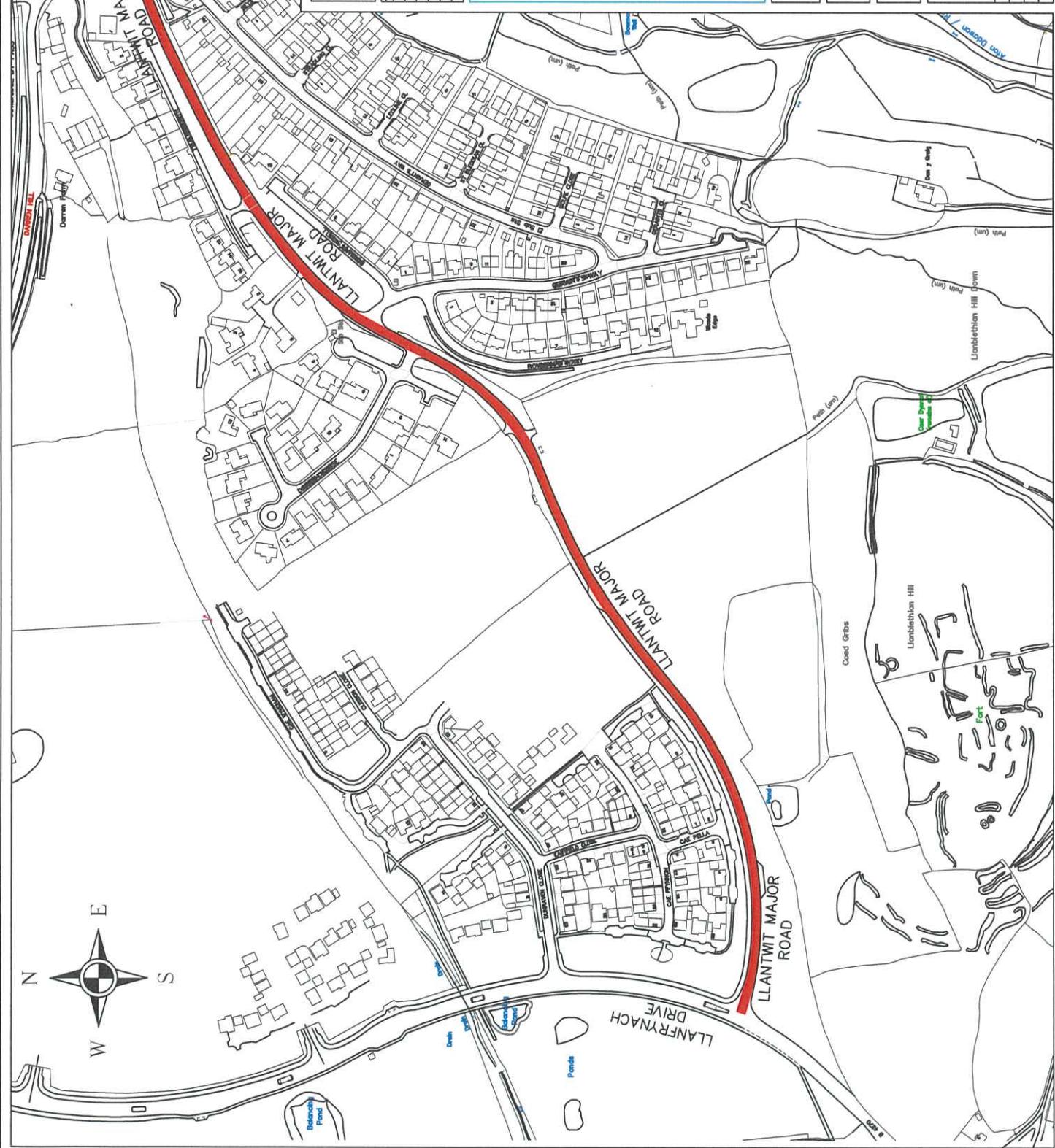
Client
The Vale of Glamorgan Council

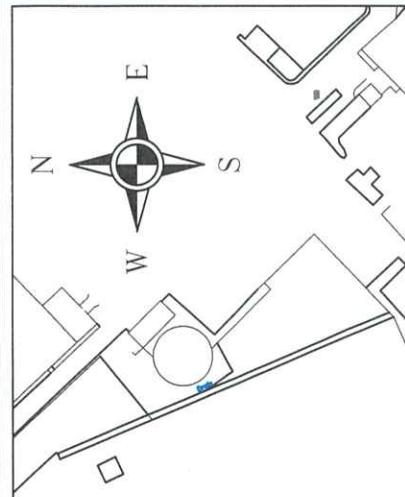
Key
Proposed 30mph Speed Restriction



Proposed 30mph Speed Restriction
Llantwit Major Road (part), Cowbridge.

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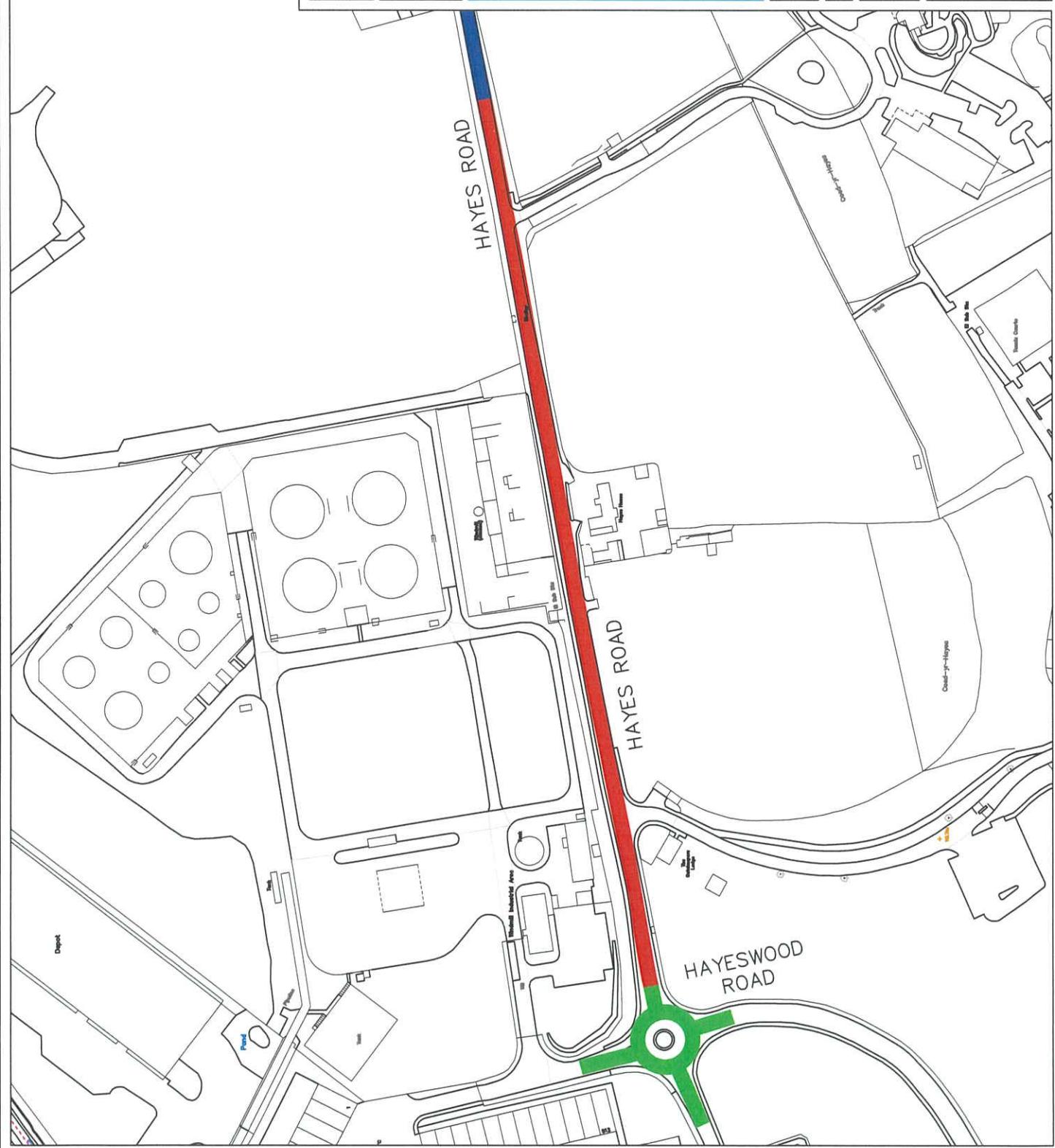


ENGINEERING

Client: The Vale of Glamorgan Council

Key:
 Proposed 30mph Speed Restriction
 Existing 20mph Speed Restriction
 Existing 40mph Speed Restriction

Drawing Title: Proposed 30mph Speed Restriction Order, Hayes Road (part), Sully
 Drawing No. T/25/61/MS
 Date: 11/09/25
 Checked: _____
 Date: _____
 Drawn: _____
 MS: _____
 Scale (@A4): 1:2500
 Project No. IF967
 Rev: _____
 Window: _____
 Date: _____



Proposed 30mph to 20mph Speed Restriction Order

Schedule 1

Amend Schedule 3 of the following Order:

The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Exceptions Order 2023

Remove the following paragraph:

Leckwith Road (B4267) (part), Llandough

From the boundary line of properties Tree Tops and Innisfree in a north-westerly direction for a distance of approximately 254 metres and contiguous with existing 40mph speed limit.

Remove the following paragraph:

B4524, Main Road (part), Ogmore-by-Sea

From a point approximately 10 metres north of the centre of its junction with Hazelwood, in a general northerly direction for a distance of approximately 1,150 metres and contiguous with the existing 40mph speed restriction.

Replace with the following paragraph:

B4524, Main Road (part), Ogmore-by-Sea

From the northern boundary of property number 1 Main Road, in a general northerly and the north-easterly direction for a distance of approximately 382 metres and contiguous with existing 40mph speed restriction.

Remove the following paragraph:

B4267, Lavernock Road (part), Penarth

From a point 20 metres south of the centre of its junction with Castle Avenue and Augusta Street, in a generally south-easterly and south-westerly direction, to a point approximately 120 metres south of the centre of its junction with Upper Cosmeston Farm and contiguous with the existing 40mph speed restriction, a distance of approximately 1,376 metres.

Replace with the following paragraph:

B4267, Lavernock Road (part), Penarth

From a point approximately 124 metres south west of the centre of its junction with Brockhill Rise, in a south-westerly direction, to a point approximately 120 metres south of the centre of its junction with Upper Cosmeston Farm and contiguous with the existing 40mph speed restriction, a distance of approximately 668 metres.

Schedule 2

Revoke Schedule 2 of the following Order:

The Vale of Glamorgan Council (B4267 Leckwith Road (part) Llandough) 40mph Revocation and Amendment Order 2024

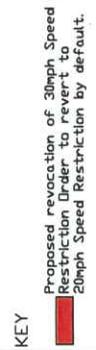
Remove the following paragraphs:

No person shall cause or permit a vehicle to proceed at a speed greater than 30 miles per hour along the following length of road:

(B4267), Leckwith Road (part), Llandough

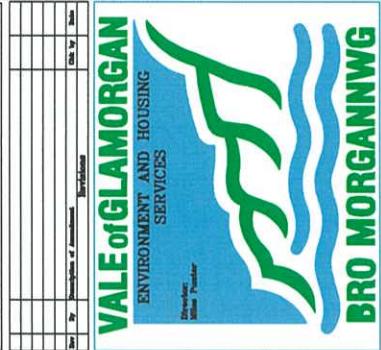
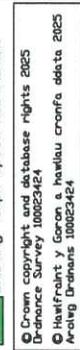
From a point approximately 254 metres northwest of the common boundary of the properties known as Innisfree and Tree Tops, in a north-westerly direction for a distance of approximately 100 metres and contiguous with the 40mph speed restriction.

Refer to drawings T/25/63/WS, T/25/64/WS, T/25/65/WS



Proposed revocation of 30mph Speed
Restriction Order to revert to
20mph Speed Restriction by default.

Existing 40mph Speed Restriction

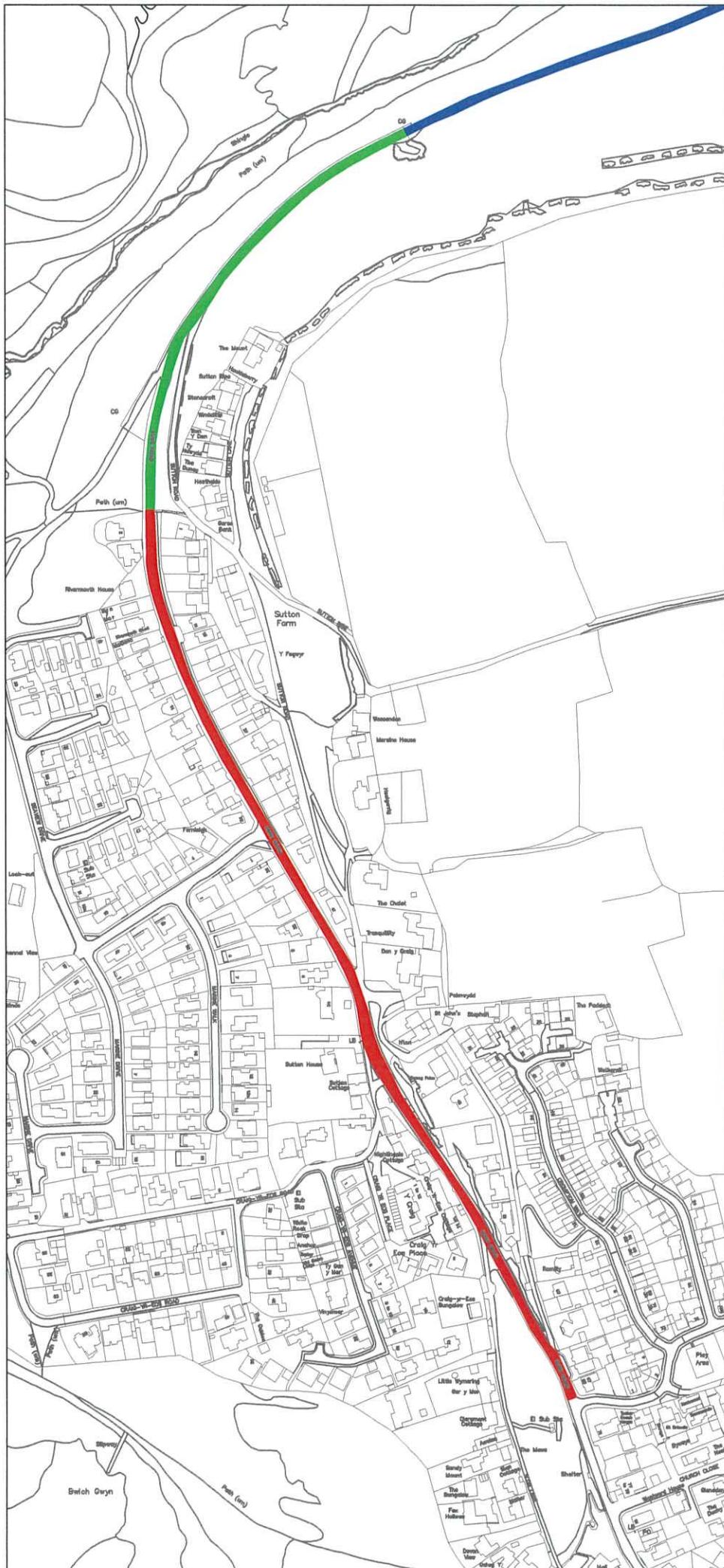


111

The Vale of Glamorgan Council
Project B4267 Leckwith Road, Llandough

Proposed Revocation of 30mph Speed Restriction Traffic Regulation Order					
Drawing Title	Section	Reason	Reason	Project Ref.	Drawing Ref.
Proposed Revocation of 30mph Speed Restriction Traffic Regulation Order	Section 22(1)(b) of the Traffic Regulation Order (TRO) 2002	Section 22(1)(b) of the Traffic Regulation Order (TRO) 2002	Section 22(1)(b) of the Traffic Regulation Order (TRO) 2002	Ref. No. T/25/63/WS	





KEY

- Proposed revocation of 30mph Speed Restriction Order to revert to 20mph Speed Restriction by default.
- Existing 30mph Speed Restriction
- Existing 40mph Speed Restriction

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Revisions				

VALE of GLAMORGAN

ENVIRONMENT AND HOUSING
SERVICES

Director
Miles Punter



BRO MORGANNWG



ENGINEERING

Client
The Vale of Glamorgan Council

Project
B4524 Main Road, Ogmore-by-Sea

Drawing Title
Proposed Revocation of 30mph Speed
Restriction Traffic Regulation Order

Drawn	Scale	Project No.	Drawing No.
WSMITH	NTS		T/25/64/WS
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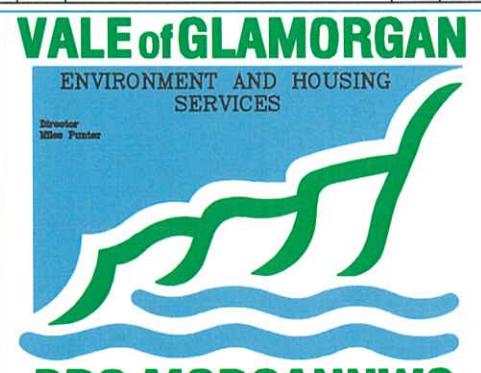


KEY

- Proposed revocation of 30mph Speed Restriction Order to revert to 20mph Speed Restriction by default.
- Existing 30mph Speed Restriction
- Existing 40mph Speed Restriction

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Client
The Vale of Glamorgan Council
Project
B4267 Lavernock Road, Penarth
Drawing Title
Proposed Revocation of 30mph Speed Restriction Traffic Regulation Order

Drawn	WSMITH	Scale	Project No.	Drawing No.
Date	SEPT2025	NTS		T/25/65/WS
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Date	Window	Rev		

APPENDIX B

Objections and Comments

Objection – B4265, Wick Road, St Brides Major

From: [REDACTED]
Sent: 19 October 2025 13:17
To: Contact OneVale
Cc: [REDACTED]
Subject: Ref: IF967 VoG Council Revocation & Amendment Order 2025

To the Director of Environment and Housing

Dear Sir

Firstly, I would like to congratulate you on the introduction of Schedule 5, published in Thursday 16th October's edition of the Glamorgan Star, in which I believe creates a 475 metre stretch of 40mph road from "the Eco house" as we locals know it, to the start of the 30mph limit at Penuchadrae Farm, on the B4265. This hopefully, will make motorists more aware of their need to reduce their speed approaching St Brides Major Village.

However, I am bitterly disappointed and wish to object in the strongest possible terms at your failure to take into account the strongly expressed views of locals and our own County Councillors about the request for reinstatement of a 20mph speed limit from Penuchadre into the Village.

Our opinions, which I believe are shared by most others locally, were expressed in email correspondence with you in September, October and November 2023, culminating in an email on 2nd May 2024, from you stating that assessments would be made by your operational staff resulting in recommendations for any subsequent changes.

It appears that they failed to take our opinions (locals who live and work daily alongside this busy road) into account.

To refresh your memory, the points below were stated in our email to you on 29th April 2024.

- + St. Brides Major was one of a few Wales-wide experiments for the introduction of a 20mph limit and was widely believed to be a success
- + the First Minister visited the village and there was almost total support for the limit
- + from personal observations, we believe that the traffic generally slowed down
- + the Vale chose to return the section of Wick Road (B4265) from The Old Vicarage to Penuchadre to a 30mph limit, without much, if any local consultation

We went on to say that there are several significant reasons why this reversion should now be reconsidered:-

- + from personal observations we are aware that many drivers leaving St. Brides immediately accelerate when they see the new 30mph sign
- + within 20m of the 30 sign there is a joint exit from the 5 houses here, at what was Kings Hall Farm, which has very limited vision of traffic approaching from Wick
- + there is a "contradictory" road sign warning of this exit within 10m of the 30 sign
- + immediately after the Kings Hall exit there is a blind corner around which accelerating traffic cannot see approaching vehicles

- + there is only one narrow pavement along the road from the junction of Wick Rd with the B4524 (the Southerndown Road) all the way to Penuchadre along which children walk to and from school, mothers and push chairs and other leisure walkers regularly use
- + the road on this corner is not wide enough for two HGVs / agricultural tractors to pass each other without one stopping and the other dangerously mounting the pavement - the screech of brakes and the smell of burning rubber is common place
- + within a short distance there is another blind access onto Wick Rd between Pool Cottage and the Farmers Arms pub
- + there is another blind driveway leading from Shop Farm and 2 other houses opposite which is the busy Milk Hut

Additionally, this summer saw a significant increase in the number of short term visitors to the camp site at Pool Farm which also considerably increased the pedestrian traffic into the village.

There does not appear to have been any consultation with local residents which is contrary to what was promised by the Welsh Assembly Minister Ken Skates and our invitation to meet with us and concerned neighbours has been ignored.

This stretch of road is dangerous and we are very concerned that a serious accident will occur if the speed limit isn't reduced to 20mph.

In the interest of road safety and local ratepayer peace of mind we strongly recommend you reconsider the decision for the 30mph limit on this stretch of road to remain and instead urge you to revert to a 20mph limit.

Yours faithfully

[REDACTED]
[REDACTED]

Objections to the proposed 20mph to 30mph – Llantwit Major Road, Cowbridge

From: [REDACTED]
Sent: 07 November 2025 14:33
To: Contact OneVale
Subject: (Ref. IF967) - Objection to raise speed limit on Llantwit Major Road (part), Cowbridge
Attachments: Site Location Plan.pdf
Importance: High

To the Director of Environment & Housing, Vale of Glamorgan Council, Halton Rd, Barry (Ref. IF967)

With regards to the proposed amendment to

THE VALE OF GLAMORGAN COUNCIL
(VARIOUS ROADS 20MPH & 30MPH SPEED RESTRICTION)
REVOCATION AND AMENDMENT ORDER 2025

SCHEDULE 4

Llantwit Major Road (part), Cowbridge

From its junction with the B4270, Llanfryncach Drive, north-eastwards to its junction with the A4222, Westgate, a distance of approximately 970metres.

Refer to drawing T/25/60/MS

Dear Sir,

As a resident of Darren Close, which exits on to Llantwit Major Road, I do object most strongly to the proposal to increase the speed limit from 20mph to 30mph for safety reasons. The length of the road is very short and takes less than 2 minutes at 20mph to drive end to end.

Currently when exiting Darren Close in my car to turn left or right onto Llantwit Major Road, traffic from the right comes accelerating down the steep hill on a left bend towards me, often over the speed limit, and I have only 2.5 seconds of sight of any vehicle before it reaches my position. It does not give enough time for any driver to look ahead and turn onto the road and accelerate away without an unseen vehicle having to brake. Hedges to the right have been planted in the line of sight of traffic and are becoming larger making the situation even worse. An increase in speed limit would no doubt result in serious accidents before long. Also needed is a sign warning there are 2 hidden junctions ahead with elderly people crossing at the designated crossing point just to the east side of Darren Close.

Indeed at this very spot at Darren Close there have been 2 accidents in the past when the speed limit was 30mph. Both cars lost control coming down the hill failing to negotiate the bend at Darren Close, one mounting the pavement to the left hitting the stone wall, and the other not taking the bend and crossing the road to the right and rolling down the embankment ending on its roof at Bowman's Way.

Traffic also needs to proceed with caution because at the top of the hill on Llantwit Major Road is a bus stop on each side, and going westbound the bus stops on the road. And in April 2026 the new Welsh medium school (Ysgol Iolo Morganwg) will start being built and construction going on for 18 months with all the heavy construction traffic accessing the site via a new junction on Llantwit Major Road at the top of the this hill (south-east corner of school plot), all traffic will need to proceed with extreme caution.

In addition two accidents happened this summer, when a car lost control westbound heading away from Cowbridge crashed into the road sign at the junction of Geraint's Way with significant speed to cross the pavement and hit, bend and dislodge the sign from its posts with car debris deposited.

Also this summer at the T junction west end of Llantwit Major road a car driving north on Llanfrynach Drive smashed into the pedestrian caged crossing in the middle of the link road, dislodging it from its concrete footing. That road has a 30mph speed limit, and provides an alternative short route to and from Cowbridge via the A48.

These serious accidents clearly demonstrate that drivers, cyclists and pedestrians are definitely at risk on the Llantwit Major Road and its footpaths and junctions, and the 20mph limit must not be raised. There are hundreds of pedestrians using the road daily including school children going to Cowbridge, Cowbridge shoppers, walkers and bus users, and many cross the road. It is very popular due to the Cowbridge amenities and bus routes, and the high density housing with approximately 1000 houses on both sides and along its length served by 5 junctions onto the Llantwit Major Road.

From September 2027 when the new Welsh medium school is due to open, the proposed school's main junction is the existing Dunraven Close junction on Llantwit Major Road (see enclosed map as it is not shown on the given plan) and traffic will queue in both directions along Llantwit Major Road at this junction to drop off and pick up 400 students, and parking for staff. Clearly the ongoing 20mph speed limit is essential for safe access to this school.

Yours faithfully,



From: [REDACTED]
Sent: 06 November 2025 19:28
To: Contact OneVale
Subject: Speed Limit proposal Llantwit Major Rd. Cowbridge Ref IF967

You don't often get email from [REDACTED] [Learn why this is important](#)

I wish to object to the proposal to increase the speed limit from 20mph to 30mph for the following reasons

- 1 Entry onto this road from Darren Close and Geraints Way
- 2 Current speeds are frequently in excess of 30 mph
- 3 The proposed new school will generate additional traffic and pedestrian usage
- 4 Restricted visibility on the bend
- 5 Considerable increase in vehicular and pedestrian traffic since building of Clare Garden Village estate

[REDACTED]
[REDACTED]
Get [Outlook for Android](#)

From: [REDACTED]
Sent: 05 November 2025 15:54
To: Contact OneVale
Subject: RE: Consultation (Ref - IF967) - Llantwit Major Road (increase from 20mph to 30 mph)

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Vale of Glamorgan Council

I would like to take this opportunity to object to your proposal to increase the speed limit from 20mph to 30mph of Llantwit Major Road from its junction with the B4270, Llanfryncach Drive, north-eastwards to its junction with the A4222, Westgate. As a parent of two young children that live direct by this road it gives me great concern that it is being proposed that this road's speed limit will be increased. Our Clare Gardens Village estate in Cowbridge is predominately populated by young families with children constantly walking, cycling and playing along this area you are proposing to increase the speed limit upon. The drivers of vehicles in the local area already speed significantly in excess of the 20mph limit on this stretch of road and increasing this limit will only encourage greater speeds and increased danger to our families in our community.

I would appreciate if you can consider my objection and share your rationale and evidence that a change is required from your previous decision to limit the speed to 20mph? I would also appreciate that you share with me the Equality Impact Assessment you have already completed in preparation for your public consultation? Finally, can you please share as part of your proposed changes, whether you are intending to install a fixed speed camera to manage and mitigate any excessive speeding that is already experienced on a daily basis on this road?

I hope it does not take a significant injury or death of a child or another member of our community before 20mph is considered the most appropriate speed limit for those that live within this community.

I look forward to your response.

Many thanks

From: [REDACTED]
Sent: 04 November 2025 18:23
To: Contact OneVale
Subject: REF1967 - increasing speed limit on Llantwit Major Road

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Sir or Madam

I write regarding the proposed change from 20mph to 30mph on Llantwit Major road.

As a homeowner who faces this road, who like many of my neighbours have young children who regularly cross, this proposed change is concerning.

Many drivers already already exceed the 20mph limit, driving 30mph+ in the knowledge speed cameras are only ever present on a few Sundays a year.

This change will likely see many now doing even higher speeds. There have been a series of near misses and serious accidents on nearby roads recently, likely to increase with this change.

As well as being a concerning step for local residents adjacent to the road and their safety, I'm unsure how this change would work with the new school site. Ironically, some of the worst speeders are already school bus drivers.

Finally, if this change is to happen, can I strongly urge you to install some traffic calming measures along the road to discourage the most dangerous drivers.

Thank you

From: [REDACTED]
Sent: 04 November 2025 18:42
To: Contact OneVale
Subject: Opposition to increasing speed limit on Llantwit Major Road

You don't often get email from [REDACTED] Learn why this is important

Dear sir or madam,

I am a resident on Dunraven Close, off Llantwit Major Road. I am contacting you regarding the proposed increase in speed limit on Llantwit Major Road.

I strongly oppose the proposed increase. Although the limit is set at 20 mph, many people drive at speeds well in excess of this, and in excess of 30 mph on this road. There have been two car crashes on or just off Llantwit Major Road in the last few months, with damage caused to council property (one car crashed into a central reservation, another into a street sign, off the road) - this demonstrates the dangerous driving that takes place in this area.

The path adjacent to Llantwit Major Road is well used by pedestrians of all ages and abilities walking into town, to the Cross Inn or on other routes. These pedestrians are at risk of dangerous driving, and increasing the speed limit will encourage some drivers to increase their speed even further.

Further, and arguably the strongest reason as to why increasing the speed limit is a mistake, is the forthcoming construction of a new school off Llantwit Major Road.

Rather than increase the speed limit, effort should be being spent on controlling speed and reckless driving on and around Llantwit Major. I would love to see an average speed camera system out in place along the length of Llantwit Major Road, for example.

I hope these views are taken into consideration, rather than those of impatient drivers who put lives at risk.

Yours sincerely,

From: [REDACTED]
Sent: 04 November 2025 21:28
To: Contact OneVale
Subject: Reference IF967
Attachments: [REDACTED]

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir,

Please see attached letter.

Regards,

[Sent from Yahoo Mail for iPhone](#)



Dear Sir,

4th November 2025

Reference IF967 – Llantwit Major Road

Could you please help me understand why the Vale Council wishes to increase the speed limit on the Llantwit Major Road, B4270. To make an informed decision has a risk assessment been taken, including a recent visit to the area, or will this be an overly simplistic case of reverting the previous signage back to 30mph?

- I would very much like to hear how increasing the speed fits into the Vale's environmental and road safety policies and how the expanding local population have been taken into consideration. You will be aware that the Clare Garden estate is developing with an increasing number of children walking to and from school or their school bus each day. Few of them use the crossing provided. There will also be a Welsh Language School being built adjacent to the road in 2027.
- Along with residents of Darren Close, we are increasingly alarmed at how challenging it can be to cross Llantwit Major Road. The sighting distance at the tactile paving on the end of our road, to an oncoming car at 30 mph, only gives around 4 seconds to get to safety. The sighting distance has been reduced since the owner of no. 10 has planted trees around the border of his garden, something I'm sure should be taken into account.

You will no doubt be aware that there have been several deaths recently, only minutes away, at Forage Farm Roundabout. Additionally, the refuges on the link road are frequently damaged by vehicles striking them.

More often than not the people who currently speed above 20mph end up only queueing at Gibbets Hill junction with High Street. It is difficult to understand, when considering the additional risk to residents, walkers and cyclist, what exactly is to be gained by increasing the speed limit other than it is politically motivated.

I look forward to your response and furthermore invite you to join me to witness and fully understand the implications of the Council's decision. I also remind you that some of those captured speeding in a survey by the GoSafe partnership where in excess of 60mph.

Kind regards,

A solid black rectangular box used to redact a signature.

From: [REDACTED]
Sent: 04 November 2025 16:05
To: Contact OneVale
Subject: IF 967

You don't often get email from [REDACTED] so this is important
With regard to the proposed increase of speed limit from 20mph to 30mph
I wish to register my objection to this proposal.

1. Increase in traffic since the building of (

**2. Category of vehicles now using the road
trailers.**

**3. Very few vehicles adhering to 20mph re
our gardens and houses.**

**4. Problems Pulling out onto Llantwit Major
Geraint's Way as the result of speeding tr**

**5. The undoubtedly increase in traffic using the road as a result construction of the building of the
proposed school and future traffic dropping off and collecting pupils.**

**6. A complete change from what used to be a quiet country road into a distressingly noisy and busy
road for residents living either side of it.**

From: [REDACTED]
Sent: 04 November 2025 16:01
To: Contact OneVale
Subject: Change of speed limit..Llantwit Road

You don't often get email from [REDACTED] [Learn why this is important](#)

I object to the proposed change of speed limit from 20 to 30mph. Current average speeds both uphill and down are nearer a virtually unpoliced 40 to 50mph. The current limit needs to be policed and enforced, a 50% increase in maximum speed will tend to increase the current level of speeding. The entrance / egress of Darren Close is a serious danger spot and as a daily road user I have seen many "near misses". This is a very dangerous exit with fast moving traffic approaching from the LLantwit direction towards Westgate.

May I also make a plea for a Zebra crossing to be installed in Westgate. Both the speed and increased volume of traffic is a particular danger to pedestrians....especially the elderly and those with hearing and other vulnerabilities.

From: [REDACTED]
Sent: 04 November 2025 14:32
To: Contact OneVale
Subject: Objection to proposed increase in road speed limit (Ref: IF967)

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Vale of Glamorgan Council,

I am writing to object to the proposed increase in the road speed limit past our estate (Reference IF967).

I live right on the edge of the main road with my three children, two of whom are autistic. My eldest, who is 16, currently walks safely to his bus for college thanks to the reduced speed limit, but if the speed is increased, it will no longer be safe for him to do so independently. The current limit gives him, and other young people in the area, the chance to cross safely and predictably.

Since the last speed reduction, noise levels have noticeably improved, which has made a huge difference to our family life. Both of my autistic children are sensitive to noise and vibration, and any increase would cause significant distress and disruption to their sleep and routines.

We also have a six-year-old who plays football outside our home, and as a parent, I'm already cautious about road safety. Increasing the speed would make even supervised play far more dangerous.

As a disabled person with mobility issues, I also walk our dog along the road to reach the nearest open field. It's the only short and accessible route, but before the speed reduction, I didn't feel safe using it. Raising the limit would once again make that simple, essential walk unsafe and inaccessible for me.

This proposed change risks reversing the positive impact the reduced limit has had on safety, accessibility, and wellbeing for local families, children, and disabled residents. I strongly urge the Council to reconsider and maintain the current limit.

Kind regards,

From: [REDACTED]
Sent: 04 November 2025 15:22
To: Contact OneVale
Subject: Ref IF967

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Good afternoon,

I've just heard that the view of Morgan Council intends to increase the road speed limit past the Claire garden estate in Cowbridge.

Which route exactly and what limit?

There are so many young children living here and for noise pollution also this seems like a very bad idea.

Cars already go very fast past the estate and raising the speed limit we just make it feel even more unsafe.

I hope this will not be passed and I'm surprised the council haven't spoken to the people who live here to hear what they have to say.

Thank you very much for your time and I hope this isn't actioned.

Kind regards,

Objections to the proposed 20mph to 30mph – Pentir y De, Rhoose.

From: [REDACTED]
Sent: 07 November 2025 13:36
To: Contact OneVale
Subject: Ref. IF967 - Proposal to revert Pentir Y De in Rhoose from 20mph to 30mph

You don't often get email from [REDACTED] why this is important

I wish to state my objection to the proposal to increase the speed limit to 30 mph on Pentir Y Denim Rhoose for the following reasons:

1. The lower section of this road is clearly in a residential area and surrounded by dwellings, even though it does not have direct access to this road. Therefore the speed limit should be 20mph as in other residential areas.
2. Increasing the speed limit to 30mph will be seen by many motorists as a green flag to drive at speed along the road. The majority of vehicles already travel along this stretch of road at speeds in excess of the current speed limit and raising the limit will only encourage them to drive even faster.
3. Due to the nature of the road, the speed of vehicles tends to increase with progression down the hill towards the roundabout junction with Bryn Y Gloyn, Trem Echni and Maes Y Gwenyn, already putting pedestrians at risk crossing at the junction.
4. I believe the cost of changing the regulations to increase the limit to 30mph would be significant when factoring in the cost of new signage and road markings. Is this the best use of tax payers' money? Surely this sum could be better spent elsewhere within the authority with the current budget constraints.
5. There are clear and proven environmental and public safety benefits from 20mph restrictions. Therefore, reverting back to 30mph would be detrimental.
6. Planning permission has been granted to build 262 new homes on land north of the railway line with direct access off of Pentir Y De. Has the increased volume of traffic and number of properties adjacent to the highway been considered when submitting these proposals?
7. I consider the variation in speed limits within Rhoose and specifically on Rhoose Point will lead to confusion for motorists.
8. A compromise would be to change just the northerly section of the road to 30mph, possibly from north of the railway line, as there are currently no dwellings adjacent to the highway. Although I still consider this to be a backward move of negative impact.

I trust my objections will be considered and reported.

I look forward to hearing from you in due course.

Kind regards,

From: [REDACTED]
Sent: 03 November 2025 11:18
To: Contact OneVale
Subject: Ref.IF967 - Objection to 30mph plan for Pentri Y De (part), Rhoose

You don't often get email from [REDACTED] [Learn why this is important](#)

I wish to object to the proposal to increase the speed limit on Pentri Y De in Rhoose.

My main objection are as follows:

- Properties directly or indirectly face this road, albeit without direct access, and therefore the same 20 mph zone should be in force as in other urban areas.
- The road is already used for excess speeding and an increase in the speed limit will only encourage this, putting residents at risk.
- A compromise would seem to be to allow 30 mph north of the railway bridge on Pentri Y de where there are presently no houses.
- The cost of changing this road to 30 mph I would expect to be significant with new signage, road markings and signage being required to be either moved or removed. This proposed change would therefore not seem to represent value for money.
- A change to this road is also likely to lead to confusion for motorists on where 20 mph and 30 mph's zones are in Rhoose.
- the benefits of 20 mph are becoming clearer in terms of both public safety and pollution levels. To increase the speed limit at this location would be a backwards step.

I trust my objections will be reported and I look forward to hearing from you.

Kind regards

[REDACTED]

Objections to the proposed 30mph to 20mph – Lavernock Road, Penarth.

From: [REDACTED]
Sent: 21 October 2025 11:49
To: Contact OneVale
Subject: 20 MPH Review Comments

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir,

I strongly object to the decision to reduce the speed limit from 30mph to 20mph outlined below:

B4267, Lavernock Road (part), Penarth

From a point 20 metres south of the centre of its junction with Castle Avenue and Augusta Street, in a generally south-easterly and south-westerly direction, to a point approximately 120 metres south of the centre of its junction with Upper Cosmeston Farm and contiguous with the existing 40mph speed restriction, a distance of approximately 1,376 metres. Shown on T/25/65/WS.

The housing and pedestrian environment in this proposed new 20mph restricted area is fundamentally no different to that which exists in the retained 30mph restricted area.

It is highly likely that any accident levels (if there are indeed any) are no different in both the proposed new 20mph or retained 30mph sections of road.

Hence this proposal is entirely unjustified and should be reconsidered, with the existing 30mph restriction on this section of road should be retained.

Yours sincerely

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: 16 December 2025 07:22
To: [REDACTED]
Subject: FW: The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Amendment Order 2025

From: [REDACTED]
Sent: 21 October 2025 18:38
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: The Vale of Glamorgan Council (Various Roads 20mph & 30mph Speed Restriction) Revocation and Amendment Order 2025

Dear [REDACTED]

Lavernock Road, Penarth. Revocation of 30mph limit etc.

I am concerned that your proposal to reduce the limit to 20mph on the entire section from adjacent to Ego Restaurant to junction Victoria Road, will be excessively restrictive on motorists.

With undoubtedly increased traffic to and from the new school at Cosmeston, the construction of 576 houses at "Cosmeston", and the increased use of Lavernock Road as a main route into Cardiff and Penarth, that traffic flows will be greatly impeded and lead to substantial increases in journey times into final destinations, leading to increased frustration for drivers.

I accept that the road has a long but slow fall along its length, which MAY cause slightly higher speed, but so do many other similar roads that operate perfectly satisfactorily at 30mph.

I am not aware that the road has a poor accident record, so the thinking behind the proposal needs re-addressing in my view.

Please accept this as an OBJECTION to the proposal.

Thank you.

From: [REDACTED]
Sent: 29 October 2025 11:20
To: Contact OneVale
Subject: VOGC Various Roads 20MPH & 30 MPH Speed Restriction Revocation and Amendment Order 2025

You don't often get email from [REDACTED] [Learn why this is important](#)
Director of Environment and Housing {Ref IF967}

Dear Sir

I wish to submit an objection to your proposal to reduce the speed limit from 30mph down to 20mph on this section of Lavernock Road.

I would suggest that it is unnecessary to extend the reduced speed limit along Lavernock Road from the point proposed near Castle Avenue in the Cosmeston direction. The houses on this part of Lavernock Road are well set back from the road with driveways, particularly so on the western side of Lavernock Road where they are elevated and there is no school or other traffic generating community facility in the vicinity. Parking on Lavernock Road in this location is quite rare.

I would accept that there is a sharp bend at the junction of Lavernock Road with Westbourne Road, but warning signs are very visible and drivers are able to slow down accordingly without the need to reduce the overall speed limit. It is simply a case of driving at speeds appropriate to the prevailing road conditions, whether that be 30mph, 20mph, or less.

Thanks

From: [REDACTED]
Sent: 16 December 2025 07:16
To: [REDACTED]
Subject: FW: 20mph review - Plan to replace 30mph limit with 20mph limit on part of Lavernock Road, Penarth (near golf club)

-----Original Message-----

From: [REDACTED]
Sent: 07 November 2025 16:20
To: [REDACTED]
Subject: Re: Plan to replace 30mph limit with 20mph limit on part of Lavernock Road, Penarth (near golf club)

Thank you

The link doesn't take me to somewhere I can give a response. Hence please take this as my objection, based on the fact that Lavernock Road as a whole should be 30mph (used to be 40mph) and none of it revert to 20mph - there is no evidence in particular to this specific stretch, so no idea why this is even being proposed.

Regards

> On 7 Nov 2025, at 16:04, [REDACTED] gov.uk> wrote:
>
> Good afternoon [REDACTED]
>
> Thank you for your email. I will pass this on to the relevant Service Area for a formal response and will send a copy to the Chief Executive as requested.
>
> The full details of such proposals are captured in Traffic Regulation Order(s) (TRO) which are a legal process that has to be followed to alter the speed limit.
>
> The TRO was subject to a public consultation, where residents can show support or raise objections, and this particular matter is still within the consultation response deadline which actually ends at the close of business today, 7th November, 2025. Please find below a link to the relevant details (Reference No. IF967), should you wish to register a formal response via that route:- Following the TRO consultations, final decisions will be made on any changes as part of the Council's normal decision-making processes.
>
> Kind regards
>
> Matthew Swindell
> Swyddog Gwasanaethau Cabinet a Phwyllgor / Cabinet and Committee Services Officer Gwasanaethau Democratiaidd / Democratic Services
> Cyngor Bro Morgannwg / Vale of Glamorgan Council ffôn / tel: 01446 709479 / 890026 e-bost / e-mail: mlswindell@valeofglamorgan.gov.uk
>
> Consider the environment. Please don't print this e-mail unless you really need to.
> Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.
>
>
> -----Original Message-----

> From: [REDACTED]
> Sent: 07 November 2025 15:40
> To: Democratic <Democratic@valeofglamorgan.gov.uk>
> Subject: Plan to replace 30mph limit with 20mph limit on part of
> Lavernock Road, Penarth (near golf club)
>
>
> Please also copy this to your Chief Exec Rob Thomas
>
> I was greatly surprised to see this plan posted on lamposts in the
> area
>
> There have been zero accidents on this stretch while at 30mph - what evidence do you have to support this change
>?
>
> Is this the only change you will be making within Penarth following your review of the effects of 20mph imposition
>?
>
> Regards
[REDACTED]

Objections to the proposed 30mph to 20mph – Leckwith Road, Llandough.

From: [REDACTED]
Sent: 17 October 2025 11:56
To: Contact OneVale
Subject: Leckwith Road speed limit

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir

You should use this opportunity to remove the 20 mph through the village of Llandough and reinstate the original 30 mph limit.

Regards

From: [REDACTED]
Sent: 18 October 2025 21:54
To: Contact OneVale
Subject: Speed limits Llandough

Follow Up Flag: Follow up
Flag Status: Completed

Dear sirs

I am writing regarding the consultation on changing the 30mph limit on Leckwith Road to 20mph. I don't think it will make any difference to speeds in the village. Further it hasn't presented any problems, will cost money to put yet more signs up and will cause confusion for people who are now aware of the current limits. Please therefore leave them as that are.

If any speeds need changing it's the 20 mph from the hospital to the Merrie Harrier which is practically impossible to observe without heavy breaking due the the steep hill .

Yours sincerely

A large, dark, irregular shape representing a redacted signature or name.

From: [REDACTED]
Sent: 19 October 2025 18:59
To: Contact OneVale
Subject: Proposed 20mph speed limit, Leckwith Road, Llandough

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED] [learn why this is important](#)

I think the 30 mph is perfectly acceptable and look forward to the cessation of the ridiculous lower speed limit.

From: [REDACTED]
Sent: 19 October 2025 20:52
To: Contact OneVale
Subject: Proposed 20mph speed limit, Leckwith Road, Llandough

Follow Up Flag: Follow up
Flag Status: Flagged

The main part of Leckwith Rd is 40mph (which is the sensible speed for a non residential area) and going from that straight to 20mph is dangerous there has to be a reduced speed area so the 30mph serves its purpose for safety Sent from my iPhone

From: [REDACTED]
Sent: 20 October 2025 06:57
To: Contact OneVale
Subject: Proposed 20mph speed limit, Leckwith Road, Llandough

Follow Up Flag: Follow up
Flag Status: Flagged

[You don't often get email from [REDACTED] learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

I am sure many people are not happy with proposed 20 mile being issued on Leckwith Road. My suggestion for safer driving through the Village would be to stop parking, irresponsible parking, from Hospital Staff parking on Penlan Road & perhaps putting a New Large sign saying 20 Zone.

The amount of Large vehicle traffic trying to get passed, parked cars, on Penlan Road is ridiculous- and for me the Junction at Merrie Harriers is far more dangerous than cars travelling at 30 along Leckwith Road. Still vehicles go through on red lights & in wrong lane An accident waiting to happen.

[REDACTED] Resident along Leckwith Road
Sent from my iPhone

From: [REDACTED]
Sent: 21 October 2025 11:52
To: Contact OneVale
Subject: Proposed 20mph speed limit, Leckwith Road, Llandough

I question if there have been recorded incidents where pedestrian safety has been identified due to traffic speed on this section of the highway. It is a wide road with good pedestrian paths on either side which are not congested.

It would seem to be unnecessary to further inconvenience drivers because of a perceived problem that does not exist.

From: Smith, Wendy
Sent: 16 December 2025 08:50
To: Smith, Wendy
Subject: FW: Proposed 20mph speed limit, Leckwith Road, Llandough

From: [REDACTED]
Sent: 21 October 2025 15:00
To: [REDACTED]
Subject: RE: Proposed 20mph speed limit, Leckwith Road, Llandough

Hi [REDACTED]

Based on my reasons in my previous email I would object against introducing these proposals. Whilst the 40mph road is not being considered now, I have no doubt this will be looked at in due course. I also see no reason to change this where I believe little impact will be felt to the community. There are other areas of Llandough that could be looked at instead like double yellowing the corners of Dochdwy road where traffic reports have been filed.

Kind regards

On 21 Oct 2025 14:18, [REDACTED] wrote:

Dear [REDACTED]

Please can you confirm if you are objecting or in support of the proposal.

There are no plans to change the existing 40mph speed limit.

Kind regards

Engineering Section / Gwasanaethau Gweledig a Thrafnidiaeth

Vale of Glamorgan Council / Cyngor Bro Morgannwg

tel / ffôn: [REDACTED]

mob / sym:

e-mail / e-bost: [REDACTED]

Consider the environment.. Please don't print this e-mail unless you really need to.

Ystyriwch yr amgylchedd. Peidiwch ag argraffu'r neges hon oni bai fod gwir angen.

Visit our Website at www.valeofglamorgan.gov.uk

Ewch i'n gwefan yn www.bromorgannwg.gov.uk

Find us on Facebook / Cewch ddod o hyd i ni ar Facebook

Follow us on Twitter / Dilynwch ni ar Twitter

Correspondence is welcomed in Welsh or English / Croesewir Gohebiaeth yn y Gymraeg neu yn Saesneg.

From: [REDACTED]

Sent: 20 October 2025 15:22

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Proposed 20mph speed limit, Leckwith Road, Llandough

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi [REDACTED]

I hope your well.

Have the council considered what effect this change will have on the 40mph road. I didn't think the Highways Code would allow for a 40mph road link into a 20mph road. Will this potentially change the speed on the 40mph road down to 30mph?

Thanks

Objections to the proposed 30mph to 20mph – Main Road, Ogmore-by-Sea.

From: [REDACTED]
Sent: 21 October 2025 08:58
To: Contact OneVale
Subject: Order (TRO953) Objection to change of speed limit from 30 to 20mph through ogmore by sea

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED] [Learn why this is important](#)
To whom it may concern.

I have recently read notifications placed upon lamp posts within the village of Ogmore-by-Sea stating your intention to change the speed limit from 30mph to 20mph through the whole of the village. I am curious as to and would appreciate a reply with regards to the statistics you have used to justify the implementations of such restrictions within the village. There are no schools within the village the road is on a down hill gradient therefore making it difficult to keep a vehicle at such a ridiculous speed. I might suggest it even being more dangerous as motorists will spend more of their time focusing on their speedometer than the road and traffic conditions ahead of them. The same goes for ascending the village.

Another question I ask is. Will these restrictions apply to all road users than includes the hundreds of cyclists that use the coastal route on a weekly basis and will be exceeding the proposed speed limit. Will they be reported and prosecuted for exceeding these speed limits.

Wouldn't the money spent elsewhere rather than littering the road and pavements with these unnecessary signage ie like maintaining the current road surface throughout the vale.

In recognition the resurfacing of the section of road from the pelican to beyond Portabello bend has made an enormous difference to the quality of my daily commute.

Lastly the current 30mph sign are adhered to by the majority of the road users and residents alike. Catching the minority who chose not to adhere to them is now impossible. So who and how often are these restrictions going to be policed. Placing a speed detection bike hidden between packed vehicles on an up hill gradient in the dark when commuters are coming home from work is not in my view a deterrent nor justified but just a revenue gathering exercise for the residents of the village.

I have quickly read through the Welsh government legislation and a word that appears regularly is "guidance". It doesn't say that local authorities have to implement these ridiculous speed limits. And if the accident statistics do not support the need for a change then surely a common sense approach should be adopted and things left as they are until such time as the statistics support the change. People I have spoken to within the village are all of the opinion that the 20mph limits were being abolished and here you are imposing more on the residents of the vale I'm sure at our costs.

Like I said in the first part of this objection Please supply me with the relevant statistics to support such a change not the legislation that has been pushed through by the Welsh Labour government.

Thank you in advance

From: [REDACTED]
Sent: 21 October 2025 12:07
To: Contact OneVale
Subject: Proposed change of speed limit Ogmore by Sea

[You don't often get email from [REDACTED] learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Mr Punter,
I write to object in the strongest terms to the proposed change of speed limit in Ogmore by Sea from 30 to 20mph. Not only is this a totally unnecessary waste of taxpayers money but it will not impact one iota on the boy racers who occasionally use it as a GP qualifier as they don't come out until late at night and the biggest speed offenders are the Tour de France wannabe's who hurtle down the hill en masse every Saturday and Sunday morning.
Please tell me if you know of a cyclist who has been prosecuted for speeding in this country?
If there is any money in the budget for road improvements I would suggest it would be far better spent on repairs to potholes. Seaview drive looks like it has been strafed by a squadron of Messerschmidts.
In closing I would suggest you drive along the proposed route through the village during the day.
You will notice it's virtually impossible to even attain speeds of 20mph due to the parking on either side of the road.
I implore you not to waste more money on this when it could be allocated more wisely elsewhere.

Yours sincerely

[REDACTED]
Ogmore by Sea resident.

From: [REDACTED]
Sent: 06 November 2025 15:36
To: Contact OneVale
Subject: Proposed Speed Restrictions in Ogmore by Sea.

Follow Up Flag: Follow up
Flag Status: Flagged

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear Sirs,

I refer to the Vale of Glamorgan Council (Various Roads 20MPH & 30MPH Speed Restriction) Revocation and Amendment Order 2025 Notice that was erected on a lamp post on 16th October 2025.

The council proposes to make amendments to the speed limits on Main Road, Ogmore by Sea, particularly with reference to the section of the road from 1 Main Road to Hazelwood. In lay mans terms, from the vicinity of the Rivermouth Junction to the current 20MPH signage, just before the shops.

If I am correct, the council proposes to reduce the speed limit on this section from 30mph to 20mph. As you are aware, this section of road is and always has been 30mph and therefore, there is no need to revert to 20mph as suggested in your proposal. As the old saying goes, "If it aint broke, don't fix it" and therefore the council should leave the speed limit as it currently stands.

The proposals have no merit on road safety grounds, there are no schools, hospitals, public houses, shops or indeed any building that requires access to the general public on this section of road.

There is a 20mph speed restriction in operation in the environs of the shops and community centre where it could be justified, however a 20mph speed restriction on the main road through the village is not.

I am therefore opposed to your proposals and I believe that the majority of villagers and road users would be like minded.

Yours faithfully,



Appendix C – Consultation responses with officer comments

Objection – B4265, Wick Road, St Brides Major

Objection Number	Objection	Officer Response
1	<p>Firstly, I would like to congratulate you on the introduction of Schedule 5, published in Thursday 16th October's edition of the Glamorgan Star, in which I believe creates a 475 metre stretch of 40mph road from "the Eco house" as we locals know it, to the start of the 30mph limit at Penuchadrae Farm, on the B4265. This hopefully, will make motorists more aware of their need to reduce their speed approaching St Brides Major Village. However, I am bitterly disappointed and wish to object in the strongest possible terms at your failure to take into account the strongly expressed views of locals and our own County Councillors about the request for reinstatement of a 20mph speed limit from Penuchadrae into the Village. Our opinions, which I believe are shared by most others locally, were expressed in email correspondence with you in September, October and November 2023, culminating in an email on 2nd May 2024, from you stating that assessments would be made by your operational staff resulting in recommendations for any subsequent changes. It appears that they failed to take our opinions (locals who live and work daily alongside this busy road) into account. To refresh your memory, the points below were stated in our email to you on 29th April 2024. + St. Brides Major was one of a few Wales-</p>	<p>Unfortunately, the Council is unable to receive any objections to the reinstatement of the 20mph speed limit on B4265, between Penuchadrae Farm to St Brides Major village, as this is not included in the proposals, and was dealt with by way of a previous Traffic Regulation Order, where all objections were considered at that time.</p> <p>The St Brides Major 20mph project, was a Welsh Government trial arrangement where speed compliance between Penuchadrae Farm to the Village was problematic due to the lower speed limit. The road was subsequently assessed using WG guidance and was not considered to meet the criteria for 20mph. The 20mph limit through the village is in place and complies</p>

	<p>wide experiments for the introduction of a 20mph limit and was widely believed to be a success + the First Minister visited the village and there was almost total support for the limit + from personal observations, we believe that the traffic generally slowed down + the Vale chose to return the section of Wick Road (B4265) from The Old Vicarage to Penuchadre to a 30mph limit, without much, if any local consultation We went on to say that there are several significant reasons why this reversion should now be reconsidered:- + from personal observations we are aware that many drivers leaving St. Brides immediately accelerate when they see the new 30mph sign + within 20m of the 30 sign there is a joint exit from the 5 houses here, at what was Kings Hall Farm, which has very limited vision of traffic approaching from Wick + there is a “contradictory “ road sign warning of this exit within 10m of the 30 sign + immediately after the Kings Hall exit there is a blind corner around which accelerating traffic cannot see approaching vehicles + there is only one narrow pavement along the road from the junction of Wick Rd with the B4524 (the Southerndown Road) all the way to Penuchadre along which children walk to and from school, mothers and push chairs and other leisure walkers regularly use + the road on this corner is not wide enough for two HGVs / agricultural tractors to pass each other without one stopping and the other dangerously mounting the pavement - the screech of brakes and the smell of burning rubber is common place + within a short distance there is another blind access onto Wick Rd</p>	<p>with the WG guidance in setting an exemption or an appropriate speed limit.</p> <p>There may have been a slight reduction in speed between Penuchadre Farm to the Village, but this was due to extensive enforcement intervention from GoSafe and Police Officers, as well as speed awareness training provided by South Wales Fire and Rescue. During the trial it was acknowledged that this level of support was not sustainable for long-term lower speeds. A decision was therefore made to revert this section of the B4265 to 30mph, which was supported by GoSafe and South Wales Police.</p> <p>There was a statutory consultation to revert the speed limit to 30mph between Penuchadre Farm to the Village, objections were fully considered at that time.</p> <p>Drivers accelerating when seeing a new 30mph sign would be a normal reaction to</p>
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	<p>between Pool Cottage and the Farmers Arms pub + there is another blind driveway leading from Shop Farm and 2 other houses opposite which is the busy Milk Hut</p> <p>Additionally, this summer saw a significant increase in the number of short term visitors to the camp site at Pool Farm which also considerably increased the pedestrian traffic into the village. There does not appear to have been any consultation with local residents which is contrary to what was promised by the Welsh Assembly Minister Ken Skates and our invitation to meet with us and concerned neighbours has been ignored. This stretch of road is dangerous and we are very concerned that a serious accident will occur if the speed limit isn't reduced to 20mph. In the interest of road safety and local ratepayer peace of mind we strongly recommend you reconsider the decision for the 30mph limit on this stretch of road to remain and instead urge you to revert to a 20mph limit.</p> <p>Yours faithfully Jane & Christopher Thorpe Kings Hall, Wick Road, St Brides Major.</p>	<p>entering an area with a higher speed limit. There are no recorded collisions to suggest a road safety problem. There is no contradictory road sign warning of an exit within 10m of the 30 sign, this would be in addition to the appropriate speed limit signage to aid driver awareness.</p> <p>Residents will be aware of the road environment, as well as any constraints with footway width when purchasing a property in this area. Furthermore, the level of pedestrian activity is not considered to pose a significant risk of conflict.</p> <p>The road not being wide enough for two HGVs / agricultural tractors to pass each other without one stopping and the other dangerously mounting the pavement, is irrelevant to the assessment of the speed limit under the WG guidance. The Highway Code requires motorists to drive at a speed that is safe for the road layout, weather, and traffic, even if it is</p>
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		<p>lower than the speed limit.</p> <p>In summary, there is no evidence of the road being dangerous. Motorists have a responsibility to drive to the conditions of the road and within the posted speed limit. There are no recorded collisions to suggest a road safety problem.</p>
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Objections to the proposed 20mph to 30mph – Llantwit Major Road, Cowbridge

Objection Number	Objection	Officer Response
1	<p>As a resident of Darren Close, which exits on to Llantwit Major Road, I do object most strongly to the proposal to increase the speed limit from 20mph to 30mph for safety reasons. The length of the road is very short and takes less than 2 minutes at 20mph to drive end to end.</p> <p>Currently when exiting Darren Close in my car to turn left or right onto Llantwit Major Road, traffic from the right comes accelerating down the steep hill on a left bend towards me, often over the speed limit, and I have only 2.5 seconds of sight of any vehicle before it reaches my position. It does not give enough time for any driver to look ahead and turn onto the road and accelerate away without an unseen vehicle having to brake. Hedges to the right have been planted in the line of sight of traffic and are becoming larger making the situation even worse. An increase in speed limit would no doubt result in serious accidents before long. Also needed is a sign warning there are 2 hidden junctions ahead with elderly people crossing at the designated crossing point just to the east side of Darren Close.</p> <p>Indeed at this very spot at Darren Close there have been 2 accidents in the past when the speed limit was 30mph. Both cars lost control coming down the hill failing to negotiate the bend at Darren Close, one mounting the pavement to the left hitting the stone wall, and the other not taking the bend and crossing the road to the right and rolling down the embankment ending on its roof at Bowman's Way.</p>	<p>Llantwit Major Road was assessed against the Welsh Government document “Setting 30mph speed limits on restricted roads: guidance for highway authorities”, as well as their assessment sheet – “Applying new 30mph guidance for Local Authorities”.</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road. Furthermore, the guidance does not take into account the inclusion of road traffic collisions, whether damage only or personal injury, as part of any speed limit assessment.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at</p>

	<p>Traffic also needs to proceed with caution because at the top of the hill on Llantwit Major Road is a bus stop on each side, and going westbound the bus stops on the road. And in April 2026 the new Welsh medium school (Ysgol Iolo Morganwg) will start being built and construction going on for 18 months with all the heavy construction traffic accessing the site via a new junction on Llantwit Major Road at the top of the this hill (south-east corner of school plot), all traffic will need to proceed with extreme caution.</p> <p>In addition two accidents happened this summer, when a car lost control westbound heading away from Cowbridge crashed into the road sign at the junction of Geraint's Way with significant speed to cross the pavement and hit, bend and dislodge the sign from its posts with car debris deposited.</p> <p>Also this summer at the T junction west end of LLantwit Major road a car driving north on Llanfrynach Drive smashed into the pedestrian caged crossing in the middle of the link road, dislodging it from its concrete footing. That road has a 30mph speed limit, and provides an alternative short route to and from Cowbridge via the A48.</p> <p>These serious accidents clearly demonstrate that drivers, cyclists and pedestrians are definitely at risk on the Llantwit Major Road and its footpaths and junctions, and the 20mph limit must not be raised. There are hundreds of pedestrians using the road daily including school children going to Cowbridge, Cowbridge shoppers, walkers and bus users, and many cross the road. It is very popular due to the Cowbridge amenities and bus routes, and the high density housing with approximately 1000 houses on both sides and along its length served by 5 junctions</p>
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	<p>onto the Llantwit Major Road.</p> <p>From September 2027 when the new Welsh medium school is due to open, the proposed school's main junction is the existing Dunraven Close junction on Llantwit Major Road (see enclosed map as it is not shown on the given plan) and traffic will queue in both directions along Llantwit Major Road at this junction to drop off and pick up 400 students, and parking for staff. Clearly the ongoing 20mph speed limit is essential for safe access to this school.</p>	
2	<p>I wish to object to the proposal to increase the speed limit from 20mph to 30mph for the following reasons</p> <ol style="list-style-type: none"> 1. Entry onto this road from Darren Close and Geraints Way. 2. Current speeds are frequently in excess of 30 mph. 3. The proposed new school will generate additional traffic and pedestrian usage. 4. Restricted visibility on the bend. 5. Considerable increase in vehicular and pedestrian traffic since building of Clare Garden Village estate. 	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at</p>

		<p>Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
3	<p>I would like to take this opportunity to object to your proposal to increase the speed limit from 20mph to 30mph of Llantwit Major Road from its junction with the B4270, Llanfryncach Drive, north-eastwards to its junction with the A4222, Westgate. As a parent of two young children that live direct by this road it gives me great concern that it is being proposed that this road's speed limit will be increased. Our Clare Gardens Village estate in Cowbridge is predominately populated by young families with children constantly walking, cycling and playing along this area you are proposing to increase the speed limit upon. The drivers of vehicles in the local area already speed significantly in excess of the 20mph limit on this stretch of road and increasing this limit will only encourage greater speeds and increased danger to our families in our community.</p> <p>I would appreciate if you can consider my objection and share your rationale and evidence that a change is required from your previous decision to limit the speed to 20mph? I would also appreciate that you share with me the Equality Impact Assessment you have already completed in preparation for your public consultation? Finally, can you please share as part of your proposed changes, whether you are intending to install a fixed speed camera to manage and mitigate any excessive speeding that is already experienced on a</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>The Welsh Government has prescribed the process of reviewing speed limits, which does not include the provision of an Equality Impact Assessment on any road that is subject to change.</p>

	<p>daily basis on this road?</p> <p>I hope it does not take a significant injury or death of a child or another member of our community before 20mph is considered the most appropriate speed limit for those that live within this community.</p>	<p>From a review of the road traffic collisions involving personal injury, Llantwit Major Road does not meet the criteria set by GoSafe's for fixed speed cameras. However, we will of course apply any new criteria to site selection, should GoSafe chose to do so in the future.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
4	<p>I write regarding the proposed change from 20mph to 30mph on Llantwit Major road.</p> <p>As a homeowner who faces this road, who like many of my neighbours have young children who regularly cross, this proposed change is concerning.</p> <p>Many drivers already exceed the 20mph limit, driving 30mph+ in the knowledge speed cameras are only ever present on a few Sundays a year.</p> <p>This change will likely see many now doing even higher speeds. There have been a series of near misses and serious accidents on nearby roads recently, likely to increase with this change.</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which</p>

	<p>As well as being a concerning step for local residents adjacent to the road and their safety, I'm unsure how this change would work with the new school site. Ironically, some of the worst speeders are already school bus drivers.</p> <p>Finally, if this change is to happen, can I strongly urge you to install some traffic calming measures along the road to discourage the most dangerous drivers.</p> <p>I hope these views are taken into consideration, rather than those of impatient drivers who put lives at risk.</p>	<p>requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
5	<p>I am a resident on Dunraven Close, off Llantwit Major Road. I am contacting you regarding the proposed increase in speed limit on Llantwit Major Road.</p> <p>I strongly oppose the proposed increase. Although the limit is set at 20 mph, many people drive at speeds well in excess of this, and in excess of 30 mph on this road. There have been two car crashes on or just off Llantwit Major Road in the last few months, with damage caused to council property (one car crashed into a central reservation, another into a street sign, off the road) - this demonstrates the dangerous driving that takes place in this area.</p> <p>The path adjacent to Llantwit Major Road is well used by pedestrians of all ages and</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting,</p>

	<p>abilities walking into town, to the Cross Inn or on other routes. These pedestrians are at risk of dangerous driving, and increasing the speed limit will encourage some drivers to increase their speed even further.</p> <p>Further, and arguably the strongest reason as to why increasing the speed limit is a mistake, is the forthcoming construction of a new school off Llantwit Major Road.</p> <p>Rather than increase the speed limit, effort should be being spent on controlling speed and reckless driving on and around Llantwit Major. I would love to see an average speed camera system out in place along the length of Llantwit Major Road, for example.</p>	<p>community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
6	<p>Could you please help me understand why the Vale Council wishes to increase the speed limit on the Llantwit Major Road, B4270. To make an informed decision has a risk assessment been taken, including a recent visit to the area, or will this be an overly simplistic case of reverting the previous signage back to 30mph?</p> <p>I would very much like to hear how increasing the speed fits into the Vale's environmental and road safety policies and how the expanding local population have been taken into consideration. You will be aware that the Clare Garden estate is developing with an increasing number of children walking to and from school or their school bus each day. Few of them use the crossing provided. There will also be a Welsh Language School being built adjacent to the road in 2027.</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential</p>

	<p>Along with residents of Darren Close, we are increasingly alarmed at how challenging it can be to cross Llantwit Major Road. The sighting distance at the tactile paving on the end of our road, to an oncoming car at 30 mph, only gives around 4 seconds to get to safety. The sighting distance has been reduced since the owner of no. 10 has planted trees around the border of his garden, something I'm sure should be taken into account.</p> <p>You will no doubt be aware that there have been several deaths recently, only minutes away, at Forage Farm Roundabout. Additionally, the refuges on the link road are frequently damaged by vehicles striking them.</p> <p>More often than not the people who currently speed above 20mph end up only queueing at Gibbets Hill junction with High Street. It is difficult to understand, when considering the additional risk to residents, walkers and cyclist, what exactly is to be gained by increasing the speed limit other than it is politically motivated.</p> <p>I look forward to your response and furthermore invite you to join me to witness and fully understand the implications of the Council's decision. I also remind you that some of those captured speeding in a survey by the GoSafe partnership were in excess of 60mph.</p>	<p>and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>Road traffic collisions on the A48, at Forage roundabout and along Llanfrynnach Drive have no bearing on any speed limit assessment on Llantwit Major Road. Furthermore, the guidance does not take into account the inclusion of road traffic collisions, whether damage only or personal injury, as part of any speed limit assessment.</p> <p>The Welsh Government has prescribed the process of reviewing speed limits, which does not include the provision of a Risk Assessment on any road that is subject to change. Furthermore, Llantwit Major Road was historically 30mph prior to the introduction of the 20mph default speed limit on restricted roads in September 2023.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit</p>
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		Major Road, the recommendation would be to allow the existing 20mph to remain in place.
7	<p>Our objections are as follows:</p> <p>Increase in traffic since the building of Clare Garden Village.</p> <p>Category of vehicles now using the road e.g. buses, hgv's, tractors and vehicles with trailers.</p> <p>Very few vehicles adhering to 20mph resulting in hugely increased traffic noise in our gardens and houses.</p> <p>Problems pulling out onto Llantwit Major Road (very intimidating) from Geraint's Way as the result of speeding traffic.</p> <p>The undoubtedly increase in traffic using the road as a result construction of the building of the proposed school and future traffic dropping off and collecting pupils.</p> <p>A complete change from what used to be a quiet country road into a distressingly noisy and busy road for residents living either side of it.</p> <p>Contrary to plans to change the speed limit on this road and particularly on the hill section where roads lead onto it from both sides, I would suggest that the last stretch of the High Street and the Llantwit Major Road should be monitored more closely. Perhaps some heavier vehicles should be directed to use the new road which I had assumed would take much traffic away from this road.</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>Llantwit Major Road was historically 30mph prior to the introduction of the 20mph default speed limit on restricted roads in September 2023. There were no risks at that time, nor was there an ongoing prevalence of road traffic collisions involving personal injury that necessitated intervention.</p>

		<p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
8	<p>I object to the proposed change of speed limit from 20 to 30mph.</p> <p>Current average speeds both uphill and down are nearer a virtually unpoliced 40 to 50mph. The current limit needs to be policed and enforced, a 50% increase in maximum speed will tend to increase the current level of speeding.</p> <p>The entrance / egress of Darren Close is a serious danger spot and as a daily road user I have seen many "near misses". This is a very dangerous exit with fast moving traffic approaching from the Llantwit direction towards Westgate.</p> <p>May I also make a plea for a Zebra crossing to be installed in Westgate. Both the speed and increased volume of traffic is a particular danger to pedestrians....especially the elderly and those with hearing and other vulnerabilities.</p>	<p>There is always a variance in actual and perceived speeds, historic data shows that the mean two-way speeds are in the region of 25mph when the road was subject to a speed limit of 30mph.</p> <p>There is good visibility when egressing Darren Close, again, historic road traffic collisions data does not highlight an ongoing prevalence of road traffic collisions at this junction that necessitated intervention.</p> <p>A pedestrian crossing has been identified by the Active Travel team, as a potential scheme on Westgate near to its junction with The Broad Shoard.</p> <p>However, irrespective of the outcome of the speed</p>

		<p>limit assessment, a planning application has been received for a new Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
<p>9</p>	<p>I am writing to object to the proposed increase in the road speed limit past our estate (Reference IF967).</p> <p>I live right on the edge of the main road with my three children, two of whom are autistic. My eldest, who is 16, currently walks safely to his bus for college thanks to the reduced speed limit, but if the speed is increased, it will no longer be safe for him to do so independently. The current limit gives him, and other young people in the area, the chance to cross safely and predictably.</p> <p>Since the last speed reduction, noise levels have noticeably improved, which has made a huge difference to our family life. Both of my autistic children are sensitive to noise and vibration, and any increase would cause significant distress and disruption to their sleep and routines.</p> <p>We also have a six-year-old who plays football outside our home, and as a parent, I'm already cautious about road safety. Increasing the speed would make even supervised play far more dangerous.</p> <p>As a disabled person with mobility issues, I also walk our dog along the road to reach the nearest open field. It's the only short</p>	<p>Llantwit Major Road was assessed against the Welsh Government document “Setting 30mph speed limits on restricted roads: guidance for highway authorities”, as well as their assessment sheet – “Applying new 30mph guidance for Local Authorities”.</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new</p>

	<p>and accessible route, but before the speed reduction, I didn't feel safe using it. Raising the limit would once again make that simple, essential walk unsafe and inaccessible for me.</p> <p>This proposed change risks reversing the positive impact the reduced limit has had on safety, accessibility, and wellbeing for local families, children, and disabled residents. I strongly urge the Council to reconsider and maintain the current limit.</p>	<p>Welsh medium school at Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
<p>10</p>	<p>I've just heard that the Vale of Glamorgan Council intends to increase the road speed limit past the Claire garden estate in Cowbridge.</p> <p>Which route exactly and what limit?</p> <p>There are so many young children living here and for noise pollution also this seems like a very bad idea.</p> <p>Cars already go very fast past the estate and raising the speed limit we just make it feel even more unsafe.</p> <p>I hope this will not be passed and I'm surprised the council haven't spoken to the people who live here to hear what they have to say.</p> <p>Thank you very much for your time and I hope this isn't actioned.</p>	<p>Llantwit Major Road was assessed against the Welsh Government document "Setting 30mph speed limits on restricted roads: guidance for highway authorities", as well as their assessment sheet – "Applying new 30mph guidance for Local Authorities".</p> <p>Unfortunately, the location did not currently meet the requirements for the place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>However, subsequent to the aforementioned speed limit assessment, a planning application has been received for a new Welsh medium school at</p>

		<p>Clare Garden Village. It would therefore be inappropriate to progress with a proposed 30mph speed restriction along the entire length of Llantwit Major Road, the recommendation would be to allow the existing 20mph to remain in place.</p>
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Objections to the proposed 20mph to 30mph – Pentir y De, Rhoose.

Objection Number	Objection	Officer Response
1	<p>I wish to state my objection to the proposal to increase the speed limit to 30 mph on Pentir Y Denim Rhoose for the following reasons:</p> <p>The lower section of this road is clearly in a residential area and surrounded by dwellings, even though it does not have direct access to this road. Therefore the speed limit should be 20mph as in other residential areas.</p> <p>Increasing the speed limit to 30mph will be seen by many motorists as a green flag to drive at speed along the road. The majority of vehicles already travel along this stretch of road at speeds in excess of the current speed limit and raising the limit will only encourage them to drive even faster.</p> <p>Due to the nature of the road, the speed of vehicles tends to increase with progression down the hill towards the roundabout junction with Bryn Y Gloyn, Trem Echni and Maes Y Gwenyn, already putting pedestrians at risk crossing at the junction.</p> <p>I believe the cost of changing the regulations to increase the limit to 30mph would be significant when factoring in the cost of new signage and road markings. Is this the best use of tax payers money? Surely</p>	<p>Pentir y De was assessed against the Welsh Government document “Setting 30mph speed limits on restricted roads: guidance for highway authorities”, as well as their assessment sheet – “Applying new 30mph guidance for Local Authorities”.</p> <p>Unfortunately, the location does not meet the requirements for place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>Residents who are concerned with excess vehicle speed, or poor driver behaviour, are recommended to contact South Wales Police, or GoSafe directly. If there are other residents, or an</p>

	<p>this sum could be better spent elsewhere within the authority with the current budget constraints.</p> <p>There are clear and proven environmental and public safety benefits from 20mph restrictions. Therefore, reverting back to 30mph would be detrimental.</p> <p>Planning permission has been granted to build 262 new homes on land north of the railway line with direct access off of Pentir Y De. Has the increased volume of traffic and number of properties adjacent to the highway been considered when submitting these proposals?</p> <p>I consider the variation in speed limits within Rhoose and specifically on Rhoose Point will lead to confusion for motorists.</p> <p>A compromise would be to change just the northerly section of the road to 30mph, possibly from north of the railway line, as there are currently no dwellings adjacent to the highway. Although I still consider this to be a backward move of negative impact.</p>	<p>action group, who are also concerned about vehicle speeds, they can consider setting up a Community Speed Watch group.</p> <p>Signage, including terminal, repeater and vehicle activated, augmented with road markings, will ensure the proposed 30mph speed limit is clear to drivers and will remove any ambiguity or confusion.</p> <p>All works costs, administrative and legal costs will be borne by the Welsh Government, as part of the listening phase of their 20mph project.</p> <p>The proposal has been assessed on the present environment conditions, and not for any future developments. It is not envisaged that the scheme will cause confusion as signing will be in place and any concerns.</p> <p>The proposed length of 30mph is deemed proportionate and sensible, as there is no direct property frontage, which is in accordance with the Welsh Government guidance.</p>
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2	<p>My main objection are as follows:</p> <p>Properties directly or indirectly face this road, albeit without direct access, and therefore the same 20 mph zone should be in force as in other urban areas.</p> <p>The road is already used for excess speeding and an increase in the speed limit will only encourage this, putting residents at risk.</p> <p>A compromise would seem to be to allow 30 mph north of the railway bridge on Pentri Y de where there are presently no houses.</p> <p>The cost of changing this road to 30 mph I would expect to be significant with new signage, road markings and signage being required to be either moved or removed. This proposed change would therefore not seem to represent value for money.</p> <p>A change to this road is also likely to lead to confusion for motorists on where 20 mph and 30 mph's zones are in Rhoose.</p> <p>The benefits of 20 mph are becoming clearer in terms of both public safety and pollution levels. To increase the speed limit at this location would be a backwards step.</p>	<p>Pentri Y De was assessed against the Welsh Government document “Setting 30mph speed limits on restricted roads: guidance for highway authorities”, as well as their assessment sheet – “Applying new 30mph guidance for Local Authorities”.</p> <p>Unfortunately, the location does not meet the requirements for place criteria, as set out in paragraph 2.1 of their assessment sheet, which requires an educational setting, community/medical facility or residential and/or retail premises immediately fronting the road exceeds 20 per km on both sides of the road.</p> <p>Residents who are concerned with excess vehicle speed, or poor driver behaviour, are recommended to contact South Wales Police, or GoSafe directly. If there are other residents, or an action group, who are also concerned about vehicle speeds, they can consider setting up a Community Speed Watch group. The proposed length of 30mph is deemed</p>

	<p>proportionate and sensible, as there is no direct property frontage, which is in accordance with the Welsh Government guidance.</p> <p>All works costs, administrative and legal costs will be borne by the Welsh Government, as part of the listening phase of their 20mph project.</p> <p>Signing, including terminal, repeater and vehicle activated, augmented with road markings, will ensure the proposed 30mph speed limit is clear to drivers and will remove any ambiguity or confusion.</p> <p>Pentir Y De has historically been 30mph, it is not envisaged that reverting back to that former speed limit will be a retrograde step. Notably, there have been no recorded road traffic collisions involving personal injury for over ten years, prior to the change to 20mph, which suggests that a reasonable level of road safety pertains.</p>
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Objections to the proposed 30mph to 20mph – Lavernock Road, Penarth.

Objection Number	Objection	Officer Response
1	<p>I strongly object to the decision to reduce the speed limit from 30mph to 20mph outlined below:</p> <p>B4267, Lavernock Road (part), Penarth From a point 20 metres south of the centre of its junction with Castle Avenue and Augusta Street, in a generally south-easterly and south-westerly direction, to a point approximately 120 metres south of the centre of its junction with Upper Cosmeston Farm and contiguous with the existing 40mph speed restriction, a distance of approximately 1,376 metres. Shown on T/25/65/WS. The housing and pedestrian environment in this proposed new 20mph restricted area is fundamentally no different to that which exists in the retained 30mph restricted area. It is highly likely that any accident levels (if there are indeed any) are no different in both the proposed new 20mph or retained 30mph sections of road. Hence this proposal is entirely unjustified and should be reconsidered, with the existing 30mph restriction</p>	<p>In line with Welsh Government guidance, the route is recommended to be 20mph due to the high density of residential properties and the likelihood of pedestrian and cyclist activity along this section.</p> <p>The current infrastructure does not fully separate vulnerable users from traffic, which increases the risk of conflict. Reducing the speed limit will improve road safety, support active travel principles and provide better protection for vulnerable road users in a built-up environment.</p>

	on this section of road should be retained.	
2	<p>Lavernock Road, Penarth. Revocation of 30mph limit etc. I am concerned that your proposal to reduce the limit to 20mph on the entire section from adjacent to Ego Restaurant to junction Victoria Road, will be excessively restrictive on motorists. With undoubted increased traffic to and from the new school at Cosmeston, the construction of 576 houses at "Cosmeston", and the increased use of Lavernock Road as a main route into Cardiff and Penarth, that traffic flows will be greatly impeded and lead to substantial increases in journey times into final destinations, leading to increased frustration for drivers. I accept that the road has a long but slow fall along its length, which MAY cause slightly higher speed, but so do many other similar roads that operate perfectly satisfactorily at 30mph. I am not aware that the road has a poor accident record, so the thinking behind the proposal needs re-addressing in my view. Please accept this as an OBJECTION to the proposal.</p>	<p>In accordance with Welsh Government guidance, the route should be 20mph because of the high density of residential frontage and the likelihood of pedestrian and cyclist activity along the corridor.</p> <p>The existing infrastructure does not fully separate vulnerable users from traffic, increasing the risk of conflict. Lowering the speed limit promotes safety, aligns with active travel principles and better protects vulnerable road users.</p> <p>The proposed housing development and any associated changes in traffic flow and journey times will be addressed during the planning application process and are outside the scope of this report.</p>

3	<p>I wish to submit an objection to your proposal to reduce the speed limit from 30mph down to 20mph on this section of Lavernock Road. I would suggest that it is unnecessary to extend the reduced speed limit along Lavernock Road from the point proposed near Castle Avenue in the Cosmeston direction. The houses on this part of Lavernock Road are well set back from the road with driveways, particularly so on the western side of Lavernock Road where they are elevated and there is no school or other traffic generating community facility in the vicinity. Parking on Lavernock Road in this location is quite rare. I would accept that there is a sharp bend at the junction of Lavernock Road with Westbourne Road, but warning signs are very visible and drivers are able to slow down accordingly without the need to reduce the overall speed limit. It is simply a case of driving at speeds appropriate to the prevailing road conditions, whether that be 30mph, 20mph, or less.</p>	<p>Following Welsh Government guidance, the route is recommended to be 20mph due to the high density of residential properties and the likelihood of pedestrian and cyclist activity along the corridor.</p> <p>The existing infrastructure does not fully separate vulnerable users from traffic, increasing the risk of conflict. Reducing the speed limit supports improved road safety, active travel principles, and provides better protection for vulnerable road users.</p>
4	<p>Please take this as my objection, based on the fact that Lavernock Road</p>	<p>In line with Welsh Government guidance, the route should be 20mph because of the high</p>

	<p>as a whole should be 30mph (used to be 40mph) and none of it revert to 20mph - there is no evidence in particular to this specific stretch, so no idea why this is even being proposed.</p>	<p>density of residential frontage and the likelihood of pedestrian and cyclist activity along the corridor.</p> <p>The existing infrastructure does not fully separate vulnerable users from traffic, increasing the risk of conflict. Reducing the speed limit improves safety, supports active travel principles and better protects vulnerable road users.</p>
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Objections to the proposed 30mph to 20mph – Leckwith Road, Llandough.

Objection Number	Objection	Officer Response
1	You should use this opportunity to remove the 20 mph through the village of Llandough and reinstate the original 30 mph limit.	<p>In line with Welsh Government guidance, the route should be 20mph due to the presence of community facilities and a high density of residential frontage. These factors increase the likelihood of pedestrian and cyclist activity and potential conflict with vehicles.</p> <p>Reducing the speed limit will improve road safety, support active travel principles and provide better protection for vulnerable road users in a built-up environment. The introduction of the default 20mph speed restriction was a Welsh Government initiative, and the Vale of Glamorgan Council fully supports its implementation on appropriate restricted roads.</p>
2	I am writing regarding the consultation on changing the 30mph limit on Leckwith Road to 20mph. I don't think it will make any difference to speeds in the village. Further it hasn't presented any problems, will cost money to put yet more signs up and will cause confusion	<p>Following Welsh Government guidance, the route should be 20mph due to the presence of community facilities and a high density of residential frontage. These factors increase the likelihood of pedestrian and cyclist activity and potential conflict with vehicles.</p> <p>Reducing the speed limit will improve road safety, support active travel principles and provide better protection for vulnerable road users. There will</p>

	<p>for people who are now aware of the current limits. Please therefore leave them as that are. If any speeds need changing it's the 20 mph from the hospital to the Merrie Harrier which is practically impossible to observe without heavy breaking due the steep hill.</p>	<p>be no additional signs erected, in fact signage clutter will be reduced as the 20mph limit will apply throughout the village, allowing removal of existing gateway signs.</p> <p>No requests to change the speed limit from the hospital to the Merrier Harrier junction were received during the formal consultation process therefore this cannot be considered as part of this proposal and report. The use of a vehicles brakes to comply with the spotted speed limit on downhill sections of road is not considered to be inappropriate or impracticable.</p>
3	<p>I think the 30 mph is perfectly acceptable and look forward to the cessation of the ridiculous lower speed limit.</p>	<p>The introduction of the default 20mph speed restriction was a Welsh Government initiative, and the Vale of Glamorgan Council fully supports its implementation on appropriate restricted roads in accordance with guidance referred above.</p>
4	<p>The main part of Leckwith Rd is 40mph (which is the sensible speed for a non-residential area) and going from that straight to 20mph is dangerous there has to be a reduced speed area so the 30mph serves its purpose for safety.</p>	<p>There is no guidance or evidence to suggest that a reduction in speed from 40mph to 20mph is unacceptable or unsafe.</p>
5	<p>I am sure many people are not happy with proposed 20</p>	<p>The existing parking arrangements on Leckwith Road cannot be considered as part of this report</p>

	<p>mile being issued on Leckwith Road. My suggestion for safer driving through the Village would be to stop parking, irresponsible parking, from Hospital Staff parking on Penlan Road & perhaps putting a New Large sign saying 20 Zone. The amount of Large vehicle traffic trying to get passed, parked cars, on Penlan Road is ridiculous- and for me the Junction at Merrie Harriers is far more dangerous than cars travelling at 30 along Leckwith Road. Still vehicles go through on red lights & in wrong lane An accident waiting to happen</p>	<p>as the proposal relates only to the reduction of the existing speed limit.</p>
6	<p>I question if there have been recorded incidents where pedestrian safety has been identified due to traffic speed on this section of the highway. It is a wide road with good pedestrian paths on either side which are not congested. It would seem to be unnecessary to further inconvenience drivers because of a</p>	<p>Following Welsh Government guidance, the route should be 20mph due to risk factors associated the presence of community facilities and a high density of residential frontage. These factors increase the likelihood of pedestrian and cyclist activity and potential conflict with vehicles.</p> <p>Reducing the speed limit improves safety, supports active travel principles, and better protects vulnerable road users.</p>

	perceived problem that does not exist.	
7	<p>Based on my reasons in my previous email I would object against introducing these proposals. Whilst the 40mph road is not being considered now, I have no doubt this will be looked at in due course. I also see no reason to change this where I believe little impact will be felt to the community. There are other areas of Llandough that could be looked at instead like double yellowing the corners of Dochdwy road where traffic reports have been filed. (previous email: Have the council considered what effect this change will have on the 40mph road. I didn't think the Highways Code would allow for a 40mph road link into a 20mph road. Will this potentially change the speed on the 40mph road down to 30mph?).</p>	<p>There is no guidance or evidence to suggest that reducing the speed limit from 40mph to 20mph is unacceptable or unsafe. The existing parking arrangements within Llandough cannot be considered as part of this report, as the proposal only relates to the reduction of the existing speed restriction.</p>

Objections to the proposed 30mph to 20mph – Main Road, Ogmore-by-Sea.

Objection Number	Objection	Officer Response
1	<p>I have recently read notifications placed upon lamp posts within the village of Ogmore-by-Sea stating your intention to change the speed limit from 30mph to 20mph through the whole of the village. I am curious as to and would appreciate a reply with regards to the statistics you have used to justify the implementations of such restrictions within the village. There are no schools within the village the road is on a downhill gradient therefore making it difficult to keep a vehicle at such a ridiculous speed. I might suggest it even being more dangerous as motorists will spend more of their time focusing on their speedometer than the road and traffic conditions ahead of them. The same goes for ascending the village. Another question I ask is. Will these restrictions apply to all road users than includes the hundreds of cyclists that use the coastal route on a weekly basis and will be exceeding the</p>	<p>Following Welsh Government guidance, the route should be 20mph due to the high density of residential frontage, which increases the likelihood of pedestrian and cyclist activity and potential conflict with vehicles. Reducing the speed limit improves safety, supports active travel principles, and better protects vulnerable road users in a built-up environment. The guidance states that if residential premises immediately front the road and exceed 20 per kilometre on both sides, a 20mph limit should be considered appropriate.</p> <p>Although the Council sets speed limits, the primary responsibility for speed enforcement rests with the police and the Council has no powers to deal with speeding offences. For this reason, we recommend that contacting South Wales Police should always be the first line of approach taken by members of the public who are concerned about speeding issues in their local area.</p> <p>There will be no additional signs erected, in fact signage clutter will be reduced as the 20mph limit will apply throughout the village, allowing removal of existing gateway signs.</p>

	<p>proposed speed limit. Will they be reported and prosecuted for exceeding these speed limits. Wouldn't the money spent elsewhere rather than littering the road and pavements with these unnecessary signage i.e. like maintaining the current road surface throughout the vale. In recognition the resurfacing of the section of road from the pelican to beyond Portabello bend has made an enormous difference to the quality of my daily commute. Lastly the current 30mph sign are adhered to by the majority of the road users and residents alike. Catching the minority who chose not to adhere to them is now impossible. So who and how often are these restrictions going to be policed. Placing a speed detection bike hidden between packed vehicles on an uphill gradient in the dark when commuters are coming home from work is not in my view a deterrent nor justified but just a revenue gathering exercise for the residents of the village. I have quickly read through the Welsh government legislation and a word that appears regularly is "guidance". It doesn't</p>	<p>The condition of the carriageway cannot be considered as part of this report.</p>
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	<p>say that local authorities Have to implement these ridiculous speed limits. And if the accident statistics do not support the need for a change then surely a common sense approach should be adopted and things left as they are until such time as the statistics support the change.</p> <p>People i have spoken to with in the village are all of the opinion that the 20mph limits were being abolished and here you are imposing more on the residents of the vale im sure at our costs. Like i said in the first part of this objection Please supply me with the relevant statistics to support such a change not the legislation that has been pushed through by the Welsh Labour government.</p>	
2	<p>I write to object in the strongest terms to the proposed change of speed limit in Ogmore by Sea from 30 to 20mph. Not only is this a totally unnecessary waste of taxpayers money but it will not impact one iota on the boy racers who occasionally use it as a GP qualifier as they don't come out until late at night and the biggest speed offenders are the Tour de France</p>	<p>Although the Council sets speed limits, the primary responsibility for speed enforcement rests with the police and the Council has no powers to deal with speeding offences. For this reason, we recommend that contacting South Wales Police should always be the first line of approach taken by members of the public who are concerned about speeding issues in their local area.</p> <p>The condition of the carriageway and parking arrangements along</p>

	<p>wannabe's who hurtle down the hill en masse every Saturday and Sunday morning. Please tell me if you know of a cyclist who has been prosecuted for speeding in this country? If there is any money in the budget for road improvements I would suggest it would be far better spent on repairs to potholes.</p> <p>Seaview drive looks like it has been strafed by a squadron of Messerschmidts. In closing I would suggest you drive along the proposed route through the village during the day. You will notice it's virtually impossible to even attain speeds of 20mph due to the parking on either side of the road. I implore you not to waste more money on this when it could be allocated more wisely elsewhere.</p>	<p>the route cannot be considered as part of this report.</p>
3	<p>I refer to the Vale of Glamorgan Council (Various Roads 20MPH & 30MPH Speed Restriction) Revocation and Amendment Order 2025 Notice that was erected on a lamp post on 16th October 2025. The council proposes to make amendments to the speed limits on Main Road, Ogmore by Sea, particularly with</p>	<p>Welsh Government guidance states that if residential premises immediately front the road and exceed 20 per kilometre on both sides, a 20mph limit should be considered appropriate. Due to the high density of residential frontage along this route, increases the likelihood of pedestrian and cyclist activity and potential conflict with vehicles. Reducing the speed limit</p>

	<p>reference to the section of the road from 1 Main Road to Hazelwood. In lay mans terms, from the vicinity of the Rivermouth Junction to the current 20MPH signage, just before the shops. If I am correct, the council proposes to reduce the speed limit on this section from 30mph to 20mph. As you are aware, this section of road is and always has been 30mph and therefore, there is no need to revert to 20mph as suggested in your proposal. As the old saying goes, "If it aint broke, don't fix it " and therefore the council should leave the speed limit as it currently stands. The proposals have no merit on road safety grounds, there are no schools, hospitals, public houses, shops or indeed any building that requires access to the general public on this section of road. There is a 20mph speed restriction in operation in the environs of the shops and community centre where it could be justified, however a 20mph speed restriction on the main road through the village is not. I am therefore opposed to your proposals and I believe that the majority of villagers and road</p>	<p>improves safety, supports active travel principles and better protects vulnerable road users in a built-up environment</p>
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	users would be like minded.	
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