

## **Review of 20mph Restricted Roads Following Public Consultation**



**February 2025**

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## Cyngor Sir Powys County Council

### Review of 20mph Restricted Roads Following Public Consultation

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## **1.0 Introduction**

### **1.1. Background**

The Welsh Government made an order<sup>1</sup> on the 13<sup>th</sup> July 2022 which altered the speed limit on all restricted roads in Wales on the 17<sup>th</sup> September 2025 from 30mph to 20mph. As part of that change all Councils undertook an exercise to consider where exemptions to this change should occur. Within Powys we exempted 131 sections of roads which then remained 30mph. Given the scale of the changes and the public feelings raised following the changes it was decided by Welsh Government to undertake a review to consider where further amendments might be necessary.

This review of 20mph and 30mph speed limits has been prompted by the publication of *WG Guidance on setting 30mph speed limits on restricted roads and other 20mph roads*<sup>2</sup>, and the listening exercise announced by Ken Skates MS<sup>3</sup>. Within Powys we announced the opportunity for the public to make comment and request reviews under this new guidance up until the end of August 2024<sup>4</sup>.

During the open stage for comment we received the following number of requests:

- 53 Responses requesting revoking of the 20mph policy. We are unable to act on these and they were directed to Welsh Government.
- 97 Responses in support of retaining 20mph speed limits.
- 67 Responses requesting 20mph return to 30mph or changing 30mph to 20mph at specific locations. Some of these refer to the same areas and affect 43 individual sites or sections of road.
- 25 Responses for speed limit requests that fall outside of the remit of Welsh Government's 20mph review. Subject to resources, these will be reviewed once the new Setting Local Speed Limits in Wales is published by Welsh Government.

The feedback relating to the 43 individual sites or sections of road, which includes 6 locations highlighted by the Highway Authority, has now been assessed against revised Welsh Government guidance and detailed in Section 2 of this report.

Where applicable, the plans showing any recommended changes at a location are given in Appendix A.

This report outlines and reviews those locations that have been requested to be adjusted from 30mph to 20mph as well as considering those locations requested to be raised from 20mph to 30mph. Additional sites have also been included where it has been deemed appropriate to do so by the Highway Authority. A summary of the locations and outcome is shown in the table in Section 3

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<sup>1</sup> <https://www.legislation.gov.uk/en/wsi/2022/800/made>

<sup>2</sup> <https://www.gov.wales/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities>

<sup>3</sup> <https://www.gov.wales/20mph-transport-secretary-outlines-plan-targeted-change>

<sup>4</sup> <https://en.powys.gov.uk/article/16841/Listening-to-feedback-regarding-20mph-limits-in-communities>

## **1.2. Purpose of Report**

This report is to be shared with all Powys County Councillors and Town/Community Councils to review and comment on:

- the extent of the review
- the outcome of the reviews on specific locations
- their support or otherwise for the recommendations within their respective areas, if applicable.

## **1.3. Next Steps**

A final review will be undertaken taking on board any comments made during this next stage of limited consultation with County Councillors and Town/Community Councils prior to making a formal recommendation for approval of the Cabinet Member for a Greener Powys. Once approved the proposals will then be subject to the legal procedure as laid out by The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996<sup>5</sup>.

For the sections of road that will be proposed for change the legal procedure requires a formal stage of public consultation. At this stage the public will be able to formally object to the proposed changes.

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<sup>5</sup> <https://www.legislation.gov.uk/uksi/1996/2489/contents>

## 2.0 Roads Reviewed

Each section or group of roads within a locality have been considered. The detail of the request together with any supporting information has then been considered and a proposed outcome has been recommended. The following roads are listed in alphabetical order with plans contained within the Appendix indicating where changes are proposed.

Speeds have been shown, where applicable, using data that Welsh Government made available using vehicle telematics. This data does not capture all vehicles and is thus only provides an indication of what vehicle speeds are and how they have changed. Not all locations have data due to location and or sample size not being sufficient to allow any meaningful analysis within the providers software.

### 2.1. Brecon B4601 Watton, Orchard Street & Newgate Street:

Request:	<p>Request to increase speed limit from 20mph to 30mph.</p> <p>There were three requests (one local but not living on roads concerned and two from outside the area).</p> <ol style="list-style-type: none"><li><i>1. The roadway into and out of Brecon from the roundabout on the A470/A40 roundabout near the B&amp;M store. I feel that this section leading into the town should revert to 30mph to a point some 200m before the traffic lights at Llanfaes. This stretch of roadway with pavements either side is not heavily used by pedestrians.</i></li><li><i>2. The roadway from the current 30mph sign at the mini roundabout adjacent to Morrisons Garage to a point around 200m from the mini roundabout leading to the Bus Station and close to the Aldi store. This is a wide straight section of roadway with pavements either side which only have a low level of pedestrian usage.</i></li><li><i>3. Newgate Street and Orchard Street should revert back to 30 mph as no one takes any notice of the 20mph limit and is safe at 30mph.</i></li></ol>
Speed Data:	Not available
Plan:	No
Review:	All three roads are very urban in nature with a mix of residential and business properties. Any increase in speed limits on these roads would be contrary to the WG guidance and would lead to inconsistencies across the network.
Note:	Two residents supported retaining 20mph's in Brecon.
Recommend:	<b>No change as these roads are residential streets and meet the criteria for remaining 20mph.</b>

### 2.2. Bronllys A488:

Request:	<p>Request from one member of the public to reduce the speed limit from 30mph to 20mph from the current location of the 20mph limit and extend the 20mph speed limit out to the roundabout.</p> <p><i>Bronllys Village. Entering from the hospital roundabout. The speed</i></p>
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*limit signs are situated between the 1st set of speed bumps erected when the speed limit changed.*

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	15.12	12.99	25.10	00:00:13
01/08/23 to 31/08/23	24.62	25.48	30.45	00:00:10

Plan:

No

Review:

There is very little developed roadside environment until you get to the start of the current 20mph speed limit. This section is bounded by wide grassed verges with hedges on either side. The only access along this stretch is into a new development with all properties facing inwards away from the road and situated behind high hedges. The section of road does not therefore meet the criteria for becoming 20mph. It is noted however that vehicle speeds have reduced within the comparison period demonstrating a positive effect on road safety in general.

**Recommend:**

**No change as the level of development and facilities does not warrant extending of the restricted road.**

### 2.3. Bwlch-y-Cibau A490:

Request:

Request to increase speed limit from 20mph to 30mph. The sole requester lives in Pontradin, Llanfyllin. This request is *aimed at maintaining both road safety and the efficiency of transportation within these areas.*

Speed Data:

Not available

Plan:

no

Notes:

There have been concerns raised by the local County Councillor and the Community Council regarding speeding over the years.

Review:

Due to the small nature of this village, there is no indication that the reduction of the speed limit through this village has had any impact on the efficiency of transport through the settlement. Within the settlement there is a public house, church/cemetery, bus stop, side road junctions and footways which whilst not continuous link most of the settlement together. This settlement is like many other small villages with sparse roadside development through the village where 20mph limits are imposed as the general roadside environment does fit with WG guidance on 20mph speed limits. The proposal is therefore to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:**

**No change as the community is consistent with other 20mph limited areas and has sufficient development/facilities fronting the highway.**



## 2.4. Caersws B4569 The Green, Trefeglwys Road:

**Request:** Request to investigate the retained extent of 30mph speed limit received from Russell George MS.  
The request was to *consider reducing the extent of the originally exempted section of road as there are properties along its length thus is residential street.*

**Speed Data:**

Date	Averag	Median	85th ile	Average Travel Time
01/08/24 to 31/08/24	30.90	29.45	34.85	00:00:16
01/08/23 to 31/08/23	33.65	32.81	37.90	00:00:36

**Plan:** Yes

**Review:** In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable for the outermost section of the existing 30mph speed limit in this case. However, part of this section does meet the criteria and could be considered for being restricted with a 20mph speed limit. It is therefore proposed to extend the 20mph speed limit to maintain continuity of speed limit application across the network. This proposal will in effect retain 150 metres of 30mph as a buffer and reduce the remaining section to 20mph as shown on the plan.

**Recommend:** **Reinstate the restricted road status on the majority of the link but retain a 30mph buffer for the first 150m. The proposed new start of the 20mph limit will be consistent with the change in the surrounding environment and in a position in which a sign can be appropriately located.**

## 2.5. Cefn Coch C2013:

**Request:** Request to increase speed limit from 20mph to 30mph.  
Request from Dwyriw Community Council. *It has been suggested that it might be better for the 30mph zone to extend from the East (Llanfair) approach to the village as far as the end of the pavement outside Rhiwlas (opposite Bleake House). The 20mph zone could then start at that point and extend to the Western edge of the village beyond the pub and the row of houses on the left (Brynllugan). By doing this the majority of the village would still be covered.*

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	30.45	29.83	37.28	00:00:44
01/08/23 to 31/08/23	36.64	38.52	39.77	00:00:10

Plan: Yes

Note: One resident supported retaining 20's in Cefn Coch.

Review: In terms of 'movement' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land and low density of housing. These criteria are applicable in this case and thus changes would be consistent with the guidance.

**Recommend: Reduce the extent of 20mph speed limit to the east as shown on plan and revert section back to 30mph to act as a buffer speed limit and ensure better compliance with the rest of the 20mph speed limit.**

## 2.6. Cemmaes U2288:

Request: Request from the Community Council to extend the proposed 20mph restricted road speed limit on the street lit section of the U2288 to incorporate the play area that sits beyond the extent of the streetlights.

Speed Data: Not available

Plan: Yes

Review: There are existing plans to make the street lit section of the U2288 in Cemmaes 20mph. This review concerns the request to extend this 20mph speed limit beyond the extent of the streetlights to encompass the play area north of the last streetlight. In line with WG guidance it is proposed to extend the 20mph speed limit as outlined in the plan for reasons of safety due to the presence of the play area.

**Recommend: Introduce a 20mph speed limit to encompass the extent of the play area as per the plan.**

## 2.7. Churchstoke A489 & A490:

Request: There was a request to change the entirety of the A489 and A490 through Churchstoke back to 30mph, off the back of this there was a Highway Authority decision to reevaluate the extent of 20mph speed limit on the western side of Churchstoke as the extent on the A489 did not appear consistent with the Welsh Government guidance.

Speed Data: Not available

Plan: Yes

Review: The A490 is semi urban with a mix of predominantly residential but also some business properties. Any increase in speed limits on this

road would be contrary to the WG guidance and would lead to inconsistencies across the network.

However, on reviewing the A489 and in terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable to the section of road highlighted in the plan to return to 30mph as this section is very sparsely populated with some properties fronting onto the road. This is mixed with sections of hedgerows reducing the urban nature of the road. At the point of the proposed new 20mph speed limit the road changes in roadside environment to become more consistently urban in nature. Increasing the limit on this section would create a 30mph buffer limit in between the national speed limit and proposed new commencement of the 20mph limit.

**Recommend:** **No change to the A490 given the form and function of this road. Increase 20mph to 30mph on A489 on the western side of Churchstoke which will create a buffer limit to the 20mph section. New 20/30 terminals are to be located just prior to the junction with the A490.**

## 2.8. Evenjobb B4357:

**Request:** Request to increase speed limit from 20mph to 30mph.  
Request from Old Radnor Community Council along with one other (a local resident). *Walton to Beggars Bush Road - B4357: The 20mph through Evenjobb village on this road revert to 30mph* (Also requested similar for Kinnerton)

**Speed Data:** Reduction 85<sup>th</sup> %ile speeds from 41.26mph in August 2023 to 34.55mph in August 2024

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	28.48	27.65	34.55	00:00:32
01/08/23 to 31/08/23	35.65	34.30	41.26	00:00:24

**Plan:** Yes

**Review:** within the settlement there is the presence of a bus stop, footways and crossroads on a bend, much like many other small villages with some roadside development through the village. There appears to have been a good reduction in traffic speeds and for consistency across the county, it is proposed to retain the 20mph speed limit in the core of the village but modify the northern section back to 30mph where the roadside environment has more of an open aspect with few properties on the one side, a situation that aligns with the WG guidance on the use of 30mph speed limits.

**Recommend:** Reduce the extent of 20mph speed limit to the north and revert the section back to 30mph to act as a buffer speed limit.

## 2.9. Forden A490:

**Request:** Request to increase speed limit from 20mph to 30mph.  
Request from County Cllr Brignell-Thorp. *The A490 as it passes through Forden (Kingswood) (what3words ///dives.hedge.arrow). The main A490 passes through Forden and this has been reduced to 20mph, which seems inconsistent with the class of road. It would be more appropriate for this road to be 30mph along the length. The 20mph should be retained throughout the rest of the Kingswood part of Forden.*

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	39.46	39.77	47.22	00:00:18
01/08/23 to 31/08/23	41.79	41.51	47.97	00:00:21

**Plan:** Yes

**Review:** The speed data shows that there has been little, if any, impact on traffic speeds since the changes were made. The roadside environment is wide in aspect with wide grassed verges and a footway on one side. Although there is a garage, public house, bus stop and a junction on the bend. This section of road does meet the WG guidance criteria to become 30mph in terms of frontage development and pedestrian/cyclist use. Concerns have been raised by local residents that the absence of speed limit signage at the A490/B4388 junction is resulting in drivers not adhering to the 20mph speed limit along the B4388. Reverting the A490 back to 30mph will result in the erection of 20/30 terminal signage at this junction which may therefore result in a higher degree of speed limit compliance along the B4388. Should speeding persist, other measures would be considered, if appropriate, to improve compliance.

**Recommend:** Reinstate to 30mph due to the roadside environment lending itself more to a 30mph than a 20mph speed limit.

## 2.10. Forden C2114:

**Request:** Request to increase speed limit from 20mph to 30mph.  
Request from County Cllr Brignell-Thorp. *The approach to Forden from Caerhowel (what3words ///announced.secretly.chapels). The section of road was previously a 30mph, now a 20mph. My comment is that the start of the 20mph limit is too far from the start of the village,*

*so there is a significant stretch where the speed seems too low for the road conditions. I would suggest moving the start of the 20mph limit nearer to the village, I suggest nearly to the point of the junction turning off to St Michaels Close (a lot of children walk from St Michaels Crescent to the School). It would help to keep drivers at 20mph past the school if they had not been restricted to 20mph (and probably ignored the restriction) further out.*

Speed Data:

Data for the section being considered for an increase to 30mph

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	25.02	20.51	30.94	00:00:09
01/08/23 to 31/08/23	36.06	35.29	39.14	00:00:10

Data for the section to be retained at 20mph

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	25.51	22.92	33.80	00:00:12
01/08/23 to 31/08/23	35.06	34.67	41.38	00:00:18

Plan:

Yes

Review:

This section meets the criteria to be changed to a 30mph speed limit. The section of road highlighted in the plan proposed to return to 30mph is very sparsely populated with properties fronting onto the road only on one side whilst at the point of the proposed new 20mph speed limit the road changes in roadside environment. The speed data indicates that the new speed limit has had a positive effect on reducing speeds along its length. However, it is considered that in line with the guidance a section of the 20mph restricted road should become 30mph. This would then assist in ensuring the change is more consistent with the surroundings. This should result in the 20mph being better respected and may improve compliance within it.

Recommend:

**Reinstate the extent shown on the plan to 30mph due to the rural roadside environment lending itself to a 30mph than to a 20mph speed limit which will have a positive impact on the remaining 20mph speed limit.**

## 2.11. Four Crosses U4908 (former A483):

Request:

Highway Authority request due to errors in mapping of previous traffic regulation orders [TROs]. Revoking all previous orders is necessary to return the restricted road status to this road and therefore become 20mph consistent with the remaining part of the village.

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	20.09	20.38	22.13	00:00:21
01/08/23 to 31/08/23	20.10	19.88	25.91	00:01:20

Plan: Yes

Review: At present this road represents an inconsistency in speed limit application within Four Crosses. In order to retain consistency within the village this road is required to become a restricted road therefore making it subject to a 20mph speed limit.

**Recommend: Due to the speed limit inconsistency with rest of the village there is a requirement to revoke the old Orders relating to the U4908 to make this road a 20mph restricted road.**

## 2.12. Four Crosses B4393 to Rhos Common Junction

Request: Highway Authority request due to errors in mapping of previous traffic regulation orders [TROs]. Revoking all previous orders is necessary to return the restricted road status to this road and therefore become 20mph consistent with the remaining part of the village.

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	28.84	28.27	36.04	00:00:10
01/08/23 to 31/08/23	29.13	28.89	34.18	00:00:09

Plan: Yes

Review: At present this road represents an inconsistency in speed limit application within Four Crosses. In order to retain consistency within the village this road is required to become a restricted road therefore making it subject to a 20mph speed limit. Along this section there is the traffic calming feature [build out priority system] and the junction to Rhos Common which is also 20mph. Moving the 20mph to cover this area would improve safety at Hendre Lane where people will cross to walk to Rhos Common and also access the post-box.

**Recommend: Due to the speed limit inconsistency with rest of the village there is a requirement to revoke the 30mph order relating to this section of the B4393 reinstating the restricted status of the lit road to make this road a 20mph.**

### 2.13. Kinnerton B4372:

**Request:** Request to increase speed limit from 20mph to 30mph.  
Request from Old Radnor Community Council along with 1 other (local resident). *New Radnor to Beggars Bush Road - B4372: The 20mph through Kinnerton village on this road revert to 30mph* (Also requested similar for Evenjobb).

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	27.97	27.48	34.86	00:00:07
01/08/23 to 31/08/23	27.71	26.72	37.84	00:00:06

**Plan:** no  
**Review:** within the settlement there is a church, bus stop and double crossroads on a bend. Some footways but much like many other small villages with sparse roadside development through the village. There has been a slight reduction in speeds through the village. The general roadside environment does however fit with WG guidance on 20mph speed limits in terms of frontage development and facilities. The proposal is therefore to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:** **No change as the road is consistent with WG guidance for 20mph.**

### 2.14. Knighton B4355 Penybont Road:

**Request:** Request from Knighton Town Council for 20mph speed limit raising to 30mph on Penybont Rd from the junction with Millfield Close to the junction with Ffrydd Rd.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	26.89	27.34	29.20	00:00:10
01/08/23 to 31/08/23	24.97	25.16	31.19	00:00:12

**Plan:** Yes  
**Note:** Three residents supported retaining 20's in Knighton.  
**Review:** In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land or low density of housing. All of which are applicable in this case as there are no properties fronting this stretch of road and as such this dilutes the effect of the 20mph speed limit where it is most necessary



nearer to the junction with Millfield Close. It is therefore proposed to move the 20mph speed limit to a point, approximately 35 metres south of the junction with Millfield Close, where there is a definitive change in the roadside environment.

**Recommend:** **Raise the 20mph speed limit back to 30mph as shown on the plan. Note that new 20/30 signs will be required at Mill Road/Penybont Road junction.**

## 2.15. Knighton B4355 Knucklas Road:

**Request:** Request from Knighton Town Council for raising the 20mph speed limit to 30mph on Knucklas Rd from national speed limit to Rose Villa (approximately 100m from junction with West Street).

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	29.66	29.20	35.42	00:00:12
01/08/23 to 31/08/23	30.44	30.32	36.04	00:00:09

**Plan:** Yes

**Note:** Three residents supported retaining 20's in Knighton.

**Review:** In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable to the section of road, highlighted in the plan, proposed to be returned to 30mph as this section is very sparsely populated with properties fronting onto the road only on one side with the other side being open countryside whilst at the point of the proposed new 20mph speed limit the road changes in roadside environment to become more urban in nature. Increasing the limit on this section would create a 30mph buffer limit in between the national speed limit and proposed new commencement of the 20mph limit which will not only fit the guidance but also aid the effectiveness of the 20mph speed limit.

**Recommend:** **Raise 20mph speed limit back to 30mph on Knucklas Road from the change from the national speed limit to Rose Villa (approximately 100 metres from junction with West Street).**

## 2.16. Knighton B4355 Ffrydd Road:

**Request:** Request from County Cllr Kenyon-Wade and from resident of Cae Clawdd. Reduce the 30 (in the 40/30/20 stretch) to 20mph. Counter request from Knighton Town Council to retain the existing



30mph section and extend it into the 20mph section to just before Ffryd Terrace.

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	32.17	31.07	36.66	00:00:10
01/08/23 to 31/08/23	33.75	32.93	37.90	00:00:09

Plan: Yes

Note: Three residents supported retaining 20's in Knighton.

Review: In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open aspect or low density of housing. All of which are applicable to the section of road, highlighted in the plan, proposed to be returned to 30mph with few properties fronting onto the road and the roadside environment being open in aspect, whilst at the point of the proposed new 20mph speed limit the road changes in roadside environment to become more urban in nature. Increasing the limit on this section would create an extended 30mph buffer limit in between the existing 40mph speed limit and proposed new commencement of the 20mph limit which will not only fit the guidance but also aid the effectiveness of the 20mph speed limit.

**Recommend: Retain the existing 30mph section and extend it further into the 20mph section to just before Ffrydd Terrace.**

## 2.17. Knighton A4113 Ludlow Road:

Request: County Cllr Roberts and Knighton Town Council request an increase in the speed limit from 20 to 30mph between the 40mph restriction and Farrington Lane.

Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	29.91	29.33	36.10	00:00:22
01/08/23 to 31/08/23	32.57	31.57	36.35	00:00:19

Plan: Yes

Note: Three residents supported retaining 20's in Knighton.

Review: In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable to the sections of road, highlighted in the plan,

proposed to be returned to 30mph as these sections are very sparsely populated with properties fronting onto the road, for the most part, only on one side with the other side being predominantly open countryside whilst at the point of the proposed new 20mph speed limit the road changes in roadside environment to become more urban in nature and we also have the presence of the school at this point. Increasing the limit on will create an extended 30mph buffer limit in between the national speed limit and proposed new commencement of the 20mph limit near to the school. Which will aid compliance with the 20mph speed limit where it is most necessary in the vicinity of the school.

**Recommend:** **Increase in the speed limit from 20mph back to 30mph between the current 40mph restriction and Farrington Lane, to also include Llanshay Lane as shown on the plan.**

## 2.18. Knighton B4355 Presteigne Road:

**Request:** Request from Knighton Town Council to increase the 20 to 30mph from Bryntirion Close junction to start of national speed limit.  
*A non-local from Norton said that the reduction to 20mph on the B4355 leading into Knighton from Presteigne starts too early - especially as the road dips steeply downhill. The 30mph limit could be safely reinstated on that stretch until meeting the junction with the A4113 just before the Co-op.*  
*Another non-local from Norton asked to please change the speed limit on the road from Knighton Cemetery into Knighton back to 30mph. It is almost impossible to comply with the 20mph limit going downhill into town in a petrol car without continuously braking. For those with an electric car it is even worse.*  
*A non-local from Presteigne commented to say that the B4355 from the 20mph sign adjacent to the Knighton Road Cemetery to the junction with the A4113 at the bottom of the hill. The houses along this stretch of road are well set back with good wide pavements running the entire length on both sides. The road is straight and from a driver's perspective, has wide and clear views of the road ahead and footpaths. Again, in my 41 years of having lived in the area I am not aware of any pedestrian injury caused by passing traffic whilst walking along this stretch.*

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	31.34	29.20	38.65	00:00:52
01/08/23 to 31/08/23	29.65	28.58	34.80	00:00:58

**Plan:** Yes

**Note:** Three residents supported retaining 20's in Knighton.

Review:	In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by an open aspect or low density of housing. All of which are applicable to the section of road, highlighted in the plan, proposed to be returned to 30mph with well set back properties fronting onto the road and the roadside environment being very open in aspect, whilst at the point of the proposed new 20mph speed limit the road changes in roadside environment to become more urban in nature. Increasing the limit on this section would create 30mph buffer limit in between the existing national speed limit and proposed new commencement of the 20mph limit which will aid compliance with the 20mph speed limit where it is most necessary.
Recommend:	<b>Start 20mph where there is a red patch at a suitable location where the environment changes and return the remaining section to 30mph.</b>

**2.19. Knucklas C1060 (inc U1095, U1075, U1079 & U1080):**

Request:	Request from a County Cllr Kenyon-Wade and local residents to reduce the speed limit from 30mph to 20mph throughout the village.
Speed Data:	Not available
Plan:	Yes
Review:	The existing limit remained unchanged in September 2023 since the 30mph was originally imposed by order revoking the restricted nature. The WG guidance states that 30mph would not be appropriate on sections of roads which may have significant demand for walking and where the number of residential and retail premises exceeds twenty properties per km. All of which apply in the case of Knucklas. Therefore, in line with WG guidance it is proposed to reinstate the restricted road status thus it will become 20mph as outlined in the plan.
Recommend:	<b>Revoke the 30mph speed limit order and reintroduce the restricted nature of the road (20mph speed limit) as per plan.</b>

**2.20. Llan/Bont Dolgadfan B4518 and C2018:**

Request:	Request from a County Cllr Roberts to review the roads in this area as they appear inconsistent with speed limits elsewhere.
Speed Data:	Not available
Plan:	Yes
Review:	At present these roads represent an inconsistency in speed limit application. In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded

by open land or low density of housing. All of which are applicable to the sections of road highlighted in the plan to return to 30mph as these sections are very sparsely populated with properties fronting onto the road whilst at the points of the proposed new 20mph speed limit the road changes in roadside environment to become more urban in nature. Increasing the limit on these sections would create a 30mph buffer limit in between the national speed limit and proposed new commencement of the 20mph limit which will aid compliance to the 20mph speed limit.

**Recommend:** **Reinstate to 30mph due to the roadside environment lending itself more to a 30 than a 20mph speed limit as per the plan.**

## 2.21. Llanbrynmair B4518:

**Request:** Request from residents via County Cllr Mitchell. Reduce existing 30mph speed limit as shown on plan to 20mph.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	33.16	36.41	40.39	00:00:12
01/08/23 to 31/08/23	33.32	34.11	35.79	00:00:15

**Plan:** No

**Review:** whilst a recent development has increased the numbers of properties within the 30mph section, the development is limited to a small pocket and detached from where the current 20mph limit commences. Extending the 20mph limit to cover this area may diminish the effect of the 20mph where it is currently imposed due to the gap in between which has a rural feel. The existing 20mph terminal signs appear to be best located as they signify a clear change in the roadside environment. Should further development infill in between and this further changes the roadside environment then this decision will be reassesses.

**Recommend:** **No change.**

## 2.22. Llandinam U4531:

**Request:** Request to consider extending 20mph speed limit past the playground/recreation field and car park access.

**Speed Data:** Not available

**Plan:** Yes

**Review:** Very rural narrow lane with little traffic use and the nature of the road means speeds above 20mph would be difficult to achieve. Whilst the road is rural, pedestrians do walk to the playground and thus it is

therefore appropriate to extend the 20mph speed limit to encompass the entrance to the play area.

**Recommend:** **Extend extent of 20mph speed limit up past car park access as per plan.**

## 2.23. Llandrindod Wells:

**Request:** Request to increase speed limit from 20 to 30mph.  
Request from three residents. *The A4081 Spa Road, Spa Road East, Temple Street and Cefnlllys Lane; The A4081 Ithon Road to Dyffryn Road and North Avenue; Park Crescent, High Street, Waterloo Road and Cadwallader Way in Llandrindod are not accident black spots and have had insufficient deaths or injuries from traffic collisions to warrant being reduced from 30mph to 20mph.*

**Note:** Cadwallader Way is not a restricted road and is already covered by a 30mph speed limit.

**Speed Data:** Not available

**Plan:** No

**Review:** All these roads are urban residential roads and do not meet the criteria for increasing back to 30mph. Increasing back to 30mph would create an inconsistency across the network.

**Note:** Three residents supported retaining 20's in Llandrindod Wells.

**Recommend:** **No change as it does not meet the WG criteria for a 30mph limit.**

## 2.24. Llanfair Caereinion, Watergate Street & Gibbet Road:

**Request:** Request to increase speed limit from 20 to 30mph on Watergate Street and part of Gibbet Road. This request was received from Llanfair Caereinion Town Council as shown on plan and detailed in Council minutes.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	23.93	22.16	30.69	00:00:43
01/08/23 to 31/08/23	33.43	32.75	36.91	00:00:30

**Plan:** No

**Note:** Two residents supported retaining 20's throughout Llanfair Caereinion.

**Review:** There has been a good reduction in speeds through the village. The general roadside environment on Watergate Street and Gibbet Road fits with WG guidance on 20mph speed limits with residential properties on both sides, and it is therefore proposed to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:**      **No change.**

**2.25. Llanfyllin A490:**

**Request:**              Request to increase speed limit from 20 to 30mph.  
                                 Requester lives in Pontradin, Llanfyllin. This request is *aimed at maintaining both road safety and the efficiency of transportation within these areas.*

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	24.11	23.08	29.20	00:01:29
01/08/23 to 31/08/23	30.91	30.63	33.74	00:01:14

**Plan:**                      No

**Review:**                Although the town is relatively lengthy, there is no indication that the reduction of the speed limit throughout has had a significant impact on the efficiency of transport along these roads as average journey times have only increased by a minimal amount. There has however been a good reduction in speeds through the village. The general roadside environment fits with WG guidance on 20mph speed limits, and the proposal is therefore to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:**      **No change.**

**2.26. Llangedwyn B4396 and C2002:**

**Request:**              Request from County Cllr Davies to reintroduce 30mph speed limit due to school closure.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	27.40	25.10	32.80	00:00:27
01/08/23 to 31/08/23	34.90	33.43	40.88	00:00:23

**Plan:**                      Yes

**Review:**                there is very little built environment with most properties on the one side of the carriageway and very rural aspect on the other. School has now closed meaning less demand for pedestrians to cross the road and now meets the criteria for raising to 30mph. It is proposed to retain the 20mph speed limit on the C2209 as it is narrow with poor forward visibility and with housing on both sides.

**Recommend:** Reinstate to 30mph due to the roadside environment now lending itself more to a 30 than a 20mph speed limit but retaining the existing 20mph speed limit on the C2209.

## 2.27. Llansantffraid-ym-Mechain on the B4393 and on the connecting A495:

**Request:** Request to increase speed limit from 20 to 30mph for the full length of both the A495 and the B4393.  
Requester lives in Pontradin, Llanfyllin. This request is *aimed at maintaining both road safety and the efficiency of transportation within these areas.* (Also made the same requests regarding Llanfyllin and Bwlch-y-Cibau).

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	24.15	22.32	29.89	00:02:42
01/08/23 to 31/08/23	31.07	30.45	33.24	00:02:15

**Plan:** Yes

**Review:** There has been a good reduction in average vehicle speeds within the village however a large proportion remains high with the 85<sup>th</sup> percentile speed close to 30mph. Journey times are slightly higher as to be expected, however due to the size of the village the additional journey times are insignificant and thus has a minimal impact upon the efficiency of transport along these roads. The general roadside environment fits with WG guidance on 20mph speed limits, however the nature of the road does alter on the eastern and western sides of the A495 with a reduced urban feel. The current position of the 20mph limit is therefore considered not to be in the most advantageous location and may therefore be being largely ignored. By moving the 20mph signs inward to where there is a clearer change in the road environment from semi urban to mostly urban, the speed limit is more likely to be respected. It is therefore proposed to move the 20mph speed limit from its current location where the existing 40mph speed limit starts on the western side to a point just southwest of the junction with the B4393 as per the plan. The section between the existing 40mph limit and the new 20mph limit will become 30mph. In addition, it is also proposed to raise the limit on the section of the A495 to 30mph on the eastern end where the current 20mph limit starts just north of Breidden View to a point alongside the streetlight numbered LY34 at the property The Garth where the 20mph will then start.

**Note:** One resident was in support of retaining the 20's in Llansantffraid-ym-Mechain



**Recommend:** No change to the majority of the 20mph through the village. However, it is proposed to amend the speed limits at each end of the A495 by increasing sections to 30mph as shown on the two plans. It is also proposed to install a new central island on the wide southwestern approach to further enhance the impact for the proposed new 20mph speed limit location.

## 2.28. Lower Cwmtwrch A4068:

**Request:** A resident requested that the A4068 to be returned to 30mph except in the area by the school.

**Speed Data:** Not available

**Plan:** No

**Review:** The general roadside environment fits with the WG guidance on the retention of 20mph speed limits and it is therefore proposed to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:** No change.

## 2.29. Montgomery B4385 Station Road:

**Request:** Request from County Cllr Brignell-Thorp and a local resident. *The B4385 as it enters Montgomery from Caerhowel (what3words ///witty.credited.minder) Traffic approaches this entrance to the town quite fast and there are several houses outside the current 20mph zone. It would calm traffic better if the 20mph zone was moved out to the furthest house. These houses have entrances and front doors very close to the carriageway so any risk to residents is exacerbated.*

**Speed Data:** This speed data is for the short section by the properties concerned.

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	28.05	27.34	34.17	00:00:04
01/08/23 to 31/08/23	27.92	27.34	34.17	00:00:10

**Plan:** No

**Note:** Three residents supported retaining 20's throughout Montgomery.

**Review:** This section benefits from a 30mph buffer speed limit leading into the 20mph speed limit that commences prior to the row of properties named Rock Cottages. Given that there are no vehicular accesses and no development or footways on the opposing side the 30mph limit is appropriate and consistent with the WG guidance. The existing 20mph speed limit commences at a point just east of Rock Cottages. This is where the road environment changes and is the most appropriate location to make the change. A review of the town's speed



limits was recently undertaken following changes required for a housing development. This review sought to modify limits where appropriate and the town now as a whole meets the current WG guidance criteria.

**Recommend:** **No change as all these approaches were assessed in detail as part of a separate review.**

### 2.30. Montgomery B4388:

**Request:** Request from County Cllr Brignell-Thorp. *The B4388 as it enters Montgomery from Forden (what3words ///stubble.driftwood.packets) The current 20mph is very close to the cottage junction with many properties and busy pedestrian pavements still in the 30mph zone. It would be better if the 20mph zone were extended further out towards the entrance of the Trem-y-Fridd estate.*  
Request from resident. *The road outside the residential area of Verlon Close Montgomery (B4388) is 30mph until Arthur's Gate, when it changes to 20mph it should be 20mph from the vets onwards into Montgomery. Cars exceed 30mph and the house levels are excessive. Extending the 20mph limit here would be helpful and safer.*

**Speed Data:** Not available

**Plan:** No

**Note:** Three residents supported retaining 20's throughout Montgomery.

**Review:** There are properties on one side of road with rural aspect to other, currently served with a 30mph speed limit. The 20mph terminal signing is located in the best possible place to afford adequate forward visibility before the true change in roadside environment from the bend onwards. This section benefits from a 30mph buffer speed limit leading into the 20mph speed limit that commences prior to the junction with Arthurs Gate. Given that there are no development or footways on the opposing side the 30mph limit is appropriate and consistent with WG guidance. The existing 20mph speed limit commences at a point just north of its junction with Arthurs Gate. This is where the road environment changes and is the most appropriate location to make the change. A review of the town's speed limits was recently undertaken following changes required for a housing development. This review sought to modify limits where appropriate and the town now as a whole meets the current WG guidance criteria.

**Recommend:** **No change as all the approaches were assessed recently in detail as part of a separate review.**

### 2.31. Newtown A4811 Pool Road:

**Request:** Return a section of Pool Rd, Wern Ddu Lane and the Dyffryn Enterprise Park back to 30mph.

Speed Data: The speed data shown is for the section of Pool Rd proposed to be increased to 30mph as shown on the plan.

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	26.08	25.54	31.69	00:01:00
01/08/23 to 31/08/23	33.33	31.38	40.02	00:00:45

Plan: Yes

Note: Two residents supported retaining 20's throughout Newtown.

Review Pool Road from the commencement of the existing 20mph towards the Lion works area is predominantly industrial in nature with some retail outlets. Pedestrian movements in the main are low however there are some facilities to aid pedestrian crossing movements with the introduction of a couple of pedestrian refuges. The road corridor is fairly wide with good forward visibility and this encourages higher speeds with the business properties being set back from the road side. The nature of this road therefore lends itself to being a 30mph and not restricted to 20mph. It is therefore proposed to shorten the 20mph limit on the eastern entrance to the town on the A4811 from the point approximately 100m to the east of the junction to Dyffryn Industrial Estate by Aldi to where the nature of the road changes where the businesses close in on the road side and a number of residential properties begin, outside the property named Rose Dene. The 30mph limit should also encompass the Dyffryn Industrial Estate Road and the short section of Wern Ddu Lane between Aldi and Morrisons.

**Recommend: Raise the limit on the section of Pool Road from the existing 40mph speed limit and along Wern Ddu Lane to 30mph from 20mph as shown on the plan.**

## 2.32. Newtown, U2604 Bryn Lane:

Request: As part of this review a legal anomaly has been identified at this location.

Speed Data: Not available

Plan: No

Note: Two residents supported retaining 20's throughout Newtown.

Review: The 20mph speed limit signs are in the correct location and consistent with the WG guidance. However, there is currently a speed limit order in place which needs revoking to ensure this legally a restricted road and therefore subject the 20mph speed limit. The extent of the signed limit is not proposed to be changed

**Recommend:** Revoke old speed limit Order to make this section of Bryn Lane a restricted road [20mph]. The existing signage will remain in the same location and this no effective change to the speed limit as it appears on the road.

### 2.33. Newtown B4801 Kerry Road:

**Request:** Return a section of Kerry Road, Heol Treowen and the Vastre Industrial Estate back to 30mph.

**Speed Data:** The speed data shown is for the section of Kerry Road proposed to be increased to 30mph as shown on the plan.

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	31.13	31.50	38.28	00:00:29
01/08/23 to 31/08/23	33.37	33.55	38.28	00:00:22

**Plan:** Yes

**Note:** Two residents supported retaining 20's throughout Newtown.

**Review:** In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads in industrial areas with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. This road was originally intended to be exempted from the 20mph and remain a 30mph however an error led to it not being formally exempted. The nature of the road meets the criteria for raising to 30mph however it is considered from the area around the railway bridge/pedestrian crossing the environment changes sufficiently to remain restricted [20mph]. This change has also prompted the review of the two side roads meeting Kerry Road, the Vastre Industrial estate and Heol Treowen. The Vastre industrial estate road is wholly industrial in nature, and its function lends itself to being limited to 30mph being consistent with other industrial estate roads within Powys where walking and cycling are minimal. The first section of Heol Treowen up to the Cledan side road junction has no direct frontage access to any residential properties, and as such should also be excluded to a point just east of the Cledan side road junction. By moving the start of the restricted road [20mph] to that location better aligns the limit to the access characteristics of the road where there are residential properties.

**Recommend:** Increase the speed limit back to 30mph on Kerry Road from the 40mph limit to just prior to the pedestrian crossing. Increase the Vastre Industrial Estate roads back to 30mph. Increase the eastern end of Heol Treowen back to 30mph from its junction with Kerry Road to a point just east of the Cledan side road junction.

### 2.34. Newtown B4568 Milford Road:

Request:	Requests from residents, County Cllr Lewington and Highway Authority recommendations to review Milford Road.
Speed Data:	Not available
Plan:	Yes
Review:	<p>The western part of Milford Road has little or no direct frontage development as housing is located away from the road on side streets/cul-de-sacs. This lack of development results in the nature of the road not having the characteristics of an urban residential street. Given this the section west of Brynwood Drive meets the Welsh Government criteria for becoming 30mph. Limited speed data for this section has been analysed and it is noted that speeds west of Brynwood drive are relatively high but to the east there is a notable decrease. This is largely due to the nature of the road changing at this location. It is therefore considered that the 20mph should start immediately to the west of Brynwood Drive to match the natural change which will then reinforce the change in speed limit and should help improve compliance. The section to the west, should therefore be raised to 30mph in accordance with the criteria. However, it is also considered that the proposed 30mph section should be extended into the current 40mph restriction. The change to 40mph occurs to the east of Hendidley Way and the area pedestrians originating from this reasonably sized estate are required to cross the road to the footway on the opposing side to walk to town. It is therefore considered that the 40mph section should be reduced in extent and the 30mph extended 85m to the west of Hendidley Way to also encompass the private road. It is at this point a slight change in the environment occurs with the properties on Hendidley Way coming into view reinforcing the need for a 30mph limit. Westwards from that point it is considered that further assessment of speed limits should not be made until the Welsh Governments revised guidance on Setting Local speed limits in Wales is produced later this year. It is recognised that due to the lack of footway towards Mill Fields there is local request for a lowered limit.</p>
Recommend:	<b>Proposed to start the 20mph speed limit just west of the junction with Brynwood Drive. Retain 20mph on all side roads and sign accordingly. Reduce section of 40mph to 30mph at red patch just west of the private road west of Hendidley to introduce a buffer speed limit into the 20mph section.</b>

### 2.35. Newtown C2011 Llanfair Road:

Request:	A request was received to review the northerly section of the C2011 Llanfair Road as it leads towards the hospital entrance.
Speed Data:	Not available
Plan:	Yes
Review:	In terms of 'movement', 'road characteristics' and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, open aspect, low density of housing or housing predominantly on one side. All of which are applicable to the section of road highlighted in the plan. This section is very sparsely populated with minimal properties fronting onto the road. Thus, it is proposed to start the 20mph speed limit as per the plan just north of the hospital entrance at lamp post NE1625 where the road becomes more urban in nature. The section from there to the national speed limit would then revert back to 30mph as indicated on the plan. Brynglas Avenue will however remain 20mph and signed as such.
Recommend:	<b>Proposed to start the 20mph speed limit just north of the hospital entrance and revert rest back to 30mph. Brynglas Avenue to remain 20mph.</b>

### 2.36. Norton B4355:

Request:	Request from Presteigne & Norton Town Council, four local residents and one from outside the area to increase the speed limit from 20 to 30mph.
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Speed Data:

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	29.45	26.10	36.04	00:01:32
01/08/23 to 31/08/23	32.03	30.88	36.41	00:01:21

Plan:	Yes
Note:	Three residents supported retaining 20's throughout Norton.
Review:	In terms of 'movement', 'road characteristics and 'place' criteria, 30mph speed limits can be considered for use on minor roads with low demand for pedestrian or cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable to the section of road highlighted in the plan to return to 30mph as this section is very sparsely populated with low numbers of properties fronting onto the road. However, the central section is sufficiently populated with properties and also the former church that is now a community hall and attracts a level of pedestrian activity therefore this should remain 20mph. In raising the other

section to 30mph, this creates a buffer limit in between the national speed limit and the 20mph limit which should aid compliance to the 20mph speed limit.

**Recommend:** **Increase 20mph speed limit back to 30mph on northern approach to a point where the “pedestrian in road” sign is located. And increase 20mph speed limit to 30mph on southern approach to a point just north of the junction with Caefylyn. Retain 20mph speed limits on all side roads in the 30mph buffer speed limit zones.**

### 2.37. Pant-y-Dwr B4518:

**Request:** Request two local residents and one from outside the area to increase the speed limit from 20 to 30mph.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	34.52	34.49	34.55	00:00:45
01/08/23 to 31/08/23	38.65	36.91	40.39	00:00:40

**Plan:** No

**Review:** There has been a good reduction in speeds through the village. The general roadside environment fits with WG guidance on 20mph speed limits in terms of property density, and the proposal is therefore to retain the 20mph speed limit on this basis as well as demonstrating continuity of speed limit application across the network.

**Recommend:** **No change.**

### 2.38. Pentre'r-Felin, Sennybridge:

**Request:** Local resident request. *The road going through Pentre'r Felin, there is no need for the speed to be as low as 20mph as there is very few residents and they are rarely all walking about the road and vehicles travelling through travel through safely without knocking over pedestrians.*

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	26.72	26.72	26.72	00:00:50
01/08/23 to 31/08/23	28.90	28.90	28.90	00:00:50

**Plan:** No

**Review:** There has been a marginal reduction in speeds through the village.

The general roadside environment fits with WG guidance on 20mph speed limits in terms of property density and other facilities, and the proposal is therefore to retain the 20mph speed limit as it is and keep continuity of speed limit application across the network.

**Recommend:** **No change.**

### 2.39. Penybont Fawr B4391:

**Request:** No request was received, but the section shown on the plan was intended to be made 30mph in September 2023. However, this was objected to at the time and therefore not implemented. This led to the 20mph being extended beyond where the natural location of change in roadside environment occurs and subsequently diminishes the effect of the 20mph limit where it is more appropriately applied. The Highway Authority has therefore identified this for review.

**Speed Data:** Not available

**Plan:** Yes

**Review:** In accordance with WG guidance the existing 20mph speed limit extends too far in a westerly direction, and it is therefore proposed to relocate the 20mph speed limit back to the originally proposed location that aligns with the change in roadside environment and WG guidance on implementation of 20mph speed limits. It is proposed that the extended section of 20mph is increased back to 30mph to create a buffer limit in between the national speed limit and proposed new commencement of the 20mph limit which should aid compliance to the 20mph speed limit.

**Recommend:** **To move the 20mph speed limit to a point east of St Thomas's Church as shown on the plan where it aligns with the change in the road environment to assist in improving compliance with the 20mph speed limit where it is appropriate. This will allow a buffer limit of 30mph to be introduced prior to the relocated 20mph speed limit signs to further assist in reducing vehicle speeds accordingly.**

### 2.40. Pen-y-bont Llanerch Emrys C2003:

**Request:** As part of this review a legal anomaly has been identified at this location.

**Speed Data:** Not available

**Plan:** Yes

**Review:** The 20mph speed limit signs are in the correct location and consistent with the WG guidance. However, there is currently a speed limit order in place on the C2003 that conflicts with this signing. The Order will be amended to ensure the 20mph limit is correctly imposed and the section to the south remains a 30mph but also extended slightly to



cover the new housing estate on the Old Station Yard.

**Recommend:** **The existing 20mph signage will remain in the same location and the 30mph speed limit sign will be modified accordingly.**

#### 2.41. St Harmon B4518:

**Request:** Request from three residents from outside the area to increase the speed limit from 20 to 30mph.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	35.93	37.59	40.14	00:00:58
01/08/23 to 31/08/23	35.98	33.93	43.12	00:00:50

**Plan:** No

**Review:** There has been a good reduction in speeds through the village. The general roadside environment fits with WG guidance on 20mph speed limits in terms of property density along the route. Therefore, it is proposed to retain the 20mph speed limit as it is and maintain continuity of speed limit application across the network.

**Recommend:** **No change.**

#### 2.42. Talgarth A4078:

**Request:** The implementation of the restricted road limit change in September 2023 led to the whole road becoming 20mph. There now appears to be a reduced impact on vehicle speeds during the school opening and closing times since the timed electronic 20mph signs had to be removed. This review allows the opportunity to reconsider the speed limit within this section.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
02/09/24 to 02/10/24	32.98	29.86	41.01	00:02:22
01/08/23 to 31/08/23	39.92	36.29	50.83	00:01:22

**Plan:** Yes

**Review:** Whilst a very good reduction in speeds has been noted, speeds remain significantly higher than the limit. There now appears to be a reduced impact on vehicle speeds during the school opening and closing times since the timed electronic 20mph signs had to be removed. Overall, vehicle speeds have reduced significantly overall, albeit compliance with the 20mph limit still remains poor.



The nature of the roadside environment is wide and open in aspect with little development and as such it is understandable why the speeds are high on this road. In accordance with the guidance, a 30mph limit would normally be recommended due to low levels of cyclist traffic, or areas surrounded by open land, low density of housing or housing predominantly on one side. All of which are applicable in this case if there were no school present. It is considered that a 20mph limit would be better respected in this location at the most appropriate times when the school opens and closes if the timed 20mph limit was reintroduced and outside those times the road reverted back to being 30mph.

**Recommend:** **It is proposed to return the road to 30mph from the junction with the A479 to a point just north of the access road to the garage (the previous site of the part time 20 electronic sign) and the reintroduction of the part time 20mph limit outside the school. It is also proposed to return the section of Hay Road, as shown on the plan, back to 30mph and start the 20mph speed limit just north of the junction with King's Drive. In addition, it is also proposed to implement improved school warning signage, amber flashing units and road markings.**

#### 2.43. Ystradgynlais, Industrial road (Trawsffordd):

**Request:** Request from a resident of Ystradgynlais to increase the speed limit on this restricted road from 20 to 30mph.

**Speed Data:**

Date	Average	Median	85 <sup>th</sup> ile	Average Travel Time
01/08/24 to 31/08/24	31.35	30.76	37.28	00:00:52
01/08/23 to 31/08/23	32.06	32.68	37.28	00:00:46

**Plan:** Yes

**Review:** Speed data indicates that the reduction to 20mph has had no impact on traffic speeds. The roadside environment meets the WG guidance for raising this road back to 30mph since it has no residential properties and industrial in nature.

**Recommend:** **Increase the speed limit back to 30mph as per plan.**

**Cyngor Sir Powys County Council**  
**Review of 20mph Restricted Roads Following Public Consultation**

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### 3.0 Summary Table

This table summarises the proposed decision from the review of each location

Settlement	Road	Proposed decision
Brecon	B4601 Watton, Orchard Street & Newgate Street	Remain as present.
Bronllys	A488	Remain as present.
Bwlch-y-Cibau	A490	Remain as present.
Caersws	B4569 The Green, Trefeglwys Road	Introduce shorter 30mph buffer speed limit and increase extent of 20mph speed limit.
Cefn Coch	C2013	Introduce 30mph buffer speed limit.
Cemmaes	U2288	Introduce a 20mph speed limit to encompass the extent of the play area.
Churchstoke	A490	Remain as present.
Churchstoke	A489	Introduce 30mph buffer speed limit.
Evenjobb	B4357	Introduce 30mph buffer speed limit to the north.
Forde	A490	Introduce 30mph speed limit.
Forde	C2114	Introduce 30mph buffer speed limit.
Four Crosses	U4908	Introduce 20mph speed limit.
Four Crosses	B4393	Introduce 20mph speed limit.
Kinnerton	B4372	Remain as present.
Knighton	B4355 Penybont Road	Raise a section of this road from 20mph speed limit back to 30mph.
Knighton	B4355 Knucklas Road	Introduce a 30mph buffer speed limit to Rose Villa (approximately 100 metres from junction with West Street).
Knighton	B4355 Ffrydd Road	Retain the existing 30mph section and extend it further into the 20mph section to just before Ffrydd Terrace.
Knighton	A4113 Ludlow Road	Introduce a 30mph speed limit between the current 40mph restriction and Farrington Lane, to also include Llanshay Lane.
Knighton	B4355 Presteigne Road	Relocate 20mph and return rest to 30mph.
Knucklas	C1060 (inc U1095, U1075, U1079 & U1080)	Make village subject to a 20mph speed limit.
Llan/Bont Dolgadfan	B4518 and C2018	Reinstate sections to 30mph.
Llanbrynmair	B4518	Remain as present.

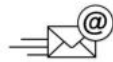
**Review of 20mph Restricted Roads Following Public Consultation**

<b>Settlement</b>	<b>Road</b>	<b>Proposed decision</b>
Llandinam	U4531	Extend extent of 20mph speed limit up past car park access.
Llandrindod Wells	Various roads	Remain as present.
Llanfair Caereinion	Watergate Street & Gibbet Road	Remain as present.
Llanfyllin	A490	Remain as present.
Llangedwyn	B4396 and C2002	Reinstate to 30mph speed limit.
Llangedwyn	C2209	Remain as present.
Llansantffraid-ym-Mechain	B4393 and A495	No change to the majority of the 20mph through the village.
Llansantffraid-ym-Mechain	A495	Introduce 30mph buffer speed limit on northeastern approach.
Llansantffraid-ym-Mechain	A495	Introduce 30mph buffer speed limit to southwestern approach and install a new central island.
Lower Cwmtwrch	A4068	Remain as present.
Montgomery	B4385 Station Road	Remain as present.
Montgomery	B4388	Remain as present.
Newtown	A4811 Pool Road	Introduce 30mph speed limit on Pool Road, Dyffryn Enterprise Park and Wern Ddu Lane.
Newtown	U2604 Bryn Lane	Revoke old speed limit Order. 20mph speed limit will remain as it appears on the road.
Newtown	B4801 Kerry Road	Introduce 30mph on Kerry Road ,the Vastre Industrial Estate roads and the eastern end of Heol Treowen.
Newtown	B4568 Milford Road	Start the 20mph speed limit just west of the junction with Brynwood Drive.
Newtown	B4568 Milford Road	Reduce section of 40mph to 30mph just west of the private road west of Hendidley.
Newtown	C2011 Llanfair Road	Start 20mph speed limit just north of the hospital entrance and revert rest back to 30mph.
Norton	B4355	Introduce 30mph on northern approach.
Norton	B4355	Introduce 30mph on southern approach.
Pant-y-dwr	B4518	Remain as present.
Pentre'r-Felin		Remain as present.
Penybontfawr	B4391	Introduce 30mph limit on the western side.

Settlement	Road	Proposed decision
Pen-y-bont Llanerch Emrys	C2003	The existing 20mph to remain. 30mph order to be modified to match site.
St Harmon	B4518	Remain as present.
Talgarth	A4078	Increase the speed limit back to 30mph with a timed 20mph limit for school opening and closing times.
Ystradgynlais	Industrial road (Trawsffordd)	Increase the speed limit back to 30mph.

## 4.0 How to Respond

County Councillors and Town/Community Clerks can send in their responses to this report before the 31 March 2025 to:



traffic@powys.gov.uk

or



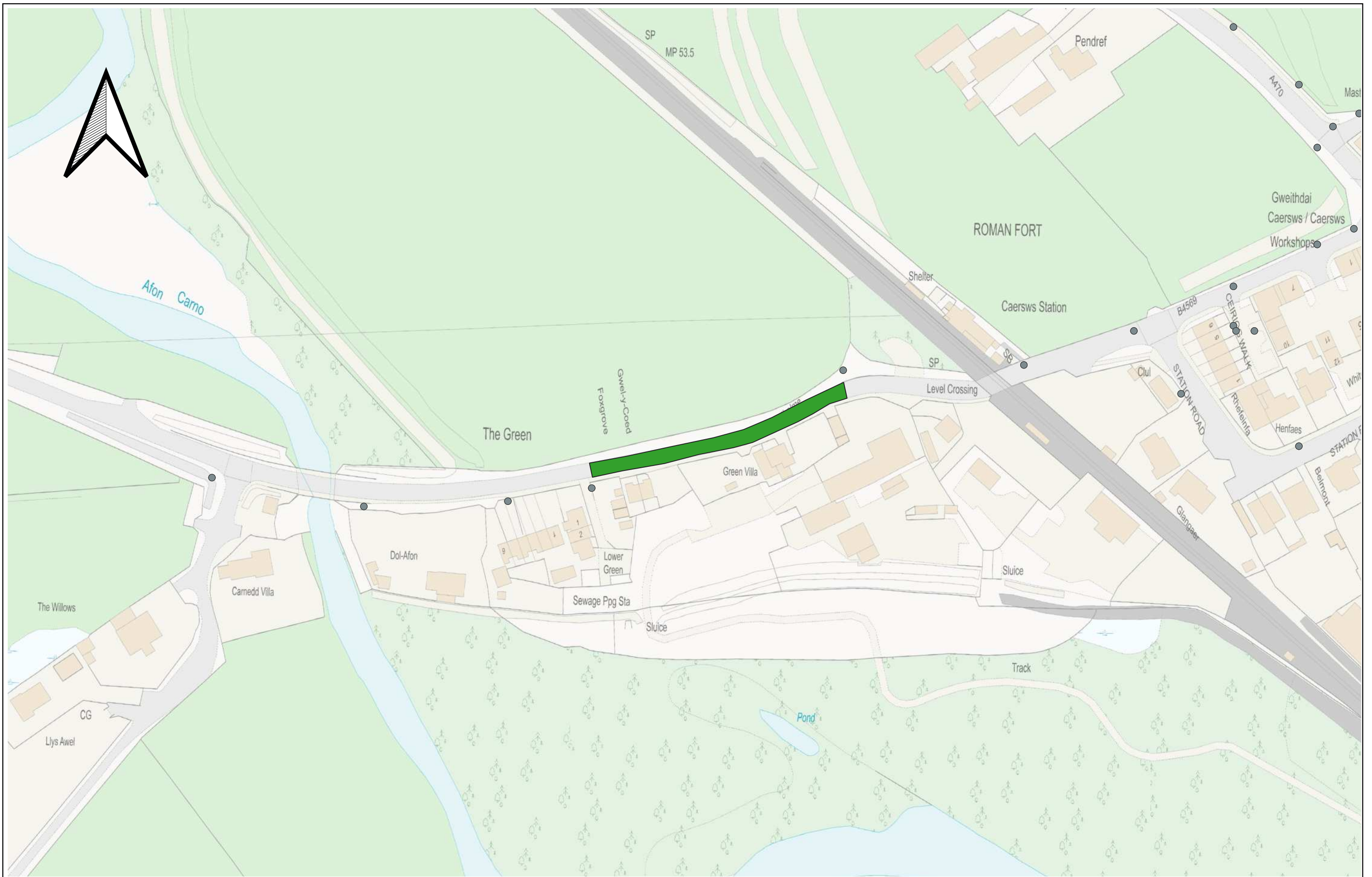
Review of 20mph  
Highways Transport and Recycling  
Powys County Council  
Spar Road East  
Llandrindod Wells  
LD1 5LG

This is a closed consultation at this stage limited to County Councillors and Town/Community Councils. Any other responses will not be considered at this stage.

## Appendix A

### Plans

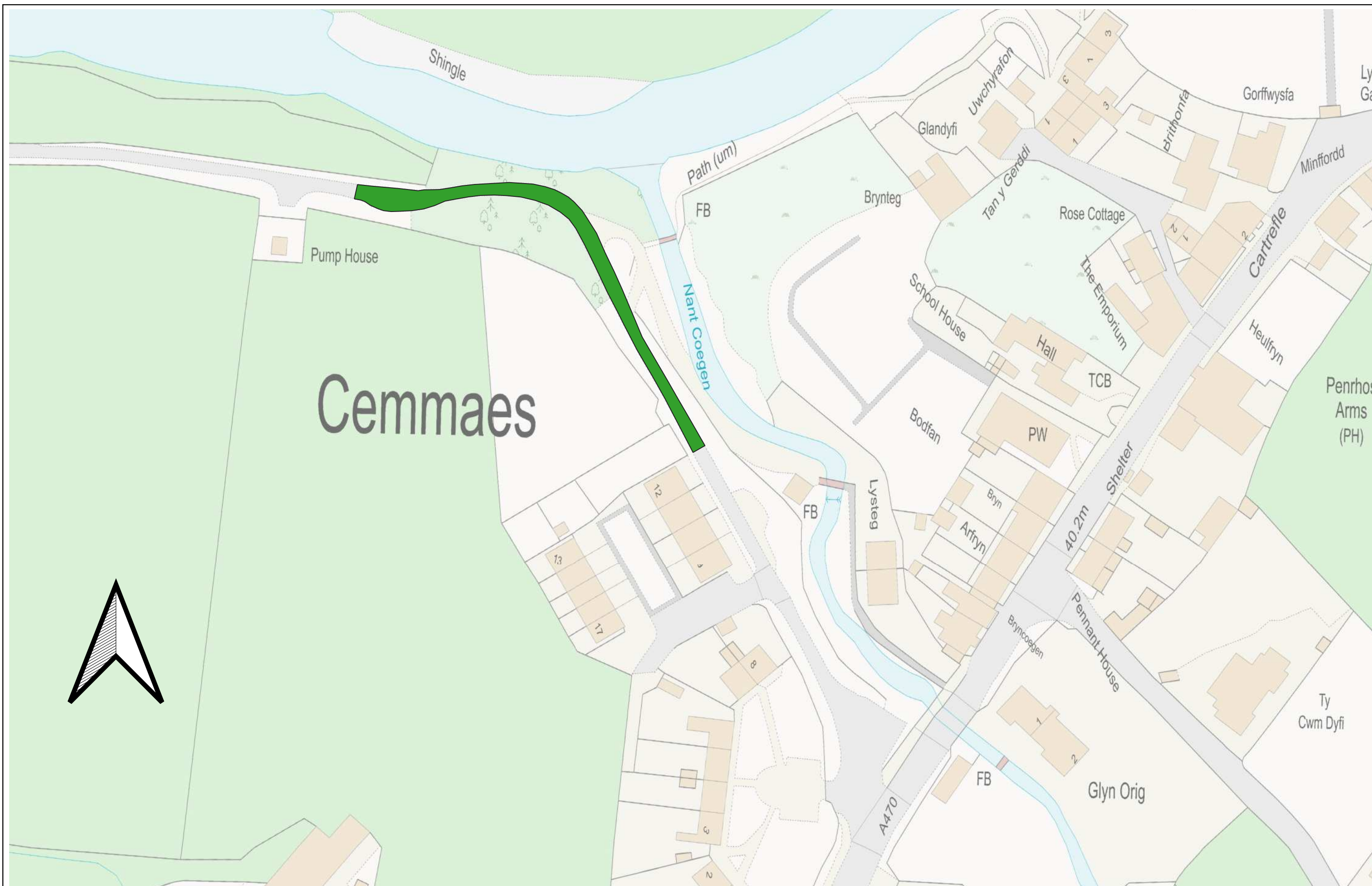










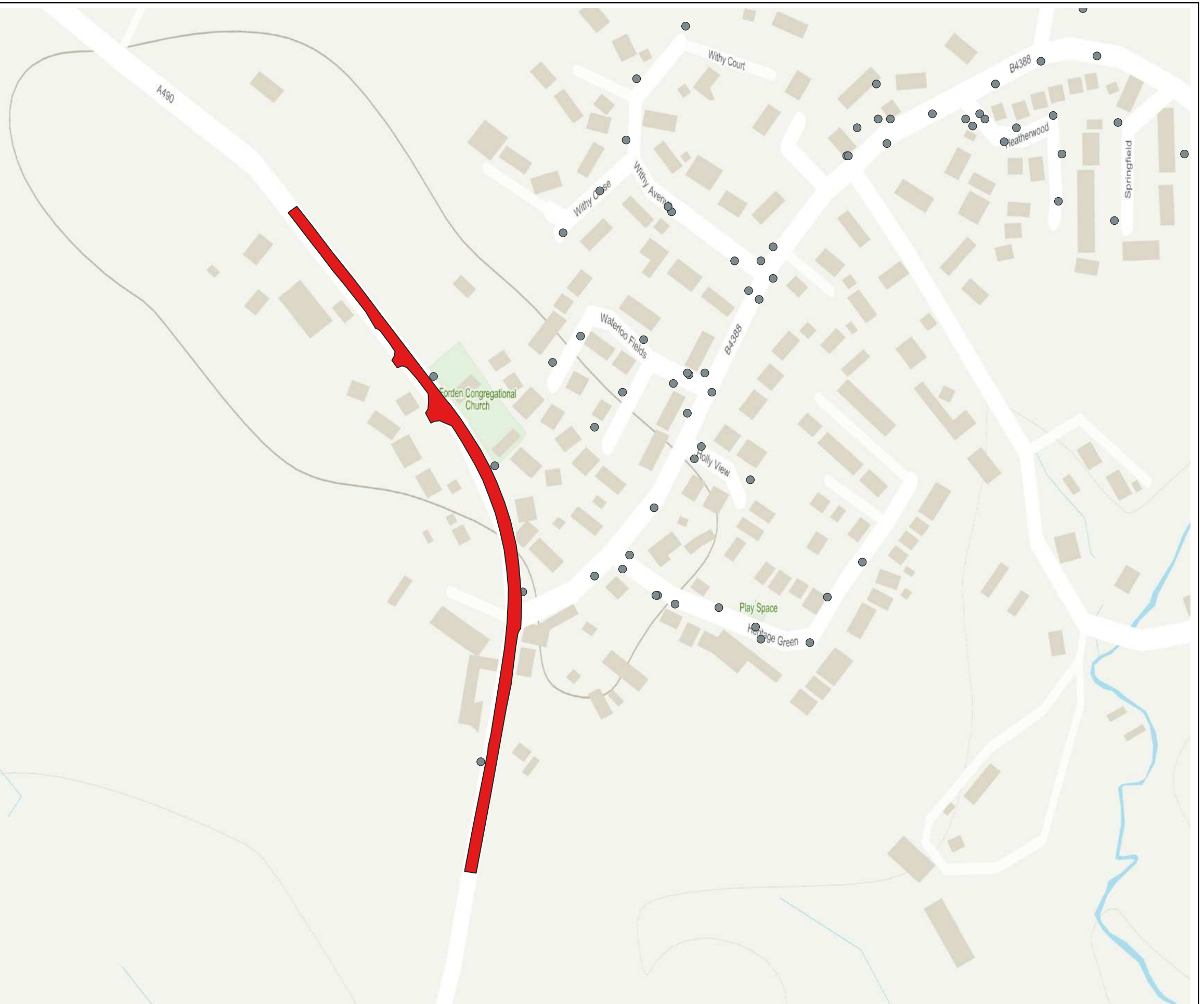
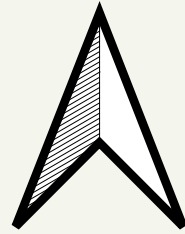


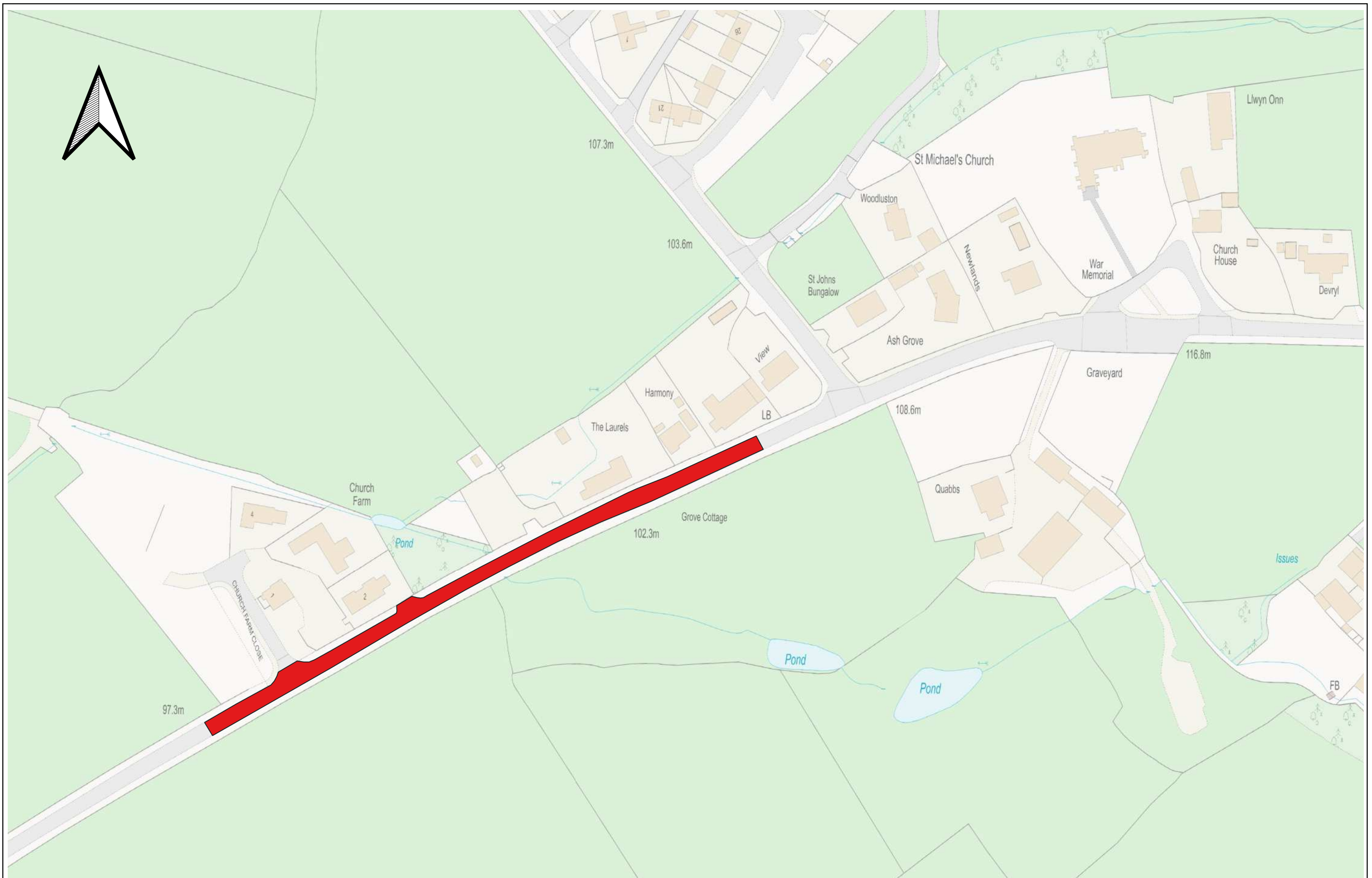




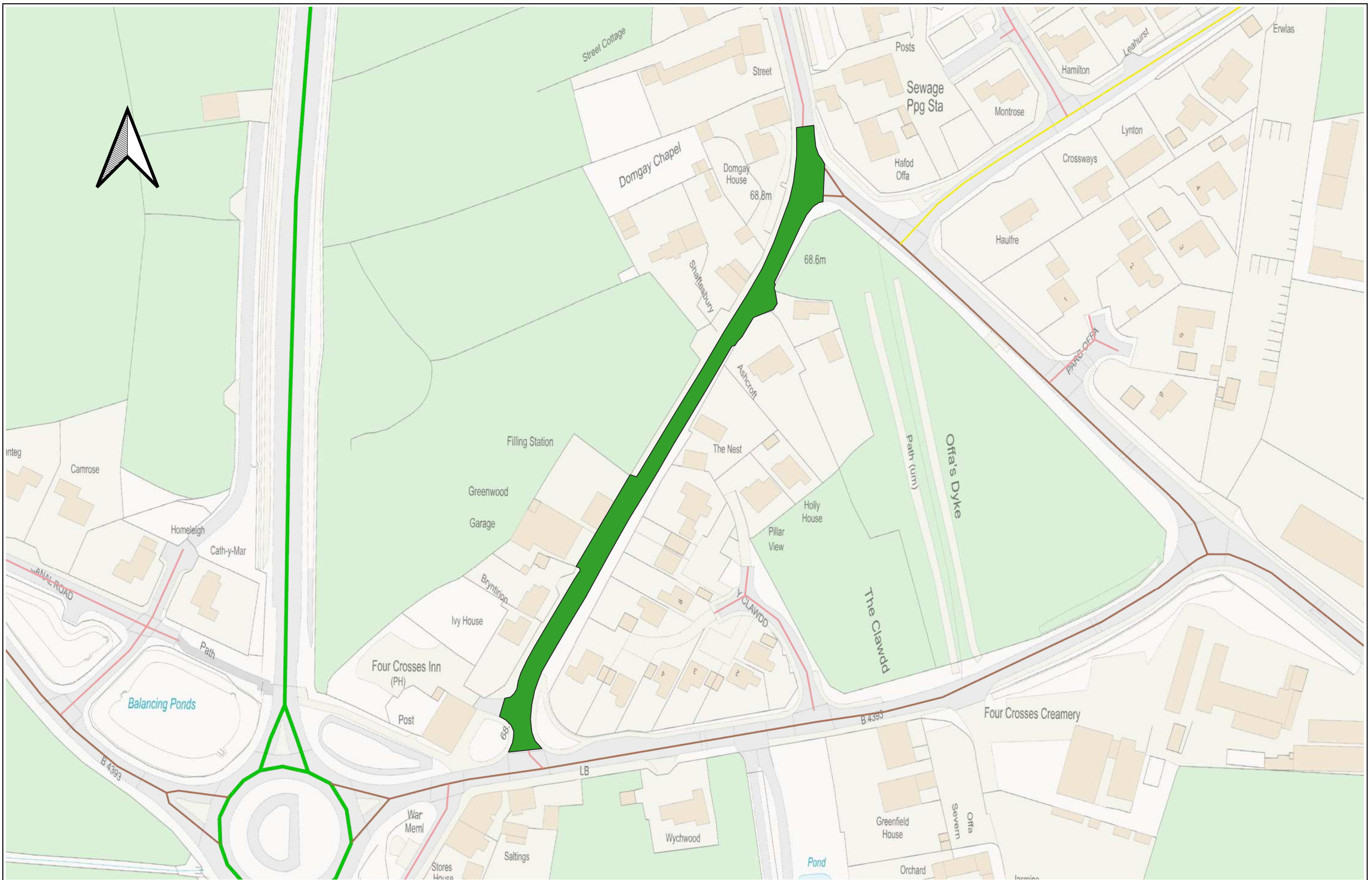












Cyngor Sir

County Council

Printed by: rayw Date: 19/7/2024

U4908 (Former A483), Four Crosses

Proposed reduction of 30mph to a restricted road 20mph.

Green: Extent of 30mph to 20mph section



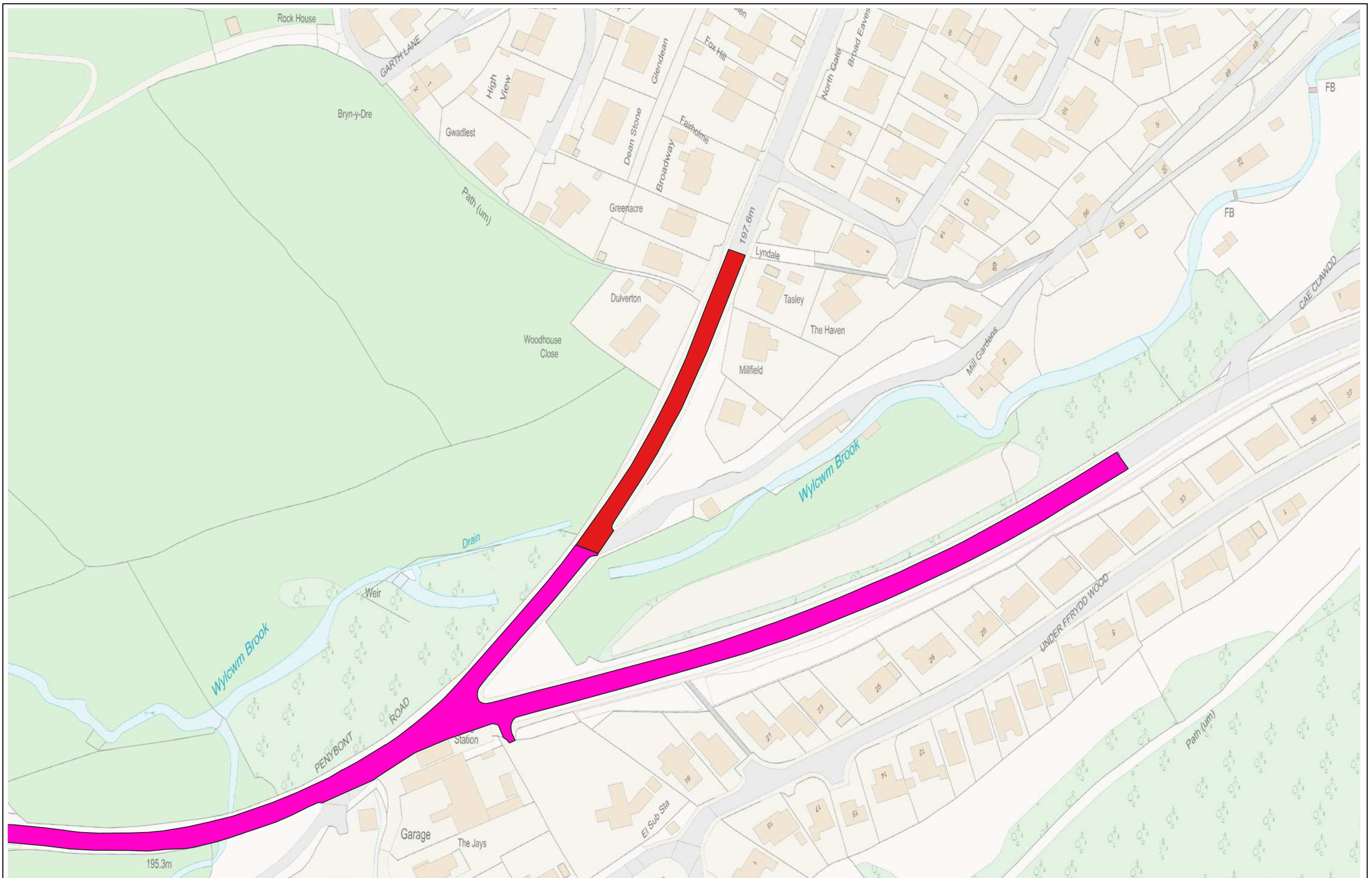


B4393, Four Crosses

Proposed reduction of 30mph to a restricted road 20mph.

Green: Extent of 30mph to 20mph section





B4355 Penybont Rd, Knighton

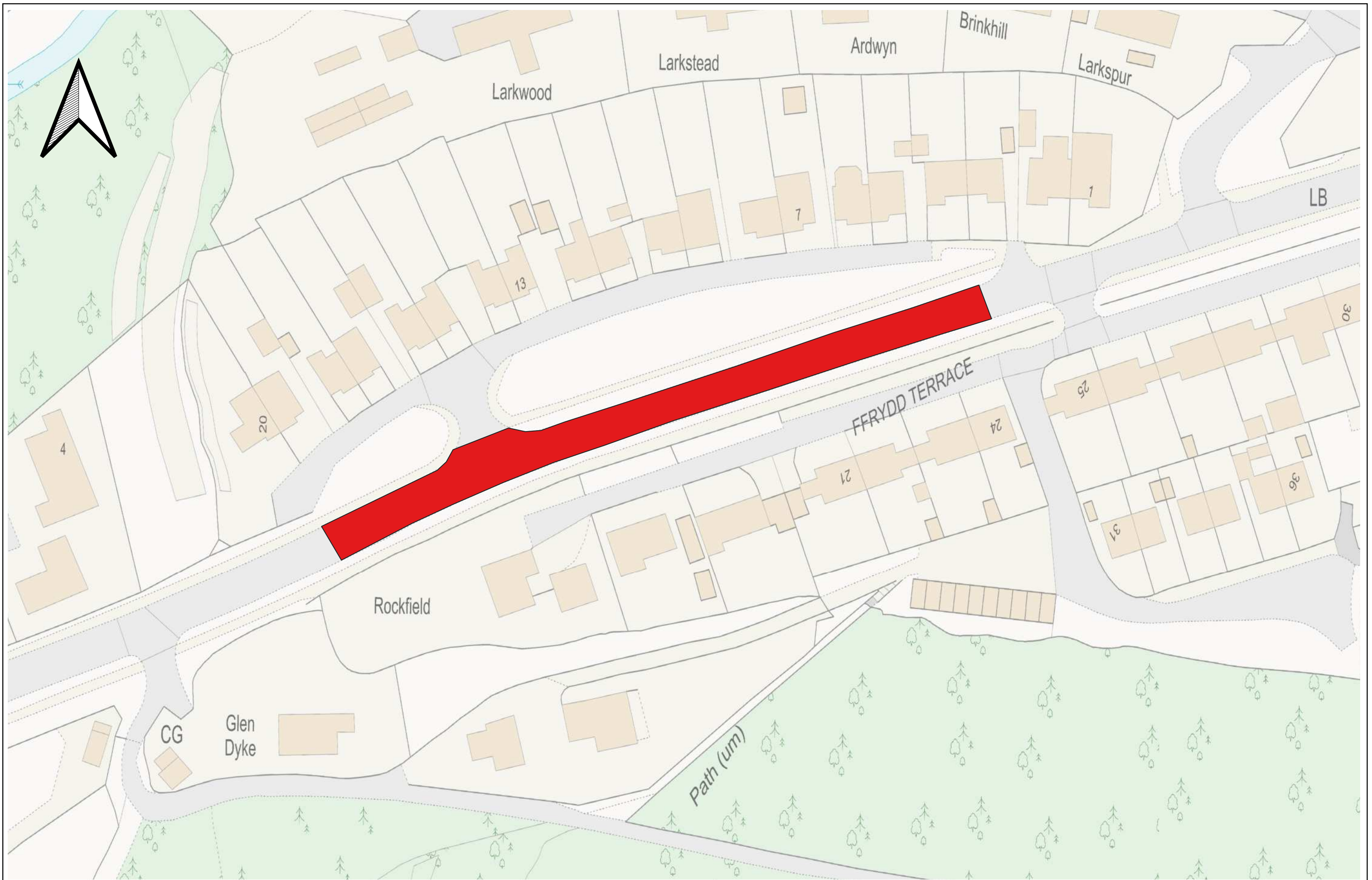
Proposed increase of 20mph restricted road back to 30mph.

Red: Return to 30mph

Pink: Existing 40mph











A4113 Ludlow Road, Knighton (inc C1064 Llanshay Lane)

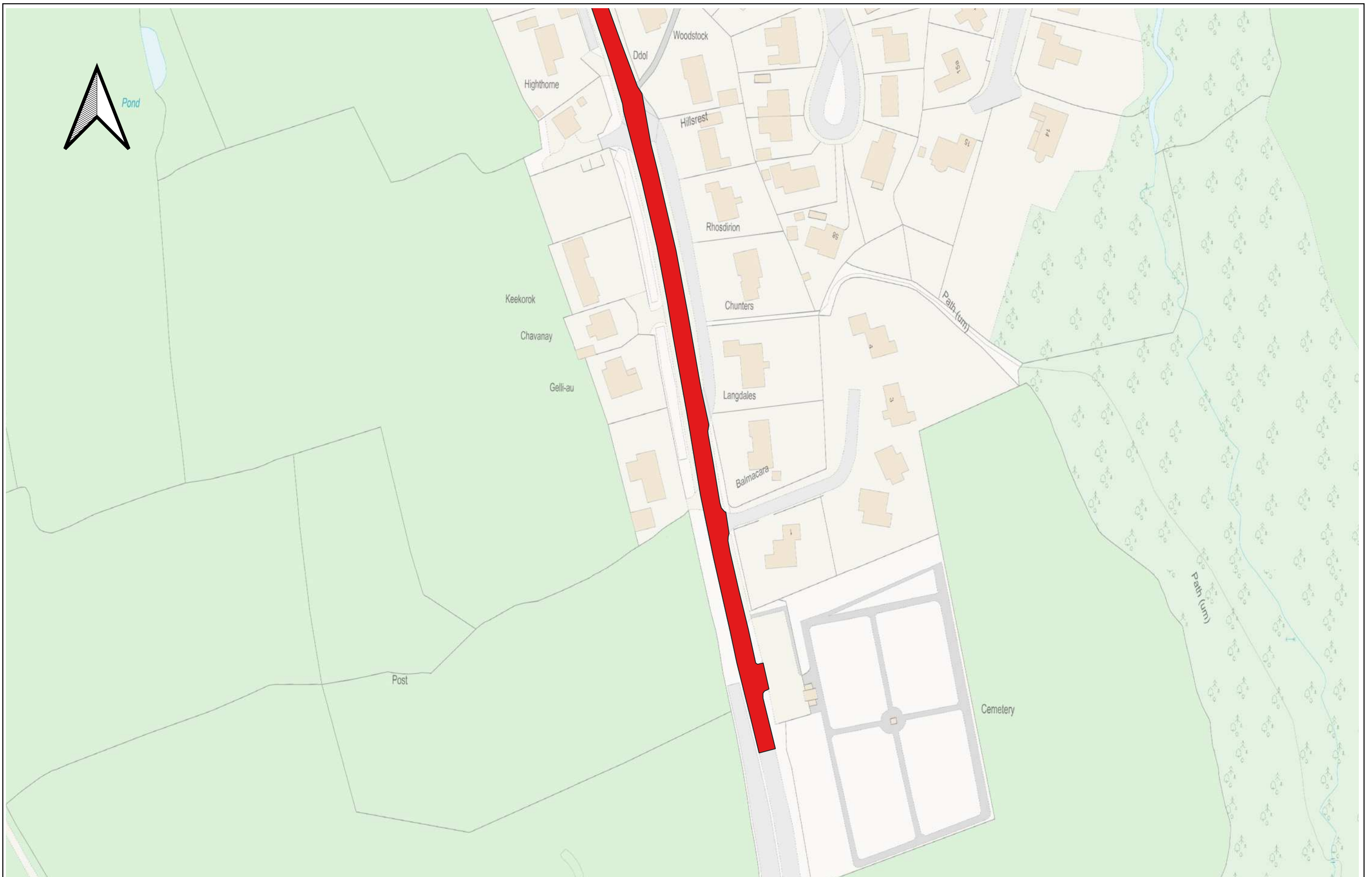
Proposed increase of 20mph restricted road back to 30mph.

Red: Extent of 20mph to 30mph section

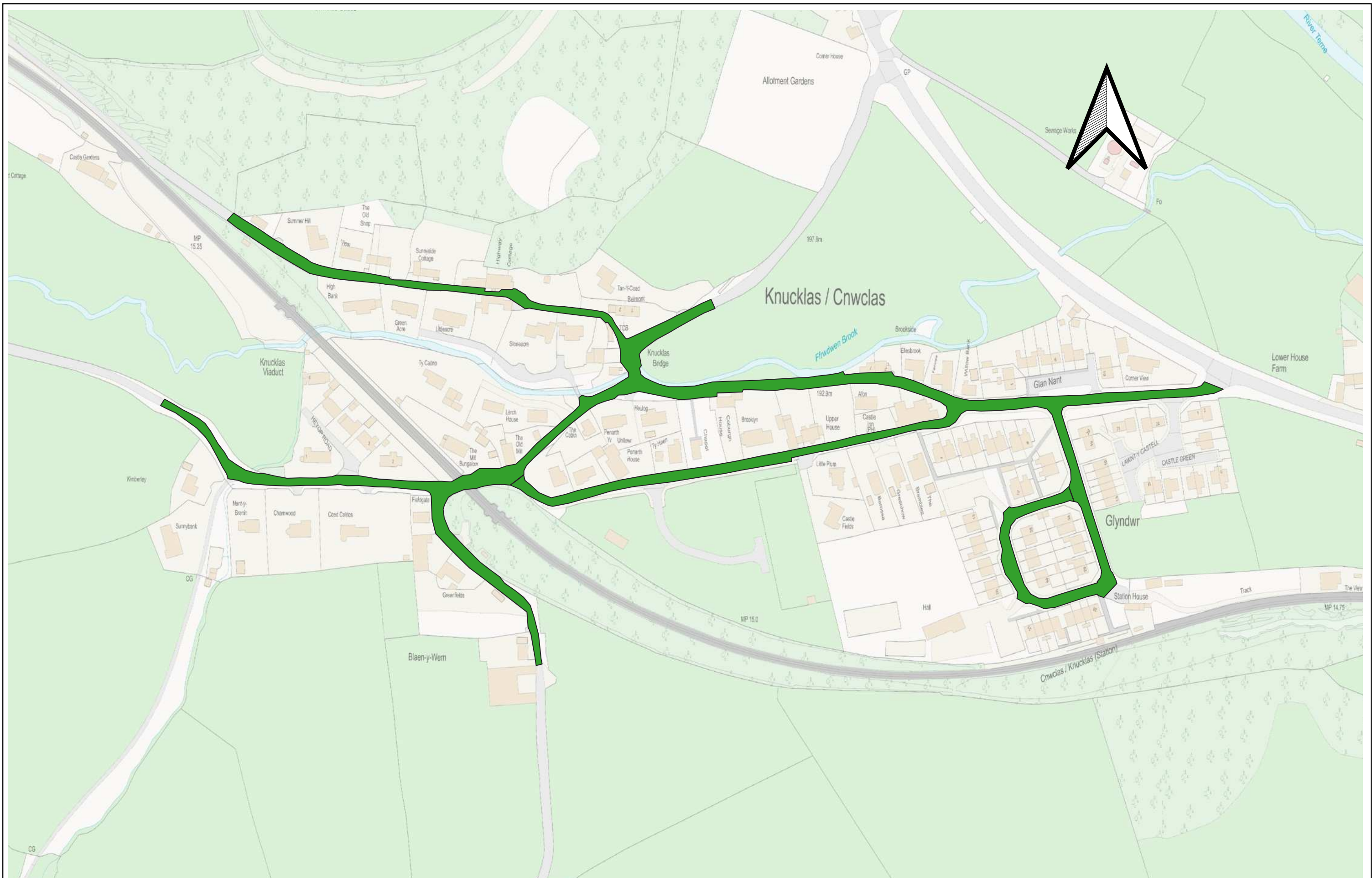




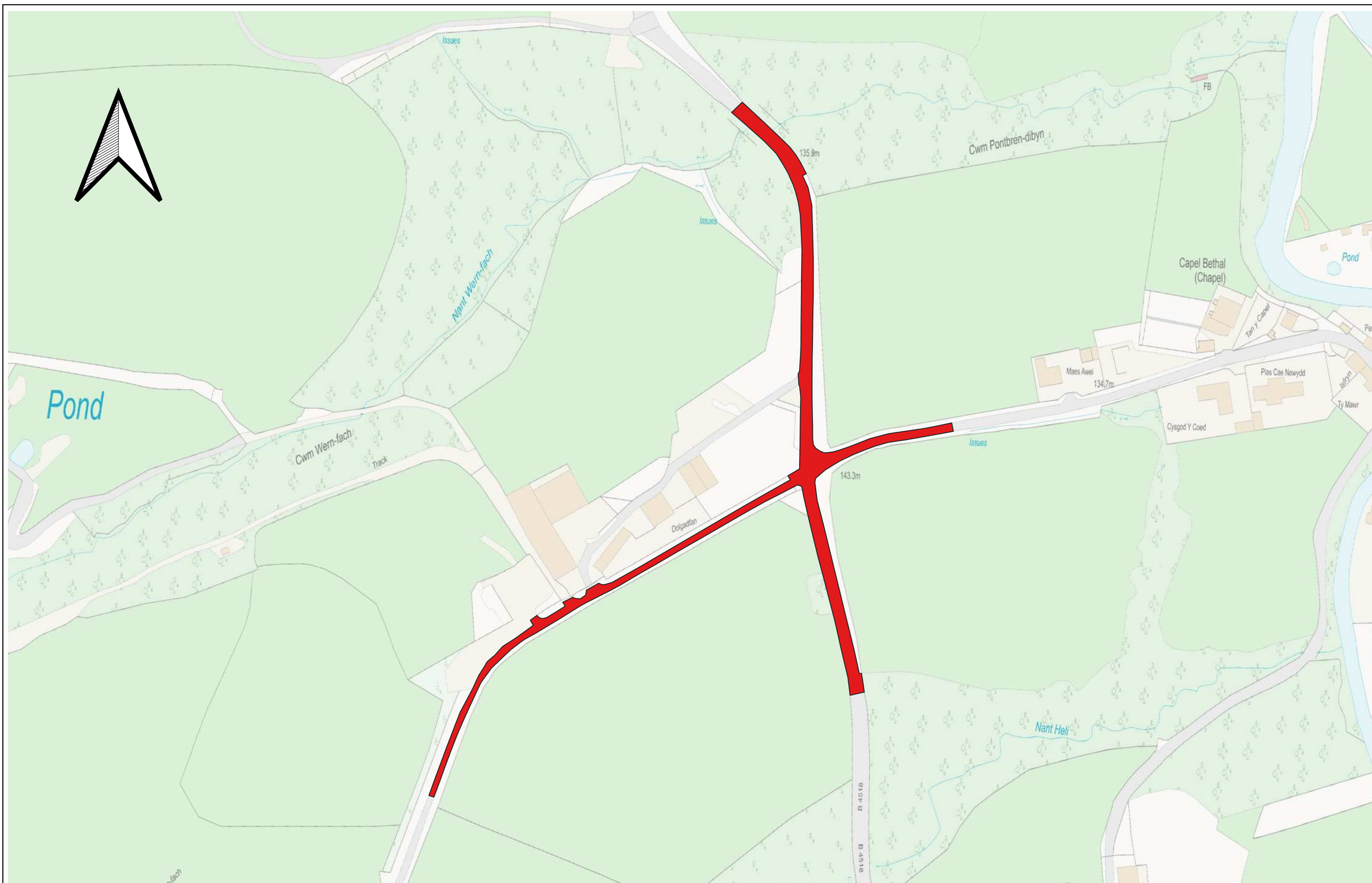




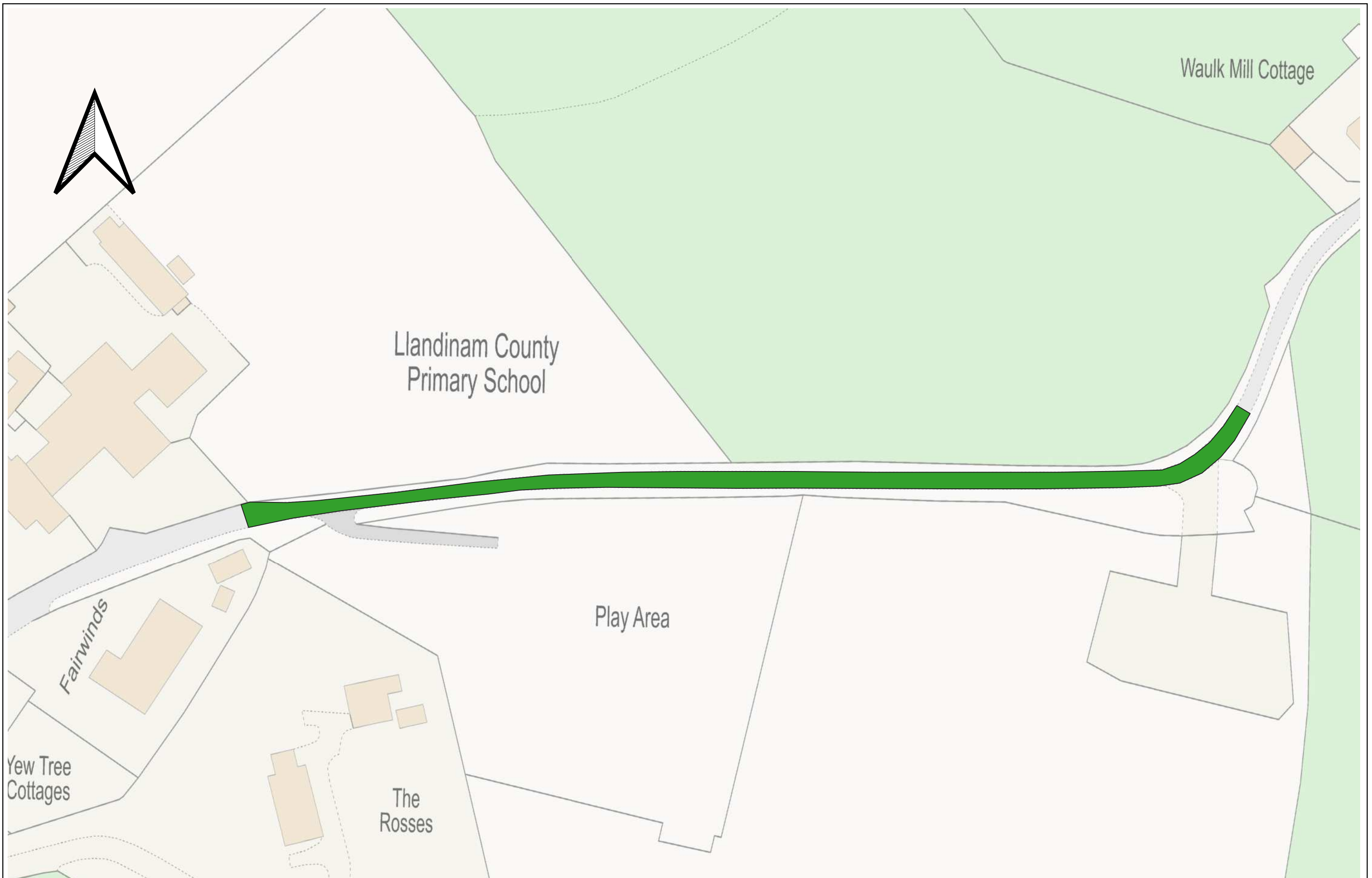










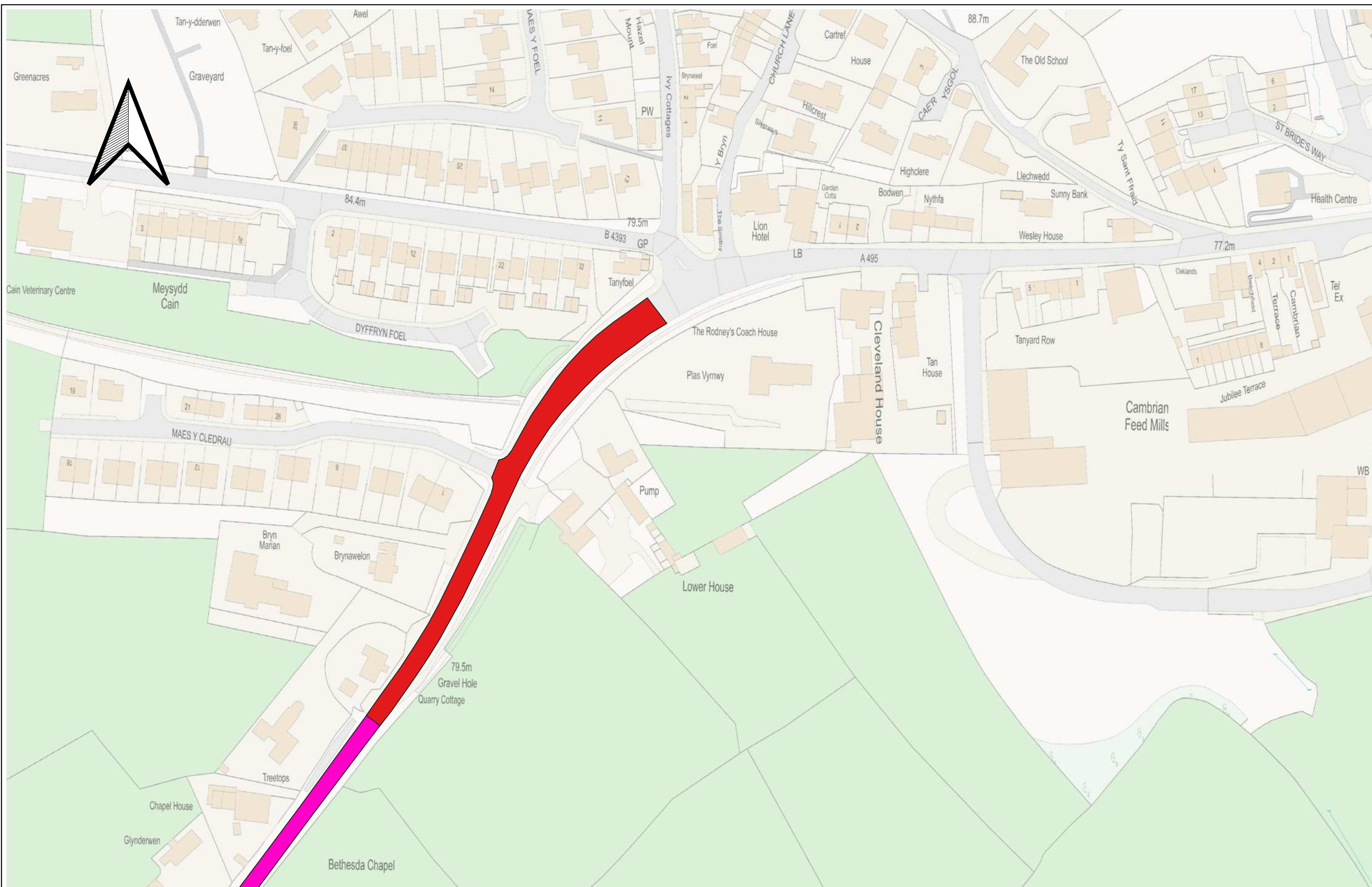








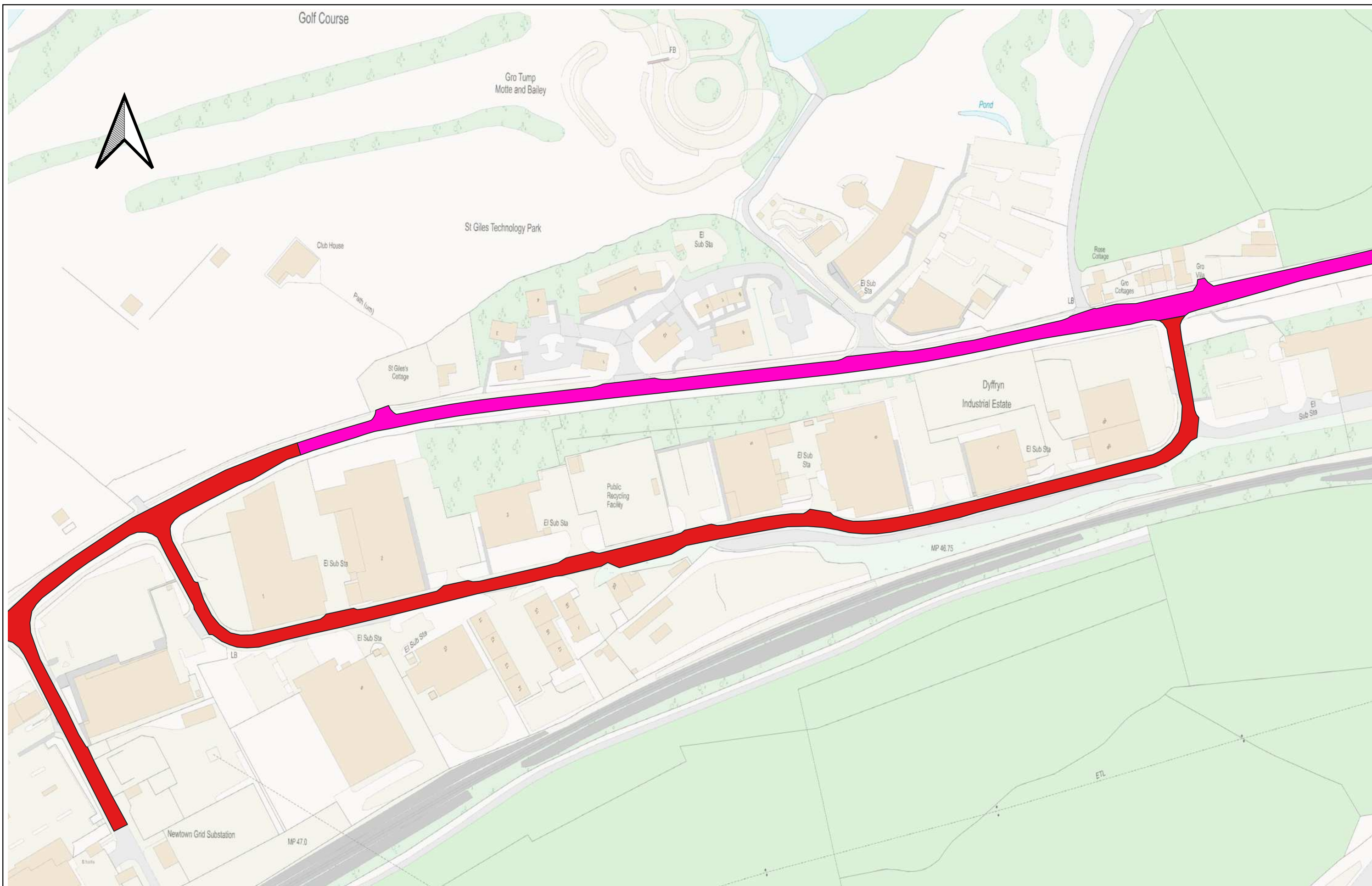




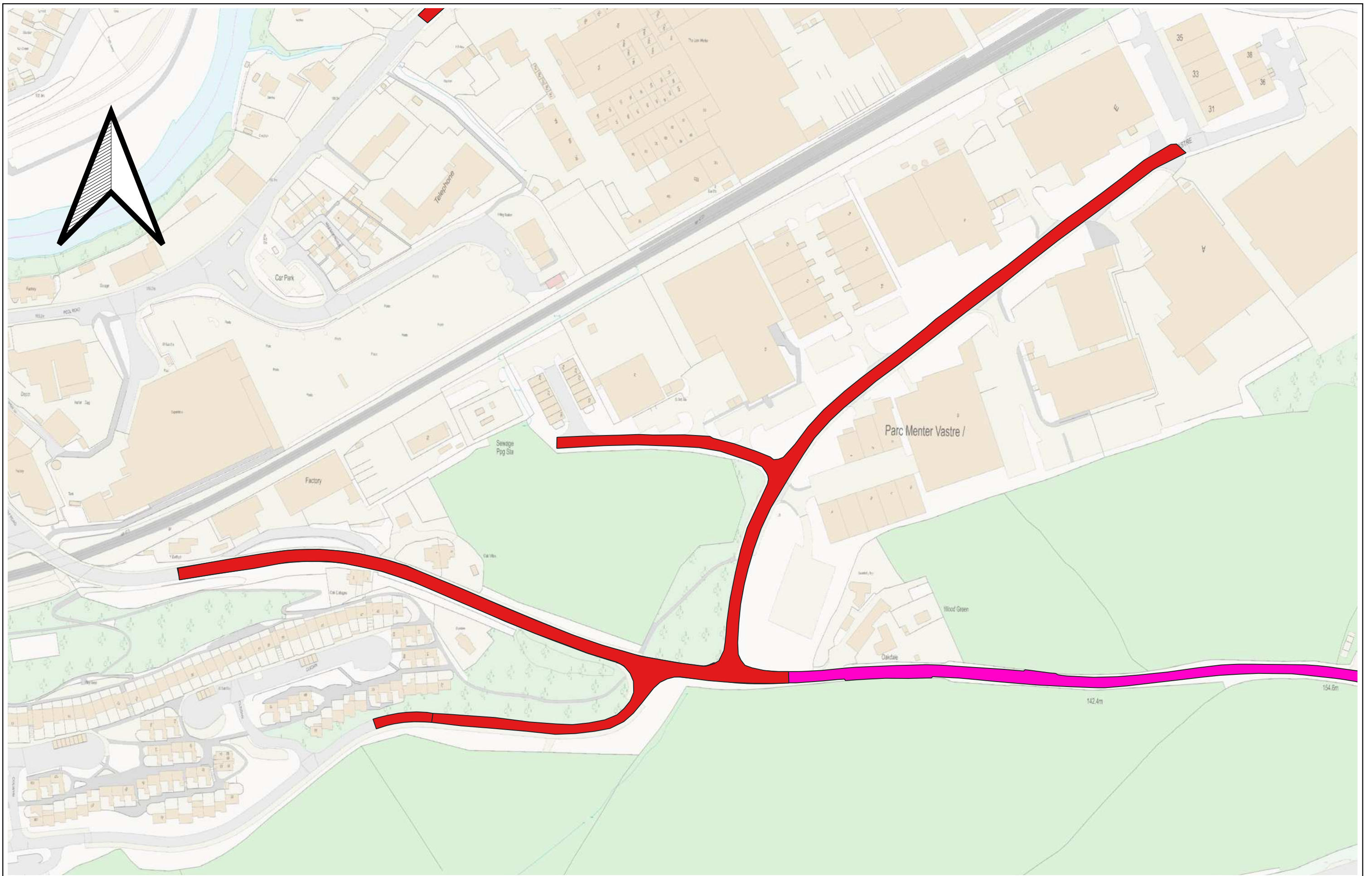












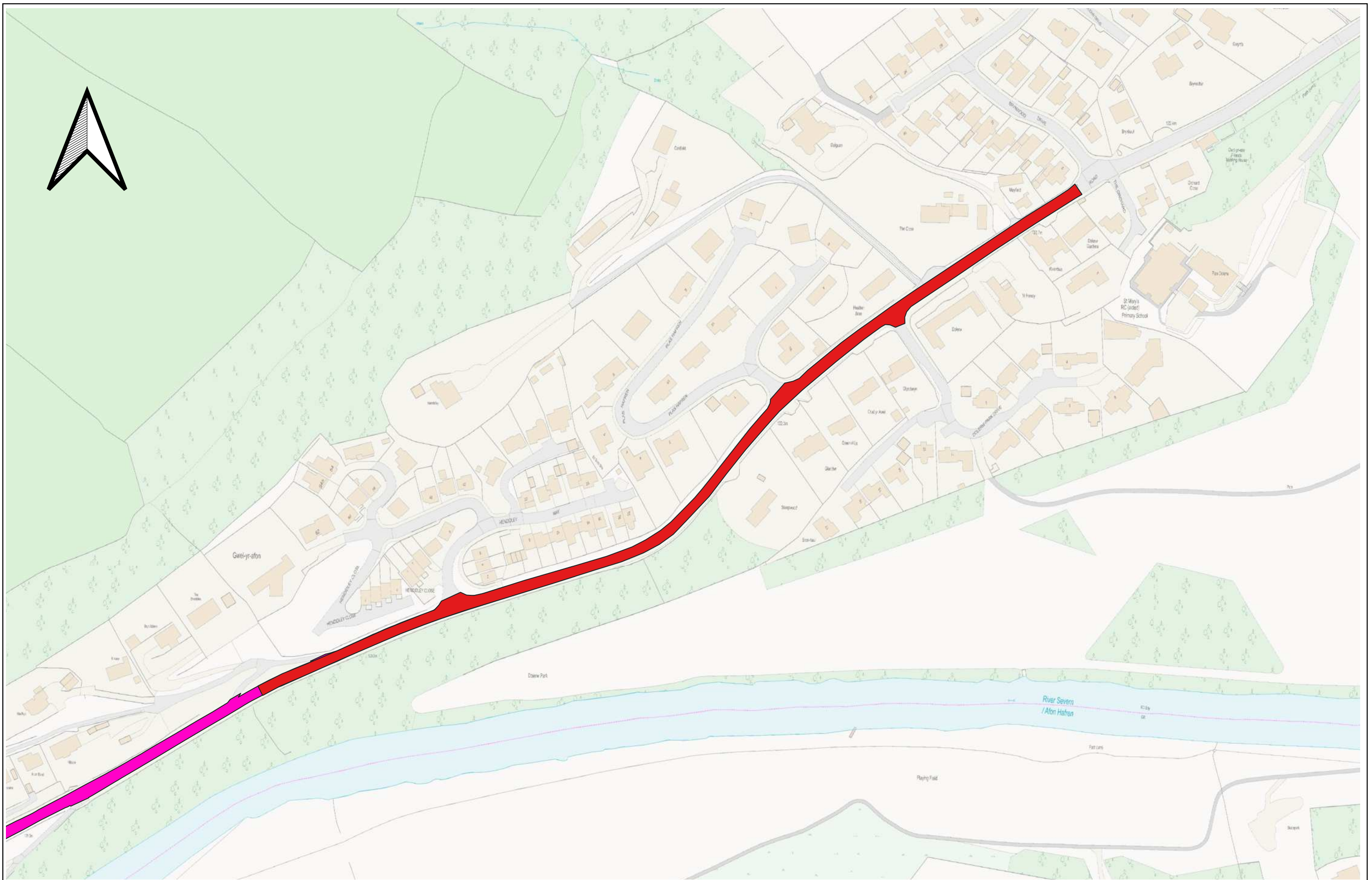
B4801 Kerry Road, Newtown (inc U4225 Heol Vastre & U4216 Heol Treowne)

Proposed increase of 20mph restricted road back to 30mph.

Red: Extent of 20mph to 30mph section

Pink: Existing 40mph speed limit





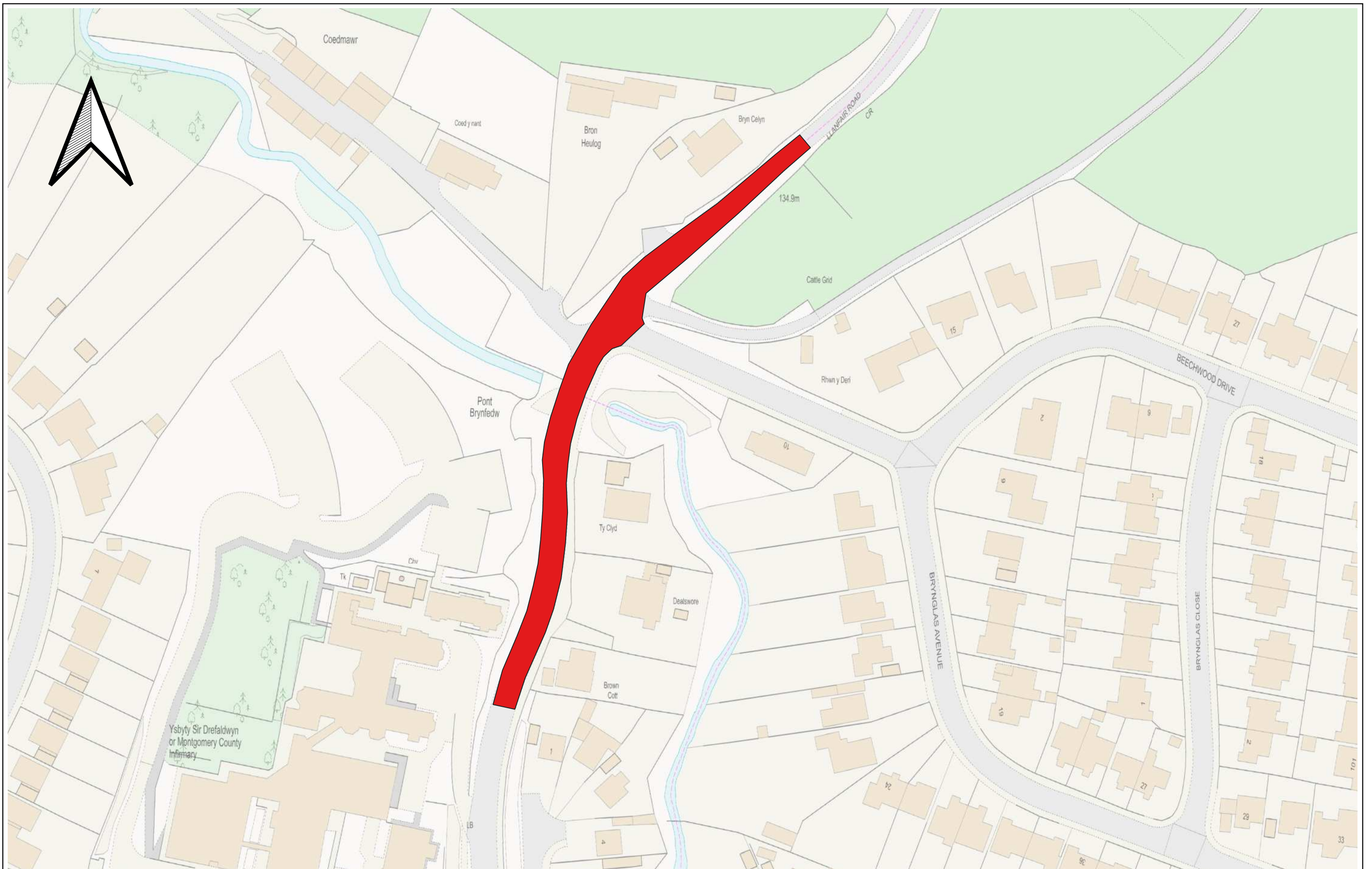
B4568 Milford Road, Newtown

Proposed increase of 20mph restricted road back to 30mph and reduction of part 40mph to 30mph.

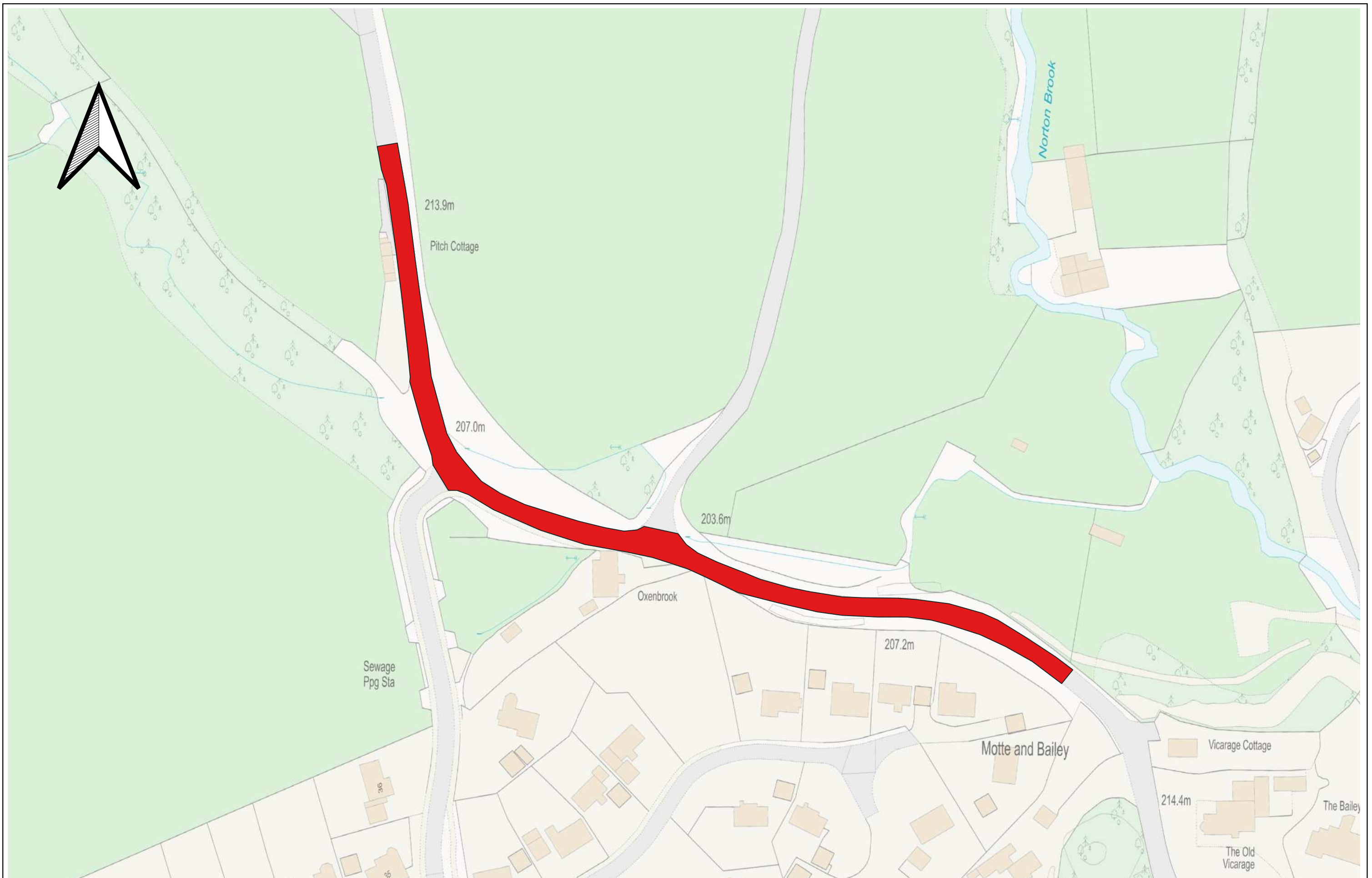
Red: Extent of 30mph section

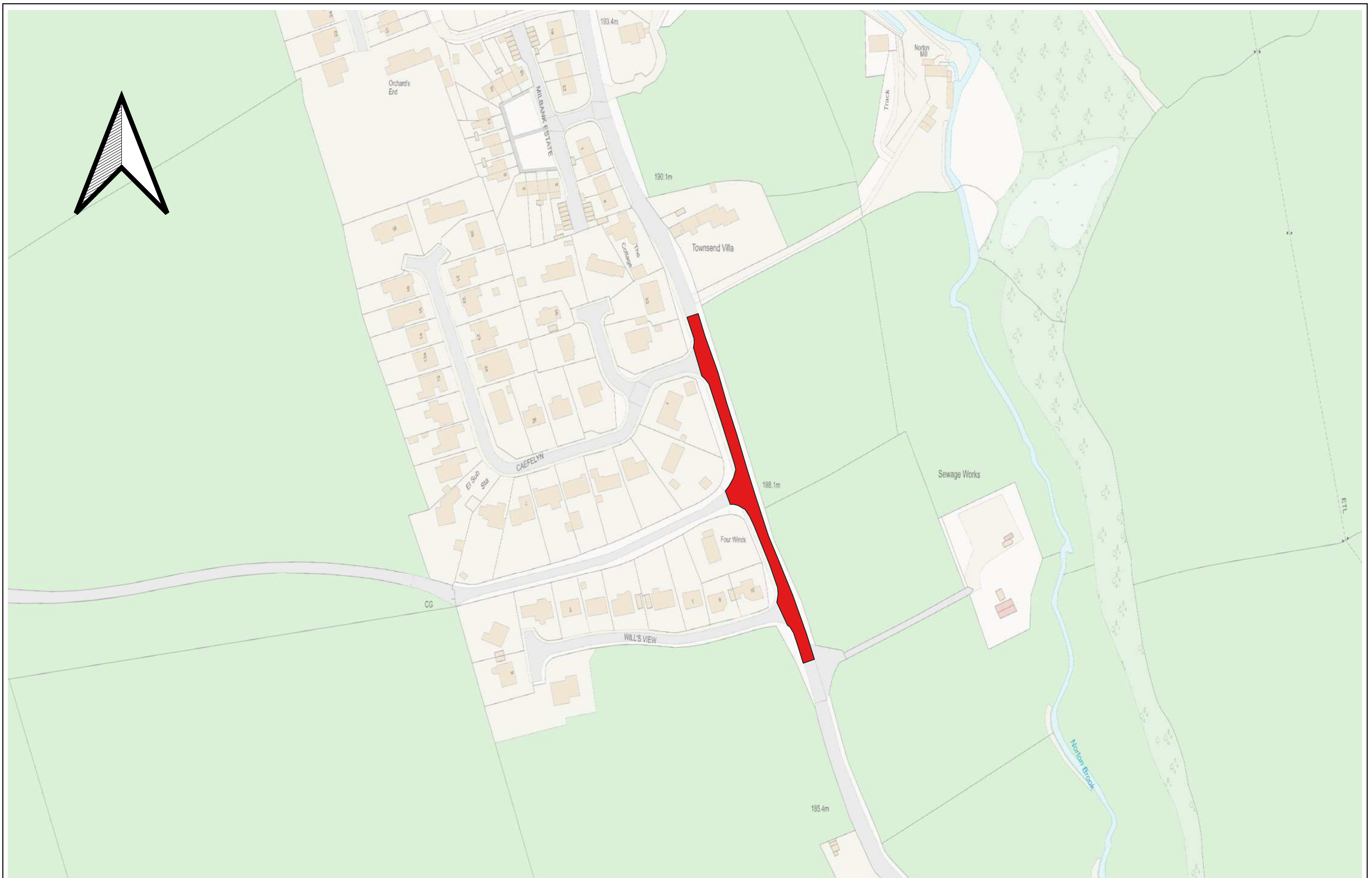
Pink: Existing 40mph speed limit





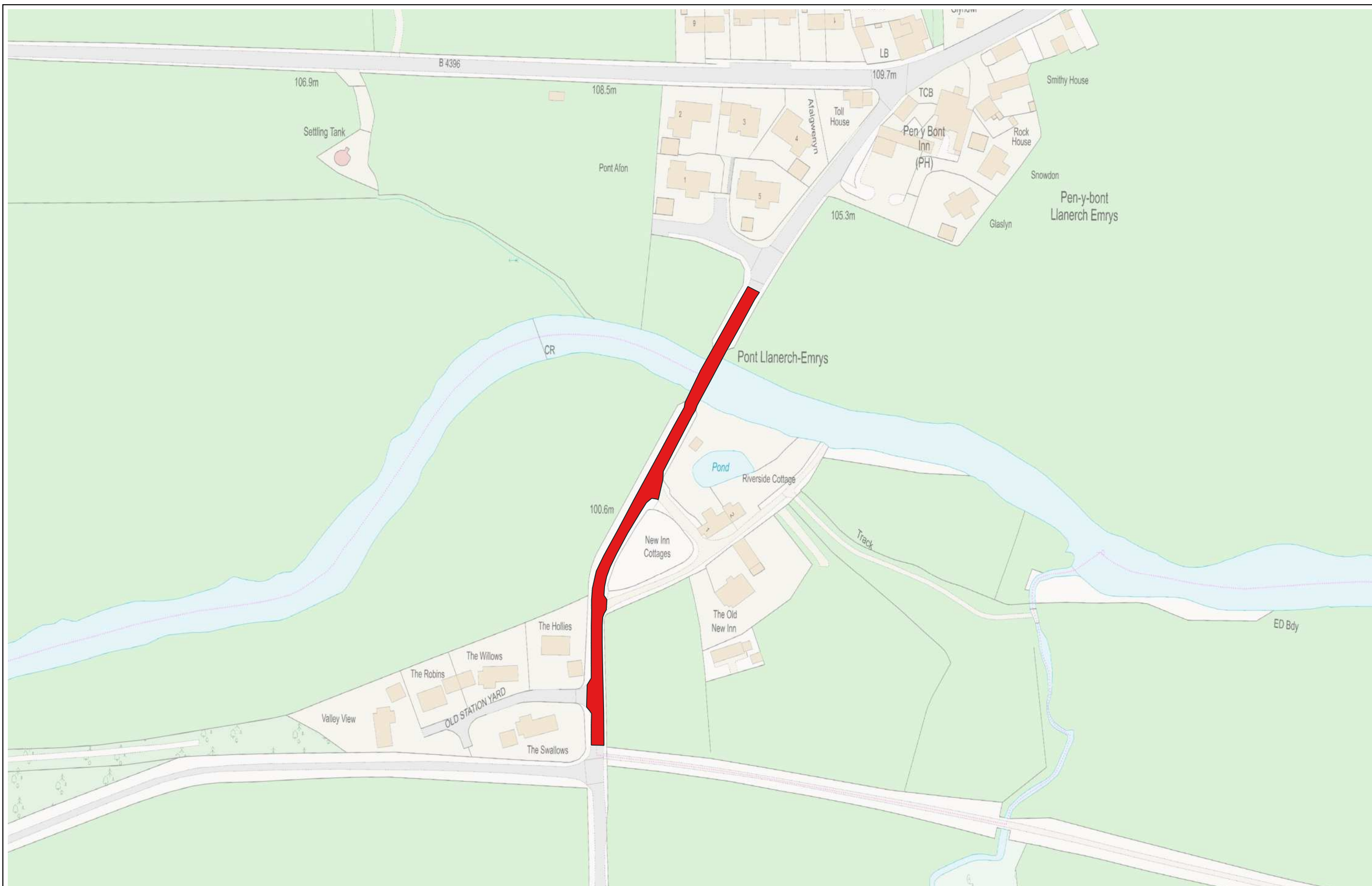




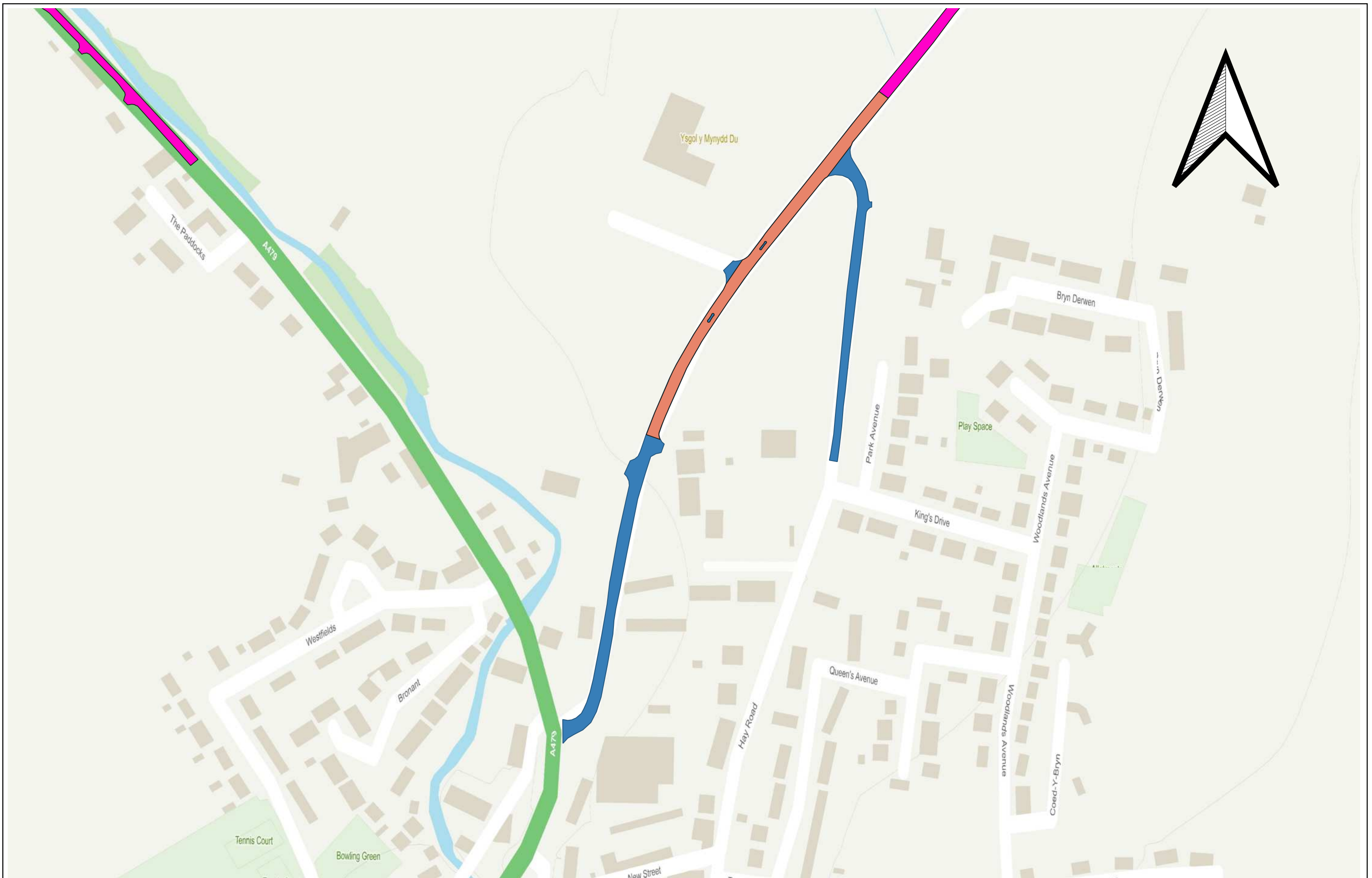












# A4078, Talgarth

Proposed increase of 20mph restricted road back to 30mph.

Brown: Return to part time 20mph outside of school   
 Blue: Return to 30mph   
 Pink: Existing 40mph



