

# Public Document Pack



**CYNGOR SIR  
YNYS MÔN  
ISLE OF ANGLESEY  
COUNTY COUNCIL**

Mr Dylan J. Williams  
Prif Weithredwr – Chief Executive  
CYNGOR SIR YNYS MÔN  
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<b>RHYBUDD O GYFARFOD</b>	<b>NOTICE OF MEETING</b>
<b>PWYLLGOR CYNLLUNIO A GORCHMYNION</b>	<b>PLANNING AND ORDERS COMMITTEE</b>
<b>DYDD MERCHER, 1 HYDREF, 2025 am 1.00 o'r gloch yp</b>	<b>WEDNESDAY, 1 OCTOBER 2025 at 1.00 pm</b>
<b>SIAMBR Y CYNGOR, SWYDDFEYDD Y CYNGOR, LLANGEFNI AC YN RHITHIOL DRWY ZOOM</b>	<b>COUNCIL CHAMBER, COUNCIL OFFICES, LLANGEFNI AND VIRTUALLY THROUGH ZOOM</b>
<b>Swyddog Pwyllgor</b>	<b>Mrs Mairwen Hughes 01248 752518 Committee Officer</b>

## **AELODAU / MEMBERS**

Cynghorwyr / Councillors:

Geraint Bebb  
Jeff Evans  
Neville Evans  
Glyn Haynes (**Is-gadeirydd/Vice-Chair**)  
Kenneth P Hughes  
Trefor LI Hughes MBE  
John Ifan Jones  
R. Llewelyn Jones  
Jackie Lewis  
Dafydd Roberts  
Ken Taylor (**Cadeirydd/Chair**)  
Alwen P Watkin  
Robin Williams

***Please note that meetings of the Committee are streamed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this live stream will be retained in accordance with the Authority's published policy***

## **A g e n d a**

Any additional information to hand following publication of reports will be verbally reported upon to the meeting.

Before a decision notice is released conditions of approval or reasons for refusal given in written reports may be subject to minor amendments to account for typographical errors.

### **MEMBERS OF THE COMMITTEE**

#### **Councillors:-**

Geraint Bebb  
Jeff Evans  
Neville Evans  
Glyn Haynes (*Vice-Chair*)  
Kenneth P Hughes  
Trefor LI Hughes MBE  
John I Jones  
Robert LI Jones  
Jackie Lewis  
Dafydd Roberts  
Ken Taylor (*Chair*)  
Alwen P Watkin  
Robin Williams

**INDEX** the link to the Public Register is given for each individual application as shown

#### **1 APOLOGIES**

#### **2 DECLARATION OF INTEREST**

To receive any declaration of interest by any Member or Officer in respect of any item of business.

#### **3 MINUTES\_**(Pages 1 - 12)

To submit, for confirmation, the minutes of the previous meeting of the Planning and Orders Committee held on 3 September, 2025.

#### **4 SITE VISITS\_**(Pages 13 - 14)

***Please note that meetings of the Committee are streamed for live and subsequent broadcast on the Council's website. The Authority is a Data Controller under the Data Protection Act and data collected during this live stream will be retained in accordance with the Authority's published policy***

To submit, for confirmation, the minutes of the Site Visits held on 17 September, 2025.

## **5 PUBLIC SPEAKING**

## **6 APPLICATIONS THAT WILL BE DEFERRED**

None to be considered by this meeting.

## **7 APPLICATIONS ARISING\_(Pages 15 - 26)**

7.1 - OP/2025/3 – Ty'n Llain, Malltraeth  
[OP/2025/3](#)

7.2 – OP/2025/1 – Llanfawr Road, Holyhead  
[OP/2025/1](#)

## **8 ECONOMIC APPLICATIONS**

None to be considered by this meeting.

## **9 AFFORDABLE HOUSING APPLICATIONS**

None to be considered by this meeting.

## **10 DEPARTURE APPLICATIONS**

None to be considered by this meeting.

## **11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS**

None to be considered by this meeting.

## **12 REMAINDER OF APPLICATIONS**

None to be considered by this meeting.

## **13 OTHER MATTERS\_(Pages 27 - 172)**

### **13.1 Traffic Regulation Orders**

**To submit a report by the Head of Highways, Property and Waste.**

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## Planning and Orders Committee

### Minutes of the meeting held on 3 September 2025

- PRESENT:** Councillor Ken Taylor (Chair)  
Councillor Glyn Haynes (Vice-Chair)
- Councillors Geraint Bebb, Jeff M Evans, Neville Evans,  
Kenneth Hughes, T LI Hughes MBE, John Ifan Jones, R LI Jones,  
Jackie Lewis, Dafydd Roberts
- Councillor Nicola Roberts – Portfolio Member for Planning, Public  
Protection & Climate Change
- IN ATTENDANCE:** Planning Development Manager (RLJ),  
Legal Advisor (BS),  
Planning Assistant (CT),  
Planning Assistant (DPS),  
Committee Officer (MEH),  
Support Assistant (Democratic Services) (Webcasting) (CH)
- APOLOGIES:** Councillor Robin Williams
- ALSO PRESENT:** Local Members : Councillors Keith Roberts (for application 7.1);  
Arfon Wyn (for application 7.3); Non Dafydd and Dylan Rees (for  
application 12.1); Pip O'Neill (for application 12.3)

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#### 1 APOLOGIES

As noted above.

#### 2 DECLARATION OF INTEREST

Councillor Glyn Haynes declared a personal and prejudicial interest in respect of application 12.2 and left the meeting during discussion and voting thereon.

Councillor Trefor LI Hughes declared a personal and prejudicial interest in respect of application 12.2 and left the meeting during discussion and voting thereon.

#### 3 MINUTES

The minutes of the previous meeting of the Planning and Orders Committee held on 2 July, 2025 were confirmed as correct.

#### 4 SITE VISITS

The minutes of the Site Visits held on 30 July, 2025 were confirmed as correct.

5     **PUBLIC SPEAKING**

There were Public Speakers in respect of applications 7.1, 7.3 and 12.1.

6     **APPLICATIONS THAT WILL BE DEFERRED**

None were considered by this meeting of the Planning and Orders Committee.

7     **APPLICATIONS ARISING**

**7.1 FPL/2025/97 – Full application for the demolition of the existing dwelling and the erection of a replacement dwelling at Porta Delgada, Ravens Point Estate, Trearddur Bay**

The application was presented to the Planning and Orders Committee at the request of a Local Member. At its meeting on the 2 July, 2025 the committee resolved to undertake a site visit, and this subsequently took place on 30 July, 2025.

***Public Speakers***

Mr Hayward Milton, **objecting the proposal**, said that the property, Ponta Delgada, is on an outer corner of Ravens Point, viewed from the sea and in a prominent visible location from the northerly end of Trearddur Bay's main bay and all the way through 240 degrees to the approaches from Rhoscolyn. During the site visit it was visible that a number of two storey houses are nearby. However, this plot was developed as part of the wider Ravenspoint scheme, designed by the award-winning Welsh Architect which stated that all the dwelling houses are to be single storey buildings. The purpose of the restriction and protection was to make the estate function for the benefit of all, to preserve the natural shape and appearance of the coastline, to serve a wider community and prevent the overly expansive plans of individuals. Nothing has changed to justify over-riding this planning requirement. He said that some of the properties have built dormer accommodation into their roof-space and this application would be the first to be a two-storey development. Ponta Delgada's corner elevation makes the development most sensitive. This application has critical potential to reset the boundaries of what is acceptable and release uncontrollable developments and breaking the wider function of the estate and losing the shape of the headland. The applicant may present the existing property as being two-storey but some storage and bathroom fittings into the roof-space, accessible only by external staircase, hardly makes a two-storey dwelling. The applicant draws comparison with the two-storey property 'Lookout' which is located behind the application site, but this house was excluded from the planning restriction. He noted that the applicant did not consult with the resident of the estate as regards to this proposal. The proposal is contrary to the Local Authority's Planning Guidance Design Guide requirement. He noted that there has been written objections by several residents as regards to the scale, massing, floorspace and the overbearing impact of the proposed development.

Ms Sioned Rowlands, the Applicant's Agent, **in support of the application**, said that the application site is located within the development boundary of Trearddur Bay. Planning policy 7 of TAI 13 states that new dwellings do not have to be of the same scale as the current property. Whilst the proposed development will increase

the surface area, the site is a double plot, and a larger dwelling can be accommodated on the site. She noted objections have been raised by the neighbouring properties that only a single storey dwelling should be erected on this estate but there are two-storey dwellings nearby. The Planning Officer's have confirmed that within the written report that any new applications submitted for demolition, the single storey restriction from the previous consent has no implication. Many of the dwellings in the surrounding areas as a mix of single and two storey dwellings together with properties on the Ravenspoint Estate. She further said that the design of the proposed dwelling is of high quality which will integrate into the built environment. The applicant shared draft copies of the proposal with 19 residents of the estate inviting comments as regards to the application, however no comments were received.

The Planning Development Manager reported that the proposal is for the demolition of the existing dwelling and the erection of a replacement dwelling. He referred to the Officer's report as regards to policy considerations, siting and design, impact on adjacent residential properties, Highways and Parking and Ecology, Biodiversity and the AONB. As the proposal is for a replacement dwelling, the relevant planning policy is TAI 13. The criteria of planning policy TAI 13 was highlighted in detail within the written report. He further referred that the existing dwelling is a single storey detached property with loft space in the roof and is located in a coastal location on the cliff edge within the Ravenspoint Estate and has a generous sized plot. The existing dwelling has a total floor area of around 225m<sup>2</sup>. The proposed dwelling will be on a larger footprint and will see an increase in length and width as noted in the report. It is acknowledged that a single storey restriction condition was place on the original consent for the state in the 1960's, however, as this a new planning application, the condition has no implications. Furthermore, the estate already has several two storey properties, including the property known as 'The Lookout' immediately to the east of the application site and the majority of the properties to the south and southeast across the ravine. The replacement dwelling has a floor area of approximately 454m<sup>2</sup>, which equates to a 102% increase in floor area. The application site has ample space to accommodate a larger dwelling. The Highways Authority has raised no objection due to the size of the curtilage of the property as it has ample space to accommodate the parking requirements to complying with the transport policies of the Joint Local Development Plan.

The Planning Development Manager further reported that the application site is in a sensitive coastal location immediately adjacent to the Anglesey Terns Special Protection Area (SPA), the North Anglesey Marine Special Area of Conservation (SAC) and a designated wildlife site. Condition (07) will require the submission of a CEMP to ensure no detriment to the designated sites during construction. All glazing on the western elevation and the roof light will be fitted with Solartek 35 light pollution prevention film to reduce light spill in this sensitive area, whilst Condition (08) will require the submission of a lighting scheme. Two bird and bat boxes will be installed on the dwelling to provide biodiversity enhancement, in accordance with planning policy AMG 5 and the Environment Wales Act (2016). The application site is around 390m north of the AONB. Policy 3.1 of the AONB Management Plan states that all development within and up to 2km adjacent to the AONB will be rigorously assessed to minimise inappropriate development which might damage the special qualities and features of the AONB. Despite the

replacement dwelling being larger and higher than the existing property, it has been designed to a high quality and will integrate into the mixed character of the built environment. Whilst there have been 15 letters of objection to the proposal which have been included in detail within the written report, it is considered that there is no justification to refuse the application. The recommendation was of approval of the application.

Councillor Keith Roberts, a Local Member, said that the proposal has raised concerns in the village of Trearddur Bay with numerous applications over the last few years submitted for large properties of different designs. He referred that Trearddur Bay is an area within the AONB which needs to be protected. He further referred that it is unclear as to intended use of the property and whether the applicant will be renting the property or whether it was to be a holiday home as the applicants are property developers with several other properties in the area. He noted that this could have a detrimental effect on the residents of neighbouring properties.

The Planning Development Manager responded that there is a current dwelling on the site and there will not be an increase of properties around the AONB. He noted that the intended use of the property is not a relevant planning consideration.

Councillor Neville Evans referred to the letters of objection to the application. He referred to a previous application that was refused on the estate for a second storey extension due to its scale and mass and would be out of character with the existing dwelling in the area. The Planning Development Manager responded that due to the restricted covenant on the estate the extension of properties to two storeys is restricted, however, due to this application presented for the demolition of the property the restricted covenant is not relevant to a new building.

Councillor Kenneth P Hughes proposed that the application be approved in accordance with the Officer's recommendation. Councillor Dafydd Roberts seconded the proposal of approval of the application.

Councillor Robert LI Jones said that he objected to the application due to the increase of the development of large properties in Trearddur Bay and he considered that properties should be of a similar design and size. Councillor Jones proposed that the application be refused contrary to the Officer's recommendation. There was no seconder to the proposal.

**It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the planning conditions contained within the report.**

**7.2 FPL/2023/181 – Full application for the erection of 6 residential units together with associated development at Shire Hall, Glanhwfa Road, Llangefni**

The Planning Development Manager reported that the application was reported to the Planning and Orders Committee on the 7 May, 2025 with a recommendation of refusal as the applicant has failed to complete a Section 106 legal agreement. However, prior to the meeting the applicant requested that further time be given to arrange funds to draft the S106 agreement. The Local Planning Authority has provided the applicant with a further four months to allow the applicant to make arrangements to fund the S106 agreement. The Local Planning Authority has no other option but to recommend refusal of the planning application due to the lack of progress to complete the S106 agreement. The applicant afforded the details of his Solicitor last week and has confirmed through email thereafter that he is unable to fund the costs of the required S106 agreement. The Planning Development Manager referred that in accordance with planning policy PCYFF 1 (Development Boundaries), proposals within development boundaries are approved if they comply with other policies and proposals in the Plan and National Policies. The Llangefní housing price area in the plan notes that providing 10% of affordable housing is viable. As an increase of 6 units are proposed this means that 0.6 of the total new units should be affordable. There will be a need to provide £50,000 financial contribution towards the affordable element of the application. The planning approval of the application was undertaken in July 2024, subject to a S106 agreement towards the affordable housing and the need to provide management and maintenance for the embankment wall between the proposed building and Afon Cefni. Since the matter was approved, the applicant has failed to place funds in place to address the S106 agreement. The recommendation was to refuse the application for the reasons given.

Councillor Geraint Bebb, and a Local Member propose that the application be refused in accordance with the Officer's recommendation. Councillor Jackie Lewis seconded the proposal of refusal of the application.

Councillor Kenneth P Hughes said that this application was approved in July, 2024 and the applicant has 5 years to start the development of the site. He noted that there is no policy stating that a S106 agreement must be signed at a fixed date and this is a matter opinion of the Planning Officer's that the developer has had sufficient time to complete the S106 agreement. Councillor Hughes proposed that the approval of the application should be remain. Councillor Jeff Evans seconded the proposal.

The Planning Development Manager responded that the application is unacceptable as the applicant has not completed the S106 legal agreement and a contribution towards affordable housing. Whilst there is no policy fixing a timeframe for agreement for a S106 agreement, allowing an endless period to fund the S106 agreement is unsustainable. The application is acceptable subject to the S106 agreement being signed.

The Legal Advisor said Local Planning Authorities have a statutory time limit to deal with planning applications and when a S106 agreement has not been completed the Authority is within their rights to refuse the application. He noted that there is no prospect at present that the required funds are available to enable the applicant to complete the S106 agreement. The applicant can submit a further application if the required funds are available to sign the S106 agreement.

**It was RESOLVED to refuse the application in accordance with the Officer's recommendation.**

### **7.3 OP/2025/3 – Outline application for the erection of a dwelling with all matters reserved on land adjacent to Tyn Llain, Malltraeth**

The application was presented to the Planning and Orders Committee at the request of a Local Member as it was considered that the site is some distance from Cob Malltraeth and is surrounded by several existing properties with no evidence of previous flooding. At its meeting of the Planning and Orders Committee held on 2<sup>nd</sup> July, 2025 the Committee recommended a site visit, and this subsequently took place on the 30 July, 2025.

#### ***Public Speaker***

Mr Phil Jones, **in support of the application**, said that he was a Drainage and Flood Risk Management Consultant, and he complies Flood Consequence Assessments for development within Flood Risk Areas which shows where flood risks can be managed. He referred to the application and noted that the proposed dwelling is between other properties and would be an infill development. He considered that there are no reasons as to why this proposal should be refused. The site has been subject to two previous applications. The first application was submitted in 2006 which included a Flood Consequence Assessment and was approved without any objections from the Environment Agency who were the former Flood Risk Authority. The second application was submitted in 2019, which was approved and NRW had submitted no significant objection to the proposal. However, both applications were not acted upon, and the approval has expired. Mr Jones referred to the current application with NRW objecting to the proposal as they deem that the application site is in a flood zone, however, the site is on a sloping level as was viewed by the Members on the Site Visit recently. NRW also raised concerns as regards to the access to the site; the applicant has a rear access to the site if there was a flood near the site. Thereafter, NRW requested a Breach Analysis of the Cefni River flood banks; this was considered dispassionate as regard to the development. He noted that if there was a breach of the flood banks the whole of the northern side of Malltraeth Marsh would need to be under water if it was going to be anywhere near the proposed development site.

The Planning Development Manager reported that the application site is located within a C2 flood zone of the Development Advice Map contained in the previous TAN 15 (2004) and is within Flood Zone 3 Seas in the Flood Map for Planning contained in the updated TAN 15 in April 2025. However, the Ministerial Written Statement dated 31 March, 2025, which accompanied the publication of the new TAN, confirms that there will be a transitional period for its implementation, specifically, planning applications that were submitted and registered before the publication of the new TAN such as this application, and shall continue to be assessed against the previous version. The site is in a residential area with a neighbouring properties in the vicinity, Tyn Llain to the southwest and Lllys y Wennol to the northeast and the properties on David Street to the northwest. The proposed dwelling is considered an appropriately scaled dwelling that would comply

with planning policy PCYFF 3. Whilst planning approval has been afforded previously on the site, two recent applications have been refused on the site on flooding grounds, with NRW objecting to the location of the site within a C2 flood zone. The Planning Authority wrote to NRW in April 2025 requesting that they review the Flood Consequence Assessment submitted in support of the application as the Local Planning Authority is satisfied with the application on all grounds except for flooding. NRW object to the application as the Flood Consequence Assessment fails to demonstrate that the risks and consequences of flooding can be managed to an acceptable level in line with TAN 15. It fails to demonstrate that the entire development site has been designed to be flood free in the 0.5% (1 in 200 year) tidal event plus climate change. The flood assessment is also considered to be outdated having been written in 2006 with only a recent addendum. NRW also have significant concerns regarding the vehicular access and egress to the site which would be significantly compromised in flood conditions and the lack of information regarding the pedestrian access/egress route to the north of the development site. The applicant was given the opportunity to revise the Flood Consequence Assessment in light of NRW comments; however, no further information was received such that NRW object to the development on flooding grounds. The application involves the erection of a two-storey detached dwelling, as the site is within a C2 flood zone, the proposed development is classed as a highly vulnerable development, which is contrary to planning policy CYFF 2, strategic policy PS6 and Technical Advice Note 15. Whilst acceptable in terms of other matters such as impact on neighbours, highways and ecology could be resolved during a reserved matters application, the location within a C2 flood zone and direct conflict with national and local planning policies can not be overlooked. The Planning Development Manager referred to an appeal decision in Gwynedd Council recently in respect of an application in a C2 flood zone. The Planning Inspector referred that applications within C2 flood zone should not be approved under planning policy TAN 15 (2004). The recommendation was to refuse the application as the proposal is a highly vulnerable development in a C2 flood zone.

Councillor Arfon Wyn, a Local Member that the application is from a local person and the site is located next to a new large dwelling; this proposed development would be an infill. He noted that there are numerous other houses much nearer to Malltraeth Marsh and there is a need of consistency in allowing this application. There has been no history of flooding in the vicinity as the site is 600 ft from the river. He further said that the application was given approval several years ago and the only reason for the recommendation of refusal is the comments received by NRW. He noted that NRW objections were refused when approval was given for the holiday cabin in Dwyran recently.

The Planning Development Manager in response said that the neighbouring property was given permission in May 2003 and planning policies have been revised since that property has been built. National planning policies as regards to climate change has been strengthened and the latest Technical Advice Note has given emphasis on climate change and risks of flooding. He responded to the comments as regards to the holiday cabin in Taldwrst, Dwyran and noted that the site nor the access was within a flood zone area and should not be a comparison to this application.

Councillor John Ifan Jones, and a Local Member said that Malltraeth Marsh has existed for over 200 years; NRW continuously monitoring and carry out maintenance on a regular basis. He noted that flood gates control the flow from the sea, and he expressed that tidal flooding is relevant as regards to this location in Malltraeth; pressure relief is undertaken as regards to the river with bunding each side. Residents who live near the river have not experience any flooding in decades and have no problems in attaining house insurance without restrictions as regards to flooding potential. He referred that this application site which is 300 metres up a slop between two other dwellings. Councillor Jones further said that the proposal complies with planning policy TAI 4, the ecology department has raised on concerns, the design of the proposed dwelling is acceptable, there are two accesses to the site and there has been no objection by neighbouring dwellings. He said that he was supportive of the application and proposed that the application be approved contrary to the Officer's recommendation.

The Planning Development Manager in response said that whilst he accepted that the application site is an infill and there is no history of flooding in the area, however, NRW guidelines must be adhered to, and the site is within the C2 flood zone map and the whole area is within C3 flood zone maps. He noted that the updated TAN 15 in April 2025 refers that any new residential developments should not be approved if there is a risk of flooding.

Councillor Kenneth P Hughes said that he was supportive of the application as the reasons for refusal was that the application was within the C2 and C3 flood zone maps. He anticipated that NRW will challenge any decision of approval of the application whilst they have noted that there is flood gates protection in the area. He further said that developments have been undertaken in the Valley area who have flooding issues without any intervention by NRW. Councillor Kenneth P Hughes seconded the proposal of approval.

The Planning Development Manager said that if the application was approved contrary to the Officer's recommendation, there is a duty to refer the decision to Welsh Ministers to make the decision on the application. Whilst the application was submitted before the updated TAN 15 in April 2025 an update will be submitted to the next meeting if it is considered that the application can be decided under the previous TAN 15.

Councillor Robert LI Jones said that whilst he sympathized with the applicant as regards to this application, NRW has objected to the application due to the site been in a C2 flood zone. He noted that this a highly vulnerable site and highlighted the climate change issues that will face future generations. Councillor Jones proposed that the application be refused in accordance with the Officer's recommendation. Councillor Jeff Evans reiterated the concerns as regards to climate change and the objection by NRW to the application. Councillor Evans seconded the proposal of refusal of the application.

Councillor Dafydd Roberts said that Cob Marsh is projected and maintained by NRW. He considered that the local residents are aware of any flooding risks in the area and are confident that the necessary flood risk protection by NRW is in place.



Following the vote of 7 in approval of the application and 3 against :-

**It was RESOLVED to approve the application, contrary to the Officer's recommendation as it was considered that the application site was not liable to flooding.**

**(In accordance with the requirements of the Constitution the application will be automatically deferred to the next meeting to allow the Officers to respond to the reasons given for approving the application).**

**8 ECONOMIC APPLICATIONS**

None were considered by this meeting of the Planning and Orders Committee.

**9 AFFORDABLE HOUSING APPLICATIONS**

None were considered by this meeting of the Planning and Orders Committee.

**10 DEPARTURE APPLICATIONS**

None were considered by this meeting of the Planning and Orders Committee.

**11 DEVELOPMENT PROPOSALS SUBMITTED BY COUNCILLORS AND OFFICERS**

None were considered by this meeting of the Planning and Orders Committee.

**12 REMAINDER OF APPLICATIONS**

**12.1 VAR/2025/16 – Application under Section 73A for the deletion of condition (01) (temporary permission) and the variation of condition (03) (Hours of Use) of planning permission reference VAR/2022/37) (erection of a portacabin for a catering business) so as to amend the hours of use at Marian, Talwrn**

The application was presented to the Planning and Orders Committee at the request of local members.

***Public Speaker***

Dr. Ieuan Jones, **in support of his application**, said that the portacabin is a Containex Unit situated on a concrete slab on the lane leading to his property Marian, Talwrn. The concrete slab was constructed by the previous owner for the purpose of a chicken rearing business and there had been water and electricity nearby and was easily re-established. The application is to alter the planning consent to a permanent structure which is for storage unit and a food preparation kitchen. He noted that the facility is for his daughter who has established a successful business as a private chef. He referred to his daughter's health issues and here wishes to continue with her business.

The Chair referred that a letter of objection to the application, by the neighbouring property had been emailed to the Members of the Planning and Orders Committee.

The Planning Development Manager reported that Councillors Non Dafydd and Dylan Rees had stated that they would withdraw their request that the application

should be referred to the Planning and Orders Committee if the recommendation was of approval. He apologised to the Local Members and the applicant that an administrative error had occurred, and the application was submitted to the Committee for consideration. He said the application was initially approved for the erection of a portacabin for catering business on the 16 December, 2020 for a temporary period of 5 years. Condition (03) of the permission relating to the permitted hours of use of the portacabin was subsequently amended in July 2022 under a Section 73A application. The application is to delete the temporary period condition (01) to allow permanent use of the portacabin and the variation of condition (03) to further amend the permitted hours of use. Condition (01) was imposed due to concerns that the proposal had the potential to give rise to nuisance and therefore be harmful to the amenity of neighbouring properties so as to enable the Local Planning Authority to re-consider the position after 5 years. The temporary period will come to an end on 16 December, 2025. Whilst representation has been received objecting to the application, there has been no concerns raised in relation to the activities associated with the business. Criteria 4 of planning policy PS 13 supports economic prosperity and sustainability of rural communities by facilitating appropriately scaled growth of rural enterprises, extension of existing businesses and diversification by supporting the re-use of existing buildings, the development of 'live-work' units, working from home, and by encouraging the provision of sites and premises in appropriate accessible locations consistent with the Plan's Spatial Strategy and in line with Strategic Policies PS5 and PS6. It is considered that the proposal aligns with the aims and objectives of the policies as it is ensuring the sustainability of the rural community. The proposal is considered to be appropriately scaled in consideration of its location. There has been no change in policy since the permission was originally granted, therefore, the principle of the development remains acceptable in accordance with planning policy CYF6. Planning Policy PCYFF 2 of the Joint Local Development Plan states proposals will be supported providing they do not negatively affect the residential amenity of nearby properties. The nearest neighbour is over 35m for the proposal, which is considered an ample distance, exceeding all recommended minimum distances noted in the Authority's adopted Supplementary Guidance. The portacabin will be used only by the daughter of the applicant, as a sole trader for food preparation generating limited traffic and waste given the small scale of the business. Furthermore, it was not considered that there would be an odour nuisance to such an extent that would warrant refusal since the neighbouring property was located out of the prevailing wind.

The Planning Development Manager referred that the application also seeks the variation of Condition (03) of the permission to amend the permitted hours of use so as to allow for full use of the portacabin between the hours of 8.00 am to 9.30 pm. The current condition, limits the use of the portacabin to the hours of 8.00 am to 6.00 pm, except for the purposes of collection/drop off which shall not be permitted before 7.00 am or after 11.00 pm. Given the small scale and nature of the business, operated by a single person it is not considered that the use of the portacabin during the amended hours is unreasonable or is likely to give rise to unacceptable impacts upon the amenities of neighbouring properties. The recommendation was of approval of the application.

Councillors Non Dafydd and Dylan Rees supported the application and noted that the local community and the Llanddyfan Community Council were supportive of the application. They further said that the applicant daughter should be supported to continue with her food business venture.

Councillor John Ifan Jones proposed that the application be approved in accordance with the Officer's recommendation. Councillor Jackie Lewis seconded the proposal of approval.

**It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the planning conditions within the report.**

**12.2 OP/2025/1 – Outline application for the erection of 9 affordable dwellings which includes full details of access, appearance, layout and scale on land near Llanfawr Road, Holyhead**

*Councillor Glyn Haynes declared a personal and prejudicial interest in the application as he is a Member of the Holyhead Town Council who is the applicant. Councillor Haynes left the meeting during discussion and voting thereon.*

*Councillor Trevor LI Hughes MBE declared a personal and prejudicial interest in the application as he is a Member of the Holyhead Town Council who is the applicant. Councillor Hughes left the meeting during discussion and voting thereon.*

The application was presented to the Planning and Orders Committee at the request of a Local Member.

Councillor Jeff Evans, and a Local Member, proposed that a site visit be conducted to the site due to concerns of increase traffic, drainage and ecological issues. Councillor Neville Evans seconded the proposal of a site visit.

**It was RESOLVED that a site visit be undertaken in accordance with a Local Member's request.**

**12.3 FPL/2025/66 – Full application for the change of use of the former restaurant (Use Class A3) into a mixed-use community hub (Use Classes D1 and D2 at Mandarin Royale, Victoria Road, Holyhead**

The application was presented to the Planning and Orders Committee as Councillor Pip O'Neill is the Chair for the Hwb Cybi Committee.

The Planning Development Manager reported that the site is located in the town of Holyhead and its associated development boundary, occupying a roadside position beside Victoria Road. The site is located within the Holyhead Central Conservation area and is also within the flood risk zone 3 (Rivers and Seas) and Zone 2 (small water courses and surface water). The application is for the change of use of the site from a A3 hot food facility to a mixed-use community hub under use classes D1 and D2. The scheme will provide a youth hub/meeting room/venue on the first floor, which the ground floor will provide kitchens along with a golf simulator. No external changes are proposed under the scheme with internal alterations and the

material change of use of the building. The Planning Development Manager referred to the main consideration of the scheme as regards to the principle of the development, flood risk, impact upon residential amenity, ecology and highways as was highlighted within the Officer's report. He noted that the Planning Policy Unit has confirmed that the change of use should be considered under planning policy ISA 2 and the Local Planning Authority is satisfied that the principle of the change of use is acceptable and in accordance with the principles of planning policy ISA 2. He further referred that the scheme was submitted prior to the adoption of the updated TAN 15 policy and therefore the scheme is to be considered under the Development Advice Maps and the superseded TAN 15 as opposed to the new Flood Maps for Planning. The site is within the C2 flood zone and is considered as highly vulnerable development as set out under the superseded TAN 15, however the site has an existing lawful use as a restaurant and therefore it is not considered that it would alter the vulnerability of the site. He further said that there have been no concerns received by the Highways Authority in relation to the scheme due to the sufficient parking available in the vicinity of the site and due to the sustainability of the location in terms of access to public transport. The recommendation was of approval of the application.

Councillor Pip O'Neill, a Local Member said the application should be welcomed in the town of Holyhead as it will be a multi-use facility for young people and the whole community to benefit from such a community hub.

Councillor Jeff Evans proposed that the application be approved in accordance with the Officer's recommendation. Councillor Roberts LI Jones seconded the proposal of approval.

**It was RESOLVED to approve the application in accordance with the Officer's recommendation subject to the planning conditions within the report.**

**13**

**OTHER MATTERS**

None were considered by this meeting of the Planning and Orders Committee.

**COUNCILLOR KEN TAYLOR  
CHAIR**

## **PLANNING SITE VISITS**

### **Minutes of the meeting held on 17 September, 2025**

- PRESENT:** Councillor Ken Taylor (Chair)  
Councillor Glyn Haynes (Vice-Chair)
- Councillors Jeff Evans, Neville Evans, Kenneth P Hughes, John Ifan Jones.
- IN ATTENDANCE:** Planning Development Manager (RLJ),  
Development Control Team Leader (CR),  
Group Engineer Development Control & Traffic Management (AR),
- APOLOGIES:** Councillors Geraint Bebb, Trefor LI Hughes MBE, Robert LI Jones, Jackie Lewis, Robin Williams
- ALSO PRESENT:** Local Member : Councillor Pip O'Neill
- 

**1. OP/2025/1 – Outline application for the erection of 9 affordable dwellings which include full details of access, appearance, layout and scale on land near Llanfawr Road, Holyhead**

The Planning Manager presented the application to the members of the Planning Committee. The application site was viewed from within the site. Members are now familiar with the site and its surroundings.

**COUNCILLOR KEN TAYLOR  
CHAIR**

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**Planning Committee:** 01/10/2025

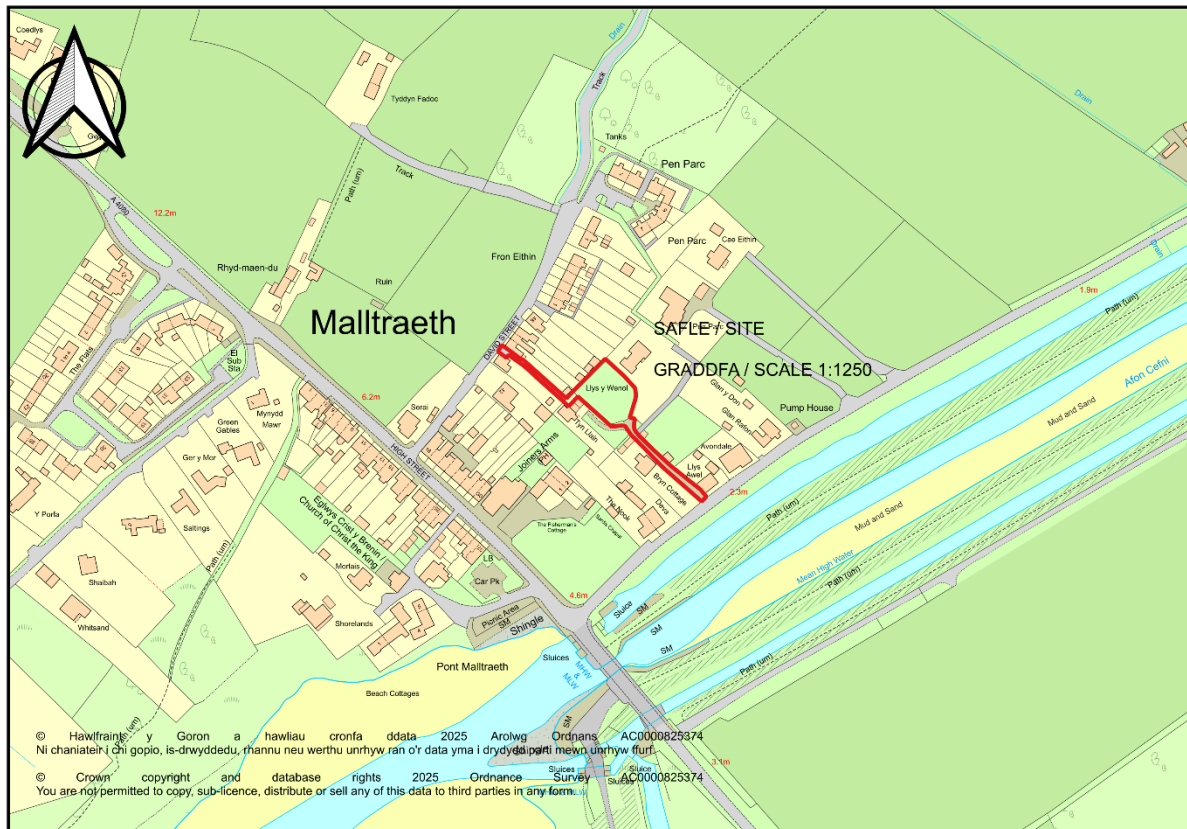
**7.1**

**Application Reference:** OP/2025/3

**Applicant:** Mr D Jones

**Description:** Outline application for the erection of a dwelling with all matters reserved on land adjacent to

**Site Address:** Tyn Llain, Malltraeth



**Report of Head of Regulation and Economic Development Service (Owain Rowlands)**

**Recommendation:** Refuse

**Reason for Reporting to Committee**

The application is being presented to the Planning and Orders Committee as it was called in by Councillor Arfon Wyn. He is supporting the application as the site is some distance away from Cob Malltraeth, surrounded by several existing properties, with no evidence of previous flooding.

At the planning committee held on the 2nd of July 2025 the members recommended a site visit takes place. On the 30th of July a site visit took place. The members are now aware of the site and its settings.

At the planning committee held on the 3rd of September 2025 members resolved to approved the application contrary to officer recommendations. The recorded reason being as follows:

i. The application site is an area with no flooding history and is located between existing residential properties. The site is in a flood zone at risk from sea flooding, but Malltraeth has flood prevention measures that are maintained by NRW.

In such circumstances paragraph 4.6.12.1 of the Council's Constitution requires that: "Where the Committee are mindful to either approve or refuse a proposed development contrary to an Officer recommendation, the item shall be deferred until the following meeting so as to allow the officers to report further on the matter. The Committee must set out the reasons for wishing to decide against the officer recommendation. Committee members should adhere to these Rules when making planning decisions and take policy guidance from planning officers into due regard and only vote against their recommendations where genuine and material planning reasons can be identified. A detailed minute of the Committee's reason(s) shall be made and a copy placed on the application file. Where deciding the matter contrary to the recommendation may risk costs on appeal the Committee will take a recorded vote when deciding the application irrespective of the requirements of paragraph 4.1.18.5 of the Constitution."

Paragraph 4.6.12.2 requires that; "The officer's further report shall detail the reasons put forward by the members, indicate whether such reasons are, in their view, genuine and material planning reasons and discuss the land use planning issues raised."

This report will therefore give consideration to these matters.

## **1. Response to the reason for approving the application**

**i. The application site is an area with no flooding history and is located between existing residential properties. The site is in a flood zone at risk from sea flooding, but Malltraeth has flood prevention measures that are maintained by NRW.**

The application site lies predominantly within Flood Zone C2 on the Development Advice Map, for the purposes of TAN 15 (2004). The whole application site also falls within Flood Zone 3 Seas, on the more up to date Flood Maps for Planning referenced in the more recent TAN 15 (2025).

The Welsh Government published a new TAN 15 during the process of this application. That document confirms that it should be read in conjunction with Planning Policy Wales (PPW) and the Welsh National Marine Plan and that it replaces TAN 14 and the previous TAN 15. However, the Ministerial Written Statement dated 31 March 2025, which accompanied the publication of the new TAN, confirms that there will be a transitional period for its implementation. Specifically, planning applications that were submitted and registered before the publication of the new TAN, such as this one, shall continue to be assessed against the previous version.

Flood Zone C2 is defined as areas of the floodplain without significant flood defence infrastructure and TAN 15 (2004) makes clear that 'highly vulnerable development', which includes all residential premises, should not be permitted in such zones. This principle is particularly important in light of climate change, which Planning Policy Wales (Edition 12) notes is likely to increase the risk of flooding due to sea level rises. PPW also advises that planning authorities should adopt a precautionary approach of positive avoidance of development in areas of flooding from the sea or from rivers. These principles are reflected in policy PS 6 of the LDP which, among other things, seeks to ensure that development is located away from flood risk areas, in order to adapt to the effects of climate change.

Paragraph 6.2 of TAN 15 states that new developments should be directed away from zone C and towards suitable land in zone A, otherwise to zone B, where river or coastal flooding will be less of an issue. In zone C the tests outlined in sections 6 and 7 will be applied, recognising, however, that highly vulnerable development and emergency services in zone C2 should not be permitted. Highly vulnerable development is classed as being all residential premises, public buildings, especially vulnerable industrial development and waste disposal sites. Paragraph 7.4 of TAN 15 states that before deciding whether a development can take place an assessment, which examines the likely mechanisms that cause the



flooding, and the consequences of the development on those floods, must be undertaken, which is appropriate to the size and scale of the proposed development.

Natural Resources Wales object to the application as the Flood Consequence Assessment fails to demonstrate that the risks and consequences of flooding can be managed to an acceptable level in line with TAN 15. It fails to demonstrate that the entire development site has been designed to be flood free in the 0.5% (1 in 200 year) tidal event plus climate change. The flood assessment is also considered outdated having been written almost 19 years ago with only a recent addendum. NRW also have significant concerns regarding the vehicular access and egress to the site which would be significantly compromised in flood conditions and the lack of information regarding the pedestrian access/egress route to the north of the development site. Any amended FCA should consider appropriate breach assessments, specifically considering projected velocities given the proximity of the development site to the embankments. NRW are aware that the Afon Cefni has breached on numerous occasions and state that it should be considered as part of any amended documents. The applicant was given the opportunity to revise the FCA in light of NRW comments, however no further information was received such that NRW object to the development on flooding grounds.

Whilst the FCA concludes that the flood risk to the proposed development can be managed to meet all the recommendations of NRW and TAN 15, TAN 15 (2004) is clear that residential uses which are highly vulnerable development in Zone C2 should not be permitted. Only development types listed as 'less vulnerable development' should be subject to the justification and acceptability tests set out in section 6 and 7 of TAN 15 (2004), which is not the case here. The development's location is unacceptable with regard to flood risk, and it conflicts with policy PS 6 and the advice contained in TAN 15 (2004) and PPW. For the avoidance of doubt, this would not be materially different had the application been considered against the more recent TAN 15 (2025).

Paragraph 11.7 of TAN 15 (2004) states that where the planning authority is minded to go against the advice of the Environment Agency, it should inform the Agency prior to granting consent, allowing sufficient time for further representations to be made, to ensure consequences can be managed acceptably.

## **Conclusion**

The development's location is unacceptable with regard to flood risk, and it conflicts with policy PS 6 and the advice contained in TAN 15 (2004) and PPW. Whilst policy TAI 4 supports residential development in Malltraeth, the scale of the dwelling is considered acceptable and other matters such as impacts on neighbours, highways and ecology could be resolved during a reserved matters application, these factors are insufficient to outweigh the fundamental objection to the principle of siting highly vulnerable development in Zone C2, which is an overriding consideration.

## **Recommendation**

That the application is refused for the following reason:

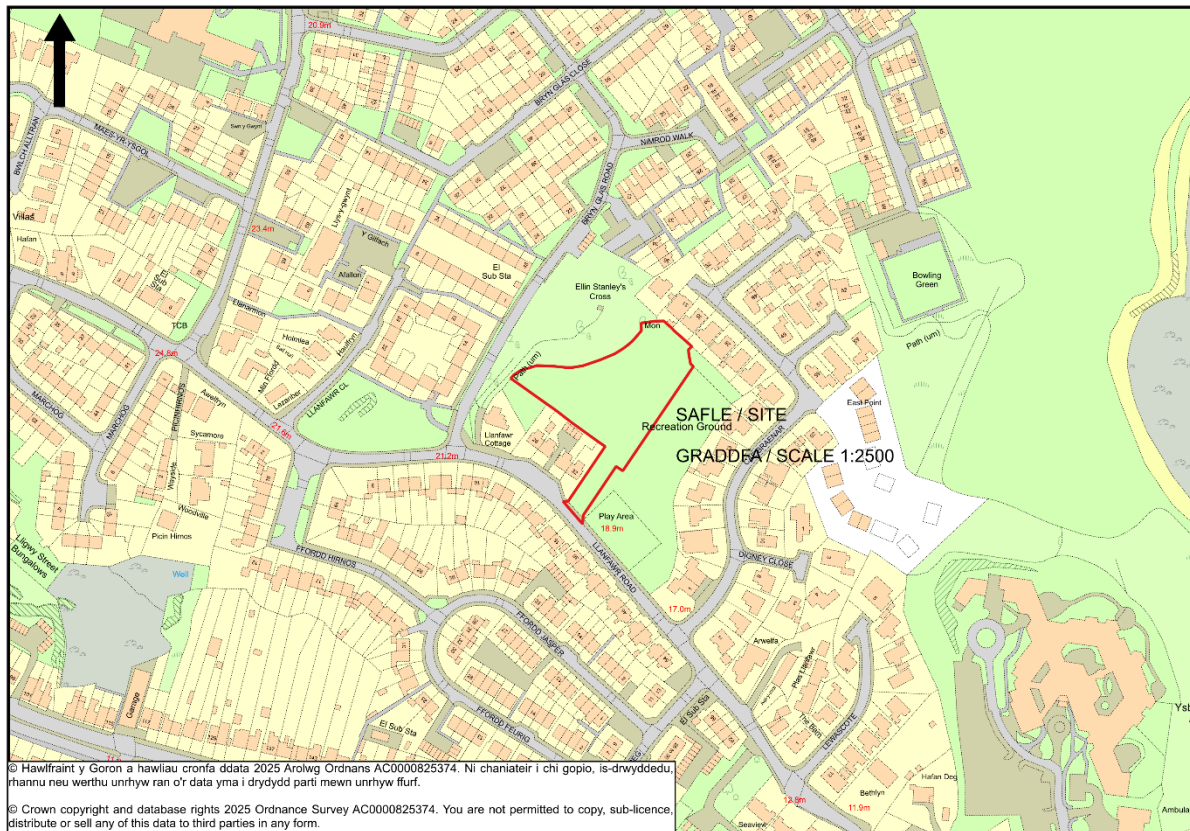
**(01) The application is for a residential development located within zone C2, as defined by the Development Advice Maps referred to under Technical Advice Note 15 'Development and Flood Risk' (July 2004). The proposal is therefore contrary to Policy PCYFF 2 and Strategic Policy PS 6 of the Anglesey and Gwynedd Joint Local Development Plan, Technical Advice Note 15 – Development and Flood Risk (July 2004) and Planning Policy Wales (Edition 12).**

Application Reference: OP/2025/1

Applicant: Holyhead Town Council

**Description:** Outline application for the erection of 9 affordable dwellings which includes full details of access, appearance, layout and scale on land near

**Site Address:** Llanfawr Road, Holyhead.



**Report of Head of Regulation and Economic Development Service (Colette Redfern)**

**Recommendation:** Permit

**Reason for Reporting to Committee**

At the request of the Local Member.

At the planning committee held on the 3rd September 2025 members recommended that a site visit was undertaken. The site was visited on the 17th September and members are now familiar with the site and its setting.

## **Proposal and Site**

The proposal is an outline application for the erection of 9 affordable dwellings (social rented) with the means of access to the site, appearance, scale and layout being considered as part of the current application. The proposal is for the erection of 6 number bungalows, one pair of two storey semi-detached properties and one detached dwelling. Access to the site will be via Llanfawr Road and will run along the side of the property known as 32 Llanfawr Road.

The site is located within the development boundary of Holyhead and on land that has been allocated as open space within the Anglesey and Gwynedd Joint Local Development Plan. The site lies between Bryn Glas Road and Cae Braenar. The site is flanked by residential properties. There is a mixture of single storey and two storey properties in the immediate locality with no distinct pattern of development.

## **Key Issues**

The application's main issues are:

- i. Compliance with Policy
- ii. Impact on neighbouring properties
- iii. Design
- iv. Highway Safety
- v. Biodiversity and Ecology

## **Policies**

### **Joint Local Development Plan**

Policy PCYFF 1: Development Boundaries  
Policy PCYFF 2: Development Criteria  
Policy PCYFF 3: Design and Place Shaping  
Policy PCYFF 4: Design and Landscaping  
Policy TAI 1: Housing in Sub-Regional Centre & Urban Service Centres  
Policy TAI 8: Appropriate Housing Mix  
Policy TAI 15: Affordable Housing Threshold & Distribution  
Policy AMG 5: Local Biodiversity Conservation  
Policy TRA 2: Parking Standards  
Policy TRA 4: Managing Transport Impacts  
Policy AMG 3: Protecting and Enhancing Features and Qualities that are Distinctive to the Local Landscape Character  
Strategic Policy PS 1: Welsh Language and Culture  
Strategic Policy PS 4: Sustainable Transport, Development and Accessibility  
Strategic Policy PS 5: Sustainable Development  
Strategic Policy PS 19: Conserving and Where Appropriate Enhancing the Natural Environment  
Policy ISA 1: Infrastructure Provision

Planning Policy Wales (Edition 12, February 2024)

Technical Advice Note 2: Planning and Affordable Housing (2006)  
Technical Advice Note 5: Nature Conservation and Planning (2009)  
Technical Advice Note 11: Noise (1997)  
Technical Advice Note 12: Design (2016)  
Technical Advice Note 18: Transport (2007)  
Technical Advice Note 20: Planning and the Welsh Language (2017)

Supplementary Planning Guidance - Planning and the Welsh Language (2007)  
Supplementary Planning Guidance - Affordable Housing (2004)  
Supplementary Planning Guidance - Design Guide for the Urban and Rural Environment (2008)

Supplementary Planning Guidance - Planning Obligations (Section 106 Agreements) (2008)

Policy ISA 2: Community Facilities

Policy PCYFF 6: Water Conservation

Strategic Policy PS 6: Alleviating and Adapting to the Effects of Climate Change

Policy ISA 4: Safeguarding Existing Open Space

**Response to Consultation and Publicity**

Consultee	Response
Swyddog Hawliau Tramwy Cyhoeddus/ Public Rights of Way Officer	No response
Iechyd yr Amgylchedd / Environmental Health	Standard comments
Gwasanaeth Addysg / Education Service	Spaces available in local schools
Strategol Tai / Housing Strategy	Provided details of number of people on waiting list
Ymgynghorydd Tirwedd / Landscape Advisor	No response
Polisi Cynllunio / Planning Policy	Provided details of relevant policies
Cyfoeth Naturiol Cymru / Natural Resources Wales	Concerns that the scheme was to connect to a private sewerage system. Agent confirmed application form completed incorrectly and the proposed dwellings were to be connected to the mains sewer system and amended application form to reflect this.
GCAG / GAPS	No response
Ymgynghorydd Ecolegol ac Amgylcheddol / Ecological and Environmental Advisor	No objection. In response to the concerns raised by the Local Member stated that mown amenity areas provide little benefit biodiversity wise.
Draenio / Drainage	Standard drainage comments in relation to Sustainable Drainage System.
Priffyrdd a Trafnidiaeth / Highways and Transportation	Recommended conditional approval
Dwr Cymru/Welsh Water	Recommended conditional approval
Cynghorydd Pip O'Neill	Support - keen to see bungalows built in the area
Cynghorydd Jeff M. Evans	Call-in due to concerns of increase in traffic movements, drainage issues and ecological issues.
Cyngor Tref Caergybi / Holyhead Town Council	No response
Ymgynghorydd Treftadaeth / Heritage Advisor	No response
Sport Wales FIT	No response
Chwaraeon Cymru / Sport Wales	No response

The proposal has been advertised through the distribution of personal letters of notification to the occupiers of neighbouring properties. The latest date for the receipt of any representation was the

28/02/2025. At the time of writing this report three letters of representation, one of which contains 16 signatures and 4 web comments had been received at the department.

The main issues raised can be summarised as follows:

- i. Highway Safety, increase in traffic
- ii. Loss of open space and footpath runs through the site
- iii. Drainage issues
- iv. Impact on property prices

In response to the issues raised I would respond as follows;

- i. The Highway Authority have been consulted and raised no objection to the proposal following the receipt of an amended drawing illustrating the visibility splay.
- ii. Whilst it is acknowledged that the site is designated as a protected open space under Policy ISA 4 of the Anglesey and Gwynedd Joint Local Development Plan. The applicant proposes to improve the existing playing facilities on the neighbouring land. The proposed scheme includes the retention of the existing footpaths located near the site and provide footpaths to the play area.
- iii. The Drainage Section, Welsh Water and Natural Resource Wales have been consulted and raised no objection to the proposal.
- iv. This is not a material planning consideration.

### **Relevant Planning History**

19C1159 - Outline application with all matters reserved for the erection of a housing estate (6 flats, 7 houses) on land at - Llanfawr Road, Holyhead - Withdrawn 01/12/2017

### **Main Planning Considerations**

**i. Compliance with Policy** - Holyhead is identified as an Urban Service Centre under Policy TAI 1. This policy supports housing to meet the Plan's strategy through housing allocations and suitable unallocated sites within the development boundary based upon the indicative provision shown within the Policy. This site lies within the Holyhead development boundary.

In accordance with Policy PCYFF 1 ('Development Boundaries'), proposals within development boundaries are approved if they comply with other policies and proposals in the Plan, National policies and other relevant planning considerations. The proposal can therefore be considered against Policy TAI 1.

The indicative supply level for Holyhead over the Plan period is 833 units (including a 10% 'slippage allowance', which means that the method of calculating the figure has taken into account potential unforeseen circumstances which could influence the provision of housing, e.g. land ownership matters, infrastructure restrictions, etc.) (430 on allocated sites and 403 on windfall sites). During the period of 2011 to 2023, a total of 470 units have been completed in Holyhead (191 on allocated sites and 279 on windfall sites). The windfall land bank, i.e. sites with existing planning consent, and likely to be developed at April 2023 stood at 101 units. The allocated sites landbank stood at 36. This means that there is capacity within the indicative supply for the settlement of Holyhead and there is no need for a Welsh language Statement.

**Housing Mix** - Policy TAI 8 'Appropriate Housing Mix' seeks to ensure that all new residential development contributes to improving the balance of housing and meets the identified needs of the whole community. Regard should be given to the LHMA, Council Housing Register, Tai Teg Register, 2014 - based household projections etc. to assess the suitability of the mix of housing in terms of both type and tenure proposed on development sites to redress an identified imbalance in a local housing market. A Housing Statement has been submitted in support of the application and the information provided states that there is a need for the proposed dwellings.

**Affordable Housing** - Policy TAI 15 seeks an appropriate provision of affordable housing. It has a threshold figure of 2 or more units within Urban Service Centres such as Holyhead. Since the proposed development proposes an increase of 9 units, this meets with the threshold noted in Policy TAI 15 for making an affordable housing contribution. As Holyhead is situated within the 'Holyhead' housing price area in the Plan, it is noted that providing 10% of affordable housing is viable. As an increase of 9 units are proposed this means that 0.9 of the total new units should be affordable and therefore 1 dwelling should be affordable.

It is also worth noting that at the time of writing the report, it is the developer's intention to make the development 100% affordable, although this cannot be legally secured and the additional 90% affordability is at the developers discretion.

The site is designated as a protected open space under Policy ISA 4 of the Anglesey and Gwynedd Joint Local Development Plan. Policy ISA 4 states that proposal that will lead to the loss of existing open space including any associated facilities which has significant recreational, amenity or wildlife value will be refused unless they conform to the following criteria;

1. There is an overall surplus of provision in the community;
2. The long term requirement for the facility has ceased;
3. Alternative provision of the same standard can be offered in an area equally accessible to the local community in question;
4. The redevelopment of only a small part of the site would allow the retention and enhancement of the facility as a recreational resource.

The proposal will result in the loss of part of the existing open space and the scheme proposed to improve the existing play facilities however no details have been provided as part of the application and a condition will be imposed on the permission to ensure that full details are submitted as part of any detailed or full application.

It must also be noted that to the north east of the site, located between Cae Braenar and the coast is an open space. Whilst the proposal does not fully comply with the requirements of Policy ISA 4 the proposal will provide affordable social housing for the community and will improve the existing play facilities.

**ii. Impact on neighbouring properties** - The scheme has been sympathetically designed with the properties located to the rear of 26-32 Llanfawr Road set on an angle with the side of the properties located close to the garages / parking area of the properties. As the scrubland and playing area is to be retained along the eastern and western boundaries there are no immediate neighbouring properties located to the rear of the properties. The proposed units to the rear of 29 and 30 Cae Braenar are single storey and therefore it is not considered that the proposal will have an impact on the amenities currently enjoyed by the occupants of the dwellings.

Concern has been raised that the means of access to the proposed dwellings will run along the gable of 32 Llanfawr Road. The front door of the property is located on the gable of the property and an existing fence is located along the border with the application site. Screening by way of planting is proposed along the border of the site with the property which will act as a visual and noise barrier however the landscaping scheme is not detailed and a condition will be imposed on the permission that full details is submitted as part of any detailed or full planning application.

**iii. Design** - As stated above there is a mixture of single storey and two storey properties in the locality and the proposed scheme includes a mixture of 3 pairs of semi-detached bungalows and a two storey detached dwelling and a pair of semi-detached dwelling. Whilst the application is in outline form details of the design of the proposed units are to be considered as part of the current application.

Whilst the design of the units are considered acceptable the use of zinc as roofing material is not considered acceptable as this does not compliment the character of the surrounding properties which are finished in slate / tiles. A condition will therefore be attached to the permission for the use of natural slate as the roofing materials for the proposed units.

**iv. Highway Safety** - As stated above the site will be accessed via Llanfawr Road. The Highway Authority has been consulted and raised no objection to the proposal. Whilst it is acknowledged that the erection of 9 new dwellings may generate additional traffic the site lies within the development boundary of Holyhead which is designated as an Urban Service Centre.

The Highway Authority have requested that a condition is included on the permission stating that no direct pedestrian or vehicular access, other than that illustrated on the submitted plans, shall be used in connection with the development. The proposal will include a footpath link to the nearby footpath and therefore it is not considered that this condition can be included. Also the scheme will need to comply with the approved and the proposed means of vehicular access to and from the site is shown on the drawings submitted as part of the application.

**v. Biodiversity and Ecology** - The updated advice in Chapter 6 of Planning Policy Wales (PPW) is to apply a stepwise approach to maintain and enhance biodiversity, build resilient ecological networks, and deliver net benefits for biodiversity. The first priority is to avoid damage to biodiversity in its widest sense and ecosystem functioning. Where there may be harmful environmental effects, planning authorities will need to be satisfied that any reasonable alternative sites that would result in less harm, no harm or benefit have been fully considered.

Concern has been raised by the Local Member of the impact of the proposed scheme on ecology. The Ecological Advisor has received a copy of the issues raised and confirmed that there was no objection to the scheme. The application site does not encroach onto the neighbouring scrubland to the west of the application site. As stated above a landscaping scheme and Green Infrastructure Statement has been submitted stating the number of trees to be planted as part of the proposal however it is considered that a detailed landscaping scheme will be required to show the number of each native species and the location of the proposed bee box will be required as part of any future detailed or full application.

## **Conclusion**

Whilst the proposal results in the loss of a protected open space it is proposed to improve the existing facilities as part of the residential development of the site. Following consideration of the scheme against all relevant policies of the Joint Local Development plan together with consideration of all other relevant material consideration it is considered that the proposal is acceptable and will not have a detrimental impact on the amenities of neighbouring properties or highway safety and will provide biodiversity enhancements.

Subject to the conditions below and the signing of a S106 legal agreement for one of the units to be affordable in perpetuity, the proposal is considered to be acceptable and therefore is recommended for approval.

## **Recommendation**

That the application is permitted subject to the following conditions:

**(01) Details of the landscaping (hereinafter called "the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development begins and the development shall be carried out as approved.**

Reason: The application is for outline planning permission.

**(02) The development shall begin either before the expiration of five years from the date of this permission or before the expiration of two years from the date of approval of the last of the reserved matters to be approved, whichever is the later.**

Reason: To prevent the accumulation of planning permission: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990

**(03) Any application for approval of the reserved matters shall be made to the local planning authority not later than three years from the date of this permission.**

Reason: To prevent the accumulation of planning permissions to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990.

**(04) The vehicle driveways shall be constructed with its gradient not exceeding 1 in 20 for the first 5 metres back from the nearside edge of the adjoining footway.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

**(05) The access shall be constructed with 45 metre by 45 metre splays on either side. Within the vision splay lines nothing exceeding 1 metre in height above the level of the adjoining carriageway shall be permitted at any time.**

Reason: To provide adequate intervisibility between the access and the existing public highway for the safety and convenience of users of the highway and of the access.

**(06) No surface water from within the development shall discharge onto the highway.**

Reason: In order to minimise danger, obstruction and inconvenience to users of the highway and of the access.

**(07) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above, shall include full details of a scheme indicating all of the proposed means of enclosure around and within the site whether by means of walls or fences. The approved means of enclosure shall be constructed or erected prior to the occupation of the development hereby approved.**

Reason: To ensure that the details and appearance of the development are acceptable to the Local Planning Authority.

**(08) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above shall include details of the proposed slab levels of the dwellings in relation to the existing and proposed levels of the site and the surrounding land. The dwellings shall be constructed with slabs at levels that have been approved in writing by the Local Planning Authority.**

Reason: For the avoidance of doubt

**(09) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above shall include a landscaping scheme which includes ecological and biodiversity enhancements. The approved scheme shall be implemented not later than the first planting season after the occupation of the dwelling or completion of the development, whichever is the sooner. Any trees or shrub which forms part of the approved landscaping scheme which within a period of five years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed shall be replaced in the next planting season by a tree or shrub of a species, size and maturity to be approved by the Local Planning Authority.**



Reason: In the interests of visual amenities of the locality.

**(10) No development shall take place until a scheme to enable the provision of gigabit capable broadband infrastructure from the site boundary to the dwellings/buildings hereby permitted has been submitted to and agreed in writing by the local planning authority. Development shall be carried out in accordance with the approved details.**

Reason: To support the roll-out of digital communications infrastructure across Wales in accordance with Policy 13 of Future Wales.

**(11) Notwithstanding the roofing material as shown on the plans submitted with planning applicaion OP/2025/1 natural slates of uniform colour shall be used as the roofing material of the proposed dwellings.**

Reason: To ensure that the development is in the interests of amenity.

**(12) Construction works shall only be carried out between the hours of 08:00 - 18:00 Monday to Friday and 08:00 – 13:00 on Saturday. No works shall be carried out on Sunday or Bank Holidays.**

Reason: In the interest of residential amenity

**(13) The development hereby permitted shall be carried out in strict conformity with the details shown on the plans below, contained in the form of application and in any other documents accompanying such application unless included within any provision of the conditions of this planning permission.**

- Drawing number 001 - Rev P2 - Location Plan
- Drawing number 004 - Rev P3 - Proposed Site Plan
- Drawing number SK03 - Proposed Plan and Elevations - 5p3b
- Drawing number SK04 - Proposed Plan and Elevations - 3p2b bungalow
- Drawing number SK05 - Proposed Plan and Elevations - 7p4b
- Arboricultural Impact Assessment - Back to the Woods
- Housing Statement - Dewis Architecture
- Construction Traffic Management Plan - Dewis Architecture
- Preliminary Ecological Assessment Report - Cambrian Ecology

Reason: To ensure that the development is implemented in accord with the approved details.

**(14) The provisions of Schedule 2, Part 1, Classes A, B and E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) (or any Order re-voking or re-enacting that Order) are hereby excluded.**

Reason: In the interests of amenity.

**(15) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above shall include a foul water and surface water drainage scheme for the site has been submitted to and agreed in writing by the local planning authority. The scheme shall provide for the disposal of foul water and surface flows and thereafter implemented in accordance with the approved details prior to the occupation of the development.**

Reason: To prevent hydraulic overloading of the public sewerage system, to protect the health and safety of existing residents and ensure no pollution of or detriment to the environment.

**(16) The details to be submitted for approval in writing by the Local Planning Authority in accordance with Condition (1) above, shall include full details of a scheme indicating the**

**proposed improvements to the existing play area. The approved improvements to the play area shall be completed prior to the occupation of the development hereby approved.**

Reason: To comply with policy ISA 5

The development plan covering Anglesey is the Anglesey and Gwynedd Joint Local Development Plan (2017). The following policies were relevant to the consideration of this application: PCYFF 1, PCYFF 2, PCYFF 3, PCYFF 4, PCYFF 6, TAI 1, TAI 8, TAI 15, TRA 2, TRA 4, AMG 3, AMG 5, PS 1, PS 4, PS 5, PS 6, PS 19, ISA 1 and ISA 4.

In addition the Head of Service be authorised to add to, remove or amend/vary any condition(s) before the issuing of the planning permission, providing that such changes do not affect the nature or go to the heart of the permission/development.

**Report to:** PLANNING AND ORDERS COMMITTEE

**Date:** 1 OCTOBER 2025

**Subject:** CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL  
TRAFFIC REGULATION ORDER

**Portfolio Holder:** COUNCILLOR GARY PRICHARD

**Lead Officer:** Gethin Gilford

**Contact Officer:** Alun Roberts

**Nature and reasoning for report:**

To report details of the objection and comments received following advertising of several proposed Traffic Regulation Orders for numerous locations in relation to lengths of roads to be exempted from the mandatory 20mph speed limits introduced in September 2023.

To provide a resolution regarding how the Authority should proceed with the Traffic Regulation Orders in view of the comments and the objection received.

**A. INTRODUCTION / BACKGROUND / ISSUES**

The Traffic Regulation Orders were proposed as part of a review to the mandatory 20mph speed limits introduced across Anglesey in September 2023. In accordance with Welsh Government's programme of reducing speeds in residential areas, all roads with a restricted roads status by virtue of a system of street lighting and with a limit of 30mph were reduced by default to 20mph unless otherwise exempted. This measure came into force across Wales on 17<sup>th</sup> September 2023.

During the initial introduction of the 20mph speed limits the Authority in conjunction with Welsh Government / Transport for Wales identified a number of locations where it was considered that the 20mph speed limit should not apply and that the existing 30mph limit should remain in place. The criteria at the time was based on the density of adjacent residential and retail premises fronting a road and the proximity of facilities such as educational establishments, community centres and hospitals. A further review of these locations based on local knowledge and professional judgment was undertaken by the Authority in order to determine whether it was appropriate for the identified lengths of roads to be exempt.

Guidance provided at the time by Welsh Government noted that exceptions should primarily be considered on A and B classified roads and that a speed limit should have a minimum length of 300m on roads with a local access function. The 20 mph speed limits and the exempted lengths of roads (17 in total) were consequently introduced in September 2023 based on the above criteria.

Following the introduction of the mandatory 20mph speed limits on restricted roads in Wales considerable public feedback and criticism was received by Welsh Government together with a petition with nearly 470,000 signatories.

In April 2024 the Transport Secretary Ken Skates announced that changes would be made to the Welsh Government Guidance on which roads could be exempted from 20mph, so that councils could make changes to certain roads where appropriate to revert the speed limit back to 30mph. It was also announced that there was to be a National Listening Phase in order to encourage people to get in contact with their local authority on which roads they would like to see return to 30mph.

The updated guidance was published in July 2024. In general, changes were made to the wording under Place Criteria in order allow more flexibility and make it clearer on which roads a 30mph limit could be more appropriate. The two principal questions A & B for setting exceptions were removed in the updated guidance and replaced with a section to consider the benefits/disbenefits of higher speeds.

Between April 2024 and November 2024, the authority invited feedback from local members, community/town councils and the public on which roads they would like the authority to assess, and to provide valid reasons for the request based on the updated guidance. Arriva were also asked for their views on the proposed exemption sites and they provided feedback on which routes should be prioritised. The final list of roads suggested was published on our web page and a total of 47 roads were highlighted.

All sections of road were assessed using a detailed framework/assessment sheet based on the updated guidance. A short list of appropriate roads for consideration to return to 30mph was put forward to a Steering Group made up of senior members of the Highways Department and nominated Elected Members from each political group. A total of 3 meetings took place between August – October 2024 in order to review all of the proposals and to come up with the final list of 27 sites.

A statutory consultation with local town/community councils, elected members, emergency services and haulage trade associations ran from 14<sup>th</sup> Feb 2025 – 4<sup>th</sup> April 2025.

The list of consultees was as follows -

- a) North Wales Police
- b) North Wales Fire and Rescue Service
- c) Ambulance Service
- d) The Road Haulage Association
- e) The Freight Transport Association
- f) Local Elected Members
- g) Town and Community Councils

No objections were received from the emergency services or the freight association.

A summary of the responses is provided in the following table -

<b>Scheme</b>	<b>Locations</b>	<b>Summary of feedback received</b>
1. TWRCELYN	1) Amlwch A5025. 2) Bull Bay A5025. 3) Lon Parys-Ffordd Madyn	Amlwch Town Council in agreement with proposals.
2. CANOLBARTH MÔN	1) Bodffordd A5 approach. 2) Rhosmeirch Coedana approach. 3) Llangefni Industrial Estate. 4) Talwrn old school road.	Local Member in agreement with proposals for Rhosmeirch & Bodffordd. Further clarification provided to Local Member in support of the proposals for Llangefni Industrial Estate and Talwrn.
3. BRO'R LLYNNOEDD, CRIGYLL & BRO ABERFFRAW	1) Caergeiliog A5. 2) Llanfachraeth A5025. 3) Llanfihangel yn Nhowyn RAF Valley. 4) Bryn Du. 5) Llyn Maelog A4080. 6) Newborough A4080. 7) Valley A5 Gorad approach	Valley Community Council strongly opposed to the proposals in Valley A5 Gorad approach due to a lack of compliance through the current 40mph section. Concerns raised over the safety of school children crossing the road to Lon Spencer due to vehicles not slowing down to 20mph when they reach the village.
4. BODOWYR	1) Gaerwen Lon Groes - Industrial Estate. 2) Llanddaniel A5 approach. 3) Llanddaniel Ffingar approach. 4) Llanddaniel level crossing	Llanfihangelesceifiog Community Council supportive with the proposal for Gaerwen Lon Groes - Industrial Estate but noted that the community council would prefer the entire length of this road to be 30mph including the link roads within the Industrial Estate. Also requested that the entire length of the A5 through Gaerwen be returned to 30mph..
5. CYBI	1) Trearddur Bay B4545. 2) Parc Cybi, Holyhead. 3) Victoria Road, Holyhead	No feedback received
6. SEIRIOL & AETHWY	1) Llanfairpwll A5025. 2) Llandegfan Ffordd yr Eglwys. 3) Llanfaes	Cwm Cadnant Community supportive of the proposals. Raised separate concerns over the existing 20mph limit on Lon Ganol - Cichle Hill Llandegfan and wanted this changed to 30mph.
7. LLIGWY	1) Pentraeth Talwrn approach B5109.	Llanfair Mathafarn Eithaf Community Council in agreement with proposal for Benllech.

	2) Pentraeth Beaumaris approach B5109. 3) Benllech A5025	Pentraeth Community Council opposed the proposal on the approach on the B5109 from Talwrn due to the community councils plans to build a children's playground near the school field. The entrance to which would open up to the B5109.
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Following a review of the responses it was decided not to proceed with the proposed exemption for the A5 Gorad approach into Valley. Also, that further discussions should take place with Pentraeth Community Council with respect to their proposals for a playground on the Talwrn approach into the village.

On 21 May 2025 the Authority published a Notice of Proposal for each of the seven schemes with notices placed in the local press and in each location provided an opportunity for the public to respond and object. In addition, further information was provided on the Authority's website in relation to this process and details on how to respond to the advertised proposals. This consultation ended on 13 June 2025. A copy of each of the Notice of Proposal and plans detailing the proposed exemptions have been attached in Appendix 1.

At the formal public advertising stage, 103 responses were received to the proposals. Many of the responses made reference to more than one of the proposals put forward.

The following table provides a breakdown of the responses received -

Total number of responses received	103	
Feedback received in support of the 30mph proposal	37	35.9%
Objections received in support of keeping current 20mph	56	54.4%
Feedback received disagreeing with 20mph limits in general	10	9.7%

## 2.0 Current Situation

The following section provides further details with respect to the comments received for each proposal. Of consideration to the Committee is the objections received to each proposal. For reference and context, the number supporting each proposal is also noted below.

Annex 1 provides a copy of the Public Notice for each scheme together with plans for each individual proposal. Also redacted copies of the objections received to each proposal are included in Annex 2.

## 2.1 Scheme 1 – Twrcelyn Ward

Proposed Site	Support Received for 30mph Proposal	Objection Received Keep 20mph
Amlwch A5025	23	2
Amlwch, Lon Parys to Ffordd Madyn	20	1
Bull Bay, A5025	22	4

### Summary of the objections to the A5025 and Lon Parys to Ffordd Madyn proposals

One objector raised concerns with all three proposals in the Amlwch area on the basis that increasing the speed limit would be detrimental to safety of pedestrians and cyclists and discourage active travel opportunities as identified in a feasibility study for this area.

### Summary of the objections to the Bull Bay A5025 proposal

In addition to the objector who had concerns that the proposal would be detrimental to active travel opportunities, the other objections were from the residents of Trecastell and Glan y Don, Bull Bay who considered that increasing the speed limit would be harmful to safety due to poor visibility when exiting onto the A5025. Also that the current 20mph facilities crossing the A5025 by pedestrians.

### Local Authority's response to the matters raised

The Authority considered that the proposed exemptions for the Twrcelyn Ward to be consistent with Welsh Government's revised criteria. With consideration to the nature and function of the road with minimal adjacent residential development it would be an unrealistic expectation for motorists to drive at 20mph on these lengths of roads. In addition, the proposed exemption for Bull Bay ends prior to the junction for Trecastell and Glan y Don and the 20mph limit would remain at this point addressing the safety concerns raised.

## 2.2 Scheme 2 - Canolbarth Môn Ward

Proposed Site	Support Received for 30mph Proposal	Objection Received Keep 20mph
Bodffordd, A5 approach	20	3

Llangefni, Industrial Estate Road	<b>21</b>	<b>2</b>
Rhosmeirch, B5111 Coedana approach	<b>21</b>	<b>1</b>
Talwrn, Old school road (Due to Closed School)	<b>20</b>	<b>2</b>

### **Summary of the objections to the Bodffordd A5 proposal**

Two objections were received from local residents in Bodffordd with properties fronting the proposed exempted length in which they highlighted the benefits of the current 20mph limit and that increasing the limit to 30mph would be detrimental to road safety.

### **Summary of the objections to the Llangefni Industrial Estate proposal**

A cycling group based in Bangor considered that the proposed exemption for Llangefni Industrial Estate was not in accordance with Welsh Government criteria. The other objector raised concerns as to excessive traffic speeds should the exception be approved and that walking had increased along the pavements here following the introduction of the 20mph limit.

### **Summary of the objections to the Rhosmeirch B5111 Coedana approach proposal**

The representative from Beicio Bangor considered that the proposal for Rhosmeirch was not in accordance with the Welsh Government criteria for 20mph exemptions but provided no supporting evidence.

### **Summary of the objections to the Talwrn past the old primary school proposal**

A local resident objected to the proposal for the road past the former Talwrn primary school on the basis that it was unsuitable to drive at 30mph. The community council also noted the popularity of this road by pedestrians and cyclists and that increasing the speed limit would be detrimental to safety.

### **Local Authority's response to the matters raised**

The Authority considered that the proposed exemptions for the Canolbarth Môn Ward to be consistent with Welsh Government's revised criteria. With consideration to the nature and function of the roads with minimal adjacent residential development it would be an unrealistic expectation for motorists to drive at 20mph



on the proposed roads with the exception of the one past the former Talwrn primary school. Open countryside borders the majority of the proposals for Bodffordd and Rhosmeirch with a pavement provided on one side of the road providing safe pedestrian access to local amenities.

### 2.3 Scheme 3 – Bro'r Llynnoedd / Crigyll / Aberffraw / Talybolion Wards

Proposed Site	Support Received for 30mph Proposal	Objection Received Keep 20mph
Bryn Du, unnamed Class 3 road	20	1
Caergeiliog, A5 Bryngwran approach	20	0
Llanfachraeth, A5025	22	4
Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road	21	1
Newborough, A4080 Malltraeth approach	22	4
Rhosneigr, A4080 Llyn Maelog approach	22	3

#### Summary of the objections to the Bryn Du proposal

An objection was received from Beicio Bangor to the proposal for Bryn Du on the basis that the exemption criteria was not met but no further evidence provided to support this.

#### Summary of the objections to the Llanfachraeth proposal

In addition to the objection raised by Beicio Bangor a further three objections were received to the proposal for Llanfachraeth. One wished to keep the 20mph but provided no further information in support of this. The other two objections raised concerns on the effect of increased traffic speeds on pedestrians and children who regularly use this area of Llanfachraeth and increased problems from exiting properties onto this stretch of road. Also that the proposed exemption may lead to increased speeds in the remaining length of 20mph limit in the village.

### **Summary of the objections to the Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road proposal**

Similar with the other locations, an objection was received for this proposal from Beicio Bangor on the basis that the exemption criteria was not met but no further evidence provided to support this.

### **Summary of the objections to the A4080 Newborough proposal**

In addition to the Beicio Bangor objection a further three objections were received to the proposal for Newborough. One of the objectors noted the proposed Active Travel improvement here and that increasing traffic speeds would be detrimental to efforts to increase walking and cycling. The other objector described current speed issues here particularly when exiting the village towards Malltraeth. The final objector noted the benefits of lower speeds in protecting vulnerable users and children in this residential area of Newborough. Also concerns that the proposal was at odds with the Active Travel proposal for the village and would discourage used by pedestrians and cyclists. The objector also described that there was a greater sense of community in the village with lower speeds making it more pleasant place and safer to walk.

### **Summary of the objections to the Llyn Maelog Rhosneigr proposal**

Two further objections were received to the proposal for Rhosneigr in addition to the one submitted by Beicio Bangor. Both objectors noted the lack of compliance with the existing 20mph speed limit and that the proposal would encourage greater speeds into the village. Also that the area was popular with pedestrians using the nearby boardwalk towards Llyn Maelog and that increasing speeds would be detrimental to road safety.

### **Local Authority's response to the matters raised**

It is not considered that a valid reason had been provided by the Beicio Bangor objector to the Bryn Du proposal.

With minimal adjacent residential properties, it is considered that the proposal for Llanfachraeth is consistent with the revised guidance provided to local authorities in considering exemption sites. The A5025 here is a strategic route with minimal roadside development on this length. Also pavements are provided on the proposed exemption length addressing the concerns as to pedestrian safety.

In the absence of supporting evidence it is considered that the objection raised for the Llanfihangel yn Nhowyn proposal by Beicio Bangor is not valid.

Since the original review was undertaken of a proposed exception on the A4080 approach into Newborough from Malltraeth, the Authority has been provided with funding for the establishment of a new pavement linking the village with Llyn Parc Mawr. The proposal also includes traffic calming and road safety measures on the stretch of road also under consideration of a 20mph exception. In view of this it is proposed that the proposed exception is not implemented and for existing 20mph speed limit to remain in place.

The proposal to extend the 40mph limit on the approach into Rhosneigr takes into account the matters raised by the objectors. The proposal does not extend as far as where the footpath path commences around Llyn Maelog.

## 2.4 Scheme 4 – Bodowyr Ward

Proposed Site	Support Received for 30mph Proposal	Objection Received Keep 20mph
Gaerwen, Lon Groes - industrial estate road	20	4
Llanddaniel, A5 approach	20	5
Llanddaniel, Llanedwen approach	20	5
Llanddaniel, level crossing approach	20	5

### Summary of objections to Lôn Groes – Industrial Estate Road

An objection was received to the proposal for Lon Groes by Beicio Bangor on the basis that the exemption criteria was not met but no further evidence provided to support this. Llanfihangelceifiog Community Council also objected to the proposal as it believed that insufficient consideration had been given to exempting other roads in the industrial estate. A further objector cited road safety concerns in respect to increased traffic speeds particularly in the area of the football ground. Another objector highlighted the use of this road by heavy and large vehicles and considered that Lon Groes should remain at 20mph with the provision of traffic calming ramps as they considered that motorists did not comply with the current limited speed. They also went on to note the lack of pavement between Gaerwen Uchaf and Lôn Capel.

### Summary of objections to the Llanddaniel A5 approach

A local resident objected to the proposed exemption for Llanddaniel on the A5 approach citing poor visibility and narrow sections on this stretch of road and a lack of pavements and that low traffic speeds are required in the interest of pedestrian and cycle safety. A similar objection was also made again by a local resident noting

that the current 20mph limit had improved safety for pedestrians and cyclists with more space provided when passing, less noise and pollution. Also that it was not possible to drive safely at 30mph on this stretch of road and therefore the proposed exemption was unnecessary. A further objector raised concerns as to increased traffic speeds on the red squirrel population and also that there was a number of residential properties along the route with associated pedestrian movements and links to nearby public footpaths. Also that the carriageway was narrow in places and unsuitable for higher speeds. Llanddaniel Fab Community Council raised similar objections to those raised by the local residents. Beicio Bangor objected to this proposal but did not provide further evidence in support.

### **Summary of objections to the Llanedwen approach**

Similar with the other locations, an objection was received for this proposal from Beicio Bangor on the basis that the exemption criteria was not met but no further evidence provided to support this. The Community Council objected citing narrow sections of road, poor visibility and no pavement along this route. Reference was also made to the historical site at Bryncelliddu and associated pedestrian movements together with a nearby dairy farm with related traffic movements. A local resident who had also objected to the proposal on the A5 approach into Llanddaniel objected to this proposal for similar reasons as those provided by the community council. Another resident who had also objected to the other proposals describing that the current 20mph limit had improved safety for pedestrians and cyclists with less noise and pollution. For the Llanedwen approach they noted narrow sections of road, links to nearby public footpaths and that it was not practical or safe to drive at speeds higher than 20mph on this route. Similar to what has been raised with the other proposals, a local resident raised concerns as to increased traffic speeds on the red squirrel population and also that there was a number of residential properties along the route and in particular that a partially sighted person walks along this section of road. Also that the carriageway was narrow in places and unsuitable for higher speeds

### **Summary of objections to the level crossing approach**

A local resident raised safety concerns regarding the proposal to increase traffic speeds between Llanddaniel and the level crossing citing that there was no pavement on some sections of this route and the 20mph limit made the route more pleasant for walking and cycling particularly as there was no bus service available in Llanddaniel. The Community Council objected to the proposals for Llanddaniel noting factors such as inappropriate speeds and the size of vehicles in the area and difficulties in walking to bus stops but did not provide specific objections regarding this proposal. A resident who also objected to the other two proposals for Llanddaniel considered that the proposed exemption for this route was too short and thus unnecessary. A further resident who again had objected to the other proposal for Llanddaniel cited concerns as to the effect of higher speeds on the red squirrel population, that a number of residential properties fronting onto the

exemption route and that the proposal would be detrimental to encouraging walking and cycling and community safety.

### **Local Authority's response to the matters raised**

No residential properties are located along Lon Groes, Gaerwen Industrial Estate where it is proposed to introduce the 20mph exemption and the revised guidance specifically refers to the consideration of exemption in industrial estates where there is low pedestrian demand. As this is the main access route to the industrial estate then it was considered appropriate for the consideration of an exemption. The proposal does not extend as far as Gaerwen Uchaf with this section remained at 20mph.

The number of properties on the A5-Llanddaniel approach per kilometre is sufficiently low as to enable the consideration of an exemption. The majority of the route is bordered by open countryside. It is therefore considered that this proposal is in accordance with the revised guidance on the consideration of exemption sites.

It is the same situation in respect to Llanedwen approach into Llanddaniel therefore again it is considered that this proposal is in accordance with the revised guidance on exemption sites.

The majority of the route between Llanddaniel and the level crossing is along open countryside with minimal residential roadside development and below the threshold for the consideration of a 20mph speed limit. In addition a pavement is provided along the route and therefore it is considered that this section is consistent with the revised guidance.

## **2.5 Scheme 5 – Cybi Ward**

<b>Proposed Site</b>	<b>Support Received for 30mph Proposal</b>	<b>Objection Received Keep 20mph</b>
Holyhead A5153, Parc Cybi	<b>21</b>	<b>1</b>
Holyhead A5154, Victoria Road	<b>21</b>	<b>2</b>
Trearddur Bay, B4545 Lon St Ffraid East	<b>22</b>	<b>6</b>

### **Summary of objection to the A5153 Parc Cybi proposal**

Similar with the other locations, an objection was received for this proposal from Beicio Bangor on the basis that the exemption criteria was not met but no further evidence provided to support this.

### **Summary of the objections to the A5154 Victoria Road proposal**

Beicio Bangor objected to this proposal for the reasons detailed in the previous proposal. A further objection was received on the basis that this is only a short length and that changing the speed limit would be confusing to motorists. Also there was reference to parking along one side of Victoria Road with associated pedestrians movements to and from the town centre and accordingly it would be safer to retain the current 20mph limit.

### **Summary of the objections to the B4545 Lon St Ffraid East proposal.**

As with the other two proposals for the Cybi Ward, Beicio Bangor also objected to this proposal but did not provide supporting evidence. A further objector cited that the proposed exemption would be confusing due to its short length and that route was popular with pedestrians and cyclists. The need to protect pedestrians and cyclists with the existing speed limit was noted by another objector. One objector considered that there was nothing to gain from introducing a short length of 30mph and had concerns that motorists may then not reduce their speed when traveling through Trearddur Bay. A further objector wished to retain the current 20mph limit but did not provide supporting reasons. The final objector considered that the current 20mph speed limit was required to protect pedestrians and cyclists and that any changes would be confusing to motorists.

### **Local Authority's response to the matters raised**

In the absence of supporting reasons it is considered that the objections raised by Beicio Bangor to the proposal for the exemption along the A5153 Parc Cybi is not valid.

With the absence of residential development along Victoria Road, Holyhead together with the provision of crossing points and good visibility of oncoming traffic it is considered that this proposal is consistent with the guidance provided when considering exemption sites.

With minimal residential development along the B4545 Lon St Ffraid proposal together with the existing provision of a pavement to the benefit of pedestrian safety then it is considered that the proposal is consistent with the guidance document.

## 2.6 Scheme 6 – Seiriol and Aethwy Wards

Proposed Site	Support Received for 30mph Proposal	Objection Received Keep 20mph
Llandegfan, Ffordd yr Eglwys	20	1
Llanfaes, unnamed Class 3 road from the B5109	20	1
Llanfair PG A5025 near park and ride facility	24	2

### Summary of the objection to the Llandegfan Ffordd yr Eglwys proposal

A local horse rider objected to the proposal citing safety concerns as to increased speeds on this stretch of road. Also that the route was busy with a junction with poor visibility.

### Summary of the objection to the Llanfaes proposal

Beaumaris Town Council raised objections to this proposal on the basis that it would be confusing to motorists and possible implications on the redevelopment of the redundant Lairds site. Also reference to overgrowth and vehicles pulling out to avoid this along with numerous pedestrians using this route. Finally, concerns raised regarding the greater risks of collisions with increased traffic speeds.

### Summary of the objections to the Llanfairpwll A5025 proposal

A local resident objected to this proposal citing poor visibility when exiting the junction from the nearby care home and park and share facility. They also referred to collisions on the A55 slip road junctions and considered that the situation had improved since the introduction of the 20mph limit. A further objector had concerns with the A55 slip road junctions with the A5025 with motorists not slowing down sufficiently and that the proposed change would encourage greater speeds and endanger lives.

### Local Authority's response to the matters raised

With reference to the objection received for Llandegfan, the revised exemption guidance makes no reference to the consideration of horse riders when reviewing sites. However the Authority has reviewed the location and considers that the road layout provides sufficient forward visibility as to enable motorists to witness the presence of horse riders in the proposed exemption area. Signs can be provided here to forewarn motorists of the possibility of horse riders in the carriageway.

The proposal for Llanfaes is consistent with the revised exemption criteria in that there is no adjacent residential development along the length of the proposal and a pavement is provided on one side of the road. The road is sufficiently wide and open to accommodate two-way traffic flow.

The A5025 by commencing from Junction 8 of the A55 is one of the Authority busiest stretch of road and of strategic importance to the Island. There are no residential properties directly fronting the proposed length of exemption and with consideration to the function and characteristic of the road it is considered that the proposal is consistent with the guidance. The provision of a 20mph limit has been kept in the vicinity of the slip road junctions in view of the pedestrian movements here. This section also benefits from segregated pedestrian facilities to further support the proposal.

## 2.7 Scheme 7 – Lligwy Ward

<b>Proposed Site</b>	<b>Support Received for 30mph Proposal</b>	<b>Objection Received Keep 20mph</b>
Benllech, A5025	<b>26</b>	<b>13</b>
Pentraeth, B5109 Beaumaris approach	<b>22</b>	<b>1</b>

### **Summary of the objections to the Benllech A5025 proposal**

A total of 13 objections were received for this proposal from local residents. The main reasons for objecting was that the current 20mph restriction had improved the quality of life in this area of Benllech with less noise and had made it easier for the residents and to cross the road and pull out of junctions especially the fuel garage and shop. Many mentioned the ageing population of Benllech and that this section of the A5025 is very busy and slower speeds assisted the elderly in crossing the road. There was also mention of issues with compliance with the existing 20mph limit with the likelihood of motorists also ignoring the proposed 30mph limit to the detriment of road safety.

### **Summary of the objection to the Pentraeth B5109 Beaumaris approach proposal**

An objection was received to the proposal for Lon Groes by Beicio Bangor on the basis that the exemption criteria was not met but no further evidence provided to support this.



## **Local Authority's response to the matters raised**

The A5025 is a strategic route with minimum residential properties fronting the length of the proposed exemption in Benllech. The nature and layout of the road is open and wide with good forward visibility along the length of the proposal. As a mitigating measure and to facilitate pedestrian access to Parc Bach fuel station and convenience shop, it is proposed to widen and improve the pavement from Garreglwyl to this community facility.

No residential properties front onto the proposed length of the B5019 to be exempted in Pentraeth and accordingly it is considered that it complies with the relevant guidance.

### **2.8 Summary**

The objectors detailed in Sections 2.1 to 2.7 are not satisfied that the provisions within the advertised Orders are acceptable.

In considering the exempted lengths of roads as proposed in the advertised Notices the Authority followed the revised national criteria on setting 30mph speed limits on restricted roads published in July 2024 as provided by Welsh Government. It also undertook a review of these sites using an assessment criteria and framework again provided by Welsh Government with the process overseen by a Steering Group comprising of elected members and staff from the Highways Service.

## **B. CONSIDERATIONS**

- 3.0 The proposed Orders and the identified exempted lengths of roads are considered to be consistent with the revised guidance and assessment framework ensuring that the speed limits reflect the function, characteristics and purpose of the highway network.

It will be for the Committee to determine if they feel that the objections received to each proposal are justified or not.

A resolution will be required for each of the seven proposals detailed in section 2.1 to 2.7. Should they wish, the Committee may decide to confirm in part an order should it be decided that not all of the proposals can be supported.

## **C. IMPLICATIONS AND IMPACTS**

- 4.0 With the exception of the proposal for the A4080 Rhosneigr, the proposed orders will create 30mph lengths of roads in exemption of the default 20mph speed limit on

restricted roads. The proposal for Rhosneigr is to extend the exiting 40mph replacing an existing section with a 20mph limit.

With consideration to the objection received to the proposed exempted lengths of roads, the potential effect on traffic speeds should be balanced against the need to ensure that there is a consistent approach to determining local speed limits based on the issued revised national guidance and local factors and circumstances.

#### **D. RECOMMENDATION**

- 5.0 With the exception of the proposal for the A4080 Newborough, that the Committee approves the proposals in accordance with the advertised Orders and plans if it is satisfied that there are no alternative solution and resolves for the Authority to proceed and confirm the Traffic Regulation Orders and Plans.

**Name of report author:** Alun Roberts

**Job Title:** Group Engineer Traffic and Development Control

**Date:** 05 September 2025

#### **Appendices**

1. Notice of Proposal for each scheme as advertised and associated plans.
2. Copies of comments and objections received at the advertising stage.

## Atodiad 1 / Appendix 1

### Rhybudd o Fwriad fel a hysbyswyd a chynllun ar gyfer pob lleoliad eithriad

### Notice of Proposal as advertised and plan for each exemption location.

#### 1. Ward Twrcelyn

#### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

##### GORCHYMYN CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU WARD TWRCELYN) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83 a 84(1) a (2) o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Amlwch yn ystod oriau swyddfa arferol. Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anforwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### ATODLEN

##### TERFYN CYFLYMDER 30 MYA

##### 1) A5025, AMLWCH

1.1) A5025 - O bwynt 64 metr i'r de-ddwyrain o gylchfan y Grogan i bwynt 520 metr i gyfeiriad gogledd orllewinol.

1.2) B5111 - O bwynt 55 metr i'r de o gylchfan Grogan i gyfeiriad y gogledd ddwyrain i bwynt 24m o'r gylchfan ar y ffordd C ddienw i Ffordd Madyn.

##### 2) PORTH LLECHOG, A5025

O bwynt 10 metr i'r de o'r gyffordd â Glan y Don Parc i bwynt 392 metr i gyfeiriad y de.

##### 3) LÔN PARYS

O bwynt 56 metr i'r gogledd-ddwyrain o'r gyffordd â Ffordd Penybanc, i bwynt 44 metr i'r gorllewin o'r gyffordd â Ffordd Madyn. Pellter o 349 metr.

##### CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS TWRCELYN WARD) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, and 84(1) and (2) of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedule to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Amlwch library during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13th June 2025**. These will be available for public inspection.

#### SCHEDULE

##### 30 MPH SPEED LIMIT

##### 1) AMLWCH

1.1) A5025 - From a point 64 metres southeast of the Grogan roundabout to a point 520 metres in a north westerly direction.

1.2) B5111 - From a point 55 metres south of Grogan roundabout in a north easterly direction to a point 24m from the roundabout on the unnamed C road to Madyn Road.

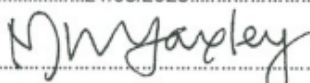
##### 2) BULL BAY, A5025

From a point 10 metres south from the junction with Glan y Don Parc to a point 392 metres in a southerly direction.

##### 3) PARYS ROAD

From a point 56 metres northeast of the junction with Penybanc Road, to a point 44 metres west of the junction with Madyn Road. A distance of 349 metres.

Dyddiedig .....21/05/2025..... Dated

Arwyddwyd ..........Signed

MARED W YAXLEY  
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Môn LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 Llangefni, 752370. HT-026789-SMJ

Croesi i chi ddellio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above, please telephone 01248 752370. HT-026789-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



## A5025, AMLWCH, 30MYA/30MPH

N Scale: 1:2750



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# **LON PARYS/ PARYS ROAD, AMLWCH 30MYA/30MPH**



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## A5025, PORTH LLECHOG, BULL BAY, 30MYA/30MPH



N Scale: 1:2480



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## 2. Ward Canolbarth Mon

### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY  
COUNTY COUNCIL (AMRYW LEOLIADAU WARD CANOLBARTH  
MÔN) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83, 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y damau o'r ffyrdd a ddisgrifir yn yr Atodlenni i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Llangefni (yn ystod oriau swyddfa arferol). Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### TERFYN CYFLYMDER 30MYA

##### ATODLEN 1

##### BODFFORDD, O GYFEIRIAD YR A5

O bwynt 37 metr i'r de o'r gyffordd â Maes Y Meillion, i bwynt 588 metr i gyfeiriad y de-orllewin.

##### ATODLEN 2

##### B5111, RHOSMEIRCH, O GYFEIRIAD COEDANA

O bwynt 35 metr i'r gogledd-orllewin o'r gyffordd â ffordd ddiennw ger yr eiddo Pen Y Bryn, i bwynt 660 metr i gyfeiriad y gogledd orllewin.

##### ATODLEN 3

##### LLANGFNI FFORDD STAD DDIWYDIANNOL, AC PARC DIWYDIANNOL BRYN CEFNI

3.1 O bwynt 14 metr i'r de o'r fynedfa i Petplace, i bwynt 26 metr i'r gogledd o'r fynedfa i Jewson. Pellter o 532 metr.

3.2 O'r gylchfan ger swyddfeydd Huws Gray, heibio Canolfan Fusnes Môn, i bwynt 24 metr i'r gogledd-orllewin o gylchfan Ffordd Gyswilt Llangefni. Pellter o 533 metr.

##### ATODLEN 4

TALWRN, FFORDD DOSBARTH DDIENW HEIBIO'R HEN YSGOL  
O'i chyffordd â'r ffordd o'r B5110 i'r dwyrain o Gefn Carrog heibio Tan Y Felin, i gyfeiriad y de i bwynt 97 metr i'r gogledd o'r gyffordd â'r B5109. Pellter o 600 metr.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY  
COUNCIL (VARIOUS LOCATIONS CANOLBARTH MÔN WARD)  
(30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Llangefni library during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13<sup>th</sup> June 2025**. These will be available for public inspection.

#### 30 MPH SPEED LIMIT

##### SCHEDULE 1

##### BODFFORDD, A5 APPROACH

From a point 37 metres south from the junction with Maes Y Meillion, to a point 588 metres in a south westerly direction.

##### SCHEDULE 2

##### B5111, RHOSMEIRCH, COEDANA APPROACH

From a point 35 metres northwest of the junction with unnamed road near the property Pen Y Bryn, to a point 660 metres in a north westerly direction.

##### SCHEDULE 3

##### LLANGFNI INDUSTRIAL ESTATE ROAD, & BRYN CEFNI INDUSTRIAL PARK

3.1 From a point 14 metres south of the entrance to Petplace, to a point 26 metres north of the entrance to Jewson. A distance of 532 metres.

3.2 From the roundabout near the Huws Gray offices, past the Anglesey Business Centre, to a point 24 metres northwest of the Llangefni Link Road roundabout. A distance of 533 metres.

##### SCHEDULE 4

TALWRN, UNNAMED CLASS 3 ROAD PAST THE OLD SCHOOL  
From its junction with the road from B5110 east of Cefn Carrog past Tan Y Felin, in a southerly direction to a point 97 metres north of the junction with the B5109. A distance of 600 metres.

Dyddiedig .....21/05/2025..... Dated

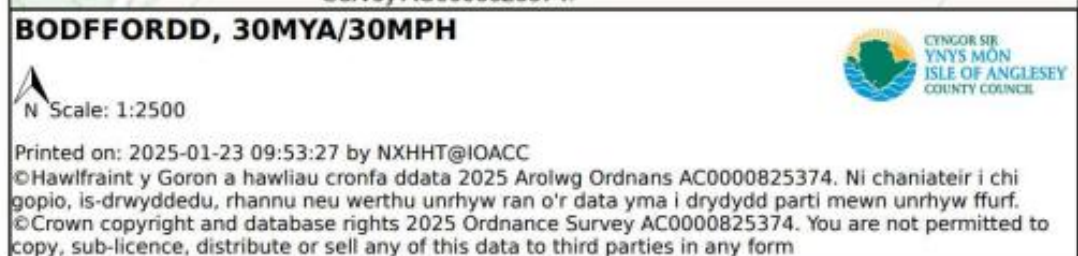
Arwyddwyd ..........Signed

MARED W YAXLEY  
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Môn LL77 7TW

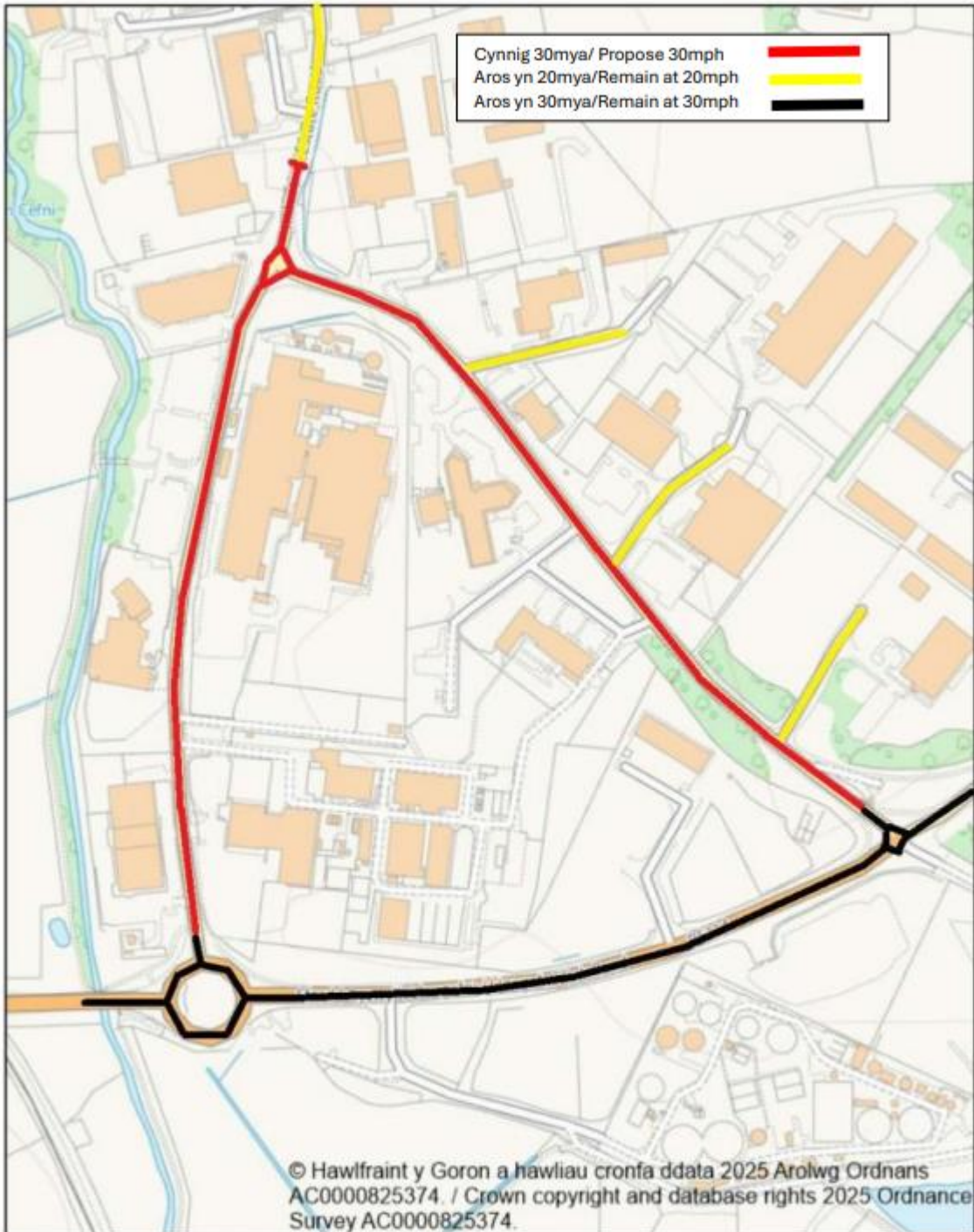
Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370. HT-026797-SMJ. Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above please telephone 01248 752370. HT-026797-SMJ. You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.









## LLANGEFNI, INDUSTRIAL ESTATE, 30MYA/30MPH

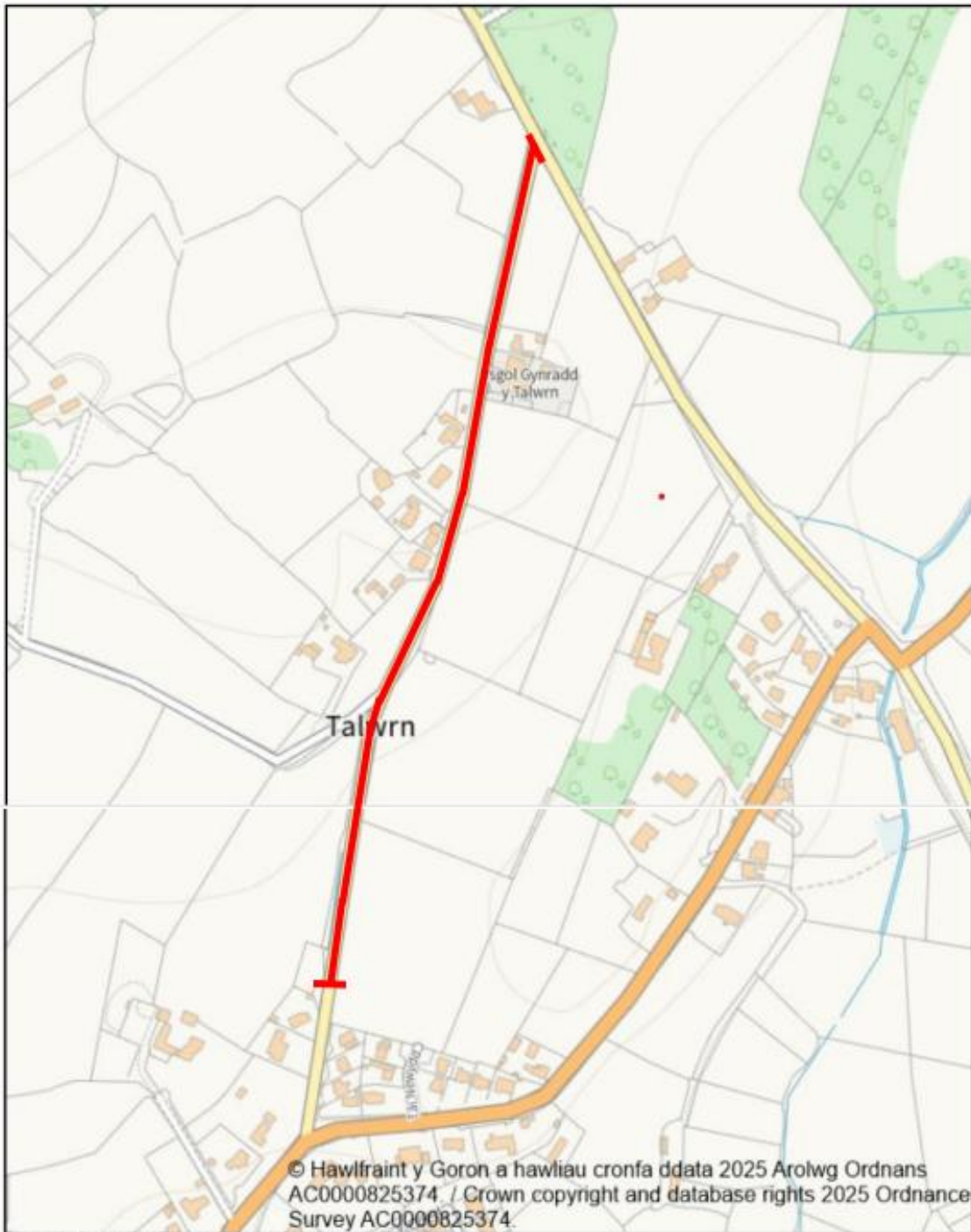
N Scale: 1:3500



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### 30MYA/30MPH, TALWRN

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### 3. Wardiau Bro'r Llynnoedd, Crygyl, Bro Aberffraw and Talybolion Wards

#### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY  
COUNTY COUNCIL (AMRYW LEOLIADAU WARDIAU BRO'R  
LLYNNOEDD, CRIGYLL, BRO ABERFFRAW A TALYBOLION)  
(TERFYN CYFLYMDER 30MYA AC ESTYNIAD TERFYN  
CYFLYMDER 40MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83, 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn Atodlen 1 i'r Rhybudd hwn ac estyniad terfyn cyflymder 40mya ar y darn o'r ffordd a ddisgrifir yn Atodlen 2 i'r Rhybudd hwn.

Mae'n bosibl i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgelloedd Llangefni a Caergybi (yn ystod oriau swyddfa arferol). Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### ATODLEN 1

##### TERFYN CYFLYMDER 30MYA

###### 1.1 A5, CAERGEILIOG

O bwynt 49 metr i'r dwyrain o gyffordd Lon Bach, i bwynt 175 metr i gyfeiriad y dwyrain.

###### 1.2 A5025, LLANFACHRAETH

O bwynt 70 metr i'r gogledd o'r gyffordd ag Erw Lon Yr Ysgol, i bwynt 267 metr i gyfeiriad y gogledd ddwyrain.

###### 1.3 LLANFIHANGEL YN NHOWYN

O bwynt 9 metr i'r de o'r gyffordd â Penrhyn Close, heibio RAF y Fali i bwynt 1590 metr i gyfeiriad gorllewinol yn bennaf.

###### 1.4 BRYN DU

O'r gyffordd â'r A4080 i bwynt 484 metr i gyfeiriad y dwyrain.

###### 1.5 A4080, NIWBWRCH

O'r gyffordd â'r A4080 i bwynt 484 metr i gyfeiriad y dwyrain.

#### ATODLEN 2

##### ESTYNIAD TERFYN CYFLYMDER 40 MYA

###### A4080, LLYN MAELOG, RHOSNEIGR

O bwynt 63 metr i'r de-ddwyrain o'r gyffordd â Chelford Close, i bwynt 200 metr i gyfeiriad y dwyrain.

CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY  
COUNCIL (VARIOUS LOCATIONS BRO'R LLYNNOEDD,  
CRIGYLL, BRO ABERFFRAW AND TALYBOLION WARDS)  
(30MPH SPEED LIMIT AND 40MPH SPEED LIMIT EXTENSION)  
ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedule 1 to this Order and an extension of 40mph speed limit on the length of road described in Schedule 2 to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Llangefni and Holyhead libraries during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13<sup>th</sup> June 2025**. These will be available for public inspection.

#### SCHEDULE 1

##### 30 MPH SPEED LIMIT

###### 1.1 A5, CAERGEILIOG

From a point 49 metres east of the Lon Bach junction, to a point 175 metres in an easterly direction.

###### 1.2 A5025, LLANFACHRAETH

From a point 70 metres north of the junction with Erw Lon Yr Ysgol, to a point 267 metres in a north easterly direction.

###### 1.3 LLANFIHANGEL YN NHOWYN

From a point 9 metres south of the junction with Penrhyn Close, past RAF Valley to a point 1590 metres in a mainly westerly direction.

###### 1.4 BRYN DU

From the junction with the A4080 to a point 484 metres in an easterly direction.

###### 1.5 A4080, NEWBOROUGH

From the junction with the A4080 to a point 484 metres in an easterly direction.

#### SCHEDULE 2

##### 40 MPH SPEED LIMIT EXTENSION

###### A4080, MAELOG LAKE, RHOSNEIGR

From a point 63 metres south east of the junction with Chelford Close, to a point 200 metres in an easterly direction.

Dyddiedig .....21/05/2025..... Dated

Arwyddwyd .......... Signed

MARED W YAXLEY

Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.  
HT-026808-SMJ

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above please telephone 01248 752370. HT-026808-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



## BRYN DU, 30MYA/30MPH

N Scale: 1:2250

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# A5, CAERGEILIOG, 30MYA/30MPH

N Scale: 1:1750

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## A5025, LLANFACHRAETH, 30MYA/30MPH

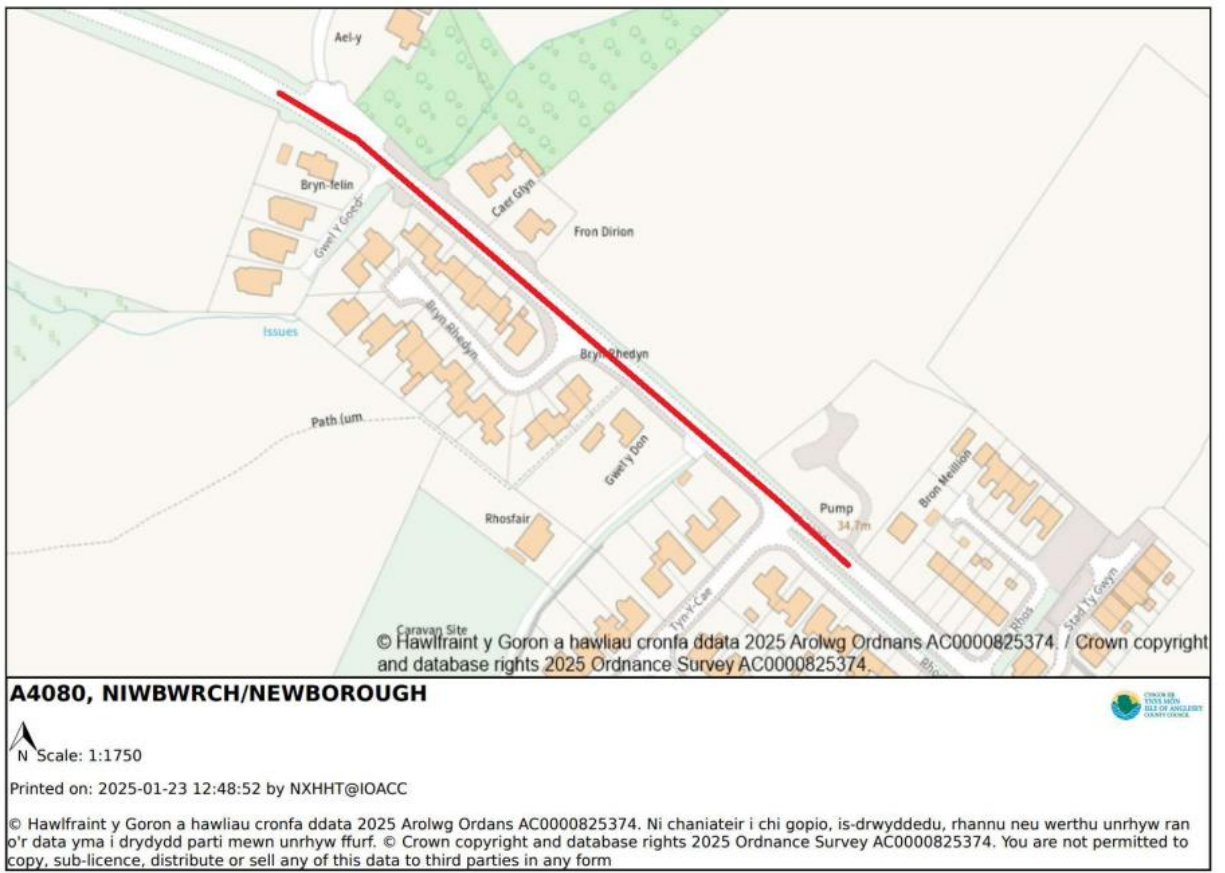
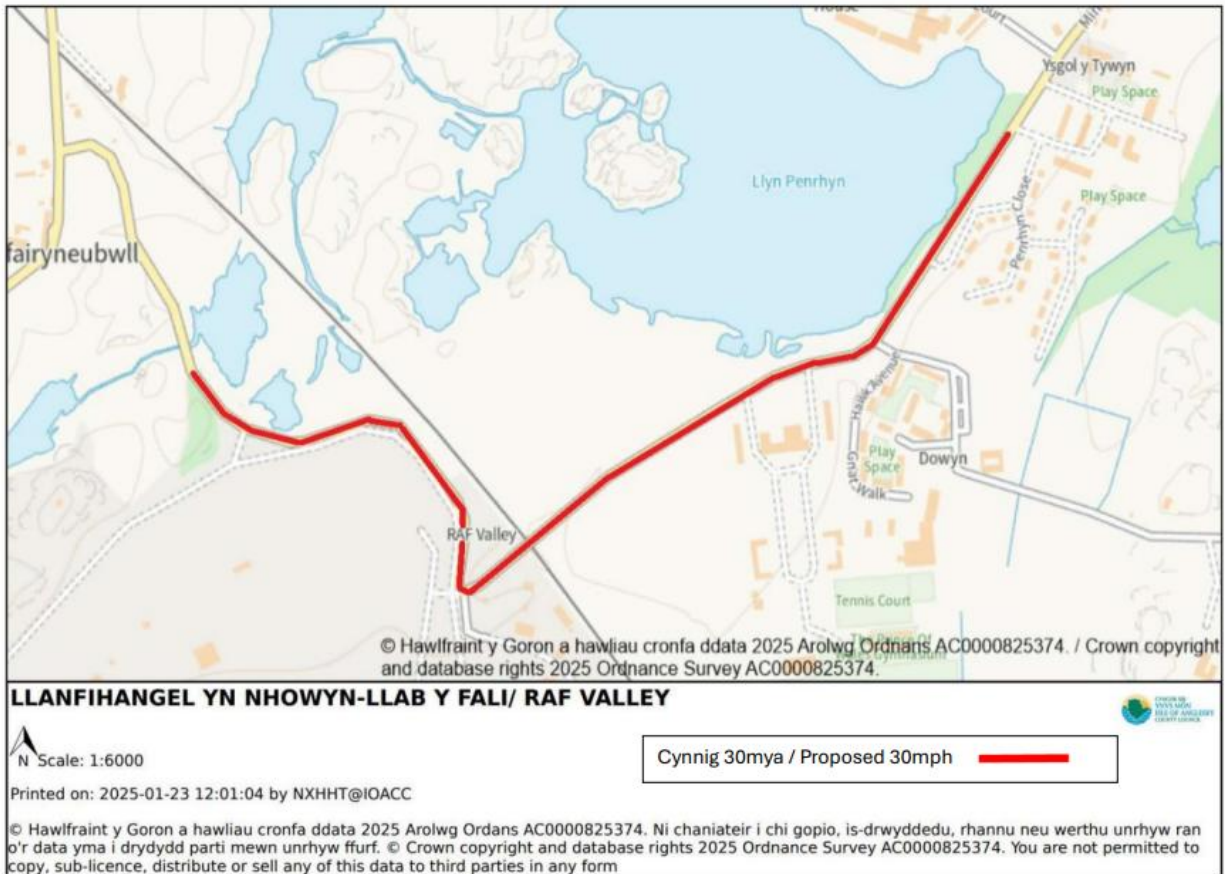
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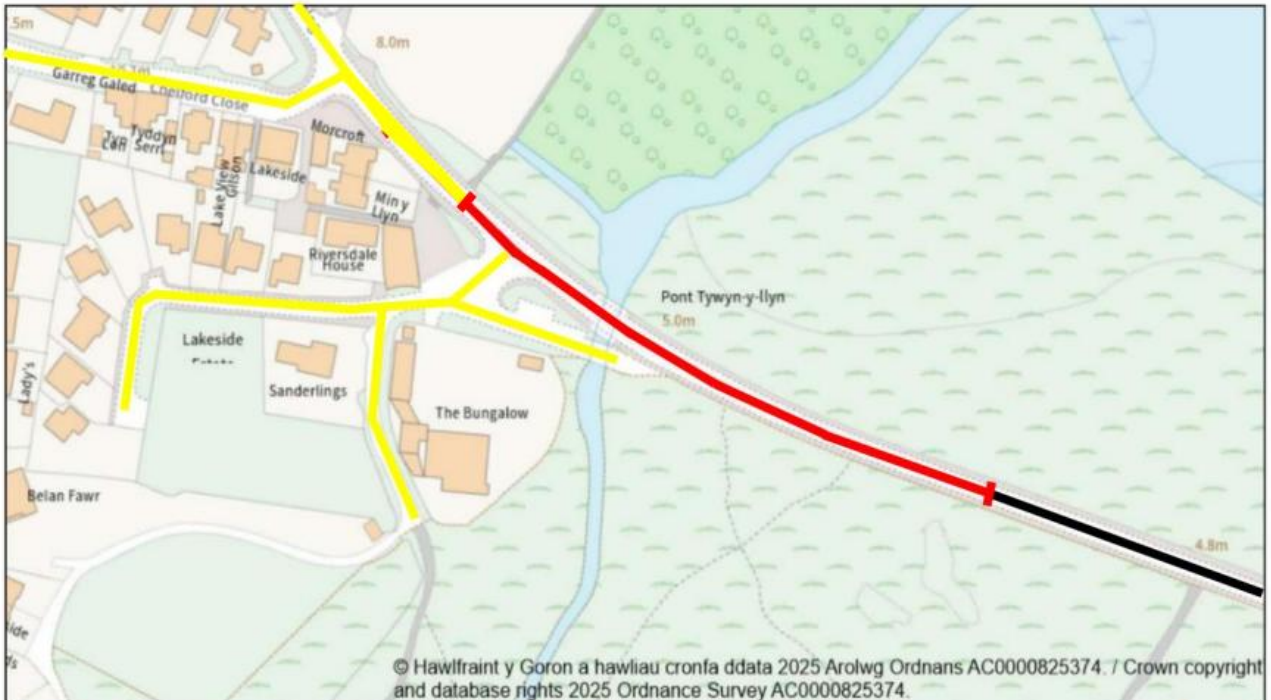
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# A4080, RHOSNEIGR, ESTYNIAD 40MYA/40MPH EXTENSION

N Scale: 1:1500

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40mya Presennol / Existing 40mph  
Cynnig estyniad 40mya / Proposed 40mph extension  
20mya / 20mph

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## 4. Ward Bodowyr

### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

#### GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU WARD BODOWYR) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83, 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn yr Atodlenni i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Llangefni (yn ystod oriau swyddfa arferol). Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### TERFYN CYFLYMDER 30MYA

##### ATODLEN 1

##### GAERWEN, STAD DDIWYDIANNOL-LÔN GROES

O bwynt 28 metr i'r de o'r gyffordd â'r A5, i bwynt 125 metr i'r gorllewin o'r gyffordd â Rhos Wen. Pellter o 548 metr.

##### ATODLEN 2

##### LLANDDANIEL FAB

2.1 Ffordd di enw Dosbarth 3 o'r A5 - O bwynt 135 metr i'r gogledd-ddwyrain o fynedfa Ysgol Parc Y Bont, i bwynt 559 metr i gyfeiriad y gogledd ddwyrain.

2.2 Ffordd yr Ysgol - O bwynt 170 metr i'r dwyrain o'r gyffordd â Stad Plas Hen, i bwynt 464 metr i gyfeiriad y de-ddwyrain.

2.3 Ffordd di new Dosbarth 3 o'r croesfan rheilffordd - O bwynt 40 metr i'r gorllewin o'r gyffordd â Maes Y Coed, am bellter o 567 metr i gyfeiriad y gogledd orllewinol.

##### ATODLEN 3

##### BRYNSIENCYN

3.1 A4080 - BRYNSIENCYN DWYRAIN - O bwynt 96 metr o'r gyffordd â Ffordd Barras, am bellter o 527 metr i gyfeiriad y gogledd ddwyrain

3.2 A4080 - BRYNSIENCYN GORLLEWIN - O bwynt 43 metr o'r gyffordd ger Rhos Y Gaer am bellter o 250 metr i gyfeiriad y gogledd ddwyrain.

#### CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS BODOWYR WARD) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Llangefni library during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13<sup>th</sup> June 2025**. These will be available for public inspection.

#### 30 MPH SPEED LIMIT

##### SCHEDULE 1

##### GAERWEN, INDUSTRIAL ESTATE- LÔN GROES

From a point 28 metres south of the junction with the A5, to a point 125 metres west of the junction with Rhos Wen. A distance of 548 metres.

##### SCHEDULE 2

##### LLANDDANIEL FAB

2.1 Unnamed Class 3 road from the A5 - From a point 135 metres northeast of the entrance of Ysgol Parc Y Bont, to a point 559 metres in a north easterly direction.

2.2 Ffordd yr Ysgol - From a point 170 metres east of the junction with Stad Plas Hen, to a point 464 metres in a south easterly direction.

2.3 Unamed Class 3 road from the level crossing - From a point 40 metres west of the junction with Maes Y Coed, for a distance of 567 metres in a north westerly direction.

##### SCHEDULE 3

##### BRYNSIENCYN

3.1 A4080 - BRYNSIENCYN EAST - From a point 96 metres from the junction with Barras Road, for a distance of 527 metres in a north easterly direction

3.2 A4080 - BRYNSIENCYN WEST - From a point 43 metres of the junction near Rhos Y Gaer for a distance of 250 metres in a north easterly direction.

Dyddiedig .....21/05/2025..... Dated

Arwyddwyd .......... Signed

MARED W YAXLEY

Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager

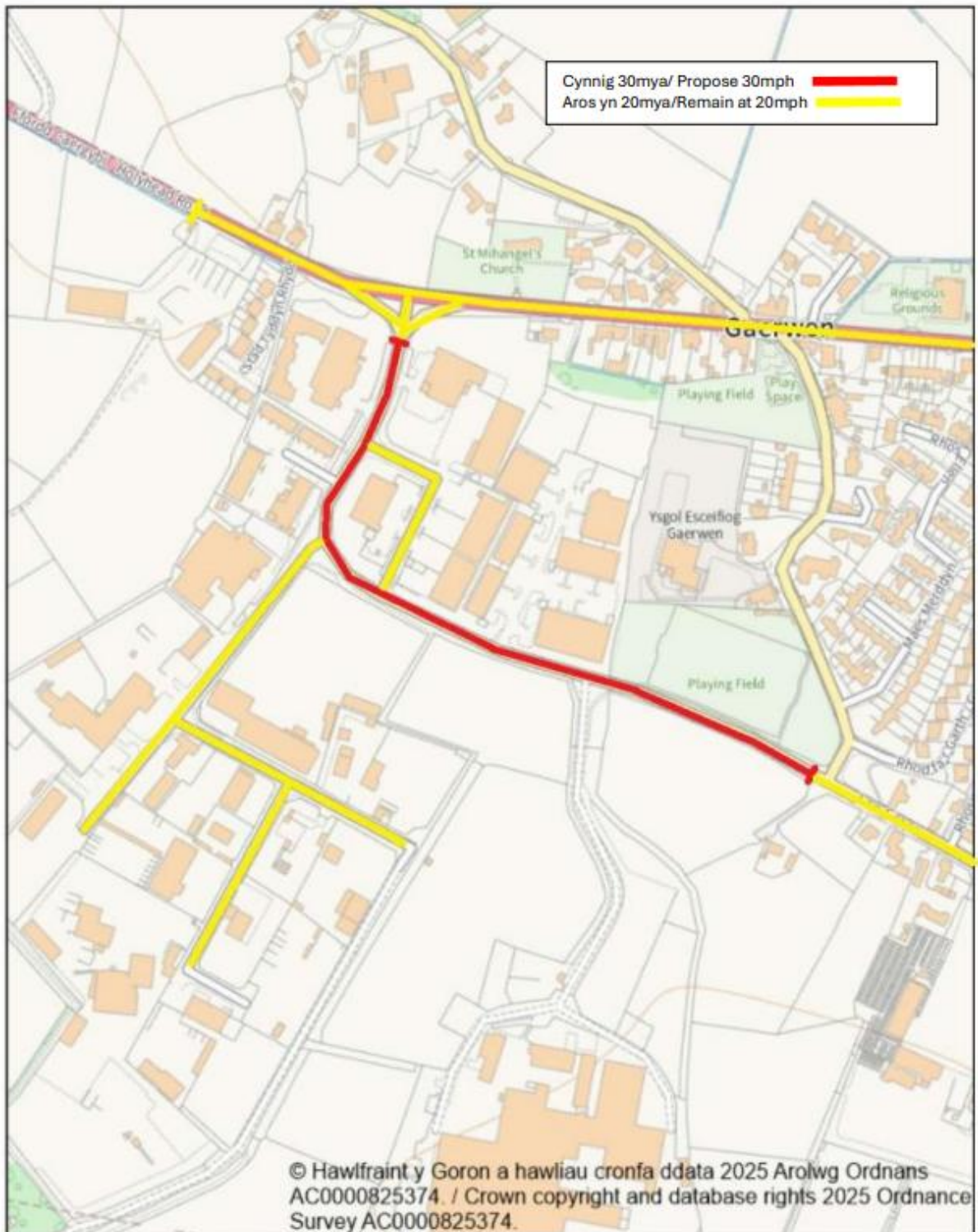
Swyddfeydd y Cyngor / Council Offices

Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370. HT-026801-SMJ. Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above please telephone 01248 752370. HT-026801-SMJ. You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.





## GAERWEN, LON GROES-IND EST



N Scale: 1:3750



CYNGOR SIR  
YNYS MON  
ISLE OF ANGLESEY  
COUNTY COUNCIL

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## LLANDDANIEL FAB, A5 APPROACH



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### LLANDDANIEL FAB, LEVEL CROSSING APPROACH 30MYA/30MPH



N Scale: 1:3000

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### LLANDDANIEL FAB, FFINGAR APPROACH



N Scale: 1:3500

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## 5. Ward Cybi

### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

GORCHYMYN CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU WARDIAU TREF CYBI AC YNYS GYBI) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83 a 84(1) a (2) o Ddeddf Rheoli Trafnidiaeth Ffydd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y damau o'r ffyrdd a ddisgrifir yn yr Atodlen i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Mapiau a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Caergybi yn ystod oriau swyddfa arferol. Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### TERFYN CYFLYMDER 30 MYA

##### ATODLEN 1

##### B4545, BAE TREARDDUR

O bwynt 77 metr i'r de-ddwyrain o'r gyffordd â Ravenspoint Road, am bellter o 385 metr i gyfeiriad y de-ddwyrain.

##### ATODLEN 2

##### PARC CYBI, CAERGYBI

O bwynt 23 metr i'r de-ddwyrain o'r gylchfan gyda'r A5153, am bellter o 940 metr i gyfeiriad y de ddwyrain.

##### ATODLEN 3

##### FFORDD FICTORIA, CAERGYBI

O bwynt 9 metr i'r gogledd o'r gyffordd â Stryd y Farchnad, i bwynt 15 metr i'r de-orllewin o'r gyffordd â Cross Street. Pellter o 534 metr.

CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS TREF CYBI AND YNYS GYBI WARDS) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, and 84(1) and (2) of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Maps and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Holyhead library during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13th June 2025**. These will be available for public inspection.

#### 30 MPH SPEED LIMIT

##### SCHEDULE 1

##### B4545, TREARDDUR BAY

From a point 77 metres south east of the junction with Ravenspoint Road, for a distance of 385 metres in a south easterly direction.

##### SCHEDULE 2

##### PARC CYBI, HOLYHEAD

From a point 23 metres southeast of the roundabout with the A5153, for a distance of 940 metres in a south easterly direction.

##### SCHEDULE 3

##### VICTORIA ROAD, HOLYHEAD

From a point 9 metres north of the junction with Market Street, to a point 15 metres southwest of the junction with Cross Street. A distance of 534 metres.

Dyddiedig .....21/05/2025..... Dated

Anwyddwyd ..........Signed

MARED W YAXLEY

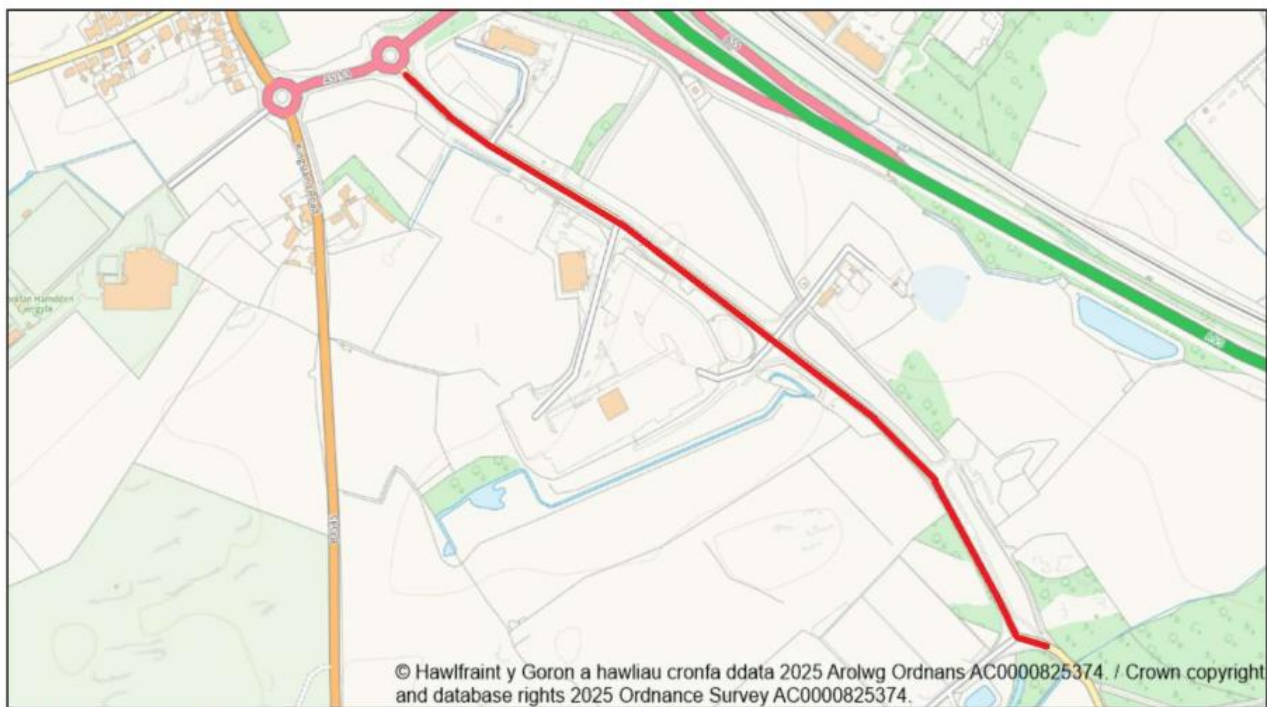
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Môn LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 Llangefni, 752370. HT-026806-SMJ

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above, please telephone 01248 752370. HT-026806-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



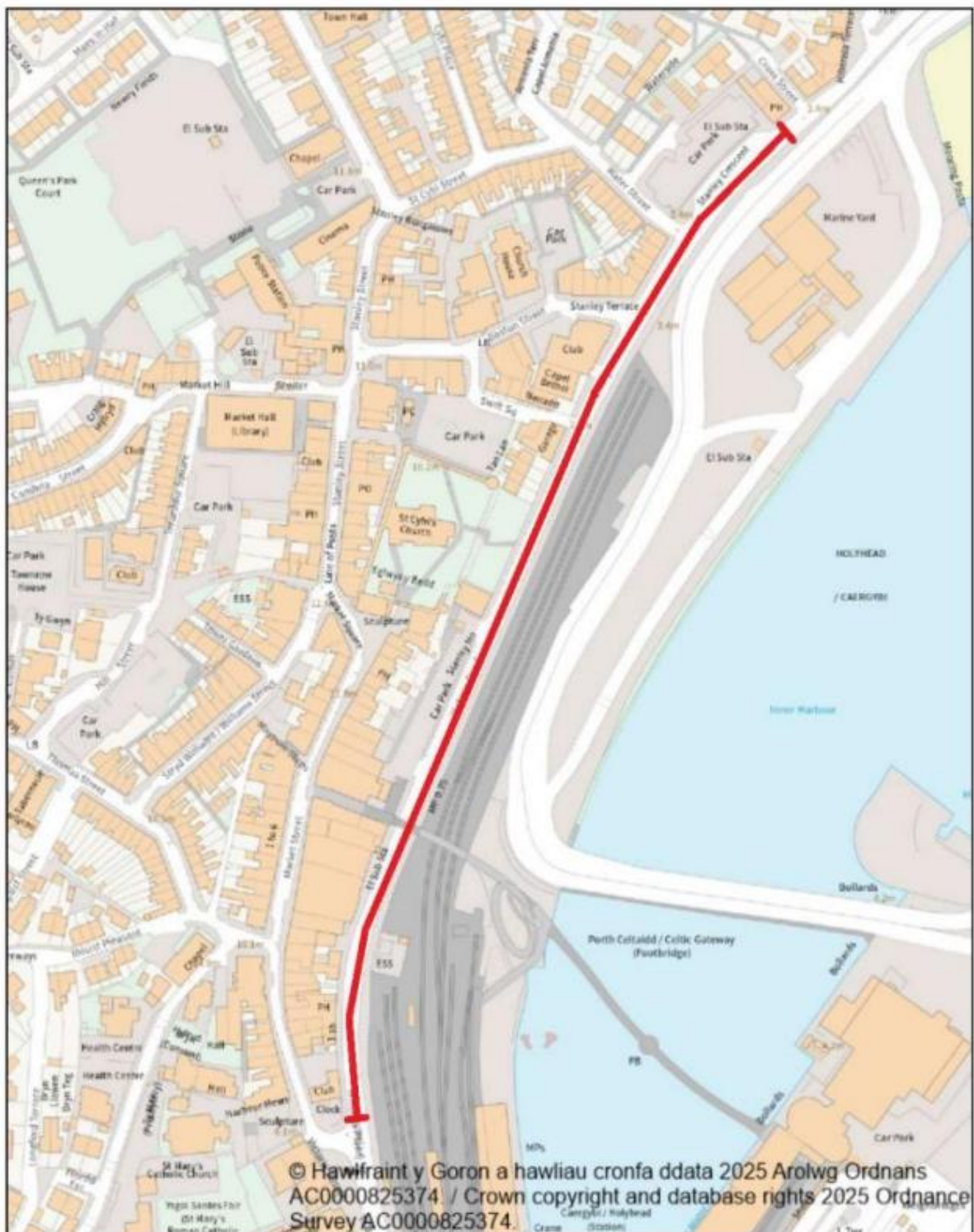
# **PARC CYBI, CAERGYBI/HOLYHEAD**

N Scale: 1:4961

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## A5154, VICTORIA ROAD, CAERGYBI/HOLYHEAD, 30MY



N Scale: 1:2480



CYNGOR SIR  
YNYS MÔN  
ISLE OF ANGLESEY  
COUNTY COUNCIL

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## 6. Wardiau Seiriol and Aethwy Wards

### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

#### GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU WARDIAU SEIRIOL AC AETHWY) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83, 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn yr Atodlenni i'r Rhybudd hwn.

Mae'n bosib i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgelloedd Porthaethwy a Biwmares (yn ystod oriau swyddfa arferol). Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain ar gael i'w harchwilio gan y cyhoedd.

#### TERFYN CYFLYMDER 30MYA

##### ATODLEN 1

##### A5025, LLANFAIRPWLL

O bwynt 60 metr i'r de-orllewin o'r gyffordd i gyfleuster Parcio a Theithio / Rhannu Llanfair PG, am bellter o 184 metr i gyfeiriad y de-orllewin.

##### ATODLEN 2

##### FFORDD YR EGLWYS, LLANDEGFAN

2.1 O bwynt 140 metr i'r gogledd-orllewin o'r gyffordd â Carreg Felin, i bwynt 332 metr i gyfeiriad y gogledd yn bennaf, ger yr eiddo Trem Eglwys.

2.2 O'r gyffordd ger Eglwys St Tegfan hyd at bwynt 70 metr i'r gorllewin.

##### ATODLEN 3

##### FFORDD DI ENW DOSBARTH 3, LLANFAES

O'r ddwy gyffordd â'r B5109, i bwynt 54 metr i'r de-ddwyrain o'r gyffordd â Burton Way. Pellter o 485 metr.

##### ATODLEN 4

##### A545, Ffordd Cadnant, Porthaethwy

O bwynt 13 metr i'r dwyrain o'r gyffordd â Allt Cichle am bellter o 576 metr i gyfeiriad y de-orllewin.

#### CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS SEIRIOL AND AETHWY WARDS) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Menai Bridge and Beaumaris libraries during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [SiwanJones@ynysmon.llyw.cymru](mailto:SiwanJones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order, you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13<sup>th</sup> June 2025**. These will be available for public inspection.

#### 30 MPH SPEED LIMIT

##### SCHEDULE 1

##### A5025, LLANFAIRPWLL

From a point 60 metres southwest of the junction to the Llanfair PG Park & Ride/Share facility, for a distance of 184 metres in a south westerly direction.

##### SCHEDULE 2

##### FFORDD YR EGLWYS, LLANDEGFAN

2.1 From a point 140 metres northwest of the junction with Mill Lodge, to a point 332 metres in a mainly northerly direction, near the property Trem Eglwys.

2.2 From the junction near St Tegfan Church to a point 70 metres west.

##### SCHEDULE 3

##### UNNAMED CLASS 3 ROAD, LLANFAES

From both junctions with the B5109, to a point 54 metres south east of the junction with Burton Way. A distance of 485 metres.

##### SCHEDULE 4

##### A545, CADNANT ROAD, MENAI BRIDGE

From a point 13 metres east of the junction with Cichle Hill for a distance of 576 metres in a south westerly direction.

Dyddiedig .....21/05/2025..... Dated

Arwyddwyd .......... Signed

MARED W YAXLEY  
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.  
HT-026805-SMJ

Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above please telephone 01248 752370. HT-026805-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.



# **LLANDEGFAN, FFORDD YR EGLWYS 30MYA/30MPH**



N Scale: 1:2500

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## LLANFAES, 30MYA/30MPH

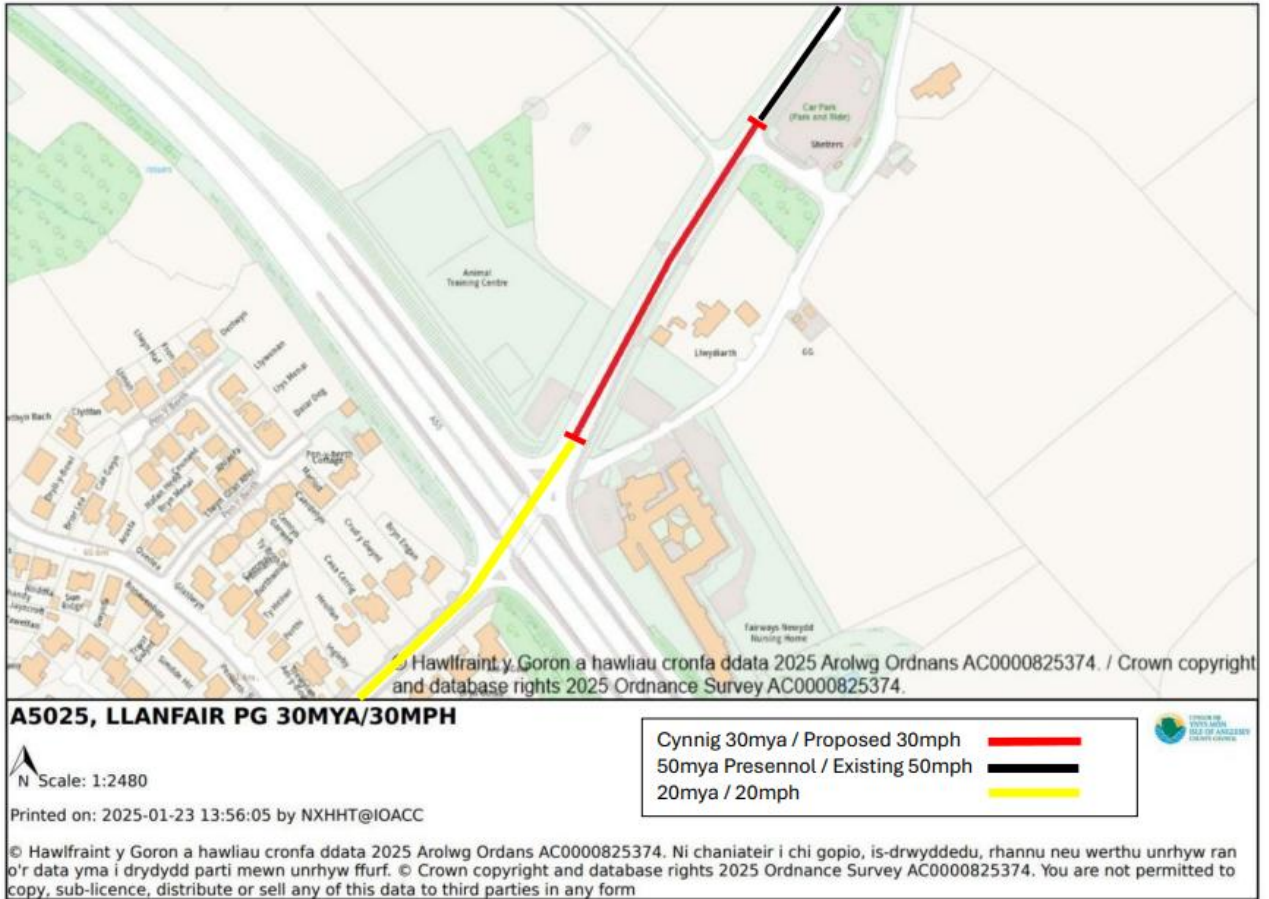


N Scale: 1:3000



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## 7. Ward Lligwy

### RHYBUDD O FWRIAD / NOTICE OF PROPOSAL

#### GORCHYMYN CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (AMRYW LEOLIADAU WARD LLIGWY) (TERFYN CYFLYMDER 30MYA) 202-

RHODDIR RHYBUDD TRWY HYN fod Cyngor Sir Ynys Môn/Isle of Anglesey County Council yn cynnig gwneud Gorchymyn o dan adrannau 82(2), 83, 84(1) a (2) a 124 a Rhan IV Atodlen 9 o Ddeddf Rheoli Trafnidiaeth Ffyrdd 1984.

Effaith y Gorchymyn arfaethedig fydd darparu terfyn cyflymder o 30 mya ar y darnau o'r ffyrdd a ddisgrifir yn yr Atodlenni i'r Rhybudd hwn.

Mae'n bosibl i'r cyhoedd archwilio copi o'r Gorchymyn drafft, y Map a'r Datganiad o resymau'r Cyngor dros wneud y Gorchymyn yn Swyddfa'r Cyngor, Llangefni neu yn llyfrgell Benllech (yn ystod oriau swyddfa arferol). Neu, fe ddanfonir copi caled o'r dogfennau a restrir uchod drwy'r post ar gais ac am ddim os cysylltwch â [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) neu 01248 752591 (yn ystod oriau swyddfa arferol).

Os dymunwch wrthwynebu'r Gorchymyn arfaethedig anfonwch eich gwrthwynebiad mewn ysgrifen gan gynnwys eich rhesymau dros wneud hynny i'r isod erbyn: **13eg Mehefin 2025**. Bydd rhain argael i'w harchwilio gan y cyhoedd.

#### TERFYN CYFLYMDER 30MYA

##### ATODLEN 1

##### B5109, PENTRAETH

O bwynt 59 metr i'r dwyrain o'r gyffordd i fynedfa'r Neuadd Goffa, i bwynt 256 metr i gyfeiriad y dwyrain.

##### ATODLEN 2

##### A5025, BENLLECH

O bwynt 42 metr i'r de-ddwyrain o'r fynedfa i'r orsaf betrol, i bwynt 17 metr i'r de o'r gyffordd â Bryn Awel. Pellter o 358 metr.

#### CYNGOR SIR YNYS MON/ISLE OF ANGLESEY COUNTY COUNCIL (VARIOUS LOCATIONS LLIGWY WARD) (30MPH SPEED LIMIT) ORDER 202-

NOTICE IS HEREBY GIVEN that Cyngor Sir Ynys Môn/Isle of Anglesey County Council proposes to make an Order under sections 82(2), 83, 84(1) and (2) and 124 and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984.

The effect of the proposed Order will be to provide a 30mph speed limit on the lengths of roads described in the Schedules to this Notice.

It is possible to inspect a copy of the draft Order, Order Map and Statement of the Council's reasons for making the Order at the Council Offices, Llangefni or at Benllech library during normal office hours. Alternatively, hard copies of the above listed documents will be sent in the post free of charge on request if you contact [Siwan.Jones@ynysmon.llyw.cymru](mailto:Siwan.Jones@ynysmon.llyw.cymru) or 01248 752591 (during normal office hours).

If you wish to object to the proposed Order, you should send your objection in writing specifying the ground thereof to the undersigned at the address specified by the: **13<sup>th</sup> June 2025**. These will be available for public inspection.

#### 30 MPH SPEED LIMIT

##### SCHEDULE 1

##### B5109, PENTRAETH

From a point 59 metres east of the junction to the entrance of the Memorial Hall, to a point 256 metres in an easterly direction.

##### SCHEDULE 2

##### A5025, BENLLECH

From a point 42 metres southeast of the entrance to the petrol station, to a point 17 metres south of the junction with Bryn Awel. A distance of 358 metres.

Dyddiedig .....21/05/2025..... Dated

Arwyddwyd .......... Signed

MARED W YAXLEY  
Rheolwr Gwasanaethau Cyfreithiol / Legal Services Manager  
Swyddfeydd y Cyngor / Council Offices  
Llangefni, Ynys Mon LL77 7TW

Am fwy o fanylion ynghlyn â'r uchod ffoniwch 01248 752370.  
HT-026803-SMJ

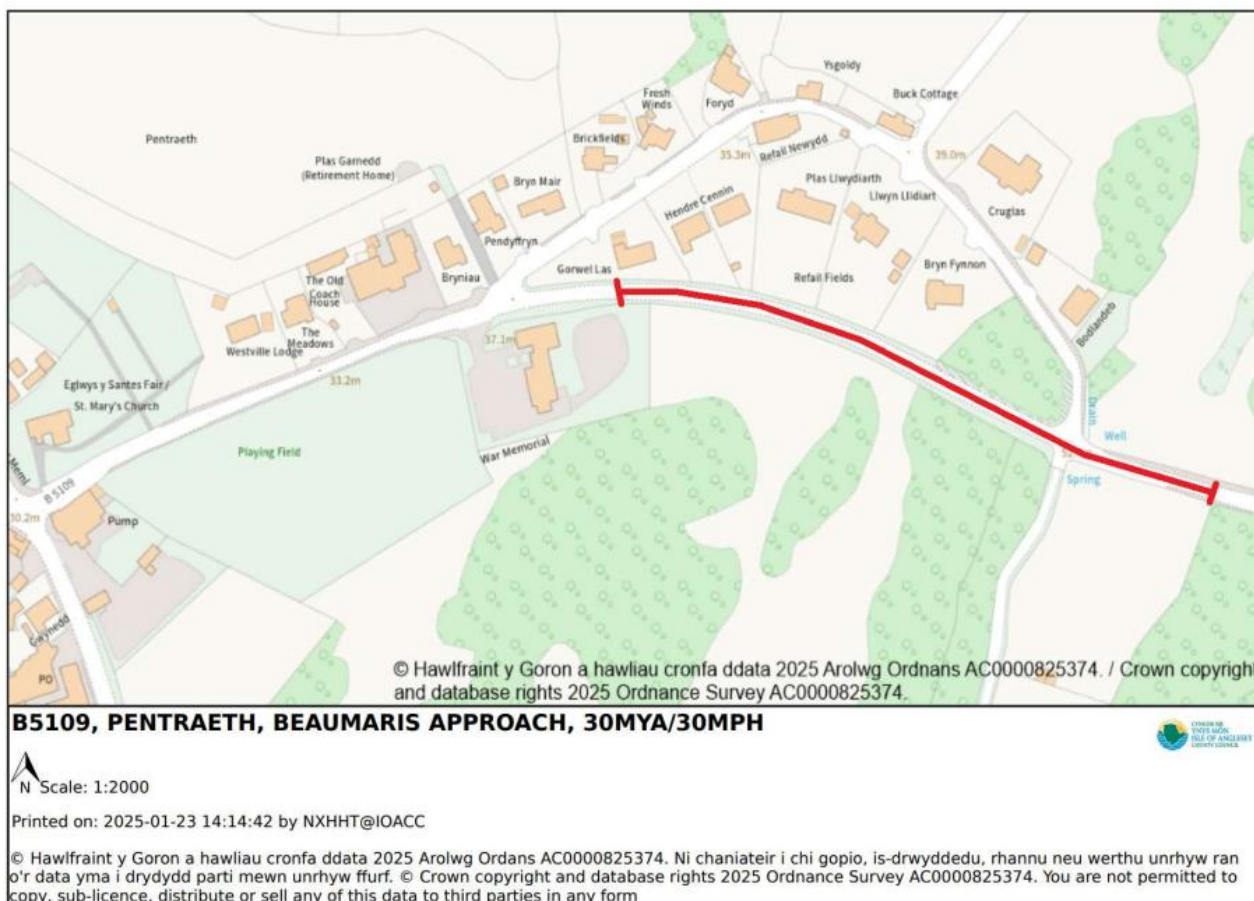
Croesi i chi ddelio gyda'r Cyngor yn Gymraeg neu'n Saesneg. Cewch yr un safon o wasanaeth yn y ddwy iaith.

For further information regarding the above please telephone 01248 752370. HT-026803-SMJ

You are welcome to deal with the Council in Welsh or English. You will receive the same standard of service in both languages.









## Atodiad 2

Copïau o'r gwrthwynebiadau a dderbyniwyd yn ystod y cyfnod hysbysebu gyda gwybodaeth bersonol wedi ei ddileu.

## Appendix 2

Redacted copies of the objections received at the advertising stage.

### 1. Twrcelyn Ward – Amlwch A5025

From [REDACTED]  
Date Fri 30/05/2025 21:01  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>  
Cc Aled M. Jones <AledJones@ynysmon.llyw.cymru>; Liz Wood <LizWood@ynysmon.llyw.cymru>; Derek Owen <DerekOwen@ynysmon.llyw.cymru>; Cyngor Tref Amlwch <swyddfa@cyngortrefamlwch.co.uk>

Diolch am y cyfle i roi sylwadau ar y newidiadau arfaethedig o 20mya i 30mya i ffyrdd ar Ynys Môn.

Mae gen i'r sylwadau isod ar yr awgrymiadau yn ardal Amlwch.

Er gwybodaeth rwyf wedi copio'r Cyngorwyr Lleol a Chyngor Tref Amlwch i'r ebost hwn.

Amlwch - Lon Parys i Ffordd Madyn

Mae'r cynnig i newid y terfyn cyflymder o 20mya i 30mya yn gynamserol. Fel rhan o gynigion Teithio Llesol Amlwch yn gynnar yn 2023 nododd Arup y ffordd yma fel llwybr o Borth Amlwch i Ysgol Gynradd Amlwch. Mae gan y ffordd droedffordd ar bob ochr i'r ffordd y gall cerddwyr ei defnyddio. Fodd bynnag, mae'n anghyfreithlon i feicio ar droedffordd ac er y gallai'r heddlu anwybyddu plant yn beicio ar y droedffordd, ateb gwell fyddai creu llwybrau defnydd a rennir gyda ffyrdd mynediad / allanfeydd priodol a diogel. Hyd nes y bydd darpariaeth o'r fath yn ei lle, dylai'r rhan hon o'r ffordd aros ar gyflymder o 20mya. Yn ail, dylai'r Adran Briffyrdd ystyried a oes unrhyw werth gwirioneddol mewn newid darn mor fyr o ffordd o fewn Amlwch i 30mya yn enwedig gan fod Ffordd Wesley a'r ddau ben yn aros yn 20mya.

#### Amlwch - A5025

Mae'r cynnig i newid y terfyn cyflymder o 20mya i 30mya hefyd yn gynamserol. Fel rhan o gynigion Teithio Llesol Amlwch nododd Arup fod hwn yn llwybr pwysig rhwng Porth Amlwch, Ysgol Syr Thomas Jones, Canolfan Hamdden Amlwch a'r Ystâd Ddiwydiannol. Mae'r rhan o'r A5025 sy'n cael ei effeithio gan y cynnig hwn gyda llwybr troed ar o leiaf un ochr i'r ffordd y gall cerddwyr ei defnyddio. Mae rhai o'r llwybrau troed yn gul iawn.

Fodd bynnag, mae'n anghyfreithlon beicio ar lwybr troed nad yw wedi'i neilltuo ar gyfer defnydd a rennir.

Yn fy marn i, gydag arwyddion priodol, mewn ardaloedd 20mya y gall beicwyr a cherbydau modur rannu'r ffordd yn ddiogel.

Os yw'r Adran Briffyrdd yn bwriadu newid y rhan hon o'r ffordd i 30mya ni ddylid gweithredu hyn cyn darparu cyfleusterau priodol ar gyfer beicio ar y rhan hon o'r ffordd. Mae'r seilwaith sydd ei angen wedi'i amlinellu'n glir yn y ddogfen a gomisiynwyd gan Arup.

#### Porth Llechog

Mae'r newid arfaethedig o 20mya i 30mya yn groes i'r cynigion yn nogfen Arup. Eu hargymhelliad yn gynnwys yn 2023 (cyn gweithredu 20mya) oedd gostwng y terfyn cyflymder ar y rhan hon o'r ffordd, lleihau lled y ffordd a lledu'r llwybr troed ar un ochr. Roedd hyn er mwyn annog mwy o Deithio Llesol drwy gerdded, olwyno a beicio rhwng Porth Llechog ac Amlwch. Byddai cynyddu'r cyflymder yma yn gam yn ôl.

Byddwn yn annog yr Adran Briffyrdd i edrych yn ofalus ar y tri newid arfaethedig hyn a'r effaith bosibl ar y gwelliannau Teithio Llesol a amlinellwyd gan Arup yn yr adroddiad rhagorol a chynhwysfawr, a gomisiynwyd gan yr Adran Briffyrdd.

Yr eiddoch yn gywir,

[REDACTED]

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**Speed limit 20 -30 Amlwch**

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From [REDACTED]  
Date Mon 26/05/2025 08:46  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

I want to object to the increasing speed limit in AMLWCH. The road from Parys Mountain through to Amlwch Port should remain at 20 the reasons being  
From the roundabout, the road goes through a busy council estate with children often playing on the pavements. There is also a play area where children need to cross the road to get to.  
The road then passes another housing estate on the right and a very busy footpath on the left.  
It then comes to sheltered housing and an old people's home at the bottom of the hill.  
We live at the top of the hill, and the speed even now at times is like a race track.  
There are no signs of warning of old people crossing or indeed children playing.  
The busy footpath should have safety barriers to stop children running out onto this very busy road.

Yours

[REDACTED]

Sent via BT Email App

## Ward Twrcelyn – Lon Parys - Ffordd Madyn

From [REDACTED]  
Date Fri 30/05/2025 21:01  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>  
Cc Aled M. Jones <AledJones@ynysmon.llyw.cymru>; Liz Wood <LizWood@ynysmon.llyw.cymru>; Derek Owen <DerekOwen@ynysmon.llyw.cymru>; Cyngor Tref Amlwch <swyddfa@cyngortrefamlwch.co.uk>

Diolch am y cyfle i roi sylwadau ar y newidiadau arfaethedig o 20mya i 30mya i ffyrdd ar Ynys Môn.

Mae gen i'r sylwadau isod ar yr awgrymiadau yn ardal Amlwch.

Er gwybodaeth rwyf wedi copio'r Cyngorwyr Lleol a Chyngor Tref Amlwch i'r ebost hwn.

### Amlwch - Lon Parys i Ffordd Madyn

Mae'r cynnig i newid y terfyn cyflymder o 20mya i 30mya yn gynamserol. Fel rhan o gynigion Teithio Llesol Amlwch yn gynnar yn 2023 nododd Arup y ffordd yma fel llwybr o Borth Amlwch i Ysgol Gynradd Amlwch. Mae gan y ffordd droedffordd ar bob ochr i'r ffordd y gall cerddwyr ei defnyddio. Fodd bynnag, mae'n anghyfreithlon i feicio ar droedffordd ac er y gallai'r heddlu anwybyddu plant yn beicio ar y droedffordd, ateb gwell fyddai creu llwybrau defnydd a rennir gyda ffyrdd mynediad / allanfeydd priodol a diogel. Hyd nes y bydd darpariaeth o'r fath yn ei lle, dylai'r rhan hon o'r ffordd aros ar gyflymder o 20mya. Yn ail, dylai'r Adran Briffyrdd ystyried a oes unrhyw werth gwirioneddol mewn newid darn mor fyr o ffordd o fewn Amlwch i 30mya yn enwedig gan fod Ffordd Wesley a'r ddau ben yn aros yn 20mya.

#### Amlwch - A5025

Mae'r cynnig i newid y terfyn cyflymder o 20mya i 30mya hefyd yn gynamserol. Fel rhan o gynigion Teithio Llesol Amlwch nododd Arup fod hwn yn llwybr pwysig rhwng Porth Amlwch, Ysgol Syr Thomas Jones, Canolfan Hamdden Amlwch a'r Ystâd Ddiwydiannol. Mae'r rhan o'r A5025 sy'n cael ei effeithio gan y cynnig hwn gyda llwybr troed ar o leiaf un ochr i'r ffordd y gall cerddwyr ei defnyddio. Mae rhai o'r llwybrau troed yn gul iawn.

Fodd bynnag, mae'n anghyfreithlon beicio ar lwybr troed nad yw wedi'i neilltuo ar gyfer defnydd a rennir.

Yn fy marn i, gydag arwyddion priodol, mewn ardaloedd 20mya y gall beicwyr a cherbydau modur rannu'r ffordd yn ddiogel.

Os yw'r Adran Briffyrdd yn bwriadu newid y rhan hon o'r ffordd i 30mya ni ddylid gweithredu hyn cyn darparu cyfleusterau priodol ar gyfer beicio ar y rhan hon o'r ffordd. Mae'r seilwaith sydd ei angen wedi'i amlinellu'n glir yn y ddogfen a gomisiynwyd gan Arup.

#### Porth Llechog

Mae'r newid arfaethedig o 20mya i 30mya yn groes i'r cynigion yn nogfen Arup. Eu hargymhelliad yn gynnwys yn 2023 (cyn gweithredu 20mya) oedd gostwng y terfyn cyflymder ar y rhan hon o'r ffordd, lleihau lled y ffordd a lledu'r llwybr troed ar un ochr. Roedd hyn er mwyn annog mwy o Deithio Llesol drwy gerdded, olwyno a beicio rhwng Porth Llechog ac Amlwch. Byddai cynyddu'r cyflymder yma yn gam yn ôl.

Byddwn yn annog yr Adran Briffyrdd i edrych yn ofalus ar y tri newid arfaethedig hyn a'r effaith bosibl ar y gwelliannau Teithio Llesol a amlinellwyd gan Arup yn yr adroddiad rhagorol a chynhwysfawr, a gomisiynwyd gan yr Adran Briffyrdd.

Yr eiddoch yn gywir,

[REDACTED]

## Ward Twrcelyn – A5025 Bull Bay

From [REDACTED]  
Date Fri 30/05/2025 21:01  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>  
Cc Aled M. Jones <AledJones@ynysmon.llyw.cymru>; Liz Wood <LizWood@ynysmon.llyw.cymru>; Derek Owen <DerekOwen@ynysmon.llyw.cymru>; Cyngor Tref Amlwch <swyddfa@cyngortrefamlwch.co.uk>

Diolch am y cyfle i roi sylwadau ar y newidiadau arfaethedig o 20mya i 30mya i ffyrdd ar Ynys Môn.

Mae gen i'r sylwadau isod ar yr awgrymiadau yn ardal Amlwch.

Er gwybodaeth rwyf wedi copio'r Cyngorwyr Lleol a Chyngor Tref Amlwch i'r ebost hwn.

### Amlwch - Lon Parys i Ffordd Madyn

Mae'r cynnig i newid y terfyn cyflymder o 20mya i 30mya yn gynamserol. Fel rhan o gynigion Teithio Llesol Amlwch yn gynnar yn 2023 nododd Arup y ffordd yma fel llwybr o Borth Amlwch i Ysgol Gynradd Amlwch. Mae gan y ffordd droedffordd ar bob ochr i'r ffordd y gall cerddwyr ei defnyddio. Fodd bynnag, mae'n anghyfreithlon i feicio ar droedffordd ac er y gallai'r heddlu anwybyddu plant yn beicio ar y droedffordd, ateb gwell fyddai creu llwybrau defnydd a rennir gyda ffyrdd mynediad / allanfeydd priodol a diogel. Hyd nes y bydd darpariaeth o'r fath yn ei lle, dylai'r rhan hon o'r ffordd aros ar gyflymder o 20mya. Yn ail, dylai'r Adran Briffyrdd ystyried a oes unrhyw werth gwirioneddol mewn newid darn mor fyr o ffordd o fewn Amlwch i 30mya yn enwedig gan fod Ffordd Wesley a'r ddau ben yn aros yn 20mya.



#### Amlwch - A5025

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Fodd bynnag, mae'n anghyfreithlon beicio ar lwybr troed nad yw wedi'i neilltuo ar gyfer defnydd a rennir.

Yn fy marn i, gydag arwyddion priodol, mewn ardaloedd 20mya y gall beicwyr a cherbydau modur rannu'r ffordd yn ddiogel.

Os yw'r Adran Briffyrdd yn bwriadu newid y rhan hon o'r ffordd i 30mya ni ddylid gweithredu hyn cyn darparu cyfleusterau priodol ar gyfer beicio ar y rhan hon o'r ffordd. Mae'r seilwaith sydd ei angen wedi'i amlinellu'n glir yn y ddogfen a gomisiynwyd gan Arup.

#### Porth Llechog

Mae'r newid arfaethedig o 20mya i 30mya yn groes i'r cynigion yn nogfen Arup. Eu hargymhelliad yn gynnwys yn 2023 (cyn gweithredu 20mya) oedd gostwng y terfyn cyflymder ar y rhan hon o'r ffordd, lleihau lled y ffordd a lledu'r llwybr troed ar un ochr. Roedd hyn er mwyn annog mwy o Deithio Llesol drwy gerdded, olwyno a beicio rhwng Porth Llechog ac Amlwch. Byddai cynyddu'r cyflymder yma yn gam yn ôl.

Byddwn yn annog yr Adran Briffyrdd i edrych yn ofalus ar y tri newid arfaethedig hyn a'r effaith bosibl ar y gwelliannau Teithio Llesol a amlinellwyd gan Arup yn yr adroddiad rhagorol a chynhwysfawr, a gomisiynwyd gan yr Adran Briffyrdd.

Yr eiddoch yn gywir,

[REDACTED]

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## A5025 BULL BAY TRAFFIC SPEED CHANGES

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From [REDACTED]  
Date Thu 29/05/2025 22:35  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

We have just seen your future proposal on reverting the speed limit on the above stretch of road through Bull Bay from 20mph to 30mph.

Can we please, please, please ask you to review this again in keeping the current speed limit at 20mph.

We have previously advised you of the risk we take when we join the A5025 from our estate, Glan y Don Parc and the fact we are on a blind corner, and although currently there are a few cars who travel nearer 30mph the majority are doing under the 30mph & it's a lot safer when we join the main road. We're also sure it'll be the same for a lot of residents from their driveways & Y Garth/Lon Tarw estate.

Kind regards  
[REDACTED]

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## 20 mph speed limit

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From [REDACTED]  
Date Tue 27/05/2025 07:28  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

### A5025 Bull Bay

I write in strong support of retaining the 20mph limit through Bull Bay.

I live on Trecastell Park and since the introduction of the 20mph limit it has been much safer to pull out onto the A5025 particularly when turning right towards Amlwch.

We have mirrors which are intended to help us see passing traffic but when the mirrors are covered with rain or smeared with seasalt we depend on passing traffic adhering to the speed limit. Not everyone does, but since the introduction of 20mph the average speed is definitely less than it used to be.

Both Trecastell Park and Glan y Don Park together with Parys Uchaf which is still under construction with many unoccupied houses use this exit onto the A5025. The traffic is therefore increasing. I would also point out that there are a great many older drivers living here, their safety is important. I would also suggest that you get the data from North Wales Police which will tell you how many speeding cars they stopped on the several occasions they have been on the junction.

Any accident is one too many and I sincerely hope that the 20mph is retained through Bull Bay. Thank you.

[REDACTED]



Consultation for roads changing from 30 to 20 mph. A5025 Bull Bay

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From [REDACTED]  
Date Sat 24/05/2025 09:56  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

I would like to object to the proposed change to the A5025 in Bull Bay.

The reduction to 20mph on the stretch from the junction with Glan Y Don Parc past the Trecastell hotel has made 2 significant safety improvements.

Firstly for pedestrians crossing the road outside the Trecastell hotel. This is a popular crossing point for visitors to the hotel, and also for locals who use the permitted footpath onto Trecastell park a little further up the road. The reduction in the speed limit has made crossing significantly easier and safer.

Secondly, the junction of the A5025 and Glan y Don Parc road has become alot safer for road users. To exit safely from glan y don Parc relies on mirrors mounted opposite as there is limited line of site visibility. Reducing the speed limit is a massive benefit to road safety as it gives much more time to make this exit safely. Before the speed limit changed there were several accidents at this junction, since it changed there has been none. Some of the previous accidents involved vehicles crashing into and through garden walls and fences potentially putting pedestrians at risk.

Yours sincerely

[REDACTED]

## 2. Ward Canolbarth Môn – Bodffordd - A5

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### **Money saved, tragedies avoided**

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### **Freedom to use the roads**

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### **Plans to revert to 30mph**

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at

(<https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>, At <https://docs.google.com/document/d/11ppv0slaUmwegppc3FQIL8bsR9dqJlrKhqIbkGoPRnk/edit?usp=>

[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.


In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

- [Amlwch A5025](#)
- [Amlwch, Lon Parys to Ffordd Madyn](#)
- [Benllech, A5025](#)
- [Bull Bay, A5025](#)
- [Caergeiliog, A5 Bryngwran approach](#)
- [Llanddaniel, level crossing approach](#)
- [Llandegfan, Ffordd yr Eglwys](#)
- [Llanfaes, unnamed Class 3 road from the B5109](#)
- [Llanfair PG A5025 near park and ride facility](#)
- [Talwrn, Old school road \(Due to Closed School\)](#)

• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

- 
- [Bodffordd, A5 approach](#)
- [Bryn Du, unnamed Class 3 road](#)
- 
- [Gaerwen, Lon Groes - industrial estate road](#)
- [Holyhead A5153, Parc Cybi](#)
- [Holyhead A5154, Victoria Road](#)
- [Llanddaniel, A5 approach](#)
- [Llanddaniel, Llanedwen approach](#)
- [Llanfachraeth, A5025](#)
- [Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road](#)
- [Llangefni, Industrial Estate Road](#) - these days, more of a retail park than an industrial estate
- [Newborough, A4080 Malltraeth approach](#)
- [Pentraeth, B5109 Beaumaris approach](#)
- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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on behalf of Beicio Bangor

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Gwrthwynebiad i'r Cynllun i Newid y Terfyn Cyflymder i 30mya ym Modffordd

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From [REDACTED]  
Date Mon 16/06/2025 19:20  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Annwyl Gyngor,

Noswaith dda.

Rwy'n deall bod cynlluniau ar y gweill i gynyddu'r terfyn cyflymder ar hyd ffordd Fodffordd o 20mya yn ôl i 30mya. Fel preswlydd ym Mhodffordd, hoffwn fynegi fy mhryder a'm gwrthwynebiad cryf i'r newid hwn ar ran fy nheulu a minnau.

Rydyn ni'n byw yn [REDACTED] ac rydym yn gweld cerbydau'n teithio'n ddyddiol heibio'n cartref. Ers cyflwyno'r terfyn cyflymder o 20mya, mae wedi bod yn llawer haws ac yn fwy diogel i yrru i mewn ac allan o'n dreif, ac i gael mynediad i'r capel hefyd. Mae'r newid wedi cael effaith gadarnhaol ar ddiogelwch ar y ffordd, yn enwedig i gerddwyr a phlant lleol.

O ystyried hyn, hoffwn bledio'n gryf i'r cyngor beidio â newid y terfyn cyflymder yn ôl i 30mya. Rydym yn teimlo'n gryf bod y terfyn presennol o 20mya yn diogelu bywydau ac yn gwneud ein cymuned yn le mwy diogel a phleserus i fyw ynddo.

Diolch i chi am eich sylw i'r mater hwn.

Yr eiddoch yn gywir,

[REDACTED]

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## Ymgynhoriad Bodffordd 30mya

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From [REDACTED]  
Date Mon 16/06/2025 00:10  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

**Gall y neges hon fod yn amheus | This message may be suspicious**

- Enw cyffelyb i rywun yn eich sefydliad | Similar name to someone in your organisation
- Dyma'r neges e-bost cyntaf ganddynt i'ch sefydliad | This is their first email to your organisation
- Mae hwn yn gyfeiriad e-bost personol | This is a personal email address

Marcio fel Diogel | Mark as Safe

Adrodd | Report

Yn cael ei weithredu gan Mimecast  
| Powered by Mimecast

Noswaith dda

Ysgrifena'f atoch I nodi fy gwrthwynebiad cryf tuag at newid y cyflymder terfyn o 20 mya I 30 mya yn Bodffordd. Rwyf yn byw [REDACTED] ac yn parcio y car drost y ffordd ir ty. Mae genyf ddau o plant bach sydd yn [REDACTED] felly yn croesi y lon yn ddydiol at y car. Mae hyn yn gallu bod yn peryg ar adegau oherwydd y troed serth yn y lon rhwng eglwys bodffordd ar Capel gan bod rhai pobl yn gallu camfarnu y tro ac o ganlyniad yn dod yn lot rhy cyflym rownd y tro. Mae hyn wedi gwella ers newid y cyflymder terfyn o 30 I 20 mya, ond rwyf yn poeni yn ofnadwy os ei fydd yn cael ei newid yn nol I 30 mya. Mae sawl damwain car ddrwg wedi digwydd yn y rhan yma or lon yn y gorfenol a llawer I ddigwiddiad agos, ac y maen pery gofid i mi fydd y digwyddiadau agos yn troi yn ddamweinia mawr os geith y terfynu cyflymder ei newid I 30 mya.

Mae y darn yma or ffordd hefyd yn ofnadwy o prysur, a loriau yn teithio arni hi yn ddyddiol. Mae lot o pobl yn cerdded ar hyd y palmentydd sydd ar y lon yma or Capel ir pentref, rydwi I yn gwneyd hyn gydar plant yn aml cerdded a nhw ir ysgol ne fynd amdro ir pentref fel sawl om cymdogion sydd hefyd yn gwneud hyn a plant ifanc. Os bysair terfyn yn cael ei newid i 30 mya byddain pery poen meddwl mawr i mi pan yn cerdded y plant i'r ysgol, ac i fy cymdogion. Felly yr wyf n gwrthwyneby yn fawr o newid terfyn y cyflymder I 30 mya. Osgwelwch yn dda a newchi wir ystyried hyn yn ofalus cyn dod I penderfyniad!. Rwyf yn gwrthwynebu yn gryf o newid y terfyn I 30 mya.

Diolch

[REDACTED]



## Ward Canolbarth Môn – Ystad Ddiwydiannol Llangefni Industrial Estate

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
**CAUTION:** This email is from an external source. Do not open links, reply or forward unless you know/trust the sender.

### Mae'r neges hon angen eich sylw | This message needs your attention

- Dyma eu neges e-bost cyntaf atoch chi | This is their first email to you
- Mae hwn yn gyfeiriad e-bost personol | This is a personal email address

Marcio fel Diogel | Mark as Safe

Adrodd | Report

Yn cael ei weithredu gan  
Mimecast | Powered by Mimecast

### Money saved, tragedies avoided

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[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.


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- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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on behalf of Beicio Bangor

**From:** [REDACTED]  
**Sent:** 12 June 2025 22:10  
**To:** Priffyrdd | Highways  
**Subject:** objections to raising the speed limit

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

**Gall y neges hon fod yn amheus | This message may be suspicious**

- Mae hwn yn gyfeiriad e-bost personol aneglur | This is an obscure personal email address
- Dyma'r neges e-bost cyntaf ganddynt i'ch sefydliad | This is their first email to your organisation

Marcio fel Diogel | Mark as Safe

Adrodd | Report

Yn cael ei weithredu gan  
Mimecast | Powered by  
Mimecast

Dear Sir

I am writing to **OBJECT** and express my deep concern to the 30 mph limit being re - instated on the **LLANGFNI INDUSTRIAL ESTATE ROAD** .

1. The 20mph limit should be upheld, the appalling idea of raising it would increase not only noise pollution but traffic pollution in general .
2. The speed that delivery vehicles/ commercial vehicles of all sizes drive on the above road is rarely within the limit as it is, increasing it to 30mph will allow them to think they can drive at 40mph.
3. There are so many exits and entrances that traveling at 30mph or above causes much more sudden breaking when most drivers seem to have one eye on their phone or their satnavs.
4. I use this road daily and the footfall / walkers using the industrial estate pavements has increased dramatically over the last 18 months ! This should be encouraged not ignored.

There is a vast increase in dog walkers, young families with children, cyclists, runners etc. either walking the circular route or using this road to get to the Lon Las footpath to enjoy the countryside and wildlife.

The increase in people using their dinner break to get in some exercise / fresh air has also increased.

It would be very sad to see this number of people dwindle because of the increase of the speed limit due to pollution and road safety issues .

It would only be a matter of time before an accident occurs.

My second objection is **BENLLECH A5025**

As I am sure you are aware Benllech is one of the busiest villages on the island, which possibly the oldest and most vulnerable age group .

During the visitors season this section of the road can become a race track with knocks and bumps happening regularly. The stretch you are considering returning to 30mph is a serious mistake. Since the 20mph was introduced this road has become so much more enjoyable to walk and so much safer for all to use, so much quieter with less traffic noise for the village in general, and healthier.

On either entering or exiting Parc Bach Garage you now don't have to hold your breath due to drivers traveling at a ridiculous speeds of well over 30mph sometime at 40mph and breaking hard behind you .

Again more people are using the footpath because it is safer. I would urge you to seriously think twice before you increase the limit which in turn would be a return to the way things were - In a word Dangerous.

Yours Sincerely

A black rectangular box used to redact the signature of the sender.

## Ward Canolbarth Môn – Rhosmeirch (tuag/towards Coedana)

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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**Ward Canolbarth Môn – Talwrn (Hebio safle yr hen ysgol gynradd / road past former primary school)**

**From:** llanddyfnancc@btinternet.com <llanddyfnancc@btinternet.com>

**Sent:** Thursday, June 19, 2025 11:38 AM

**To:** Siwan M. Jones <SiwanJones@ynysmon.llyw.cymru>

**Subject:** Fw: Gorchymyn Terfyn Cyflymder 30MYA - Amryw Leoliadau Ward Canolbarth Mon/30MPH Speed Limit Order - Various Locations Canolbarth Mon Ward

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

**Ffordd Dosbarth Talwrn Ddienw heibio'r hen ysgol, Talwrn**

Diolch am eich e-bost a'ch llythyrau.

Nid yw aelodau Cyngor Cymuned Llanddyfnan yn cytuno â newid y terfyn cyflymder ar y ffordd hon i 30mya. Mae hyn oherwydd diogelwch defnyddwyr ffyrdd. Maent yn teimlo y bydd diogelwch cerddwyr (gyda chŵn a heb gŵn) a beicwyr yn cael ei beryglu os cynyddir y terfyn cyflymder.

Defnyddir y ffordd hon yn rheolaidd gan drigolion lleol. Mae troadau yn y ffordd yn creu gwelededd gwael a all arwain at berygl i ddefnyddwyr.

Cefnogir y gwrthwynebiad hwn gan y cynghorydd ardal, y Cynghorydd Dylan Rees.

Graham Owen

Clerc/Swyddog Cyllid – Clerk/Finance Officer

Cyngor Cymuned Llanddyfnan Community Council



**From:** [REDACTED]  
**Sent:** 27 May 2025 21:16  
**To:** Priffyrdd | Highways  
**Subject:** Talwrn, Old school road (Due to Closed School) under consideration for 30mph

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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Dear Legal Services Manager,

I am writing to object to Anglesey County Councils proposal to change Talwrn, old school road back to 30mph.

This road is very narrow with limited passing points so to actually travel at 30mph is dangerous on the bent and near the properties.

What a waste of money erecting new 30mph speed limit signs at the start and end of this road as the roads at each end are both 20mph roads!!!! It would be more cost effective just to remove the old school speed limit signs (there are 7 sign posts) and leave the road the national residential speed limit i.e. 20mph as the roads at each end of this road are already 20mph.

My property is located off this road and can see no sense in increasing the speed limit on this narrow short road.

Regards

[REDACTED]

Bryn Du

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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## A5025 Llanfachraeth

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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on behalf of Beicio Bangor

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(No subject)

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From [REDACTED]  
Date Sat 24/05/2025 08:04  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Os gwelwch yn dda ga ni gadw y 20mya yn Llanfachraeth diolch yn fawr

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## Llanfachraeth A5025

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From [REDACTED]

Date Mon 26/05/2025 08:31

To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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Bore da,

Yn siomedig o'ch penderfyniad diweddar ynglyn a chodi cyflymder o 20mya i 30mya mewn ardal o'r A5025 drwy bentref Llanfachraeth.

Dylir cysidro y llecyn hwn eto, a'i gadw yn 20mya.

- Mae sawl cartref ar y llecyn hwn hyd nes ddiwedd y pentref gydag preswylwyr yn cerdded yn rheolaidd, yn cynnwys plant.

- Sylwer fod traffic yn gyndyn iawn o slofi drwy bentref Llanfachraeth, byddai cynyddu cyflymder y llecyn hwn yn cynyddu amser y teithwyr i slofi ac felly yn achosi gor yrru drwy weddill y pentref.

- Bydd elfen swm yn cynyddu gyda'r holl draffig sydd yn teithio.

Yn syml, byddem yn gwethfawrogi i chi ail gysidro am fydd gennai ofn gadael i'r plant gerdded i'r siop a'r parc gan fod teithwyr yn gor yrru fel mae heb son am godi cyflymder mewn llecyn eto.

Diolch,

[REDACTED]



**From:** [REDACTED]  
**Sent:** 05 June 2025 13:09  
**To:** Priffyrdd | Highways  
**Subject:** Llanfachraeth, Anglesey - proposed change to speed limit

Dear Sirs

I'm writing to strongly object to the proposed speed limit change to a stretch of the A5025 outside my house in Llanfachraeth as shown on the map below.

Currently the speed limit changes approximately 300m up the road from 50mph to 20mph, however traffic is coming around the bend still travelling at 50+ mph in a huge number of cases and only last night as we were leaving our driveway (marked on the map) a car travelling at speed and almost hit us. The pavement is very narrow and my grandchildren and I do not feel safe walking along when traffic especially HGVs and Tractors come along at high speed.

This stretch affects both us at Fronwen and our neighbours at the Rectory on the opposite side to us and our other neighbours under LL65 4UY at Penrhos Newydd, Pen y Bont, Ty Newydd, Pant Glas, and Cartref walking their dogs and with their young children/grandchildren. Even presently with a 20mph speed limit and the police often in the layby out side our house doing random speed check, has done nothing to improve the dangers. So again we strongly object to an increase in speed limits and would welcome further measure such as average speed cameras through the village to deter reckless and dangerous driving.

Many thanks

[REDACTED]

## Llanfihangel-yn-Nhowyn RAF Y Fali / RAF Valley

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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on behalf of Beicio Bangor

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## A4080 Niwbwrch / Newbrough

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### **Money saved, tragedies avoided**

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### **Freedom to use the roads**

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### **Plans to revert to 30mph**

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at

<https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>. At <https://docs.google.com/document/d/11ppv0slaUmwegppc3FOIL8bsR9dqJlrKhqIbkGoPRnk/edit?usp=>

[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

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• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

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- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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on behalf of Beicio Bangor

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[REDACTED]  
[REDACTED]  
Date: 12th June 2025

Legal Services Manager,  
Council Offices,  
Bangor,  
Isle of Anglesey LL77 7TW

Objection – Proposed 30 mph Speed Limit on A4080, Newborough (Scheme 20)

Dear Sir/Madam,

I am writing in response to Anglesey County Council's consultation on the proposed Traffic Regulation Order to replace the current 20 mph limit with 30 mph on part of the A4080, Newborough (Scheme 20). [REDACTED] lives in Newborough. I often walk with my daughter along this stretch of road, and hope to use it often in the future once the Active Travel route has been implemented.

## 1. Summary position

I object to the proposed increase to 30 mph on the A4080 Maltraeth approach.

I would consider withdrawing this objection only if the 30 mph limit is implemented with robust traffic-calming measures that fully protect the forthcoming Active-Travel route.



## 2. Grounds

### 2.1 Conflict with Active-Travel investment

Isle of Anglesey County Council is simultaneously delivering the Pont Marquis → Newborough Active-Travel scheme, funded by a £2.4 million Welsh Government grant (announced April 2025). The project's aim is to improve the walking and cycling environment by extending Lôn Las Cefni and creating a traffic-free green corridor. Introducing a higher speed limit at the same location undermines that aim.

### 2.2 Welsh Government guidance

The publication "Setting 30 mph speed limits on restricted roads: Guidance for Highway Authorities" (2024) states that a 30 mph exception should not be made where pedestrian- or cycle-orientated improvements are planned or where it would discourage active travel or reduce perceived safety.

### 2.3 Safety and mode-shift evidence

The Council's own 20 mph webpage cites findings that lower limits cut collisions by 40 % and make people feel more comfortable walking and cycling. Reverting to 30 mph outside Newborough's gateway risks reversing those benefits precisely where the Active-Travel corridor meets the highway.

## 3. Requested remedy

1. Please either:

- Withdraw this element of the TRO and keep the A4080 at 20 mph;

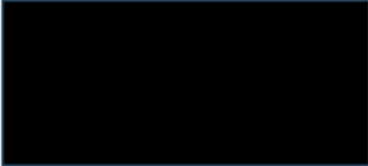
or

- At minimum, install a raised table, narrowed carriageway and vehicle-activated 20 mph signing where the Active-Travel path joins the carriageway, plus undertake post-scheme speed monitoring with a commitment to re-introduce 20 mph if mean speeds exceed 24 mph.

## 4. Conclusion

The draft Order, as advertised, is incompatible with the Council's statutory duty under the Active Travel (Wales) Act 2013 and the Welsh Government's Safe-System approach. Please record this letter as a formal objection unless the safeguards above are incorporated.

Yours faithfully,



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Feedback re Highways Proposed-locations-30mph - A4080-Niwbwrch-Newborough-map

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From [Redacted]  
Date Thu 29/05/2025 13:09  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Hello - I'd like to comment on the proposed change to 30mph on the A4080 Niwbwrch/Newborough as per the map below

Whilst I'm not averse to the change in speed limit, the amount of speeding on this stretch of road, particularly down towards Malltraeth is considerable and has a detrimental affect on the residents.

This includes aggressive driving, overtaking, excessive noise from high speed acceleration and of course this is an environmental issue regarding the speeding cars (burning more fuel).

The amount of cars that intentionally speed up once they have passed the Langafoff turnoff and are at the brow of the hill is excessive and I feel now needs more control. Incidentally the 20mph had little or no impact in controlling this, it just gets ignored, particularly on nice weekends or holiday periods - all adding to the misery residents are facing from increased traffic due to beach/forest visitors.

I have witnessed cars that must have been travelling on this stretch of road at speeds in excess of 50/60mph.

Could some sort of traffic/speed control therefore be introduced? Either speed humps or speed camera's/signs?

I look forward to your response

Best regards

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## Opposition to Reversing 20mph Speed Limit on A4080 Newborough

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From [REDACTED]  
Date Thu 29/05/2025 07:29  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Dear Anglesey County Council,

I am writing to express my strong opposition to the proposed reversal of the 20mph speed limit back to 30mph on the A4080 in Newborough.

This stretch of road runs through a residential area where many children walk to and from school each day. The current 20mph limit is a vital measure that helps protect our young pedestrians, as well as other vulnerable members of our community. Raising the speed limit to 30mph would significantly increase the risk of serious accidents, especially in areas where visibility is limited. In the winter months in particular, the rising sun creates a strong glare that significantly reduces visibility for drivers and pedestrians alike, especially when children are walking toward and crossing the road in the direction of the school. This makes the lower speed limit even more essential during peak school travel times.

There is a real concern that it is only a matter of time before a serious road traffic accident or worse, a fatality, occurs if these risks are not adequately managed. Maintaining the 20mph limit is a critical step in preventing such tragedies.

In addition to general safety concerns, there is already a noticeable problem with some vehicles exceeding the speed limit, particularly agricultural tractors. These large vehicles often travel too fast through the village, and some tractor drivers have been observed using mobile phones while driving. This combination of speed, distraction, and the physical size of these vehicles presents a serious and ongoing risk to road safety. These existing issues would only be made worse by reversing the speed limit.

Furthermore, increasing the speed limit back to 30mph is directly at odds with the recently approved Active Travel funding investment by the Welsh Government for the Malltraeth to Newborough route. To quote your own recent announcement: “Welcoming the cash injection, an Isle of Anglesey County Council spokesperson said: ‘We’re pleased to have secured significant funding from the Welsh Government for several projects. This investment is specifically aimed at helping people move around more easily and sustainably, while supporting local economies through improved transport links. The development seeks to improve highways infrastructure, create safe and sustainable connections between local communities, and offer increased opportunities for active travel such as walking and cycling.’”

Raising speed limits in this context contradicts the very goals of the Active Travel initiative by making these routes feel less safe and less appealing for non-motorised users. It risks undermining the positive impact of this investment and the vision for a safer, more resilient transport network.

Statistics show that a pedestrian struck by a vehicle at 30mph is far more likely to suffer fatal or life-changing injuries than at 20mph. Retaining the lower speed limit on the A4080 is not only a matter of safety but of social responsibility.

Beyond safety, the 20mph limit has made Newborough a calmer, quieter, and more walkable village. It supports a sense of community and encourages more active travel, which benefits public health and the environment.

Reversing this progress would prioritise the convenience of faster driving over the wellbeing of our children and neighbours. I urge you to maintain the 20mph speed limit on the A4080 through Newborough and to continue prioritising safety and quality of life in our village.

Thank you for your attention to this important matter.

Sincerely,

[Redacted signature]

[Redacted name]

## Rhosneigr A4080 (ochr Llyn Maelog approach)

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### Money saved, tragedies avoided

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### Freedom to use the roads

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### Plans to revert to 30mph

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at

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- [Trearddur Bay, B4545 Lon St Ffraid East](#)

\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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**From:** [REDACTED]  
**Sent:** 09 June 2025 14:22  
**To:** Priffyrdd | Highways  
**Subject:** Proposed extension of 40mph speed limit A4080

I must raise an objection to your proposed extension of the 40mph section of the A4080 Llyn Maelog approach.

Quite rightly you emphasise the safety benefits of 20mph areas and in the next breath you propose a 40mph section which will take in the entrance/exit from the Maelog boardwalk. The council has just spent £250,000 replacing the old boardwalk and this has increased the usage by a considerable amount. Young children often run from this and many dog walkers emerge from it with only the width of the footpath between it and a proposed fast stretch of road.

Moreover almost opposite is a car park with a steep exit onto this road - again a potential accident spot when cars are moving at speed.

I am able to observe this as I live adjoining the boardwalk and regularly see many cars speeding at over 40mph in the present 20 limit past my property and on into the village. Your proposal will only encourage faster speeds into the built-up area and surely lead to a serious accident.

If you really see a need to extend the 40mph section, it has to stop before Pont Tywyn-y-Llyn for safety.

Would this be a good use of ratepayers' money? I think not - it would be a gross waste of the 9% rise in council tax we have had to bear for Council's spend this year.

[REDACTED]

**From:** [REDACTED]  
**Sent:** 12 June 2025 21:03  
**To:** Priffyrdd | Highways  
**Subject:** Proposed change of 20 to 40 mph in Rhosneigr

My name is [REDACTED] and I live at [REDACTED], Rhosneigr.

I really hope you will not move the 40 mph restriction from near the Oyster Catcher to the bottom of the hill near Chelford Close . This road is already treated as a racetrack by at least 50 percent of drivers, some of whom drive at astonishing speeds both into and out of the village.

It was a beautiful evening yesterday (Wednesday) and we sat in the garden from 6 to 7pm watching the traffic. I would say 75% of drivers in that hour were exceeding 30 mph, with quite a number doing 40-50 and one car roared out of the village at 60+ mph.

If a child or dog or elderly person had emerged from the boardwalk or car park there would surely be a fatality as no driver doing these speeds could react quickly enough to avoid an accident.

Please, please ensure that speeds are appropriate as drivers approach the boardwalk.

And please, Anglesey Council, having changed a winding country lane into a long straight road with a hill at one end, would you do something to prevent speeding motorists, be it a speed camera, sign denoting the speed of approaching drivers, road narrowing, road bumps (these probably not appropriate for the number of lorries and vans charging into the village), or whatever other technology you may have at your disposal.

I am pretty sure the worst offenders are locals and vans making regular deliveries as they are very well aware that the 'Arrive Alive' van has not been to Rhosneigr since the signage was changed to 20 mph. They know there is absolutely nothing to stop them speeding and they do so in the knowledge that they will not be caught.

Thank you,

[REDACTED]

### 3. Bodowyr

#### Lon Groes – Ystad Ddiwydiannol / Industrial Estate Road, Gaerwen

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

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\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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**CYNGOR CYMDEITHAS**  
**LLANFIHANGELESCEIFIOG**  
**COMMUNITY COUNCIL.**

*Clerc/Clerk: J Alun Foulkes*

9 Brynteg Estate, Llandegfan, MENAI BRIDGE, Ynys Môn, LL59 5TY.

Telephone/Ffon: 01248 713501 Symudol/Mobile: 07375 299208 E-Mail/E-Bost: [alun1965@btinternet.com](mailto:alun1965@btinternet.com)

Your Ref:

DYDDIAD / DATE: 13<sup>th</sup> JUNE 2025.

I sylw: Mrs Mared W Yaxley  
Legal Service Manager  
Cyngor Sir Ynys Môn  
Council Offices  
LLANGFNI  
Ynys Môn  
LL77 7TW.

Dear Sir / Madam,

**Re: CYNGOR SIR YNYS MÔN/ISLE OF ANGLESEY COUNTY COUNCIL**  
**(VARIOUS LOCATIONS BODOWYR WARD) (30MPH SPEED LIMIT)**  
**ORDER 202- PROPOSED 30 MPH SPEED LIMIT**

**GAERWEN, INDUSTRIAL ESTATE- LÔN GROES**

From a point 28 metres south of the junction with the A5, to a  
point 125 metres west of the junction with Rhos Wen.  
A distance of 548 metres.

Thank you for sending this Community Council with an attached copy of the Notice of Proposal and the plans pertaining to the above order as made by Anglesey County Council. The Community Council fully understands the Authority's intention to introduce a proposed traffic order and that this was following a review of the existing 20mph speed limits done in accordance with the revised guidance issued by Welsh Government. We also understand that this this proposal is made in order to ensure that the speed limits are appropriate to the function and characteristics of the relevant roads and consistent with the guidance issued by Welsh Government on reviewing limits on restricted roads and whilst this Community Council recommended and supported to revert all the roads leading to and from the Industrial Estate through to Lon Groes, this proposal for just part section of the route does not make any sense and will mean additional speed limit changes and additional signage.



The Community Council would like to draw your attention to previous correspondence in consultation with your Highways Department. In particular, we would refer you to the original Community Council letter dated 8<sup>th</sup> April 2025 and the Highways Department's reply dated the 23<sup>rd</sup> May 2025. For that reason, the Community Council wishes to object to the proposed order for the following reasons:

- 1 Although the Community Council welcomes the fact that your proposals fall in line with the TRO with regards to the length of road from the junction with the A5, to the junction past the football field but it Objects to the proposed order in totality.
- 2 The Community Council does not believe that the Isle of Anglesey County Council have adequately attempted to resolve our original objection to the TRO proposal in your letter dated the 8<sup>th</sup> October 2024, which included the process flow chart, and our response letter dated the 15<sup>th</sup> February 2025.
- 3 The Community Council acknowledges that there are several industrial properties and businesses on the Industrial Estate and that there are several parked vehicles on the Industrial Estate roads. The latter has previously been raised with IOACC by one of the then Anglesey County Councillors, but nothing has been done to try and alleviate the problem.
- 4 The Community Council's view is that the demand for crossing the road by pedestrians and cyclists is low, especially given the number of vehicles parked in the car parks and on the link roads. This indicates that most workers and customers travel to the Industrial Estate by vehicle. The Welsh Government Guidance Document, Section 4.3.1(a) states that Minor roads in Industrial Areas are suitable for a 30mph limit in these circumstances.
- 5 Most link roads have pavements for pedestrians, who can cross the roads in a safe place.
- 6 The length of the Link Road adjacent to 'Becws Mon' is 146M and the total length of the road behind 'Huws Gray' towards 'Emyr Evans' and 'GD Jones Fuels' is 595M which are below the recommended Minimum Length of 600M for Speed Limits as detailed in the Guidance Document to avoid driver confusion due to frequent speed limit changes.
- 7 The proposal for the Link Roads to remain at 20mph will require an additional 3 sets of speed limit signs, which will mean additional cost at a time when funding is constrained.

As you can see, the Community Council is very aggrieved with this proposed order and is more than happy to discuss this objection with the Authority at a meeting in Gaerwen to look and discuss this and other proposals in more detail.

We would also like to extend an invitation to Mr Rhun Ap Iorwerth, our Senedd Member to be in attendance as he has recently met with the Community Council to discuss this and the wider 20mph speed proposals in the village.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Alun Foulkes'.

**J Alun Foulkes**  
**Clerk of Llanfihangel-y-fendigodion Community Council.**

[REDACTED]  
[REDACTED]  
Date: 12th June 2025

Legal Services Manager,  
Council Offices,  
Llangefni,  
Isle of Anglesey LL77 7TW

**Subject: Consultation Response – Proposed 30 mph Speed Limit on Lon Groes, Gaerwen**

Dear Sir/Madam,

I am writing in response to Anglesey County Council's consultation on the proposed Traffic Regulation Order to replace the current 20 mph limit with 30 mph on part of Lon Groes, Gaerwen ("Scheme 8 – Gaerwen – Lon Groes"). [REDACTED]  
first residential properties southwest of the point where the proposed 30 mph section would revert to 20 mph. I therefore have a direct, day-to-day interest in the safety of this road and its adjoining 20 mph section.

**1. Summary position**

- Conditional support: I would welcome a 30 mph limit on the industrial-estate frontage only if physical and visual traffic-calming measures are installed at (or immediately upstream of) the change-point to protect the adjoining 20 mph residential zone.
- Otherwise, formal objection: In the absence of such mitigation I must oppose the draft Order, because experience already shows frequent speeds far above 30 mph [REDACTED]  
[REDACTED]

## 2. Grounds for objection (unless mitigated)

### 2.1 Risk of “speed echo” into the adjoining 20 mph area

The Welsh Government publication “Setting 30 mph speed limits on restricted roads: Guidance for Highway Authorities” (2023) highlights the disbenefits of higher speeds, including increased casualty severity, reduced perceived safety and community cohesion, particularly where walking and informal parking occur.

### 2.2 High pedestrian activity close to community facilities

Section 4.2.1 of the guidance notes that 30 mph “would not be appropriate” within 100 m of community or recreational facilities. The playing field and its associated roadside parking are within this envelope; the adjacent 20 mph zone therefore merits strong protection.

### 2.3 Need for engineered gateways or buffer treatment

Where a step-change in limit could encourage non-compliance in the lower limit, the guidance advises buffer limits or alternative speed-management measures such as gateway treatments, vehicle-activated signs or vertical calming. These are absent from the current proposal.

### 2.4 Guidance requires supporting measures in borderline cases

Section 4.5.1 states that engineering measures should be implemented where mixed criteria produce a borderline case. Installing speed cushions or a speed-indication device at the red/yellow interface would meet this requirement while still delivering the industrial-estate benefits sought.

## 3. Requested mitigations

If the Council proceeds with the 30 mph Order, please incorporate the following:

- Gateway treatment (narrowed carriageway markings and coloured surfacing) plus a vehicle-activated “20 mph – Slow Down” sign at the 30/20 terminal.
- A short line of speed cushions or a raised table spanning the first 20-30 m into the residential 20 mph section.
- Commitment to post-implementation speed monitoring and, if mean speeds exceed 24 mph in the 20 mph zone, a prompt review under section 4.7.3 of the guidance.

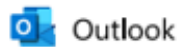
## 4. Conclusion

I support the aim of improving journey efficiency for industrial-estate traffic, but this must not come at the expense of vulnerable road-user safety immediately next door. The mitigations outlined above are modest, proportionate and fully in line with Welsh Government policy.

Should these safeguards be confirmed as part of the scheme, I would withdraw my objection; failing that, please record this letter as a formal objection to the draft Order.

Yours faithfully,





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20 mph. Lôn Groes, Gaerwen, should have ramps all the way!!! The road is a death trap, no one keeps to the speed limit, lots of heavy traffic from industrial est, and Mirgan Evans, with no pavement from Gaerwen Uchaf towards Chapel Street, and lots of ...

---

From [REDACTED] >

Date Sun 25/05/2025 06:49

To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

CAUTION: This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

Sent from my iPhone

## Llanddaniel – Ochr A5 Approach

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Prifffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### **Money saved, tragedies avoided**

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### **Freedom to use the roads**

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### **Plans to revert to 30mph**

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at (<https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>). At <https://docs.google.com/document/d/11ppv0slaUmweqppc3FOIL8bsR9dqJlrKhqlbkGoPRnk/edit?usp=>



[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

- [Amlwch A5025](#)
- [Amlwch, Lon Parys to Ffordd Madyn](#)
- [Benllech, A5025](#)
- [Bull Bay, A5025](#)
- [Caergeiliog, A5 Bryngwran approach](#)
- [Llanddaniel, level crossing approach](#)
- [Llandegfan, Ffordd yr Eglwys](#)
- [Llanfaes, unnamed Class 3 road from the B5109](#)
- [Llanfair PG A5025 near park and ride facility](#)
- [Talwrn, Old school road \(Due to Closed School\)](#)

• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

- 
- [Bodffordd, A5 approach](#)
- [Bryn Du, unnamed Class 3 road](#)
- 
- [Gaerwen, Lon Groes - industrial estate road](#)
- [Holyhead A5153, Parc Cybi](#)
- [Holyhead A5154, Victoria Road](#)
- [Llanddaniel, A5 approach](#)
- [Llanddaniel, Llanedwen approach](#)
- [Llanfachraeth, A5025](#)
- [Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road](#)
- [Llangefni, Industrial Estate Road](#) - these days, more of a retail park than an industrial estate
- [Newborough, A4080 Malltraeth approach](#)
- [Pentraeth, B5109 Beaumaris approach](#)
- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

---

  
on behalf of Beicio Bangor

1

[REDACTED]

Mared Yaxley  
Legal Services Manager  
Council Offices  
Llangefni

12<sup>th</sup> June 2025

Amwyl Mared Yaxley

CYFREITHIOL  
12 JUN 2025  
LEGAL

### **PROPOSED CHANGES TO SPEED LIMITS IN LLANDDANIEL FAB**

I wish to object to the proposed changes on the following routes and reasons:

1. A5 approach to village centre - reversion to 30mph ignores dangerous places such as the blind bend just beyond the current 20mph sign, the narrowing of the road beyond Tyddyn Adda entrance and absence of pavements.
2. Fflingar approach to the village centre – reversion to 30 mph ignores narrow roads, blind bends and no pavement. There is an internationally famous historic site and a busy dairy farm on that road as well as a children's nursery, all of which bring increased traffic including pedestrians.

These stretches need speed control to be safe for pedestrians and cyclists. No matter how much we tinkered with the location of 20 mph restriction signage, there is evidence that they are ignored in our Community. Without enforcement and physical barriers to slow vehicles, people continue to travel at inappropriate speeds. I know that the Community Council has repeatedly requested measures to improve road safety on the approaches to the village and in its centre and to date there has been no action.

If the proposed changes are made, as a minimum we want to see a count-down to 20mph from 60mph on all roads into the village and speed limits painted on the road surfaces.

The 20mph restrictions were introduced for very good reasons but they need to be deployed intelligently. As a Community we do need a comprehensive approach to road safety and transport; the fact that one cannot walk safely to a bus stop is serious, as are speeding and size of vehicles using our roads.

I am very aware that other Communities in Môn a Gwynedd have seen real improvements in road safety; how can our Community have a meaningful discussion with those who can help us improve things?

Faithfully

[REDACTED]

[REDACTED]

## ***Cyngor Cymuned - Llanddaniel Fab – Community Council***

Adran Priffyrdd / *Highways Department*

Cyngor Sir Ynys Môn

Swyddfeydd y Cyngor

Llangefni

LL77 7TW

Dear Sir

RE: OBJECTION TO THE PROPOSAL TO INCREASE THE SPEED LIMIT FROM 20 MPH TO 30 MPH – LLANDDANIEL – CONSULTATION ENDING 13 JUNE 2025

The changes proposed seem to limit 20mph to the close environs of the village centre, ignoring dangerous places such as the blind bend just beyond the current 20mph sign and the narrow road beyond Tyddyn Adda entrance, on the A5 approach; narrow roads, blind bends and no pavement on the Ffingar approach. There is an internationally famous historic site and a busy dairy farm on that road, both of which bring increased traffic including pedestrians.

There are inconsistencies to the proposals to revert to 30mph - why no changes on the approach from Penrhyn Gwyn?

If the proposed changes are made, as a minimum we want to see a count-down to 20mph from 60mph on all roads into the village and speed limits painted on the road surfaces.

The 20mph restrictions were introduced for very good reasons but they need to be deployed intelligently. As a community we do need a comprehensive approach to road safety and transport; the fact that one cannot walk safely to a bus stop is serious as are speeding and the size of vehicles using our roads.

We are aware that other communities in Môn and a Gwynedd have seen real improvements in road safety.

Moreover, no matter how much we tinker with the location of 20 mph restriction signage, there is evidence that they are ignored in our community.

Without enforcement and physical barriers to slow vehicles, people continue to travel at inappropriate speeds. The Community Council has repeatedly requested measures to improve road safety on the approaches to the village and in its centre and to date there has been no action.

Ar ran Cyngor Cymuned Llanddaniel / *On behalf of Llanddaniel Community Council,*  
*Submitted via email - 13/06/2025*



Eurwen Williams - Clerc – Cyngor Cymuned Llanddaniel

E-bost: [cyngor.cymuned.llanddaniel@gmail.com](mailto:cyngor.cymuned.llanddaniel@gmail.com)

**From:** [REDACTED]  
**Sent:** Friday, June 13, 2025 6:06 PM  
**To:** Siwan M. Jones <SiwanJones@ynysmon.llyw.cymru>  
**Subject:** Ymateb I: AMRYW LEOLIADAU WARD BODOWYR (TERFYN CYFLYMDER 30MYA)

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

Annwyl Siwan Jones, Cyngor Môn,

'Rwyf yn ysgrifennu er mwyn gwrthwynebu'r Gorchymyn "Terfyn Cyflymder 30MYA" dyddiedig 21/05/2025. Yr 'rwyf yn gwrthwynebu pob un atodlen, ond yn bennaf atodlen 1 ac atodlen 2, sydd yn agos at le 'rwyf yn byw a bydd yn amharu ar fy mywyd pob dydd.

**RHESWM 1:** Annog teithio'n actif

'Rwyf yn cerdded o gwmpas y pentref ac yn beicio'n aml o ganol pentref Llanddaniel tuag at Lanfairpwll (er mwyn siopa, dal y tren ayyb), ac o ganol Llanddaniel tuag at M-Sparc er mwyn cyfarfodydd. Ers i'r cyflymder ar y lonydd i mewn i Landdaniel cael eu newid i 20mya, 'rwyf wedi teimlo'n saffach yn cerdded a beicio. Mae ceir yn gadael mwy o le i gerddwyr a beicwyr, gan basio'n bellach i ffwrdd. Mae llai o sŵn ar y lonydd, ac mae llai o lygredd aer (mae'n amlwg iawn i mi pan mae car yn mynd heibio gan gyflymu tuag at 20mya yn lle



30mya). Mae'r terfyn cyflymder 20mya wedi creu newid go iawn yn sut mae'r pentref yn teimlo i fyw, sut mae pobl yn gyrru, a faint o bobl – yn enwedig plant – sydd allan yn cerdded ac yn beicio. Bydd newid y cyflymder yn ôl i 30mya yn cael gwared â'r holl welliannau yma. Ydym ni eisiau creu pentref sydd wedi'i selio ar y syniad o 'geir yn gyntaf'?

## RHESWM 2: Diogelwch

Mae digon o astudiaethau a data wedi'u darparu sy'n dangos bod gyrru'n arafach yn saffach i bawb. Mae hefyd yn lleihau llygredd aer a sŵn o gwmpas y gymuned.

## RHEWSM 3: Ymarferoldeb

Mae'r lon 'Llanddaniel Fab, A5 Approach' yn cynnwys tro dall yn y lon (lle mae'r terfyn 20mya yn cychwyn rŵan) lle nad yw'n bosib gyrru 30mya yn ymarferol. Ar ben hyn, mae'r lon yn gul lle mae troad Tyddyn Eurach. Does dim modd i geir gyrru'n 30mya ar y lon yma beth bynnag, beth yw pwynt ei newid?

Mae'r lon 'Llanddaniel Fab, Ffingar Approach' hefyd yn gul, ac mae sawl llwybr cyhoeddus jyst cyn/ar ôl y sector goch ar y map. Yn ymarferol, nid yw'n bosib gyrru dros 25mya, felly does dim angen newid y cyflymder i 30mya.

Mae'r lon 'Llanddaniel Fab, Level crossing approach' yn gul ger can pentref Llanddaniel, ac yn fyr iawn (0.4 milltir). Beth yw pwrpas galluogi gyrwyr i gyflymu o 20mya at 30mya (sydd fel arfer angen 0.1 tua milltir o bellter i gyflymu [<https://www.sciencedirect.com/science/article/pii/S2352146517307937>]) cyn gorfod arafu syth wedyn? Oes pwrpas alluogi i yrwyr gyrru 30mya am tua 0.25 milltir, er mwyn arbed 90 eiliad (Noder: gweler yr O.N. isod ar pam bod gyrwyr ddim yn gyrru 20/30mya beth bynnag).

O.N.. – mae lot o sôn am fod "neb yn gyrru'n 20mya beth bynnag, felly beth yw pwynt y terfyn cyflymder 20mya?". Mae'n wir fod rhai person yn gyrru'n gyflymach na 20mya mewn lleoliadau terfyn 20mya, ond mae'r newid o 30mya i 20mya dal yn creu effaith wirioneddol ar y cyflymder absoliwt. Mae sawl astudiaeth wedi dangos bod lleihau'r cyflymder 10mya yn wirioneddol yn achosi i yrwyr gyrru tua 4.9mya yn arafach [<https://www.mdpi.com/2071-1050/12/4/1369>]. Ia, nid 10mya yn arafach ond mae dal yn newid sylweddol ac yn creu cymuned saffach.

Yn gywir,



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## Objection to Proposed Speed Limit Increases on Approaches to Llanddaniel Fab

---

From [REDACTED]  
Date Wed 28/05/2025 19:26  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Dear Isle of Anglesey County Council,

I am writing to express my strongest possible objection to the proposal to increase the speed limit from 20 mph to 30 mph on the three approach roads to Llanddaniel Fab, Anglesey: the A5 approach, the Llanedwen approach, and the level crossing approach.

Each of these roads presents significant and well-evidenced reasons for maintaining the current 20 mph speed limit, including safety concerns for both people and wildlife.

### 1. Red Squirrels and Wildlife Protection

All three of the proposed roads are known locations for red squirrel sightings. Red squirrels are a protected species under the Wildlife and Countryside Act 1981 and a UK Biodiversity Action Plan priority species. Vehicle collisions are a known threat to their already fragile populations. Increasing the speed limit would unacceptably raise the risk of harm to these endangered animals and would directly undermine conservation efforts on Anglesey, one of the few remaining strongholds for the red squirrel in Wales.

### 2. Residential Safety and Pedestrian Use

Each road is lined with homes and is regularly used by residents on foot. The level crossing approach in particular serves as a vital pedestrian link connecting both halves of the village. On the Llanedwen approach, there is a **partially sighted resident** who walks her children to school along the narrow roadside – an activity that would be made considerably more dangerous by an increase to 30 mph. The A5 approach features a narrowing of the carriageway and serves to connect two



**well-used public footpaths**, placing pedestrians in close proximity to traffic on a constrained and unsafe section of road.

### **3. Road Design Unsuitable for Higher Speeds**

None of these roads are well suited to a 30 mph limit, particularly given their narrow sections, proximity to homes, and regular use by vulnerable road users. Reintroducing a higher limit would invite unsafe driving behaviour and increase the risk of accidents on roads that were never designed to safely accommodate higher speeds.


### **4. Wider Public Interest and Precedent**

The implementation of the 20 mph limit was part of a broader policy aimed at improving safety, supporting active travel, and reducing environmental harm. The proposed reversal undermines these goals and sets a concerning precedent that endangers both people and wildlife in our rural communities.

For these reasons, I urge the council to retain the 20 mph speed limit on all approaches to Llanddaniel Fab. I would also recommend exploring additional safety measures such as improved signage, speed-calming interventions, and consideration of wildlife corridors or crossings to protect the local red squirrel population.

Thank you for considering this representation as part of the consultation. I trust the views and wellbeing of local residents and the environmental importance of this area will be taken seriously in your decision-making.

Yours faithfully,

A large black rectangular box redacting the signature of the person writing the letter.

## Llanddaniel – Ochr y groesfan reilffordd / level crossing approach

### ***Cyngor Cymuned - Llanddaniel Fab – Community Council***

Adran Priffyrdd / Highways Department

Cyngor Sir Ynys Môn

Swyddfeydd y Cyngor

Llangefni

LL77 7TW

Dear Sir

RE: OBJECTION TO THE PROPOSAL TO INCREASE THE SPEED LIMIT FROM 20 MPH TO 30 MPH – LLANDDANIEL – CONSULTATION ENDING 13 JUNE 2025

The changes proposed seem to limit 20mph to the close environs of the village centre, ignoring dangerous places such as the blind bend just beyond the current 20mph sign and the narrow road beyond Tyddyn Adda entrance, on the A5 approach; narrow roads, blind bends and no pavement on the Ffingar approach. There is an internationally famous historic site and a busy dairy farm on that road, both of which bring increased traffic including pedestrians.

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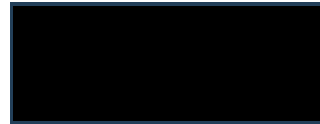
Without enforcement and physical barriers to slow vehicles, people continue to travel at inappropriate speeds. The Community Council has repeatedly requested measures to improve road safety on the approaches to the village and in its centre and to date there has been no action.

Ar ran Cyngor Cymuned Llanddaniel / On behalf of Llanddaniel Community Council,  
Submitted via email - 13/06/2025



Eurwen Williams - Clerc – Cyngor Cymuned Llanddaniel

E-bost: cyngor.cymuned.llanddaniel@gmail.com



Mared Yaxley  
Legal Services Manager  
Council Offices  
Llangefni

CYFREITHIOL

12 JUN 2025

LEGAL

12<sup>th</sup> June 2025

Amwyl Mared Yaxley

### PROPOSED CHANGES TO SPEED LIMITS IN LLANDDANIEL FAB

I wish to object to the proposed changes on the following routes and reasons:

1. A5 approach to village centre - reversion to 30mph ignores dangerous places such as the blind bend just beyond the current 20mph sign, the narrowing of the road beyond Tyddyn Adda entrance and absence of pavements.
2. Fflingar approach to the village centre – reversion to 30 mph ignores narrow roads, blind bends and no pavement. There is an internationally famous historic site and a busy dairy farm on that road as well as a children's nursery, all of which bring increased traffic including pedestrians.

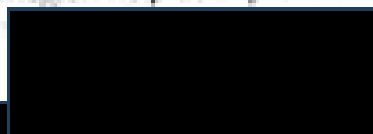
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I am very aware that other Communities in Môn a Gwynedd have seen real improvements in road safety; how can our Community have a meaningful discussion with those who can help us improve things?

Faithfully



---

## 20mph Llanddaniel Level Crossing approach

---

From [REDACTED]  
Date Sun 15/06/2025 20:46  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Good Evening,

I write to you to raise my objections regarding changing the 20mph speed limit in Llanddaniel on the Llanddaniel level crossing approach.

Parts of this road are without a pavement and therefore the 20mph speed limit is much safer.

As residents living along this road with young children, we witness significant speeding along this road and feel that the 20mph is safer, makes us happier to walk and cycle. However do feel that this needs to be monitored better. This is a route used by many school children to reach the local primary school and to the bus stop for the secondary school bus service.

I would also like you to consider the fact that Llanddaniel is without a bus service therefore all roads are likely to have increased pedestrians. I believe it is in the interest of all residents to keep the roads at 20 miles per hour.

My biggest regret would be not sending these concerns and experiencing a casualty or fatality. I believe the changes were made with safety in mind and therefore do not support the change back to 30 miles per hour.

Thank you for taking your time to consider these issues.

Diolch

[REDACTED]

|

**From:** [REDACTED]  
**Sent:** Friday, June 13, 2025 6:06 PM  
**To:** Siwan M. Jones <SiwanJones@ynysmon.llyw.cymru>  
**Subject:** Ymateb I: AMRYW LEOLIADAU WARD BODOWYR (TERFYN CYFLYMDER 30MYA)

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

Annwyl Siwan Jones, Cyngor Môn,

'Rwyf yn ysgrifennu er mwyn gwrthwynebu'r Gorchymyn "Terfyn Cyflymder 30MYA" dyddiedig 21/05/2025. Yr 'rwyf yn gwrthwynebu pob un atodlen, ond yn bennaf atodlen 1 ac atodlen 2, sydd yn agos at le 'rwyf yn byw a bydd yn amharu ar fy mywyd pob dydd.

**RHESWM 1:** Annog teithio'n actif

'Rwyf yn cerdded o gwmpas y pentref ac yn beicio'n aml o ganol pentref Llanddaniel tuag at Lanfairpwll (er mwyn siopa, dal y tren ayyb), ac o ganol Llanddaniel tuag at M-Sparc er mwyn cyfarfodydd. Ers i'r cyflymder ar y lonydd i mewn i Landdaniel cael eu newid i 20mya, 'rwyf wedi teimlo'n saffach yn cerdded a beicio. Mae ceir yn gadael mwy o le i gerddwyr a beicwyr, gan basio'n bellach i ffwrdd. Mae llai o sŵn ar y lonydd, ac mae llai o lygredd aer (mae'n amlwg iawn i mi pan mae car yn mynd heibio gan gyflymu tuag at 20mya yn lle



30mya). Mae'r terfyn cyflymder 20mya wedi creu newid go iawn yn sut mae'r pentref yn teimlo i fyw, sut mae pobl yn gyrru, a faint o bobl – yn enwedig plant – sydd allan yn cerdded ac yn beicio. Bydd newid y cyflymder yn ôl i 30mya yn cael gwared â'r holl welliannau yma. Ydym ni eisiau creu pentref sydd wedi'i selio ar y syniad o 'geir yn gyntaf'?

#### RHESWM 2: Diogelwch

Mae digon o astudiaethau a data wedi'u darparu sy'n dangos bod gyrru'n arafach yn saffach i bawb. Mae hefyd yn lleihau llygredd aer a sŵn o gwmpas y gymuned.

#### RHEWSM 3: Ymarferoldeb

Mae'r lon 'Llanddaniel Fab, A5 Approach' yn cynnwys tro dall yn y lon (lle mae'r terfyn 20mya yn cychwyn rŵan) lle nad yw'n bosib gyrru 30mya yn ymarferol. Ar ben hyn, mae'r lon yn gul lle mae troad Tyddyn Eurach. Does dim modd i geir gyrru'n 30mya ar y lon yma beth bynnag, beth yw pwynt ei newid?

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O.N.. – mae lot o sôn am fod "neb yn gyrru'n 20mya beth bynnag, felly beth yw pwynt y terfyn cyflymder 20mya?". Mae'n wir fod rhai person yn gyrru'n gyflymach na 20mya mewn lleoliadau terfyn 20mya, ond mae'r newid o 30mya i 20mya dal yn creu effaith wirioneddol ar y cyflymder absoliwt. Mae sawl astudiaeth wedi dangos bod lleihau'r cyflymder 10mya yn wirioneddol yn achosi i yrwyr gyrru tua 4.9mya yn arafach [<https://www.mdpi.com/2071-1050/12/4/1369>]. Ia, nid 10mya yn arafach ond mae dal yn newid sylweddol ac yn creu cymuned saffach.

Yn gywir,





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## Objection to Proposed Speed Limit Increases on Approaches to Llanddaniel Fab

---

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Date Wed 28/05/2025 19:26  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Dear Isle of Anglesey County Council,

I am writing to express my strongest possible objection to the proposal to increase the speed limit from 20 mph to 30 mph on the three approach roads to Llanddaniel Fab, Anglesey: the A5 approach, the Llanedwen approach, and the level crossing approach.

Each of these roads presents significant and well-evidenced reasons for maintaining the current 20 mph speed limit, including safety concerns for both people and wildlife.

### 1. Red Squirrels and Wildlife Protection

All three of the proposed roads are known locations for red squirrel sightings. Red squirrels are a protected species under the Wildlife and Countryside Act 1981 and a UK Biodiversity Action Plan priority species. Vehicle collisions are a known threat to their already fragile populations. Increasing the speed limit would unacceptably raise the risk of harm to these endangered animals and would directly undermine conservation efforts on Anglesey, one of the few remaining strongholds for the red squirrel in Wales.

### 2. Residential Safety and Pedestrian Use

Each road is lined with homes and is regularly used by residents on foot. The level crossing approach in particular serves as a vital pedestrian link connecting both halves of the village. On the Llanedwen approach, there is a **partially sighted resident** who walks her children to school along the narrow roadside – an activity that would be made considerably more dangerous by an increase to 30 mph. The A5 approach features a narrowing of the carriageway and serves to connect two

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**well-used public footpaths**, placing pedestrians in close proximity to traffic on a constrained and unsafe section of road.

### **3. Road Design Unsuitable for Higher Speeds**

None of these roads are well suited to a 30 mph limit, particularly given their narrow sections, proximity to homes, and regular use by vulnerable road users. Reintroducing a higher limit would invite unsafe driving behaviour and increase the risk of accidents on roads that were never designed to safely accommodate higher speeds.

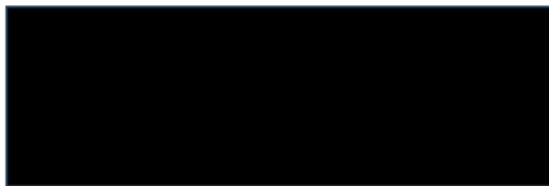
### **4. Wider Public Interest and Precedent**

The implementation of the 20 mph limit was part of a broader policy aimed at improving safety, supporting active travel, and reducing environmental harm. The proposed reversal undermines these goals and sets a concerning precedent that endangers both people and wildlife in our rural communities.

For these reasons, I urge the council to retain the 20 mph speed limit on all approaches to Llanddaniel Fab. I would also recommend exploring additional safety measures such as improved signage, speed-calming interventions, and consideration of wildlife corridors or crossings to protect the local red squirrel population.

Thank you for considering this representation as part of the consultation. I trust the views and wellbeing of local residents and the environmental importance of this area will be taken seriously in your decision-making.

Yours faithfully,

A large black rectangular box redacting the signature of the author.

## **Llanddaniel – Ochr Llanedwen approach**

### ***Cyngor Cymuned - Llanddaniel Fab – Community Council***

Adran Priffyrdd / Highways Department

Cyngor Sir Ynys Môn

Swyddfeydd y Cyngor

Llangefni

LL77 7TW

Dear Sir

RE: OBJECTION TO THE PROPOSAL TO INCREASE THE SPEED LIMIT FROM 20 MPH TO 30 MPH – LLANDDANIEL – CONSULTATION ENDING 13 JUNE 2025

The changes proposed seem to limit 20mph to the close environs of the village centre, ignoring dangerous places such as the blind bend just beyond the current 20mph sign and the narrow road beyond Tyddyn Adda entrance, on the A5 approach; narrow roads, blind bends and no pavement on the Ffingar approach. There is an internationally famous historic site and a busy dairy farm on that road, both of which bring increased traffic including pedestrians.

There are inconsistencies to the proposals to revert to 30mph - why no changes on the approach from Penrhyn Gwyn?

If the proposed changes are made, as a minimum we want to see a count-down to 20mph from 60mph on all roads into the village and speed limits painted on the road surfaces.

The 20mph restrictions were introduced for very good reasons but they need to be deployed intelligently. As a community we do need a comprehensive approach to road safety and transport; the fact that one cannot walk safely to a bus stop is serious as are speeding and the size of vehicles using our roads.

We are aware that other communities in Môn and a Gwynedd have seen real improvements in road safety.

Moreover, no matter how much we tinker with the location of 20 mph restriction signage, there is evidence that they are ignored in our community.

Without enforcement and physical barriers to slow vehicles, people continue to travel at inappropriate speeds. The Community Council has repeatedly requested measures to improve road safety on the approaches to the village and in its centre and to date there has been no action.

Ar ran Cyngor Cymuned Llanddaniel / On behalf of Llanddaniel Community Council,  
Submitted via email - 13/06/2025



Eurwen Williams - Clerc – Cyngor Cymuned Llanddaniel  
E-bost: cyngor.cymuned.llanddaniel@gmail.com

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### **Money saved, tragedies avoided**

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### **Freedom to use the roads**

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### **Plans to revert to 30mph**

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at <https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>. At <https://docs.google.com/document/d/11ppv0slaUmwegppc3FOIL8bsR9dqJlrKhqIbkGoPRnk/edit?usp=sharing>

[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

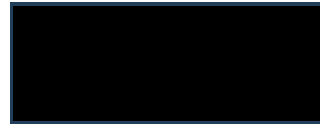
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• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

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- [Gaerwen, Lon Groes - industrial estate road](#)
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- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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Mared Yaxley  
Legal Services Manager  
Council Offices  
Llangefni

CYFREITHIOL

12 JUN 2025

LEGAL

12<sup>th</sup> June 2025

Amwyl Mared Yaxley

### PROPOSED CHANGES TO SPEED LIMITS IN LLANDDANIEL FAB

I wish to object to the proposed changes on the following routes and reasons:

1. A5 approach to village centre - reversion to 30mph ignores dangerous places such as the blind bend just beyond the current 20mph sign, the narrowing of the road beyond Tyddyn Adda entrance and absence of pavements.
2. Fflingar approach to the village centre – reversion to 30 mph ignores narrow roads, blind bends and no pavement. There is an internationally famous historic site and a busy dairy farm on that road as well as a children's nursery, all of which bring increased traffic including pedestrians.

These stretches need speed control to be safe for pedestrians and cyclists. No matter how much we tinker with the location of 20 mph restriction signage, there is evidence that they are ignored in our Community. Without enforcement and physical barriers to slow vehicles, people continue to travel at inappropriate speeds. I know that the Community Council has repeatedly requested measures to improve road safety on the approaches to the village and in its centre and to date there has been no action.

If the proposed changes are made, as a minimum we want to see a count-down to 20mph from 60mph on all roads into the village and speed limits painted on the road surfaces.

The 20mph restrictions were introduced for very good reasons but they need to be deployed intelligently. As a Community we do need a comprehensive approach to road safety and transport; the fact that one cannot walk safely to a bus stop is serious, as are speeding and size of vehicles using our roads.

I am very aware that other Communities in Môn a Gwynedd have seen real improvements in road safety; how can our Community have a meaningful discussion with those who can help us improve things?

Faithfully



**From:** [REDACTED]  
**Sent:** Friday, June 13, 2025 6:06 PM  
**To:** Siwan M. Jones <SiwanJones@ynysmon.llyw.cymru>  
**Subject:** Ymateb I: AMRYW LEOLIADAU WARD BODOWYR (TERFYN CYFLYMDER 30MYA)

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

**CAUTION:** This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

Annwyl Siwan Jones, Cyngor Môn,

'Rwyf yn ysgrifennu er mwyn gwrthwynebu'r Gorchymyn "Terfyn Cyflymder 30MYA" dyddiedig 21/05/2025. Yr 'rwyf yn gwrthwynebu pob un atodlen, ond yn bennaf atodlen 1 ac atodlen 2, sydd yn agos at le 'rwyf yn byw a bydd yn amharu ar fy mywyd pob dydd.

**RHESWM 1:** Annog teithio'n actif

'Rwyf yn cerdded o gwmpas y pentref ac yn beicio'n aml o ganol pentref Llanddaniel tuag at Lanfairpwll (er mwyn siopa, dal y tren ayyb), ac o ganol Llanddaniel tuag at M-Sparc er mwyn cyfarfodydd. Ers i'r cyflymder ar y lonydd i mewn i Landdaniel cael eu newid i 20mya, 'rwyf wedi teimlo'n saffach yn cerdded a beicio. Mae ceir yn gadael mwy o le i gerddwyr a beicwyr, gan basio'n bellach i ffwrdd. Mae llai o sŵn ar y lonydd, ac mae llai o lygredd aer (mae'n amlwg iawn i mi pan mae car yn mynd heibio gan gyflymu tuag at 20mya yn lle

30mya). Mae'r terfyn cyflymder 20mya wedi creu newid go iawn yn sut mae'r pentref yn teimlo i fyw, sut mae pobl yn gyrru, a faint o bobl – yn enwedig plant – sydd allan yn cerdded ac yn beicio. Bydd newid y cyflymder yn ôl i 30mya yn cael gwared â'r holl welliannau yma. Ydym ni eisiau creu pentref sydd wedi'i selio ar y syniad o 'geir yn gyntaf'?

## RHESWM 2: Diogelwch

Mae digon o astudiaethau a data wedi'u darparu sy'n dangos bod gyrru'n arafach yn saffach i bawb. Mae hefyd yn lleihau llygredd aer a sŵn o gwmpas y gymuned.

## RHEWSM 3: Ymarferoldeb

Mae'r lon 'Llanddaniel Fab, A5 Approach' yn cynnwys tro dall yn y lon (lle mae'r terfyn 20mya yn cychwyn rŵan) lle nad yw'n bosib gyrru 30mya yn ymarferol. Ar ben hyn, mae'r lon yn gul lle mae troad Tyddyn Eurach. Does dim modd i geir gyrru'n 30mya ar y lon yma beth bynnag, beth yw pwynt ei newid?

Mae'r lon 'Llanddaniel Fab, Ffinger Approach' hefyd yn gul, ac mae sawl llwybr cyhoeddus jyst cyn/ar ôl y sector goch ar y map. Yn ymarferol, nid yw'n bosib gyrru dros 25mya, felly does dim angen newid y cyflymder i 30mya.

Mae'r lon 'Llanddaniel Fab, Level crossing approach' yn gul ger can pentref Llanddaniel, ac yn fyr iawn (0.4 milltir). Beth yw pwrpas galluogi gyrwyr i gyflymu o 20mya at 30mya (sydd fel arfer angen 0.1 tua milltir o bellter i gyflymu [<https://www.sciencedirect.com/science/article/pii/S2352146517307937>]) cyn gorfod arafu syth wedyn? Oes pwrpas alluogi i yrwyr gyrru 30mya am tua 0.25 milltir, er mwyn arbed 90 eiliad (Noder: gweler yr O.N. isod ar pam bod gyrwyr ddim yn gyrru 20/30mya beth bynnag).

O.N.. – mae lot o sôn am fod "neb yn gyrru'n 20mya beth bynnag, felly beth yw pwynt y terfyn cyflymder 20mya?". Mae'n wir fod rhai person yn gyrru'n gyflymach na 20mya mewn lleoliadau terfyn 20mya, ond mae'r newid o 30mya i 20mya dal yn creu effaith wirioneddol ar y cyflymder absoliwt. Mae sawl astudiaeth wedi dangos bod lleihau'r cyflymder 10mya yn wirioneddol yn achosi i yrwyr gyrru tua 4.9mya yn arafach [<https://www.mdpi.com/2071-1050/12/4/1369>]. Ia, nid 10mya yn arafach ond mae dal yn newid sylweddol ac yn creu cymuned saffach.

Yn gywir,



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## Objection to Proposed Speed Limit Increases on Approaches to Llanddaniel Fab

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From [REDACTED]  
Date Wed 28/05/2025 19:26  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Dear Isle of Anglesey County Council,

I am writing to express my strongest possible objection to the proposal to increase the speed limit from 20 mph to 30 mph on the three approach roads to Llanddaniel Fab, Anglesey: the A5 approach, the Llanedwen approach, and the level crossing approach.

Each of these roads presents significant and well-evidenced reasons for maintaining the current 20 mph speed limit, including safety concerns for both people and wildlife.

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All three of the proposed roads are known locations for red squirrel sightings. Red squirrels are a protected species under the Wildlife and Countryside Act 1981 and a UK Biodiversity Action Plan priority species. Vehicle collisions are a known threat to their already fragile populations. Increasing the speed limit would unacceptably raise the risk of harm to these endangered animals and would directly undermine conservation efforts on Anglesey, one of the few remaining strongholds for the red squirrel in Wales.

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None of these roads are well suited to a 30 mph limit, particularly given their narrow sections, proximity to homes, and regular use by vulnerable road users. Reintroducing a higher limit would invite unsafe driving behaviour and increase the risk of accidents on roads that were never designed to safely accommodate higher speeds.

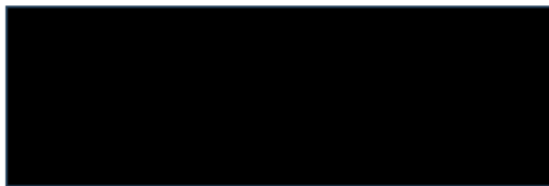
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For these reasons, I urge the council to retain the 20 mph speed limit on all approaches to Llanddaniel Fab. I would also recommend exploring additional safety measures such as improved signage, speed-calming interventions, and consideration of wildlife corridors or crossings to protect the local red squirrel population.

Thank you for considering this representation as part of the consultation. I trust the views and wellbeing of local residents and the environmental importance of this area will be taken seriously in your decision-making.

Yours faithfully,

A large black rectangular box redacting the signature of the author.



## A5153 Parc Cybi, Caergybi / Holyhead

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Prifffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

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### **Plans to revert to 30mph**

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In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

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- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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[REDACTED]  
on behalf of Beicio Bangor

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## Ffordd Victoria Road, Caergybi / Holyhead

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Prifffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

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[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

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- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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[REDACTED]  
on behalf of Beicio Bangor

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## 20 MPH speed limits

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From [REDACTED]  
Date Thu 12/06/2025 15:07  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

I am responding to the consultation regarding changing 20MPH roads back to 30MPH, namely in Trearddur Bay and Holyhead.

Trearddur Bay, Lon Sant Ffraid East- section of road from St Ffraid's Church to Lon Crecrist - changing this short section of road back to 30MPH will be confusing and cause frustration due to regularly changing speeds. Going from 20MPH to 30MPH and then back to 20MPH within such a short section makes no sense whatsoever. Whilst it's appreciated that there are few residential properties over this section, pedestrians and cyclists are regularly using this route, maintaining 20MPH would be much safer.

Holyhead, Victoria Road - changing this short section of road back to 30MPH will be confusing and cause frustration due to regularly changing speeds. Going from 20MPH to 30MPH and then back to 20MPH within such a short section makes no sense whatsoever. There is parking all the way down one side of this road with pedestrians crossing the road to access the town centre, with visibility restricted due to crossing between parked vehicles - maintaining 20MPH would be much safer.

Regards,

[REDACTED]  
Trearddur Bay resident

Lon St Ffraid B4545, Bae Trearddur Bay

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Prifffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### **Money saved, tragedies avoided**

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

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We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### **Plans to revert to 30mph**

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at

<https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>. At

<https://docs.google.com/document/d/11ppv0slaUmweqppc3FOIL8bsR9dqJlrKhqlbkGoPRnk/edit?usp=>

[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

- [Amlwch A5025](#)
- [Amlwch, Lon Parys to Ffordd Madyn](#)
- [Benllech, A5025](#)
- [Bull Bay, A5025](#)
- [Caergeiliog, A5 Bryngwran approach](#)
- [Llanddaniel, level crossing approach](#)
- [Llandegfan, Ffordd yr Eglwys](#)
- [Llanfaes, unnamed Class 3 road from the B5109](#)
- [Llanfair PG A5025 near park and ride facility](#)
- [Talwrn, Old school road \(Due to Closed School\)](#)

• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

- 
- [Bodffordd, A5 approach](#)
- [Bryn Du, unnamed Class 3 road](#)
- 
- [Gaerwen, Lon Groes - industrial estate road](#)
- [Holyhead A5153, Parc Cybi](#)
- [Holyhead A5154, Victoria Road](#)
- [Llanddaniel, A5 approach](#)
- [Llanddaniel, Llanedwen approach](#)
- [Llanfachraeth, A5025](#)
- [Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road](#)
- [Llangefni, Industrial Estate Road](#) - these days, more of a retail park than an industrial estate
- [Newborough, A4080 Malltraeth approach](#)
- [Pentraeth, B5109 Beaumaris approach](#)
- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

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on behalf of Beicio Bangor

1



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Changing speed limits on certain roads : TREARDUR BAY

---

From [REDACTED]  
Date Fri 06/06/2025 15:15  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Trearddur bay Speed Restrictions B 4545

Hello there.

Though we are not( i e my wife and I ) residents of the section of road in question, as we reside in" [REDACTED] we do use that section of road often travelling to and from Valley or to other areas in that vicinity.

I hope this does qualify us to offer our opinion.

We would not like to see the speed limit change back to 30MPH but to remain as it is now 20MPH.

We feel there is little or nothing to be gained by vehicles being able to travel at 30 MPH up to approx St Cybi Church and then having to slow down to 20 MPh,



During the Seasons for visitors are we even sure that drivers would adhere to the proposed new speed limit and not carry on driving at 30 MPH through the village and perhaps endangering people and pets, and when traffic is light that a vehicle would maintain the 30MPH or travel at an even higher speed .as we have often witnessed prior to the 20 MPH being introduced.

As stated previously we do not reside in the area in question but we feel it is right to offer our opinion to the Highways Dept

Name and address :

[REDACTED]

Thanking you for this opportunity.

Diolch

[REDACTED]

---

## 20 MPH speed limits

---

From [REDACTED]  
Date Thu 12/06/2025 15:07  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

I am responding to the consultation regarding changing 20MPH roads back to 30MPH, namely in Trearddur Bay and Holyhead.

Trearddur Bay, Lon Sant Ffraid East- section of road from St Ffraid's Church to Lon Crecrist - changing this short section of road back to 30MPH will be confusing and cause frustration due to regularly changing speeds. Going from 20MPH to 30MPH and then back to 20MPH within such a short section makes no sense whatsoever. Whilst it's appreciated that there are few residential properties over this section, pedestrians and cyclists are regularly using this route, maintaining 20MPH would be much safer.

Holyhead, Victoria Road - changing this short section of road back to 30MPH will be confusing and cause frustration due to regularly changing speeds. Going from 20MPH to 30MPH and then back to 20MPH within such a short section makes no sense whatsoever. There is parking all the way down one side of this road with pedestrians crossing the road to access the town centre, with visibility restricted due to crossing between parked vehicles - maintaining 20MPH would be much safer.

Regards,

[REDACTED]  
Trearddur Bay resident

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## Revisions to 20mph speed limit zones

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From [REDACTED]  
Date Fri 23/05/2025 21:24  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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Good evening,

I disagree with the potential change to the 20 mph speed limit on Lon Sant Ffraid in Trearddur Bay. As a resident of Trearddur Bay I want this to stay as 20mph to protect pedestrian and cyclists. I would also support maintaining all current 20mph zones across Anglesey and adding further areas where possible.

Kind Regards,  
[REDACTED]



---

(No subject)

---

From [REDACTED]  
Date Fri 23/05/2025 21:19  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
CAUTION: This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

Hello,

Please keep the 20 at Lon St Ffraid in Trearddur Bay.

Cheers,  
[REDACTED]



---

20mph

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From [REDACTED]  
Date Fri 23/05/2025 21:17  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
CAUTION: This email is from an external source . Do not open links, reply or forward unless you know/trust the sender.

I wish to oppose any change from 20mph to 30mph on Anglesey due to road safety concerns and for accident prevention in particular Lon St Ffraid as the change from 40 to 20 to 30 to 20 in such a short distance would cause confusion and be unsafe. I am a resident of Lon Cre Crist so use this road every day.

Vulnerable road users such as pedestrians and cyclists need more protection from motorists.

Many thanks  
[REDACTED]

Ward Seiriol & Aethwy

Ffordd yr Eglwys, Llandegfan



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Consultation on 20mph to 30mph

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From [REDACTED]  
Date Fri 23/05/2025 20:02  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Good afternoon.

I wish to express an objection to returning Ffordd yr Eglws in Llandegfan back to 30pmh.

I regularly (every day) ride horses on this route and 2 years ago before the change, one of my horses was hit by a car just further up this road in Hen Bentref Llandegfan.

Matters have slightly improved since the change to a lower speed limit but people still drive too fast and the 30pmh return cannot possibly improve things.

Also this stretch of road involved is very busy and has a difficult exit due to the angles involved.

Please reconsider.

Thank you



## Llanfaes - ochr B5109 approach

**From:** Catrin Owen <catrin.owen@beaumaristowncouncil.gov.uk>

**Sent:** Wednesday, June 11, 2025 1:52 PM

**To:** Siwan M. Jones <SiwanJones@ynysmon.llyw.cymru>

**Cc:** Gary Pritchard <garypritchard@ynysmon.llyw.cymru>; Carwyn Elias Jones

<CarwynEliasJones@ynysmon.llyw.cymru>; Alun Roberts <AlunRoberts3@ynysmon.llyw.cymru>

**Subject:** RE: Gorchymyn Terfyn Cyflymder 30MYA - Amryw Leoliadau Wardiau Seiriol ac Aethwy/30MPH Speed Limit Order - Various Locations Seiriol and Aethwy Wards

Prynhawn da,

Mae y Cyngor Tref eisiau gwrthwynebu y cais i newid y cyflymder yn ol i 30milltir yr awr. Mae hyn oherwydd maent y credu ei fod am gymhlethu pethau a mae bwriad i ddatblygu safle Lairds, lle bydd llawer o fynd a dod. Mae gordyfiant wedi bod yn broblem ar y ffordd yma er ei fod yn eithaf syth ond mae yn amharu gan fod ceir yn tynnu allan ac yn symud i'w osgoi yn ogystal a llawer i un gerdded ar ochr y ffordd. Wrth wneud hyn mae y Cyngor Tref yn meddwl mae mwy o risg i gael damweiniau oherwydd mae ymateb ar gyflymder o 30 yn cymryd mwy o amser acerbydau sydd yn teithio ar 30milltir yr awr yn gallu creu mwy o niwed.

Gyda diolch


Cyngor Tref Beaumaris



Catrin Owen

Town Clerk

t. +44 1248 810317

[Website](#) 

## A5025 Llanfairpwll

**From:** [REDACTED]  
**Sent:** 07 June 2025 16:41  
**To:** Priffyrdd | Highways  
**Subject:** A5025 Llanfairpwll 20mph speed limit

Good Afternoon

I wish to raise an objection to the removal of the 20mph speed limit on the A5025 near the park and ride facility in Llanfairpwll.

The stretch of road in question includes the exit from the park and ride, which is also the road to access the care home.

There is a restricted view on coming out of this turning and whilst there are still a significant number of drivers who do not obey the limit here, retention of the 20mph would be much safer for road users.

This section of road is also adjacent to the Junction 8 slip road onto the A55.

This junction is notorious for accidents and crashes. It would be useful to have figures demonstrating how many accidents have happened at this junction before and after the 20mph introduction.

As a resident of Lon Pant, it appears to me that such incidents have occurred less in the last 12 months.

Thank you for taking the time to read and consider my contribution to your consultation.

Yours sincerely

[REDACTED]

**From:** [REDACTED]  
**Sent:** 09 June 2025 10:14  
**To:** Priffyrdd | Highways  
**Subject:** Newid cyflymder

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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Rwy'n gwrthwynebu'n chwyrn yr awgrym o newid y rhan o'r A 5025 cyn cyffordd 8 yr A55 o 20 i 30mya.

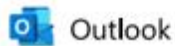
Mae'r gyffordd yn hynod o drafferthus a pheryglus i drigolion Llanfairpwll wrth geisio dod oddi ar yr A55 yn y ddau gyfeiriad gan fod angen croesi'r A5025 yn erbyn llif y traffig.

Ar y cyfan, mae'n cymryd amser i yrrwyr arafu ar ôl arwydd ac ofnaf y bydd y newid hwn ( am bellter byr iawn) yn annog cyflymder uwch na'r presennol, yn peryglu bywyd ac yn wariant di-angen o'r coffrau prin.

[REDACTED]



## A5025 Benllech



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### 30mph consultation

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From [REDACTED]  
Date Fri 30/05/2025 17:52  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Hi there

I saw in the local newspaper that the council is considering reverting to 30mph for certain roads.

In general I think this policy has been of benefit and am disappointed that certain people have succeeded in raising the possibility that it may be reversed. I recognise that

I am writing more specifically about the A5025 through Benllech

My wife and I would prefer this to STAY at 20mph

We live right by this road. Quality of life has definitely improved. Noise has reduced. My wife and son who suffer with asthma report to me a definite improvement in that respect. It is definitely easier to pull out into the road from home when driving, and also easier to cross the road (my wife does this when taking the dogs for a walk)

Thanks

[REDACTED]

**From:** [REDACTED]  
**Sent:** 12 June 2025 22:10  
**To:** Priffyrdd | Highways  
**Subject:** objections to raising the speed limit

Dear Sir

I am writing to **OBJECT** and express my deep concern to the 30 mph limit being re - instated on the **LLANGFNI INDUSTRIAL ESTATE ROAD**.

1. The 20mph limit should be upheld, the appalling idea of raising it would increase not only noise pollution but traffic pollution in general .
2. The speed that delivery vehicles/ commercial vehicles of all sizes drive on the above road is rarely within the limit as it is, increasing it to 30mph will allow them to think they can drive at 40mph.
3. There are so many exits and entrances that traveling at 30mph or above causes much more sudden breaking when most drivers seem to have one eye on their phone or their satnavs.
4. I use this road daily and the footfall / walkers using the industrial estate pavements has increased dramatically over the last 18 months ! This should be encouraged not ignored.

There is a vast increase in dog walkers, young families with children, cyclists, runners etc. either walking the circular route or using this road to get to the Lon Las footpath to enjoy the countryside and wildlife.

The increase in people using their dinner break to get in some exercise / fresh air has also increased.

It would be very sad to see this number of people dwindle because of the increase of the speed limit due to pollution and road safety issues .

It would only be a matter of time before an accident occurs.

My second objection is BENLLECH A5025

As I am sure you are aware Benllech is one of the busiest villages on the island, which possibly the oldest and most vulnerable age group .


During the visitors season this section of the road can become a race track with knocks and bumps happening regularly. The stretch you are considering returning to 30mph is a serious mistake. Since the 20mph was introduced this road has become so much more enjoyable to walk and so much safer for all to use, so much quieter with less traffic noise for the village in general, and healthier.

On either entering or exiting Parc Bach Garage you now don't have to hold your breath due to drivers traveling at a ridiculous speeds of well over 30mph sometime at 40mph and breaking hard behind you .

Again more people are using the footpath because it is safer. I would urge you to seriously think twice before you increase the limit which in turn would be a return to the way things were - In a word Dangerous.

Yours Sincerely

[REDACTED]

 Outlook

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**Proposed speed limit change**

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From [REDACTED]

Date Sun 25/05/2025 16:47

To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

With reference to the proposal to raise the speed limit back to 30mph in Benllech:-

As a pedestrian I strongly object to an increase from 20mph. There are a number of places where there is a blind bend or summit which already makes crossing the road dangerous. There are also times when the traffic is very heavy, particularly during holiday periods or good weather and again it can be difficult to cross. I have really noticed a marked improvement in my ability to safely cross since the 20mph limit was implemented and, as well as making it difficult for pedestrians, I strongly believe that an increase will lead to an increase in accidents.

Regards,

[REDACTED]

**From:** [REDACTED]  
**Sent:** 05 June 2025 15:51  
**To:** Priffyrdd | Highways  
**Subject:** Chang back to 30mph in Benllech

Hello,

I wish to object to the change back to 30mph on the A5025 in Benllech.

This is a very busy road especially during the tourist season and I can see no sense in making this little back to 30mph then having it slow down to 20mph for the rest of the village.

There are always vehicles trying to enter and exit form the petrol station which can cause people to have to brake suddenly and this would only be made more difficult.

I hope that you can see the sense in leaving the speed limit at 20mph.

Yours a concerned resident of the village,  
[REDACTED]

 Outlook

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#### Proposed 20mph returning to 30mph BENLLECH

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**From** [REDACTED]  
**Date** Wed 28/05/2025 17:08  
**To** Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Good Afternoon,

Thank you for the opportunity to have a say in this matter. I personally have felt far safer as a driver, and more so as a pedestrian, on roads that have reduced the limit to 20mph. My particular interest lies in the A5025 in Benllech where lorries and other large vehicles speed through the village, often dangerously in excess of 30mph. I urge you to allow the 20mph to remain through the whole village to help reduce this problem, which results in fear for pedestrians, unacceptable levels of engine noise and presents a danger to other drivers who are carefully observing the speed limits.

In addition to this, please can you add more 20mph signs along the A5025 in Benllech to remind drivers of the ongoing limit, as well as a flashing sign telling drivers what speed they are actually travelling at on entering the village at either end. Moelfre has this type of signage which I think is very effective in making drivers think about their speed and then slow down.

Kind Regards,  
[REDACTED]

---

Change speed limit from 20 mph to 30 mph on A5025 in Benllech

---

From [REDACTED]  
Date Thu 29/05/2025 10:20  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
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I welcome the decision to maintain a 20 mph along most of the A5025 in Benllech but disagree with the decision to reinstate a 30 mph limit along part of it. This section is residential with many elderly residents. As a driver I have encountered several pedestrians walking slowly across the road or stepping out when it really isn't safe to do so. A 30mph speed limit will only increase the danger posed to these residents. As a pedestrian and a driver I have observed many drivers ignoring the 20mph limit. This happens all year round, including winter when there are few tourists around who may not be used to the Welsh speed limits. I wonder how many will ignore a 30 mph limit? I urge you to leave the A5025 as a 20mph limit through the whole of Benllech.

[REDACTED]  
Sent from my iPad

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A5025 Benllech

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From [REDACTED]  
Date Sun 25/05/2025 20:00  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
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Dear Sirs

I wish to object to the proposal to increase the speed limit on the A5025 to 30mph in Benllech

As a resident who lives on this road, on the outskirts of Benllech, and who regularly walks and drives along it, my experience is that the 20mph limit has made travelling, walking this road and crossing it much safer for pedestrians, drivers and pets.

I would like to see it remain at 20mph.

[REDACTED]

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road changes Benllech

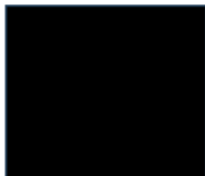
---

From [REDACTED]  
Date Wed 11/06/2025 08:31  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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I am letting you know that I disagree with the proposed change to the speed limit as the traffic at present do more the 20 mph and making it 30 would make the drivers do more than 30, also there are several junctions that the visibility is poor.





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Objection to speed limit increase on A5025 Benllech

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From [REDACTED]

Date Wed 28/05/2025 21:41

To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
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Hi,

I live on [REDACTED] adjacent to the section of A5025 in Benllech being considered for reinstatement of the 30 mph speed limit.

I object to the proposal on the following grounds:

1. This is a heavily residential area with a large number of properties close to the road. There is significant foot traffic which includes children, elderly and Residents of assisted living accommodation.
2. This is the main trunk road on this side of the island, and the traffic volume is significant. It is frequently used but large goods vehicles, farm equipment, caravans etc as well as large numbers of cars. Much of the pavement on this stretch is close the carriageway.
3. The change to 20 has significantly reduced road noise, feels safer and is subjectively more welcoming for visitors and locals alike.
4. This stretch of road has a busy petrol station at one end, pedestrian crossing and shops at other, plus bus stops and six road junctions. There are significant hazards and reasons for the traffic flow to be disrupted already. Constant speed changes bunch the traffic and increase pollution and noise.
5. Travelling this 1/4 mile section at 30 rather than 20 saves a maximum of 15 seconds.

Thank you for noting my objection,

Kind regards,

[REDACTED]

---

20mph zone A5025 Benllech

---

From [REDACTED]  
Date Thu 29/05/2025 13:27  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

Good Afternoon,

Thank you for the opportunity to have a say in this matter. I personally have felt far safer as a driver, and more so as a pedestrian, on roads that have reduced the limit to 20mph. My particular interest lies in the A5025 in Benllech where lorries and other large vehicles speed through the village, often dangerously in excess of 30mph. I urge you to allow the 20mph to remain through the whole village to help reduce this problem, which results in fear for pedestrians, unacceptable levels of engine noise and presents a danger to other drivers who are carefully observing the speed limits.

In addition to this, please can you add more 20mph signs along the A5025 in Benllech to remind drivers of the ongoing limit, as well as a flashing sign telling drivers what speed they are actually travelling at on entering the village at either end. Moelfre has this type of signage which I think is very effective in making drivers think about their speed and then slow down.

Kind Regards,

[REDACTED]

---

(No subject)

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From [REDACTED]  
Date Sat 24/05/2025 11:00  
To Prifffyrdd | Highways <Prifffyrdd@ynysmon.llyw.cymru>  
Cc [REDACTED]

Following your request for opinions regarding the proposed removal of the 20mph limit in Benllech...

We are residents living [REDACTED] and have been enjoying being able to regularly walk this stretch of road feeling much less vulnerable (as you are aware, pavements are fairly narrow in this area), whilst the 20mph has been in place.

There is only one crossing in this stretch of road (Breeze Hill), so it has been a welcome treat to be able to cross the road without taking our lives in our hands. Upon entering the village a significant amount of residents cross to use the shop at Parc Bach which can be difficult as there is a blind bend just before the 20mph stretch begins whilst also being aware of the vehicles entering and exiting the garage.

As you are aware, a significant amount of Hgvs use the road, agricultural traffic and static caravan haulage is commonplace. Also, Tesco, Co-op and Spar have daily deliveries using very large Hgvs. Whilst the reduced speed limit has been in effect, the difference of just 10mph whilst walking regularly on the main road has been a massive relief.

What is very noticeable is that while the 20mph limit has been in place the speed along the road has dropped and that while not all adhere to the limit, we are now enjoying vehicles doing lesser speeds in general. In our opinion if the road is returned to 30mph then we are enabling drivers to exceed the 30 - thus reverting back to much more dangerous village.

Benllech is a quiet village with an aging population and pedestrians should be prioritised. We appreciate the road is the main arterial route on Ynys Mon however villages and villagers should be safe.

Regards

[REDACTED]

---

Proposed changes to speed limit in Benllech A5025

---

From [REDACTED]  
Date Thu 29/05/2025 10:42  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

RHYBUDD: Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolenni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.  
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Hi

While I agree, or do not disagree, with most of the proposed speed changes on Anglesey, I do strongly disagree with the proposed changes to the A5025 in Benllech.

The stretch of road proposed for the change from 20mph back to 30mph:

- is a residential area with a far higher average population of senior citizens than other towns and as such they take longer to cross the road than others, as I have seen on many occasions
- has large residential estates on both sides of the road
- is the route to the beach when crossing from east to west

Finally would ask each councillor to consider how they would feel if the speed limit was increased and there was an increase in injury or even deaths.

Regards

[REDACTED]

(No subject)

From [REDACTED]  
Date Sat 14/06/2025 18:56  
To Priffyrdd | Highways <Priffyrdd@ynysmon.llyw.cymru>

**RHYBUDD:** Daw'r e-bost hwn o ffynhonnell allanol. Peidiwch ag agor dolienni, ateb nac anfon ymlaen oni bai eich bod yn adnabod/ymddiried yn yr anfonwr.

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**Mae'r neges hon angen eich sylw | This message needs your attention**

- Dyma'r neges e-bost cyntaf ganddynt i'ch sefydliad | This is their first email to your organisation
- Mae hwn yn gyfeiriad e-bost personol | This is a personal email address

Marcio fel Diogel | Mark as Safe

Adrodd | Report

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Dear Sir/Madam, I wanted to let you know that Benllech had been a lot safer with the speed limit being 20mph. I do NOT wish for it to return to 30mph. I feel that it should be pedestrians that are consulted rather than drivers. I am a driver, I feel the flow of summer traffic is improved by the reduced speed and it is safer for the local children to walk in the village.

Yours sincerely

[REDACTED]

## Pentraeth – Ochr B5109 Beaumaris approach

**From:** [REDACTED]  
**Sent:** 13 June 2025 16:49  
**To:** Priffyrdd | Highways  
**Subject:** Objections to proposals to change 20mph limits to 30mph on Anglesey

### Money saved, tragedies avoided

We note that the introduction of default 20mph limits in Wales has saved about ten lives, over 600 serious injuries, and about £45 on insurance per driver. Maybe £50 million in Wales, per year. That is just the savings for which direct evidence is available; NHS and rescue service savings would be on top of that. (And there's no good evidence that short school-only limits are effective.)

<https://www.youtube.com/watch?v=BH34TjlzVDc> In general we strongly support the retention of 20mph limits, and indeed their further extension in many areas.

### Freedom to use the roads

We are happy to see people of all ages using our public space with just a little bit more freedom. The children playing football across the road in Gwalchmai, the preschooler on a bike in Llanfairpwll with his father walking beside him, the elderly lady confidently crossing the A5 in Valley, all stand out because they are things I hadn't seen on those streets at 30mph.

### Plans to revert to 30mph

The Welsh Government has provided criteria for local councils to use in considering the possibility of changing some areas of 20mph speed limit to 30mph. Welsh Government guidance is that "strong evidence" of maintaining safety is required to set a limit higher than 20mph where motor vehicles mix with pedestrians and cyclists in a planned and frequent manner. The WG criteria are available at

<https://www.gov.wales/sites/default/files/pdf-versions/2024/7/2/1721139821/setting-30mph-speed-limits-restricted-roads-guidance-highway-authorities.pdf>. At <https://docs.google.com/document/d/11ppv0slaUmwegppc3FOIL8bsR9dqJlrKhqIbkGoPRnk/edit?usp=>



[sharing](https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx) we analyze all of the current proposals (from <https://www.anglesey.gov.wales/en/Residents/Parking-roads-and-travel/Roads-pavements-and-verges/20mph-speed-limits.aspx>) in detail.

In summary, while we object to all of these proposals, we judge that by the WG criteria the following reversions to 30mph are supportable:

- [Amlwch A5025](#)
- [Amlwch, Lon Parys to Ffordd Madyn](#)
- [Benllech, A5025](#)
- [Bull Bay, A5025](#)
- [Caergeiliog, A5 Bryngwran approach](#)
- [Llanddaniel, level crossing approach](#)
- [Llandegfan, Ffordd yr Eglwys](#)
- [Llanfaes, unnamed Class 3 road from the B5109](#)
- [Llanfair PG A5025 near park and ride facility](#)
- [Talwrn, Old school road \(Due to Closed School\)](#)

• And we judge that the following reversions are not supportable (at least in their entirety) by WG criteria:

- 
- [Bodffordd, A5 approach](#)
- [Bryn Du, unnamed Class 3 road](#)
- 
- [Gaerwen, Lon Groes - industrial estate road](#)
- [Holyhead A5153, Parc Cybi](#)
- [Holyhead A5154, Victoria Road](#)
- [Llanddaniel, A5 approach](#)
- [Llanddaniel, Llanedwen approach](#)
- [Llanfachraeth, A5025](#)
- [Llanfihangel yn Nhowyn, RAF Valley, Minffordd Road](#)
- [Llangefni, Industrial Estate Road](#) - these days, more of a retail park than an industrial estate
- [Newborough, A4080 Malltraeth approach](#)
- [Pentraeth, B5109 Beaumaris approach](#)
- [Rhosmeirch, B5111 Coedana approach](#)
- [Rhosneigr, A4080 Llyn Maelog approach](#)
- [Trearddur Bay, B4545 Lon St Ffraid East](#)

\*\*\*  
[REDACTED]  
on behalf of Beicio Bangor

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