

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 17th 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 14th Feb 2025 – 4th 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 -

Scheme	Locations	Summary of feedback received
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	21	2
Rhosmeirch, B5111 Coedana approach	21	1
Talwrn, Old school road (Due to Closed School)	20	2

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

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

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

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

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.

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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.