



**BRIDGEND COUNTY BOROUGH COUNCIL
20MPH EXCEPTIONS PROPOSALS
REVIEW OF SURVEY RESULTS**

3RD APRIL 2023 TO 24TH APRIL 2023

Survey Report

Date of issue: July 2023

Summary

The following report provides feedback on a public survey that took place between 3rd of April 2023 and 24th of April 2023, on proposals for exceptions to the default speed limit of 20mph that is to be introduced in Wales from 17th September 2023.

The proposed exemptions detailed within this report were identified by Traffic Management Officers through the application of criterion laid out within the Welsh Government Setting Exceptions to the 20mph Default Speed Limit for Restricted Roads Guidance 2022.

The survey was promoted online through the council's website, Facebook, and Twitter pages, as well in life centres, libraries, and community hubs. Additionally maps and response forms were made available in libraries and life centres located across the borough.

The public opinion expressed in this survey and individual responses are of relevance in supporting or otherwise enactment of the individual proposals. The Survey consisted of the below three questions per individual proposal:

1. 'Which area would you like to feedback on?'
2. 'Do you agree with this proposal?'
3. 'If no, please tell us why Below:'

In total 2,684 responses were received, and the report details feedback for individual areas as an indicator of the level of support or otherwise for retaining the current 30mph speed limits.

The engagement indicated that there appears general support for the proposed exceptions to the new default 20mph limit in Wales for the roads specified, and comments received have also suggested where amendments could be made. The next stage following the survey is to progress to statutory advertising of proposals for the determination of Traffic Regulation Orders that would formalise any exception.

NB

Within the survey those who selected that their preference was not in favour of the proposal were provided a text box to advise on the specific concern(s). This option was not available for those immediately in favour of retention of a 30mph limit.

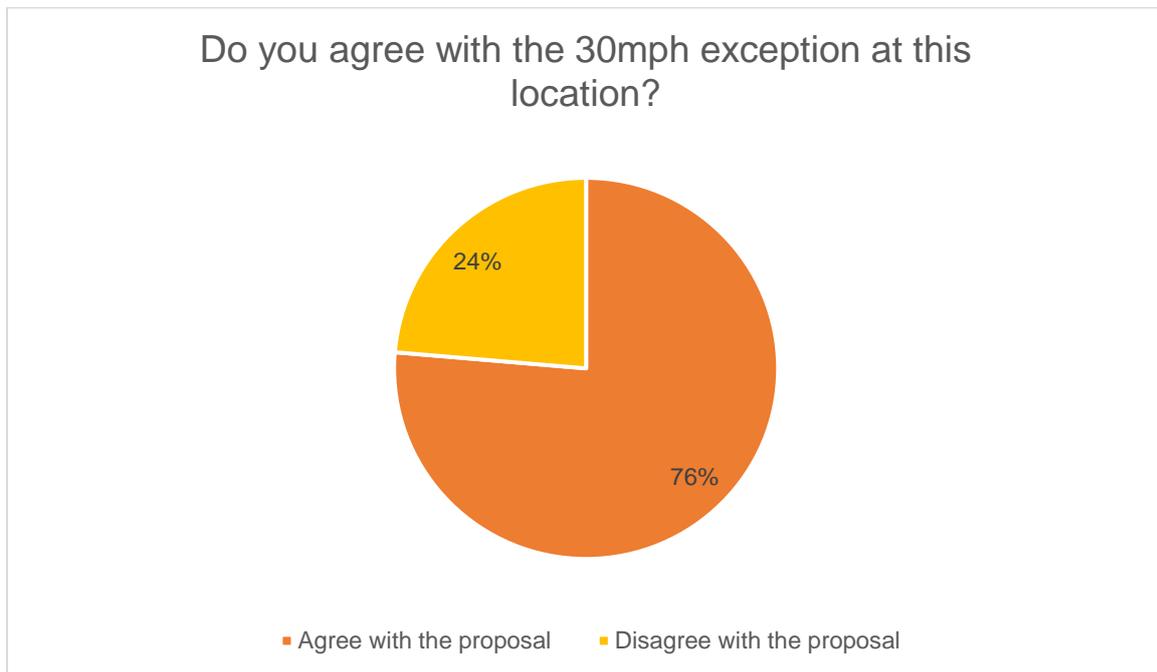
Written feedback from the survey detailed in this report are verbatim and as such will be inclusive of any spelling errors.

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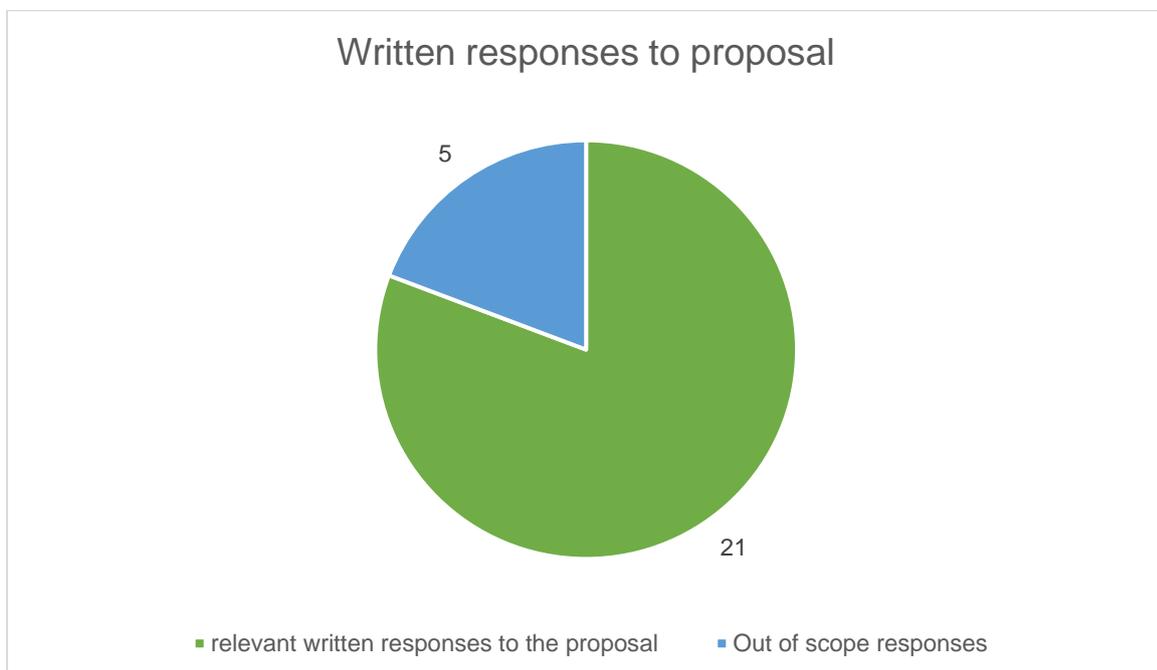
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B4381 - Aberkenfig



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain the B4381, Aberkenfig at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

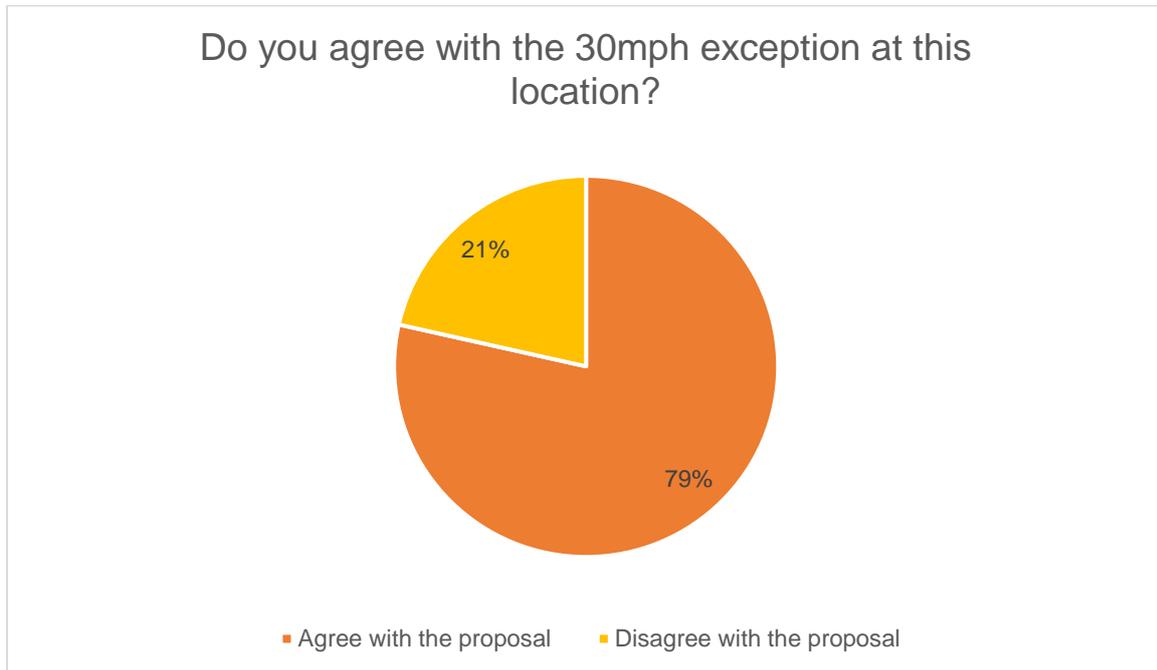
1. Attempting to cross this section of road is dangerous vehicles ignoring speed limit
2. This road is incredibly difficult to cross and allowing the limit to remain at 30 would mean many drivers would continue to drive along here well in excess of the limit. There is no respect for the limit, and it should be reduced
3. Waste of money

4. Enforcement
5. Totally unnecessary
6. Not required waste of time
7. Divides Aberkenfig community with no controlled crossing joining village to school
8. Traffic already exceeds the 30 limits on a regular basis
9. Children & OAPs cross the road between Aberkenfig South and North. There is no zebra or pelican crossing. Traffic tends to ignore the current 30mph limit and continue at 40mph. A reduction to 20mph is necessary, essential and a question of life or death.
10. With the extra housing coming in this road, it will be a nightmare to drive through.
11. It's on a route used by parents and children to access St Roberts Primary school.
12. One person knocked down, an overturned car, another car on a grass verge, all caused by speeding traffic. Measures need to be put in place to reduce vehicle speeds given that many people take children across the B4281 to schools located nearby.
13. This is a traffic speed camera area with a lot of parking lower speed would reduce near miss
14. The section needs further speed restrictions. Most drivers travel faster than 30 mph. It is a busy crossing area for children and elderly which having 5 directions of traffic can be difficult and time consuming to cross.
15. Already dangerous and difficult to cross this road as the traffic is travelling above the 30 mile an hour speed limit. A crossing is required, and the limit should be 20 to make it safer for the elderly and school children who regularly cross this road
16. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
17. this proposal does not go far enough a most dangerous road by the fountain that has had many accidents e.g., cars crashing into properties and although 40 mph road has advisory signage of 30mph due to the road being dangerous 30mph
18. 30 is fine
19. Very little housing, no play parks, or schools. Very few pedestrians
20. Travelling at 20mph causes more pollution than 30mph. most vehicles will need to be in 2nd gear costing motorists more in fuel - little to no pedestrians walk this area so safety is not a factor but then stupidity is a given for BCBC
21. Add to traffic problems and unreasonable to expect modern day cars to be restricted to 20 instead of 30 as we are used to

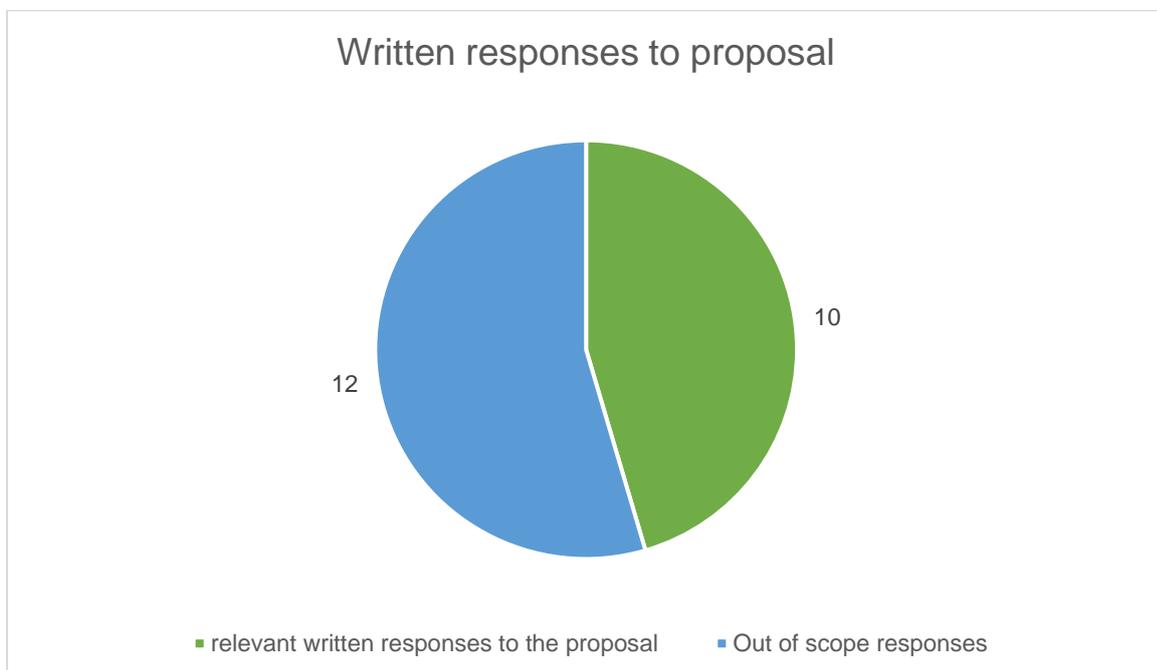
Out of scope

1. Currently 60mph with no pedestrian access. Pointless exercise
2. Greater pollution from slower vehicles
3. I think that it is completely unnecessary and could potentially cause more accidents as drivers will spend more time looking at their speedometer than paying attention to the road and hazards around them.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us
5. Roads will clog up pollution will increase cars will be wrecked

Bryn Road - Tondu



As indicated from the chart above, 79% of respondents have shown agreement with the proposal to retain Bryn Road, Tondu at 30mph. 21% of respondents disagree with the proposal.



Relevant written responses to the proposal

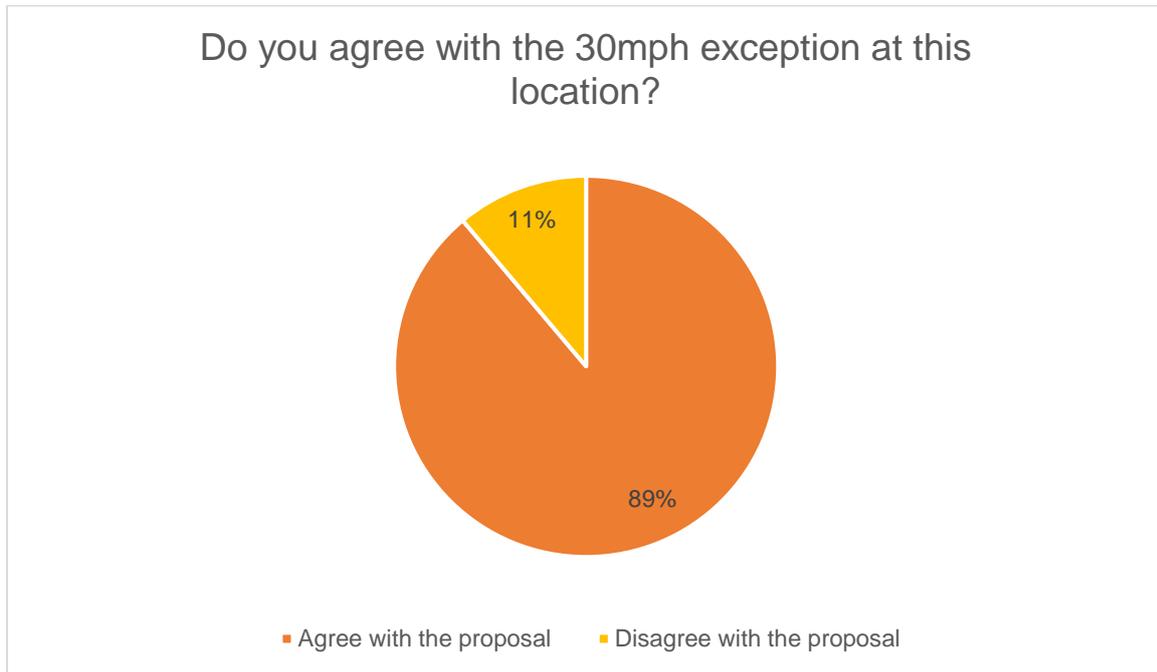
1. What is the point in wasting money on signs for areas where travelling at 30mph is near impossible on the best of days?
2. Waste of money
3. There are serious speeding problems along this road! If it is to remain at 30mph the limit really needs the STRICTEST enforcement!

4. Not required waste of time
5. This is an incredibly busy junction and the site of very many accidents. The limit should be reduced to 20 to help reduce the accidents that occur around here.
6. Narrow road, extremely congested with lots of cars double parked
7. It's part of a route used by parents and children attending St Roberts Primary School. Again this is mostly single file road
8. Very little housing, no play parks, or schools.
9. Very few pedestrians.
10. 30 is fine

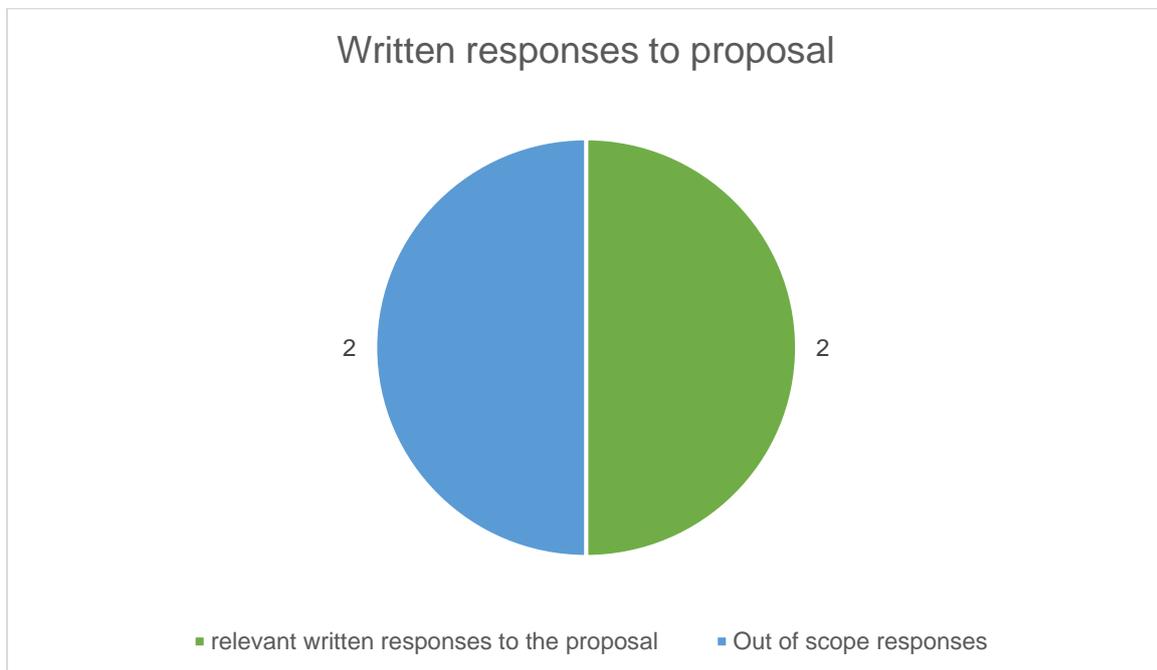
Out of scope responses

1. Volume of traffic will dictate excessive speed
2. there is so much traffic on Maesteg road Tondu that slowing traffic down will cause even more delays and traffic queues. It is near impossible to get out of iron way at peak travelling times ...it can take 15-20 mins to get out sometimes at peak times
3. Derllwyn Road, Tondu needs a speed restriction. It is a residential area with narrow road running through and only one poorly maintained pavement. Too many cars speeding through using
4. Need to include Derllwyn Road, a residential area with narrow road running through.
5. Enforcement, more emissions from vehicles rather than less, unnecessary
6. Roads will clog up pollution
7. Same as above
8. Need speed restriction on Derllwyn Rd. A dangerous, narrow road in residential area.
9. I have no objection to 20's outside schools but to have them on all these other roads will be a nightmare. Sorry but this just feels like motorists are being attacked from every direction. Don't forget that not everyone works from home!!!!
10. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
11. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
12. Greater pollution from slower vehicles.

Heol Richard Price – Bettws (Part 1)



As indicated from the chart above, 89% of respondents have shown agreement with the proposal to retain Heol Richard Price, Bettws at 30mph. 11% of respondents disagree with the proposal.

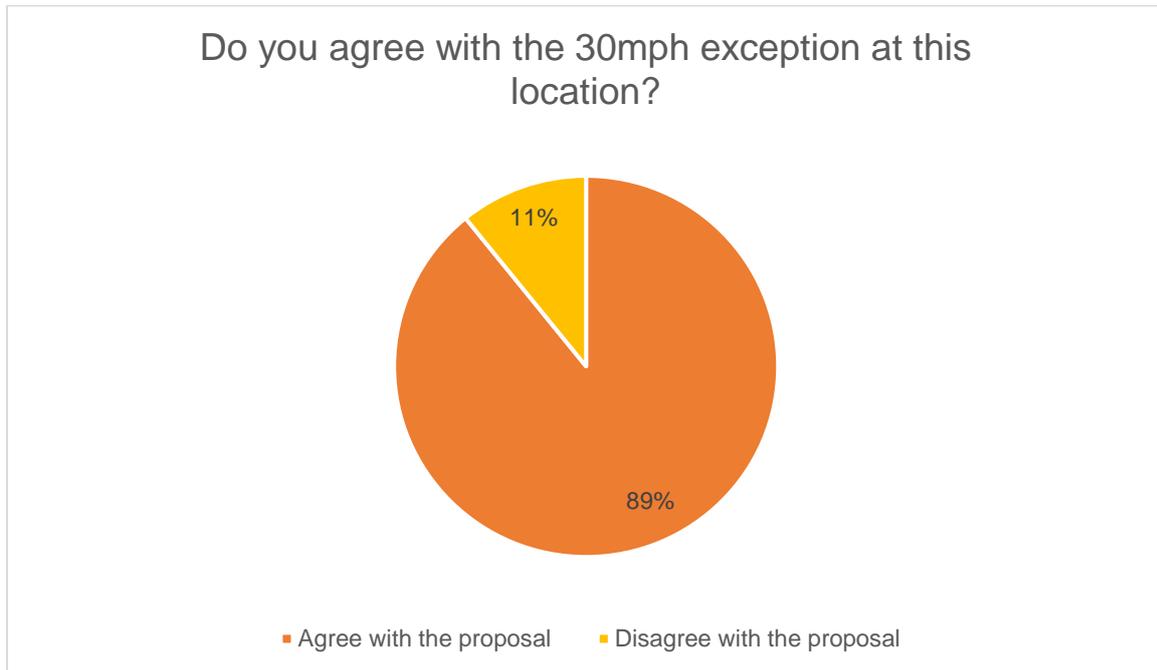


Relevant written responses to the proposal
1. Main active travel route in and out of village
2. 30 is fine
Out of scope responses
1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've

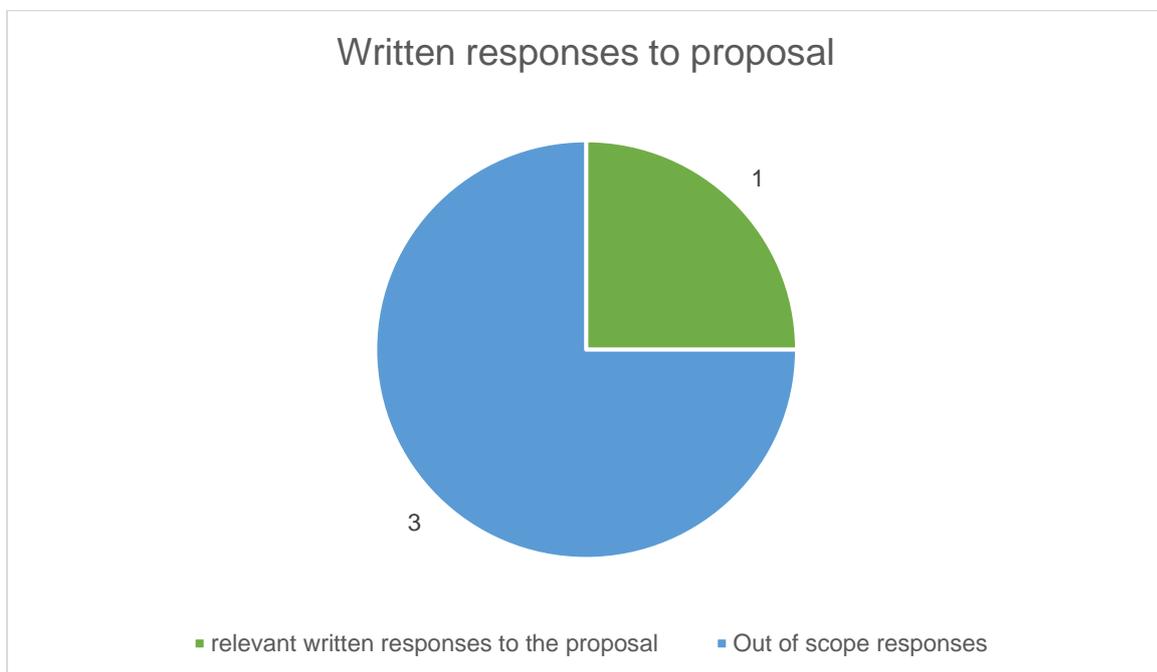
nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us

Heol Richard Price – Bettws (Part 2)



As indicated from the chart above, 89% of respondents have shown agreement with the proposal to retain Heol Richard Price, Bettws (Part 2) at 30mph. 11% of respondents disagree with the proposal.

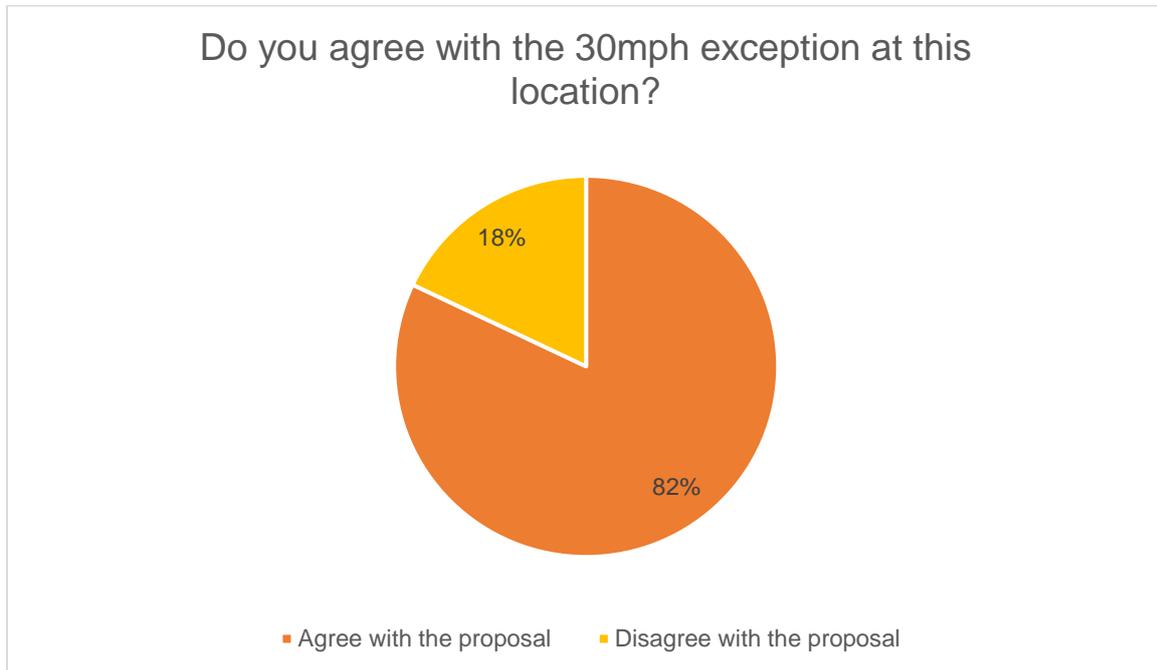


Relevant written responses to the proposal	
1.	30 is fine
Out of scope responses	
1.	Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly

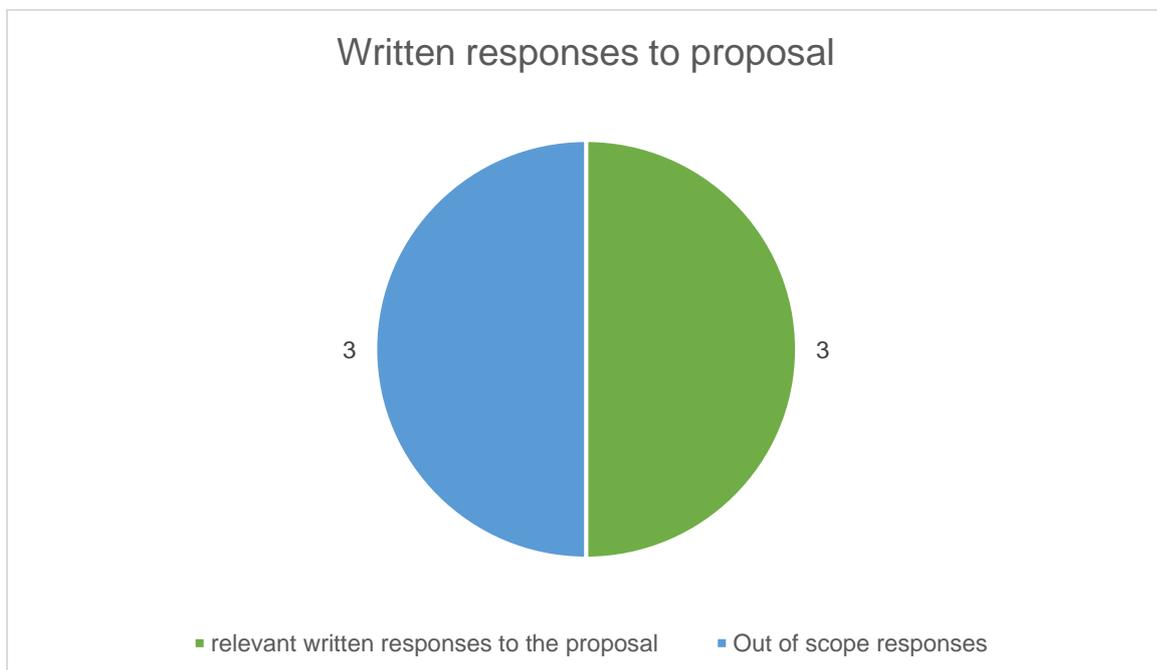
got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. It's a joke these 20mph zones shouldn't even be a consideration

Shwt – Bettws



As indicated from the chart above, 82% of respondents have shown agreement with the proposal to retain Shwt, Bettws at 30mph. 18% of respondents disagree with the proposal.



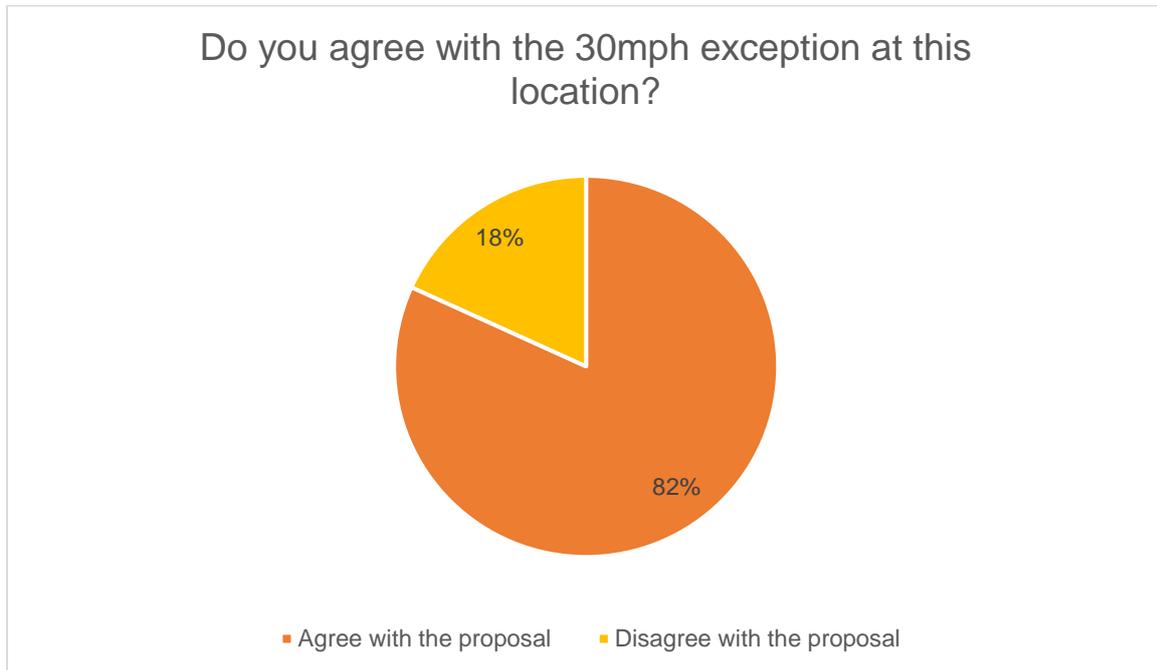
Relevant written responses to the proposal

1. There is no pavement on the majority of this road and it's high risk to pedestrians when walking which I often do.
2. The road is not suitable for 30 as it is too narrow, is often used by horses and there is no footpath
3. No need to change

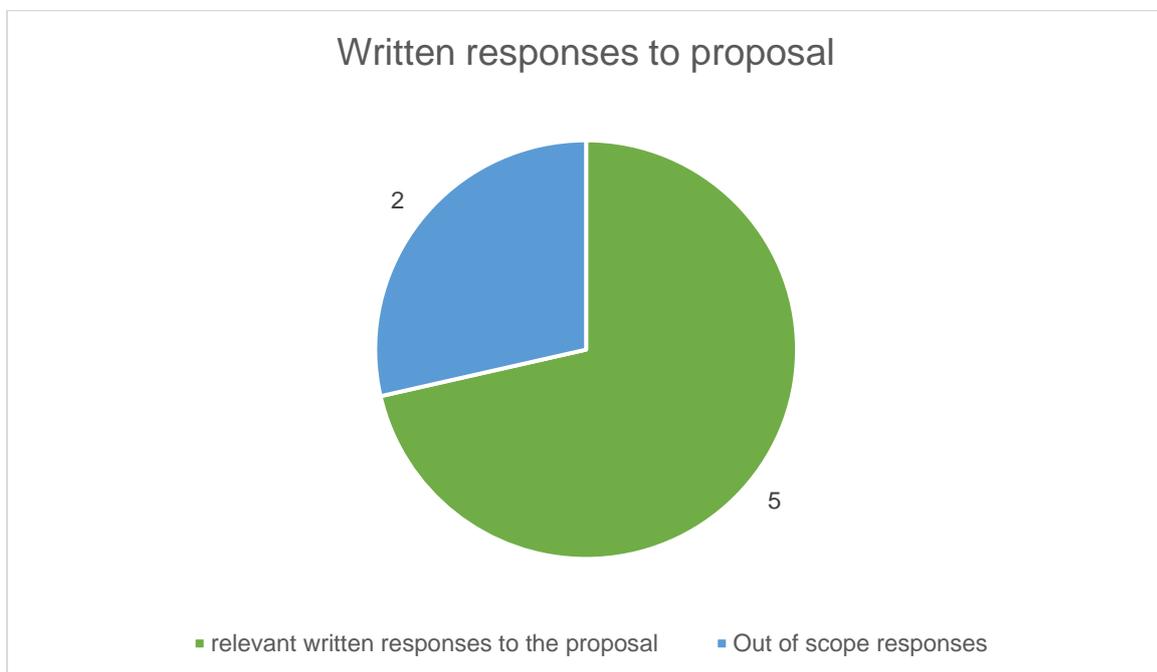
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. 20mph zones shouldn't even be a consideration

A4061 – Pantyrawel (Part 1)



As indicated from the chart above, 82% of respondents have shown agreement with the proposal to retain the A4061, Pantyrawel (Part 1) at 30mph. 18% of respondents disagree with the proposal.



Relevant written responses to the proposal

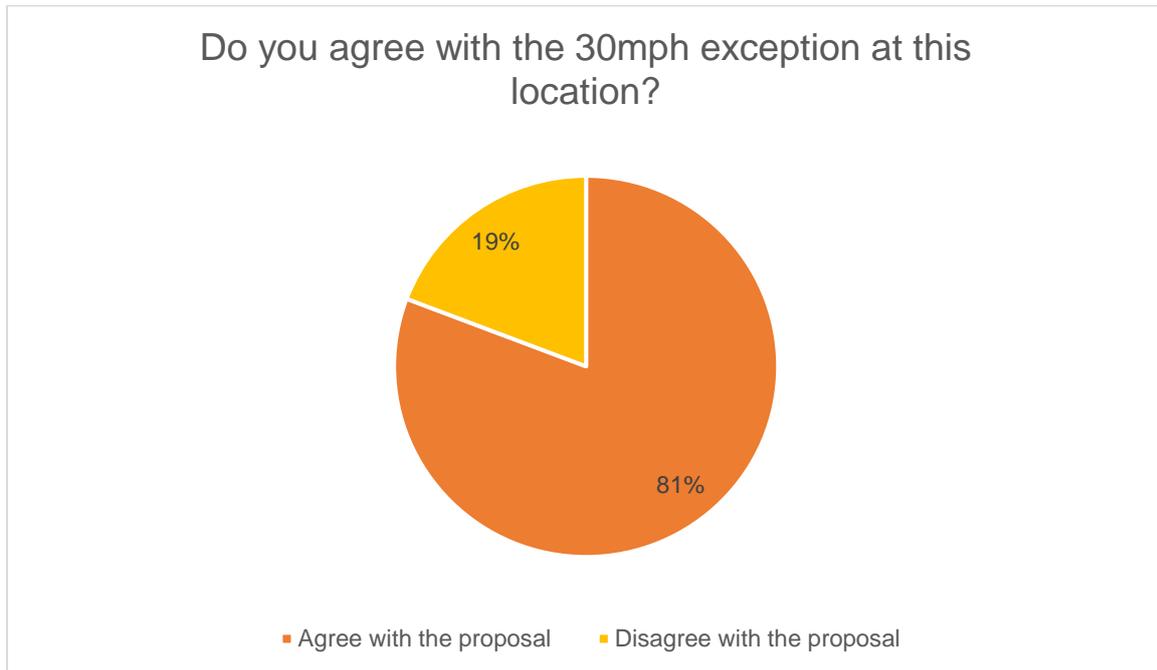
1. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It should be 20 from Blackmill to Nantymoel

2. This road is extremely busy, cars race down this road day and night. This road should definitely be reconsidered to be a 20mph road also the provision of speed bumps like in Sarn through Ynysawdre would slow the road down.
3. Residential area
4. They can't stay at 30mph at the best of times making that small section of road 20mph will be ignored by many unless enforced as they treat this road as a racetrack day or night with average speeds of some reaching in excess of 60mph/70mph.
5. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated

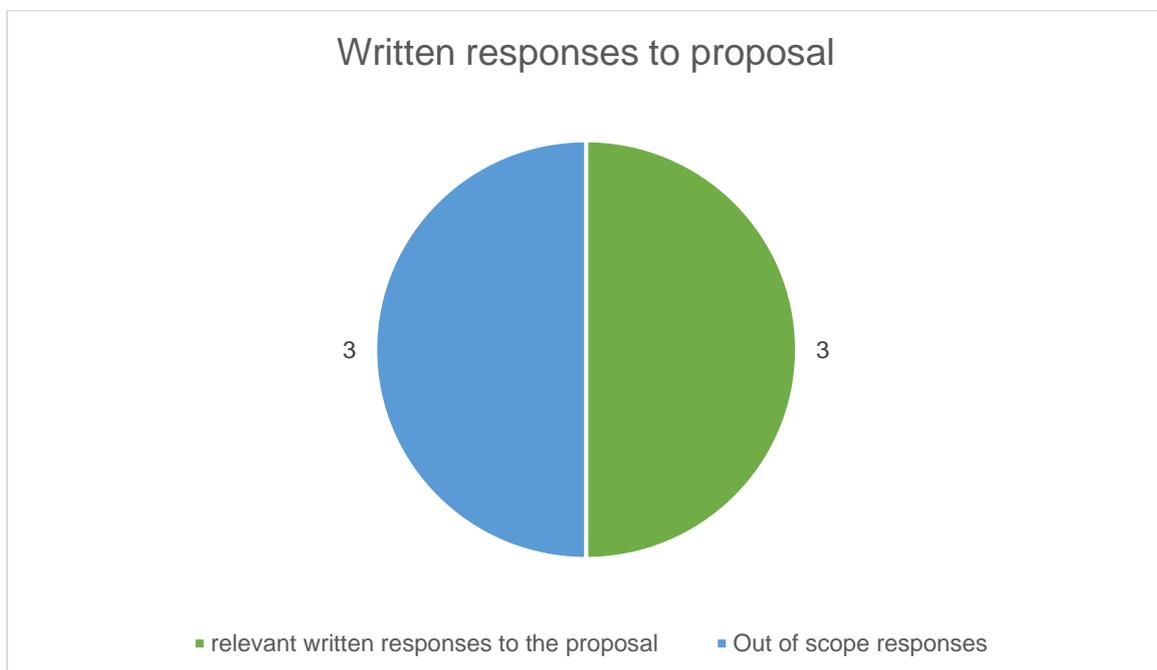
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4061 – Pantyrawel (Part 2)



As indicated from the chart above, 81% of respondents have shown agreement with the proposal to retain the A4061, Pantyrawel (Part 2) at 30mph. 19% of respondents disagree with the proposal.



Relevant written responses to the proposal

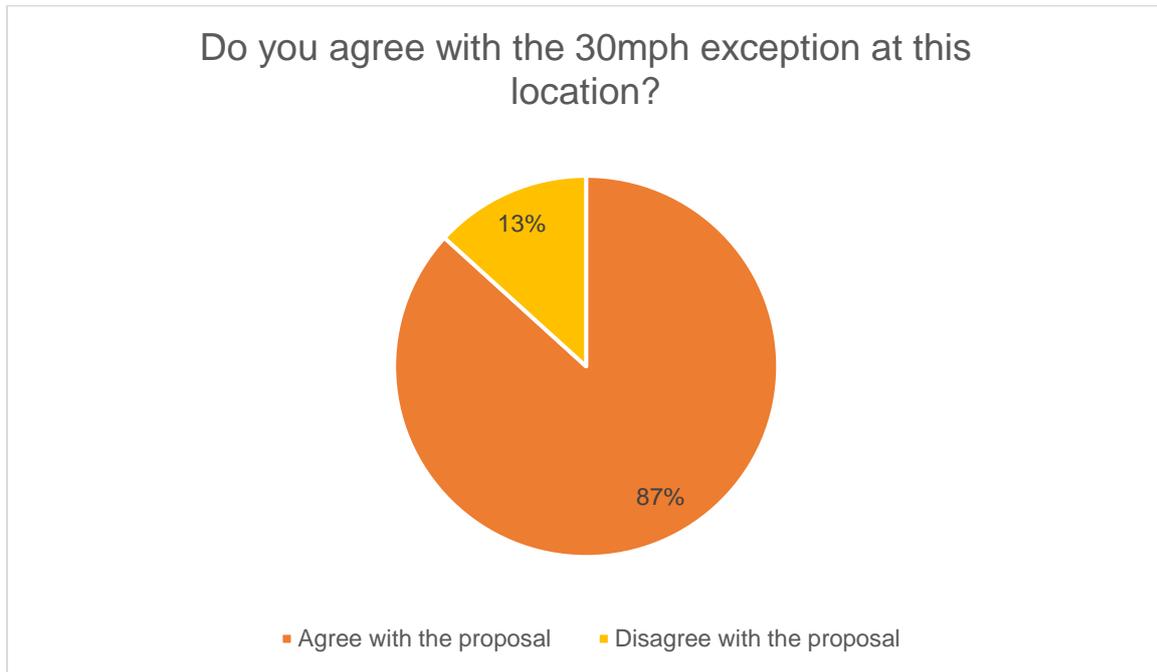
1. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It should be 20 from Blackmill to Nantymoel
2. Residential area

3. The 30mph limit should remain right up to the 40mph signs into the Blackmill bends. Other than this, yes, keep at 30mph

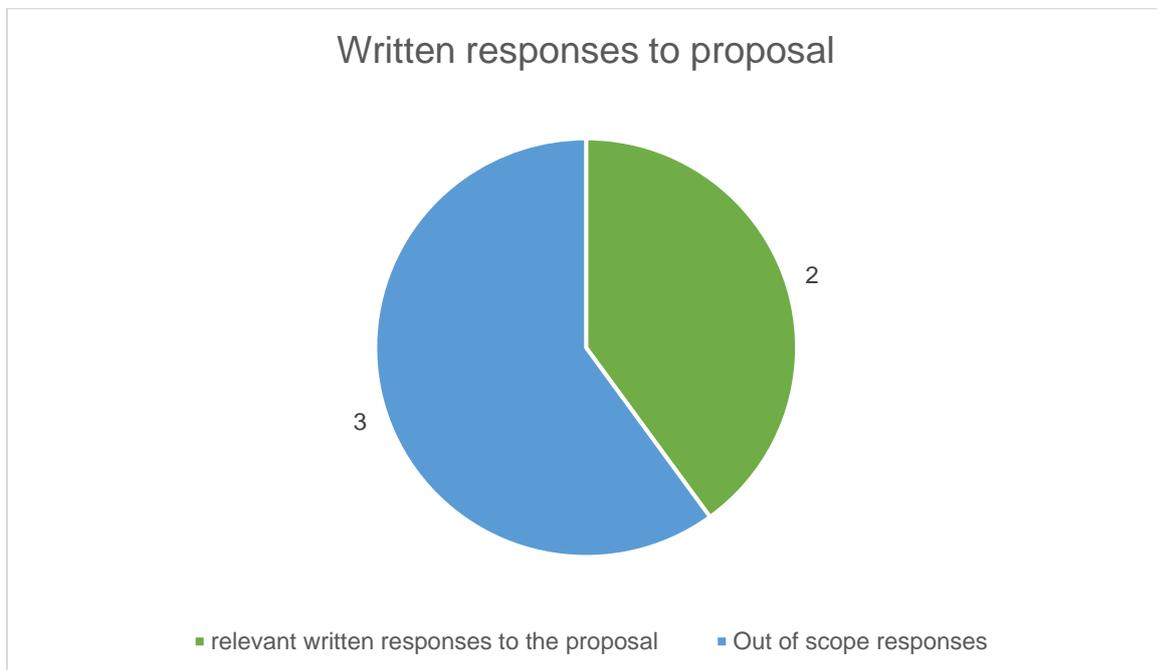
Out of scope responses

1. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4093 – Glynogwr



As indicated from the chart above, 87% of respondents have shown agreement with the proposal to retain the A4093, Glynogwr at 30mph. 13% of respondents disagree with the proposal.



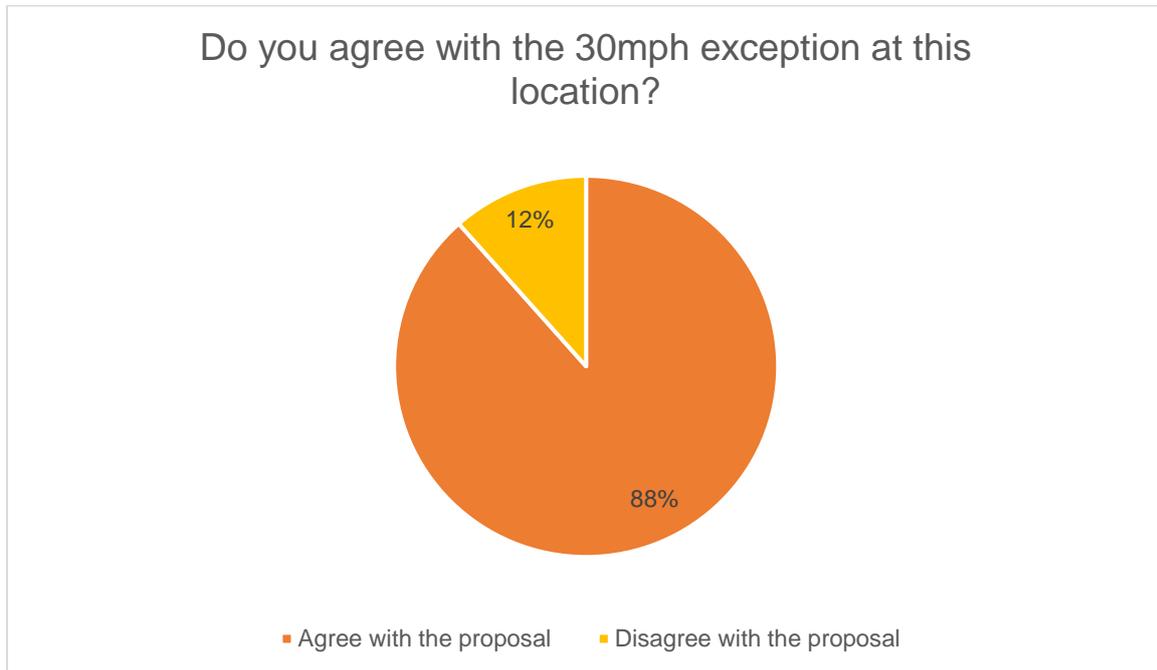
Relevant written responses to the proposal

1. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It should be 20 from Blackmill to Nantymoel
2. No 20mph at all.

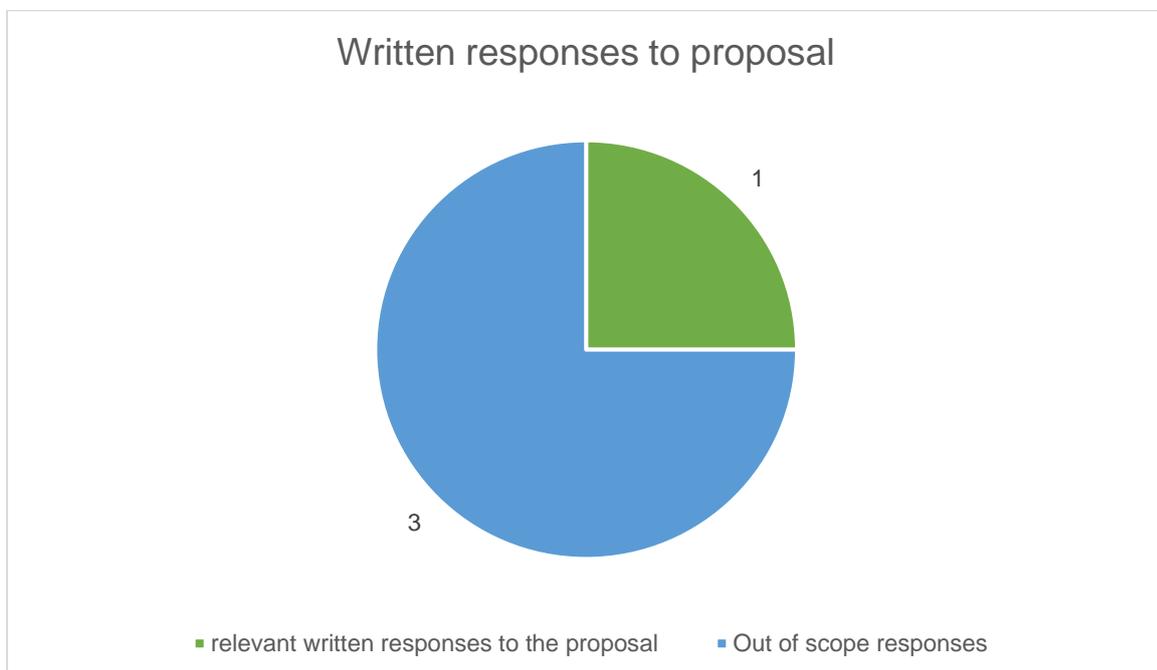
Out of scope responses

1. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

B4564 Abercerdin Road - Evanstown



As indicated from the chart above, 88% of respondents have shown agreement with the proposal to retain the B4564 Abercerdin Road, Evanstown at 30mph. 12% of respondents disagree with the proposal.



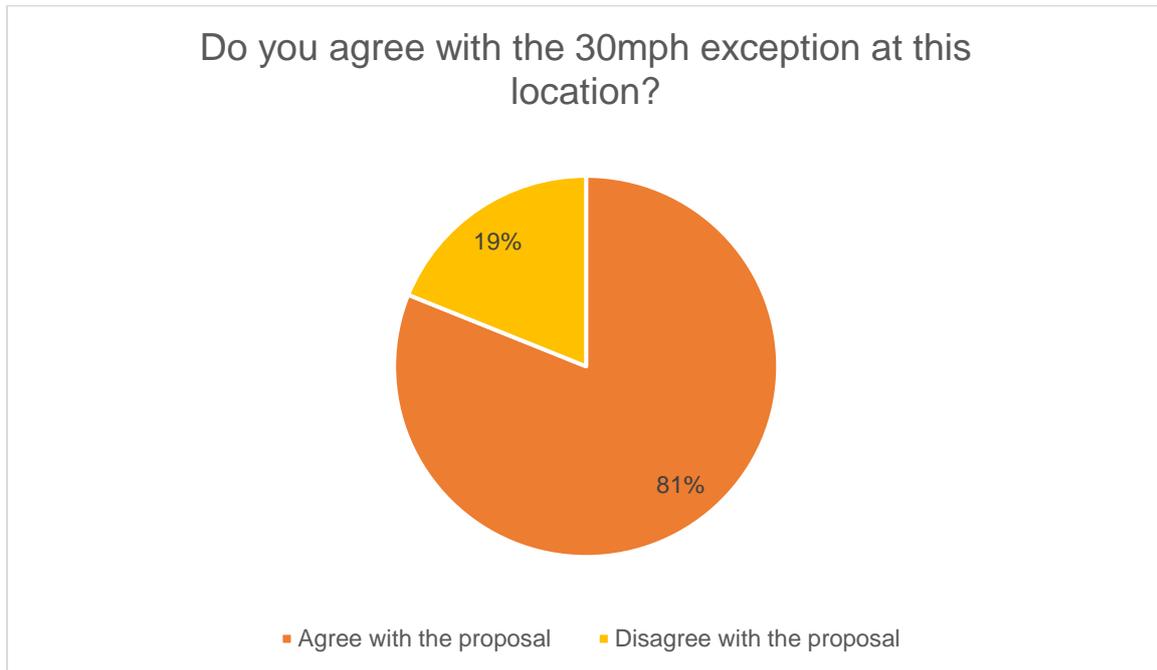
Relevant written responses to the proposal

1. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It should be 20 from Blackmill to Nantymoel

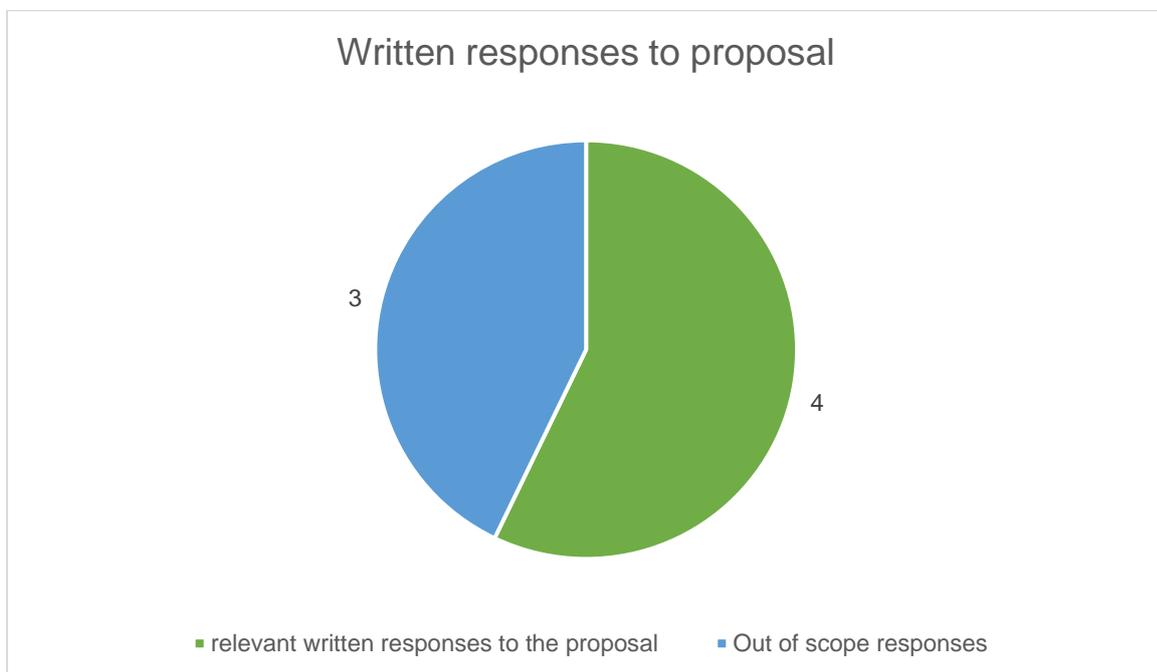
Out of scope responses

1. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Coronation Road – Evanstown



As indicated from the chart above, 81% of respondents have shown agreement with the proposal to retain Coronation Road, Evanstown at 30mph. 19% of respondents disagree with the proposal.



Relevant written responses to the proposal

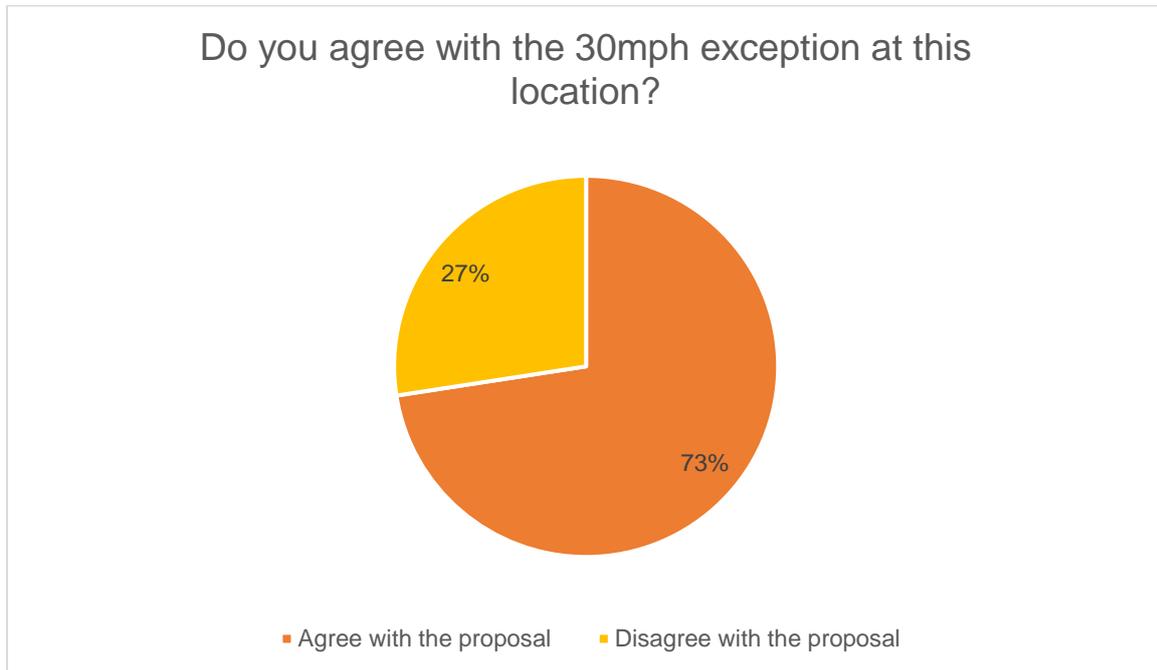
1. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It should be 20 from Blackmill to Nantymoel

2. Cars are parked in both sides of road and cars speed on this section of road. Lots of children regularly cross this road to visit the park. No reason whatsoever for this to be kept as a 30mph.
3. Too short a length of road to have a separate speed limit and would encourage people to speed up just before a corner
4. No 20 mph at all

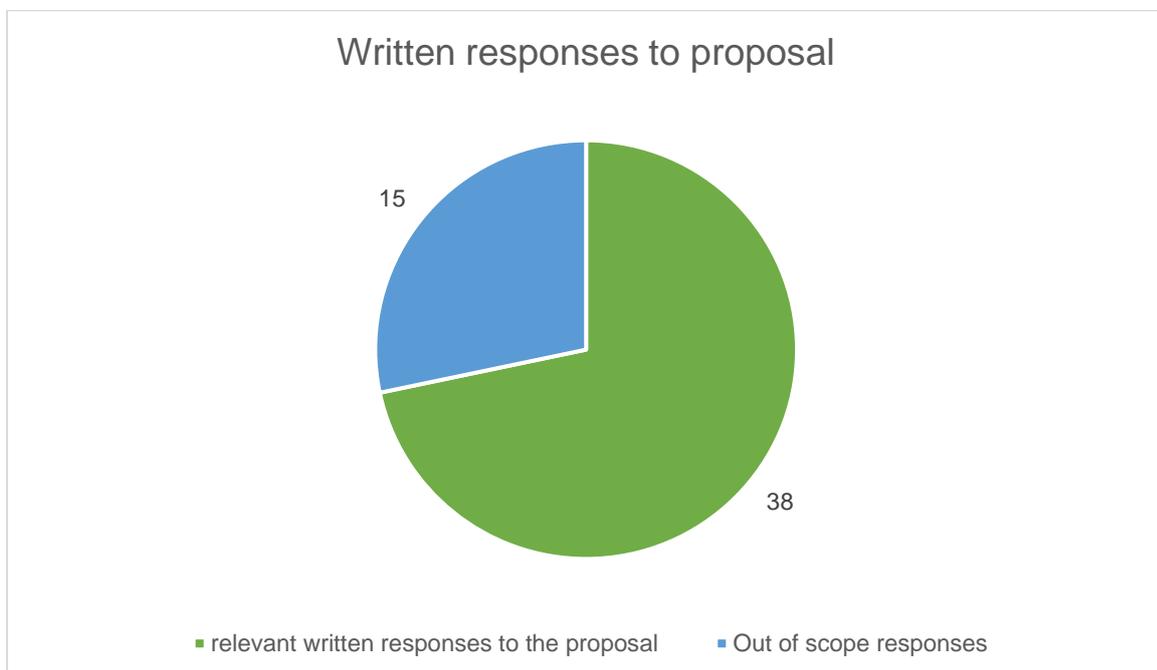
Out of scope responses

1. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Brackla Industrial Estate – Bridgend



As indicated from the chart above, 73% of respondents have shown agreement with the proposal to retain Brackla Industrial Estate, Bridgend at 30mph. 27% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. It will cause more accidents and more pollution
2. This almost encourages short cuts through the industrial estate because coity by pass will become 20 and the ind est will stay at 30. Should be the other way around.
3. Traffic generally already exceed the 30mph limit : so a 20 may reduce this back down to 30 ish

4. Not required
5. Can't see any reason or justification for needing to drive faster through an "industrial" area, if every road is 20mph, less confusion, it will become the norm to drive that little bit slower.
6. Stupid idea
7. As it is people already speed through here frequently doing >40mph. If it is reduced to 20mph then the speeding would be reduced to only 30mph which means it meets the 30mph limit suggested to be maintained. It's called reverse psychology.
8. 30mph is limit enough on main carriageways - I agree with 20 on off road estates
9. Larger vehicles using the roads, it's a busy thoroughfare road and should also be reduced to increase pedestrian safety and lower pollution.
10. Its a main thoroughfare for people going about their businesses
11. Lots of hgv's, new houses, poorly maintained roads: vehicles coming and going from many side streets.
12. Not required and not able to be policed
13. The amount of pedestrians in this area is very low. No schools or playgrounds. After the businesses close in the evening the amount of traffic is very low.
14. It's been 30mph for decades. The reason accidents happen is not because of cars, its because humans are impatient. Won't walk 20 yards further to use a crossing.
15. Greatly reduces traffic flow And slows down emergency services
16. Industrial estate no kids or a danger
17. Not required industrial estate
18. Its an industrial site not residential
19. It's an industry estate
20. Car in low gear high revs more pollution and too slow for business
21. Will cause accidents due to people driving to close and over taking, road rage
22. We pay enough tax to use roads with a car, you don't have enough infrastructure in place to warrant reducing the speed limit and it's about time don't
23. No need it's a safe open road
24. Not a lot of pedestrian traffic, will only alienate businesses.
25. Pointless it's an industrial estate
26. All roads should be 30
27. 30mph is fine
28. Reducing the speed limit on an industrial site to 20mph on a site where pedestrians using the pavements is very limited, and the number vehicles using the site would not be a cause to extreme pollution in the area. the site
29. The roads have been 30mph for ever, cars are better than ever with breaks and even sensors to detect people and stop automatically.
30. Very few pedestrians walk in the industrial estates
31. Again, there is no need to change the limits
32. It's a business area. 30 is fine.
33. Because it's safe at 30 and it's open area
34. Industrial Estate, not a residential area
35. Not a busy area, no need for speed restrictions
36. 20 mph is hard to drive.
37. 20mph is stupid
38. My car wasn't designed to travel at 20mph. The cruise control won't even kick in at that speed.

Out of scope responses

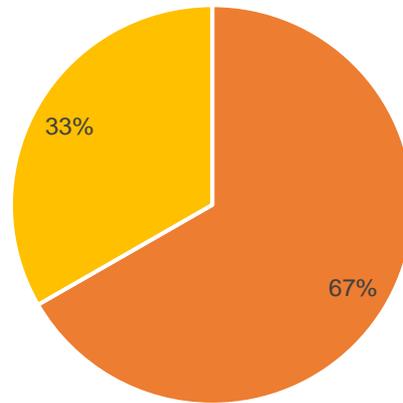
1. This will not deter drivers who are already speeding higher than 30mph and will just make them more determined and frustrated.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly

got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. Most injuries and accidents are caused by drink, drugs, or wreckless driving...these limits make no difference
5. I have read that other areas that have tested the 20mph limit found that pollution was increased, traffic was worse and no reduction in serious road accidents were found. It is going to cost millions of pounds.
6. Ineffective
7. You seem to have excluded areas with schools. What about Coychurch? .
8. It will cost you over one million pounds to implement this project, don't you have better things to do with council tax payers money, stop wasting my money and this will have to be agreed in the UK parliament not a talking boc down tiger bay
9. It will increase pollution and not reduce accidents because people will be watching their speedometer instead of the road.
10. What is really needed is better enforcement. But since that is constantly refused, reducing the limit to 20 hopefully will slow some people down to 30odd.rsther than 40+. Will also reduce noise and improve air quality. It shd b 20 frm Blackmill to nantymoel.
11. There is no evidence to back up that it's safer. – Correct?
12. This will cause slow traffic we're harmful emissions are higher and Will potential cause more pollution.
13. Brakes are better on Modern cars .compared to the 70s
14. Modern cars have better brakes and emissions than ys ago ..try sorting out the key issues. Like the road surfaces
15. There is an active cycle / pathway along this route. Mix that in with HGV's and larger vehicles which deliver to the estate is counter intuitive to making things safer.

Brackla Way – Bridgend

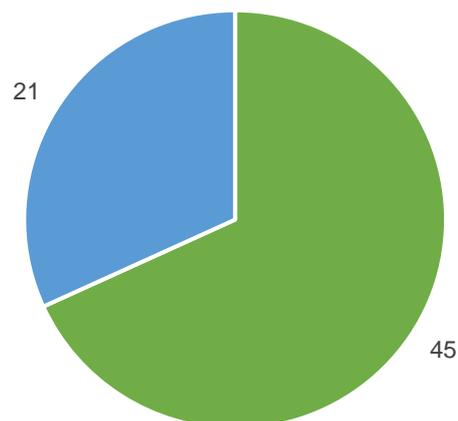
Do you agree with the 30mph exception at this location, and 20mph during school times?



■ Agree with the proposal ■ Disagree with the proposal

As indicated from the chart above, 67% of respondents have shown agreement with the proposal to retain Brackla Way, Bridgend at 30mph, and part of this area to 20mph during school times. 33% of respondents disagree with the proposal.

Written responses to proposal



■ relevant written responses to the proposal ■ Out of scope responses

Relevant written responses to the proposal

1. This is all in the middle of a large residential area and should remain at 20mph at all times. This is the exact place where 20mph speed limits are needed.
2. It will cause more accidents
3. Residential
4. No evidence to back up safety

5. Residential area varying speed limit causes confusion
6. There 2 schools on that have their entrances on Brackla way, with three designated play park area and all grass verges designated child leisure areas. Children do not stick to set times for their leisure activities.
7. Not required
8. Not needed
9. More residential than some of the other proposals. Would be safer and better air quality for residents if 20mph
10. Not needed and not able to be policed
11. Already a speeding problem, many junctions, schools, pedestrians crossing. If exempted to 30mph idiots will drive even faster to make up "lost time" on restricted roads
12. Stupid
13. This would just confuse - and the same deal as for Brackla Ind Est applies.
14. Ineffective
15. So many pedestrians use this road, this road should be 20mph at all times to encourage residents to drive safely through the estate.
16. Traffic and pedestrians not separated as originally planned. Road used as a rat run. Because it is straight, speeding common. Two primary schools cause congestion daily. MUST have 20mph to slow speeders, deter rat run and for safety of children.
17. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
18. There is a very high number of children along this section
19. It should all be 20 mph
20. Slow traffic movement on an already busy road. Could be 20mph outside the schools but not along the whole road
21. This will add confusion.
22. Make the whole of the road 20mph, even outside of school hours.
23. Majority of vehicles don't observe the 30 limit: so making it 20 would perhaps keep them nearer the 30
24. The accident rate on this road is low. Enforce the 30mph more regularly. Possible variable limits at school times
25. 30 should be extended from triangle roundabout to Haywain roundabout
26. Greatly reduces traffic flow And slows down emergency services
27. reducing time area highlighted isn't needed during school times, there is more than sufficient pavement, crossing with lights as it is should be kept to 30
28. Not required, just need to manage 30mph
29. Because the current limit is not enforced and introducing the new limit will cause more accidents by increasing the impatient especially around the school areas also parking illegally around school areas being enforced would be of more beneficial –
30. Should stay at 30 at all times
31. Speed is already reduced by parents parking indiscriminately. Restriction is unnecessary
32. OK if temporary during school drop off / collection. Will likely be seen as another money-grab by already squeezed residents.
33. Outside the school fair enough and from channel view past the Spar shop etc not the full length of the road.
34. All roads should be 30
35. 30mph is slow enough. Need to keep up flow of traffic
36. There is nothing wrong with the speed restrictions, no need to change.
37. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code

38. As much as I do know there are two schools on this road it's also very steep hill and I feel 30 is the best to keep it
39. Only busy on school runs, due to on road parking, most of the time anyway slow traffic. Live here 5 years, and no traffic incident on this road due to fast drivers. Making people drive even slower will cause longer queuing and more pollution
40. Traffic congestion only at school run time as no safe parking for parents. No incidents daytime due to fast driving. Unnecessary 20 limit will cause congestion and accidents. Also longer cars are on the road more pollution will be caused
41. Don't agree with the 20mph
42. 20mph is stupid
43. 20mph limits have proven to increase pollution and in some cases accidents. As the people take more risks overtaking bicycles and other vehicles. 20mph limits are disliked and will de-value the housing market in brackla. The money could be better spent
44. 20mph will cause congestion. There have been very few accidents through here and those that did occur were at the fault of the pedestrian.
45. I don't disagree with the 20mph proposal it's more a question on how you are going to implement it. What signs & control measures are proposed? However please note that there is a 20mph zone on Church Acre & that is 24/7, so why not set it up the same

Out of scope responses

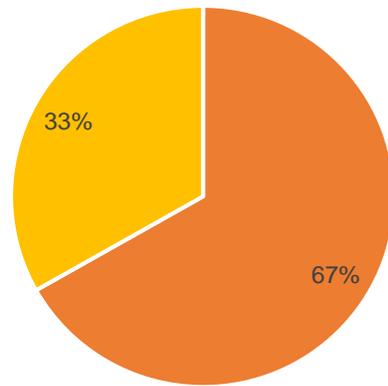
1. As above
2. I don't have to.
3. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
4. As said above
5. Low gear high revs more fumes and fuel. Will refuse to see patients in these areas as wastes time
6. As above
7. Congestion
8. The drivers who already drive irresponsibly will continue to do so, while those who drive with care will now have to spend a larger percentage of their time watching their speedometers, leaving less time to watch out for children attending school.
9. Harmful emissions are greater at low speed
10. This will seriously disrupt and delay businesses and cause more pollution. There is no evidence that slower cars emit less pollution
11. Because you have not included the road linking the 'Triangle roundabout', south to Coychurch Road roundabout.
12. It will cost you over one million pounds to implement this project, don't you have better things to do with council tax payers money, stop wasting my money and this will have to be agreed in the UK parliament not a talking boc down tiger bay
13. It will increase pollution and not reduce accidents because people will be watching their speedometer instead of the road.
14. Going to hold up traffic
15. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
16. How are you going to make this work.
17. A 25mph would seem to be a better option for all roads of this type and size.
18. 20 m.ph will result in far more particulate pollution cars etc will pend more time idle ing therefore producing more pollution
19. People should use their initiative when passing through a built-up area

20. All walkways should be wide enough, pedestrian and cyclist should be on those not on road. If the cyclist is on the road should be tax and insurance just like motorist

21. An absolute waste of time and money

Chanel View / Brackla Way – Bridgend

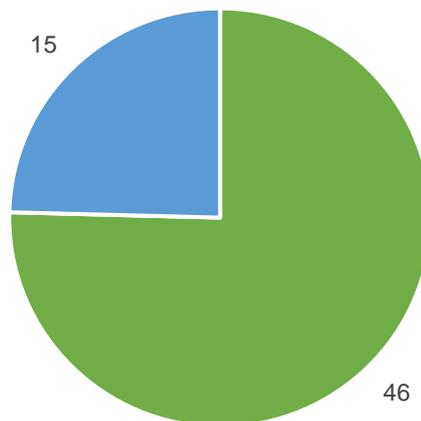
Do you agree with the 30mph exception at this location, and 20mph during school times?



■ Agree with the proposal ■ Disagree with the proposal

As indicated from the chart above, 67% of respondents have shown agreement with the proposal to retain Chanel View / Brackla Way, Bridgend at 30mph, and part of this area to 20mph during school times. 33% of respondents disagree with the proposal.

Written responses to proposal



■ relevant written responses to the proposal ■ Out of scope responses

Relevant written responses to the proposal

1. This is outside a children's park and a busy Spar where people regularly walk across the roads.
2. It will cause more accidents
3. Residential
4. Residential area and school in area, varying speed limit causes confusion

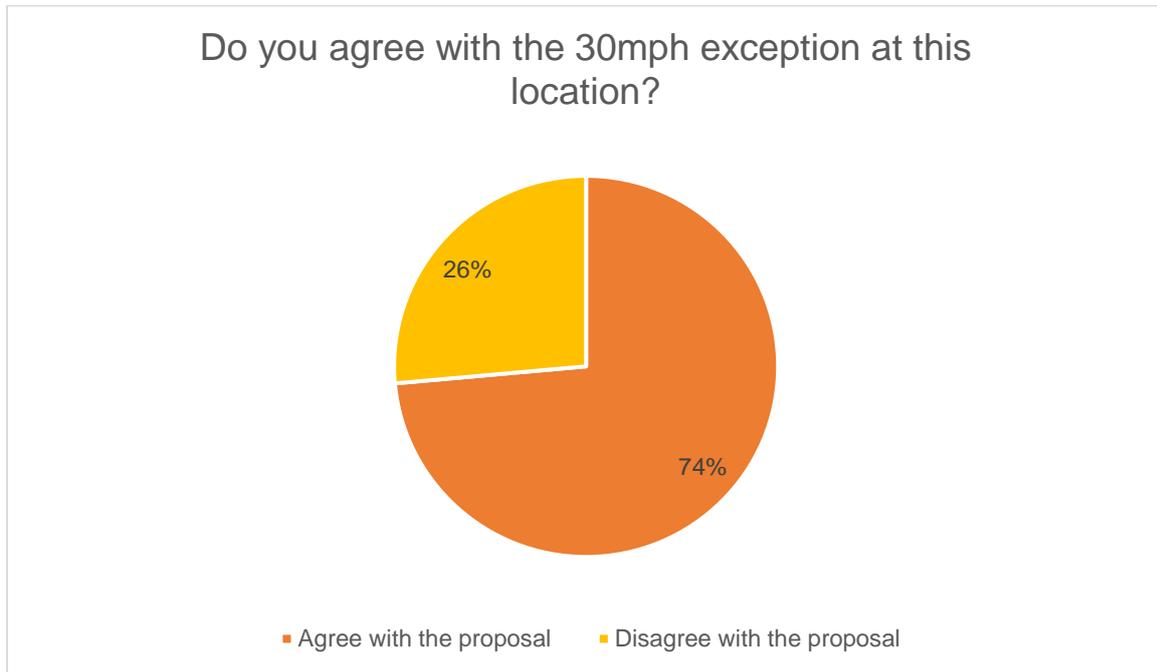
5. There is one school on Channel view with all grass verges designated child leisure areas. Children and school children do not stick
6. Vehicles along channel way already travel well above 30 mph after the school restrictions:. The police camera van has been used a few times recently. I always have to be extremely cautious pulling out of Bishopswood because of vehicles coming round the cu
7. Not required
8. Built up area
9. More residential than some of the other proposals. Would be safer and better air quality for residents if 20mph
10. Not required and not able to be policed
11. Same as for brackla way, residential, many junctions, a school, pedestrians crossing, not also being 20mph will encourage people to go above the 30mph limit to catch up with perceived lost time
12. Too many children around - and same as for all other roads. If you leave this at 30 - then why not the whole of Church Acre and get rid of the speed bumps???
13. This a residential road with schools
14. Too many cars speed on chanel view and it's not a main route through Brackla
15. Ineffective
16. So many pedestrians use this road, this road should be 20mph at all times to encourage residents to drive safely through the estate.
17. As before, school, shop and cars parked at far end cause congestion. Oncoming cars from roundabout cause near misses where cars parked. Needs slowing down.
18. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
19. A large number of young children along this road at certain times of the day. Some time ago on the section to remain at 30 a young child ran out in front of my car. If I had been travelling at 30 I would have hit the child. I was travelling at 15mph
20. It should all be 20 mph
21. daft idea
22. This will add confusion.
23. Too many side streets around Chanel View and pulling out safely can be an issue
24. Drivers often exceed 30mph in Channel View now and there have been pedestrian accidents. Keep it at 30mph but add speed bumps like Church Acre. How will drivers know when 'school time' is? What about during school hols/inset days?
25. Again, a low accident rate. Enforce the current limit more often and possibly use variable limits at school times.
26. Greatly reduces traffic flow and slows down emergency services
27. Not required manage 30mph
28. Should stay at 30 at all times
29. Speed is already reduced by parents parking indiscriminately. Restriction is unnecessary
30. 30 if it were enforced would suffice.
31. Again, agree with outside the school, why the full length ?
32. All roads should be 30
33. Yes, but with the 20mph starting at the junction with the main road around the site to the roundabout.
34. 30mph is slow enough. Need to avoid slowing up the traffic
35. I agree with 20mph outside the school but no need for Road to be 20mph during school holidays or whilst children are in school.
36. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
37. Also 30mph is the safest option

38. Only at school drop of times
39. Only busy when school run, traffic issues due to people parking everywhere, not drivers speeding
40. No accidents due the fast driving in the past year. Traffic congestion is caused by parent parking unsafe during school run
41. Don't agree with 20 mph
42. 20 mph to slow
43. 20mph is stupid
44. The drivers who already drive irresponsibly will continue to do so, while those who drive with care will now have to spend a larger percentage of their time watching their speedometers, leaving less time to watch out for children attending school.
45. It will increase pollution and not reduce accidents because people will be watching their speedometer instead of the road.
46. 20mph limits have proven to increase pollution and in some cases accidents. As the people take more risks overtaking bicycles and other vehicles. 20mph limits are disliked and will de-value the housing market in brackla. The money could be better spent

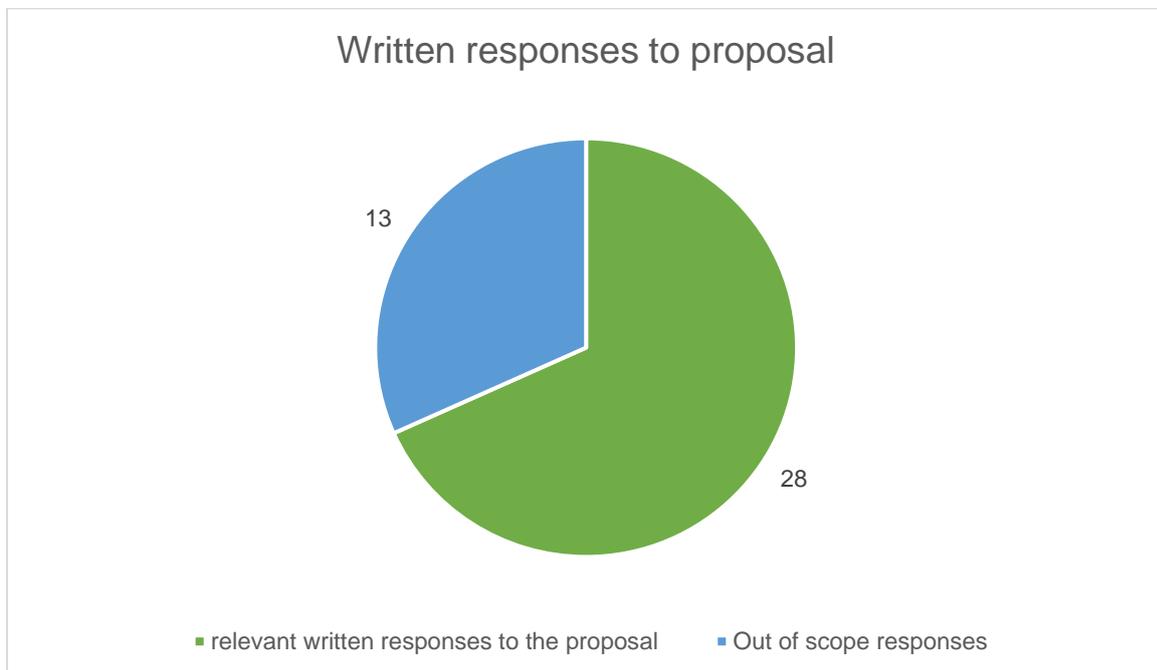
Out of scope responses

1. I don't have to
2. As above
3. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
4. As above
5. Crazy politicians
6. As previously stated for Brackla way
7. As above
8. Same as above.
9. Harmful emissions are greater at low speed
10. It will cost you over one million pounds to implement this project, don't you have better things to do with council tax payers money, stop wasting my money and this will have to be agreed in the UK parliament not a talking boc down tiger bay –
11. Same comment as above
12. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
13. My response is the same as the previous one. Please see above
14. People should use their initiative when passing through a built up area
15. An absolute waste of time and money

Coychurch Road – Bridgend



As indicated from the chart above, 74% of respondents have shown agreement with the proposal to retain Coychurch Road, Bridgend at 30mph. 26% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. It will cause more accidents
2. Residential
3. Residential area
4. Car speeds need reducing
5. Not required

6. Not required, not able to be policed.
7. If the new residential area speed limit is to be 20mph, it should be so everywhere. Inconsistency will cause an increase in speeding and accidents.
8. Ineffective
9. So many pedestrians use this road, this road should be 20mph at all times to encourage residents to drive safely through the estate.
10. Road is dangerous for cyclists
11. Very few pedestrians are using this area, what is a danger is the pedestrians using the road without pavements on approaching the junction of Coychurch Road and Heol Simonston and that's not the motorists fault.
12. Hardly any pedestrians cross this road. No school or playgrounds.
13. 30 mph it had been and should remain. If it goes down to 20mph bikes can go faster. Just ask the fire brigade
14. Greatly reduces traffic flow And slows down emergency services
15. all of that road should be.
16. I don't feel that this road necessitates a 20 mile an hour speed limit. Hour speed, on such a limited basis. I think this would be both confusing to road users., having to slow for a short period, and does not have the footfall of other roads.
17. No need, it's a safe open road
18. Current situation has not been an issue.
19. Already congested at 30 mph. 20 will make this worse
20. This is hardly a residential road there are a dozen houses
21. All roads should be 30
22. Already way congested
23. 30 mph is slow enough. 20 mph will hold up the traffic. It's a busy road so need to keep up flow of traffic
24. Very few pedestrians, no schools so why change the speed limit when there are already significant issues with build up of traffic on this road. This would cause huge issues with even bigger queues
25. Significant increase in slow moving traffic, which would cause delays. Reducing the speed here would not increase safety. But would decrease air quality due to traffic
26. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
27. Already constant queues at commute times, no need for 20 speed limit
28. 20mph is stupid

Out of scope responses

1. As above
2. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
3. The whole route through to singleton junction should be designated 30 mph. Cars are frequently clocked at 60mm h on this section. There isn't even a footpath on both sides of the road though access to houses are on both sides.
4. It's been dropped from 40 now to 20
5. Wastes fuel and pollutes more. Refuse to be dictated to
6. Stupid people in charge
7. As above
8. Harmful Emissions are higher at low speed
9. Same comment.
10. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
11. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's

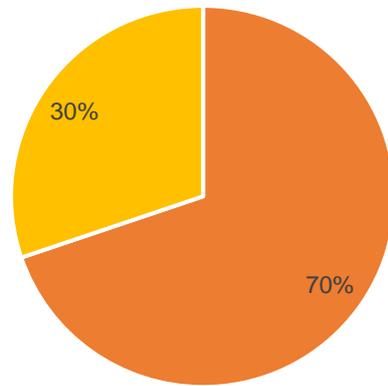
traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

12. Drakeford needs to consider implication on next council elections

13. Also the safest option

Princess Way - Bridgend

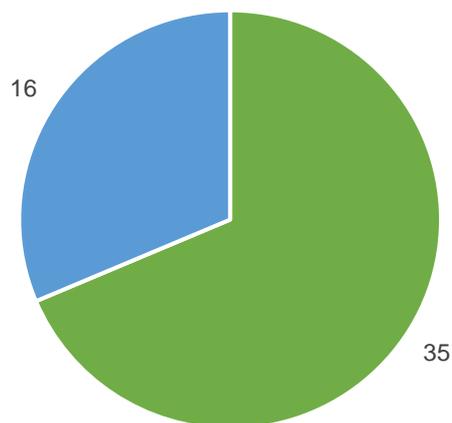
Do you agree with the 30mph exception at this location, and 20mph during school times?



■ Agree with the proposal ■ Disagree with the proposal

As indicated from the chart above, 70% of respondents have shown agreement with the proposal to retain Princess Way, Bridgend at 30mph, and part of this area to 20mph during school times. 30% of respondents disagree with the proposal.

Written responses to proposal



■ relevant written responses to the proposal ■ Out of scope responses

Relevant written responses to the proposal

1. People are stupid and therefore should be 20mph 24 hours a day
2. Residential
3. Residential area

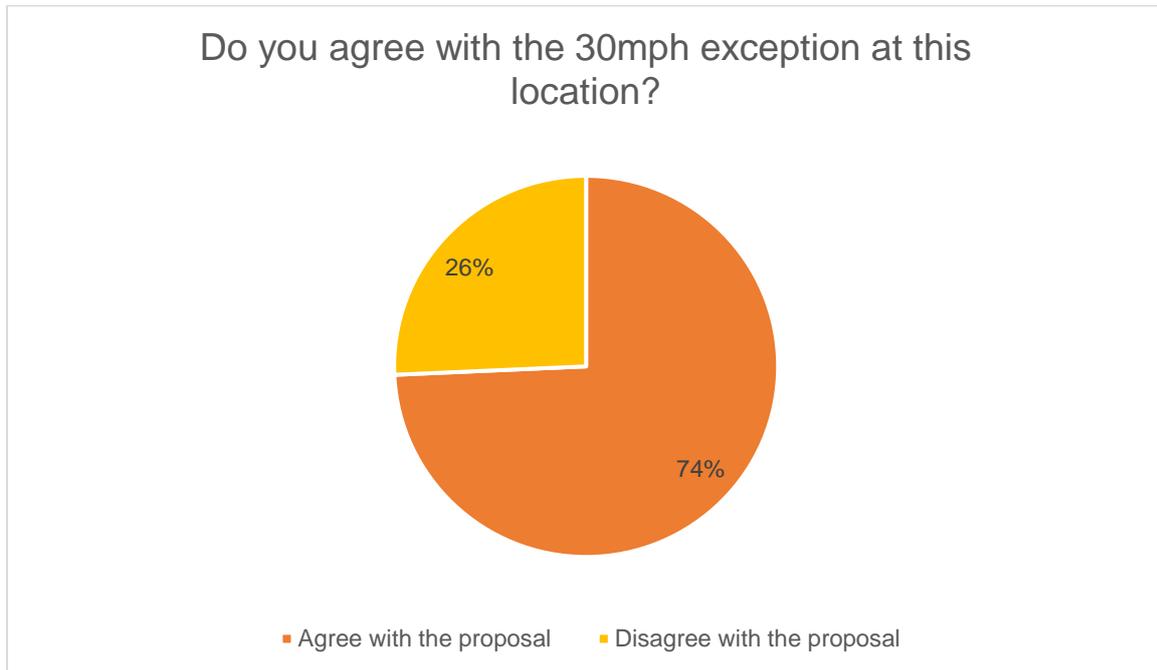
4. There is a school that has its entrances on Princess way, with woods and designated play areas on all green verges. There isn't even a footpath on both sides of the road. Children do not stick to set times for their leisure activities
5. Not required
6. Not able to be policed, not required
7. The new limit needs to be consistent.
8. Ineffective
9. So many pedestrians use this road, this road should be 20mph at all times to encourage residents to drive safely through the estate.
10. My wife knocked down on pedestrian crossing! Cars come too fast round the roundabout by Triangle. Speeding cars make emerging from Sedd Goch hazardous,
11. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
12. Road is very dangerous for cyclists
13. I honestly feel that all of Brackla should be 20
14. Please see my response to the previous question 4. However in all locations where you are proposing the zoned reduction traffic exceeds the 30mph so setting it to 20 for its entire length may help traffic go at 30?
15. Should all be 20 mph
16. I agree with 20mph outside schools but a 20mph limit would cause significant build up of traffic especially as Brackla has 2 large schools either side of Princess Way
17. stupid idea
18. This will add confusion.
19. Make the whole road 20mph even outside of school hours. It will make absolutely no difference to the speed of the cars/coaches that travel along the road (sometimes exceeding 50mph in a 30mph). There needs to be a deterrent else nothing will change!
20. Accident rate extremely low. Enforce current limit more regularly. Possible variable. Limit outside the welsh school
21. no need for reduced speed pavement and crossing sections present.
22. Time wasting for business
23. Should stay at 30 at all times
24. It's a main thoroughfare. Again no accidents as a result of drivers
25. No opportunity to comment id answer yes. Would want clarity on what is considered as school time same for all examples
26. Again out side the school is fine. No reason to make it the full length
27. I believe this road to be an arterial road, but all the side roads off this arterial should be 20mph.
28. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
29. No need, no problems with current speed limits and traffic
30. People will be looking at their speedos more than the road
31. Don't agree with 20mph
32. 20mph is stupid
33. 20mph limits have proven to increase pollution and in some cases accidents. As the people take more risks overtaking bicycles and other vehicles. 20mph limits are disliked and will de-value the housing market in brackla. The money could be better spent
34. It will increase pollution and not reduce accidents because people will be watching their speedometer instead of the road.

35. The drivers who already drive irresponsibly will continue to do so, while those who drive with care will now have to spend a larger percentage of their time watching their speedometers, leaving less time to watch out for children attending school.

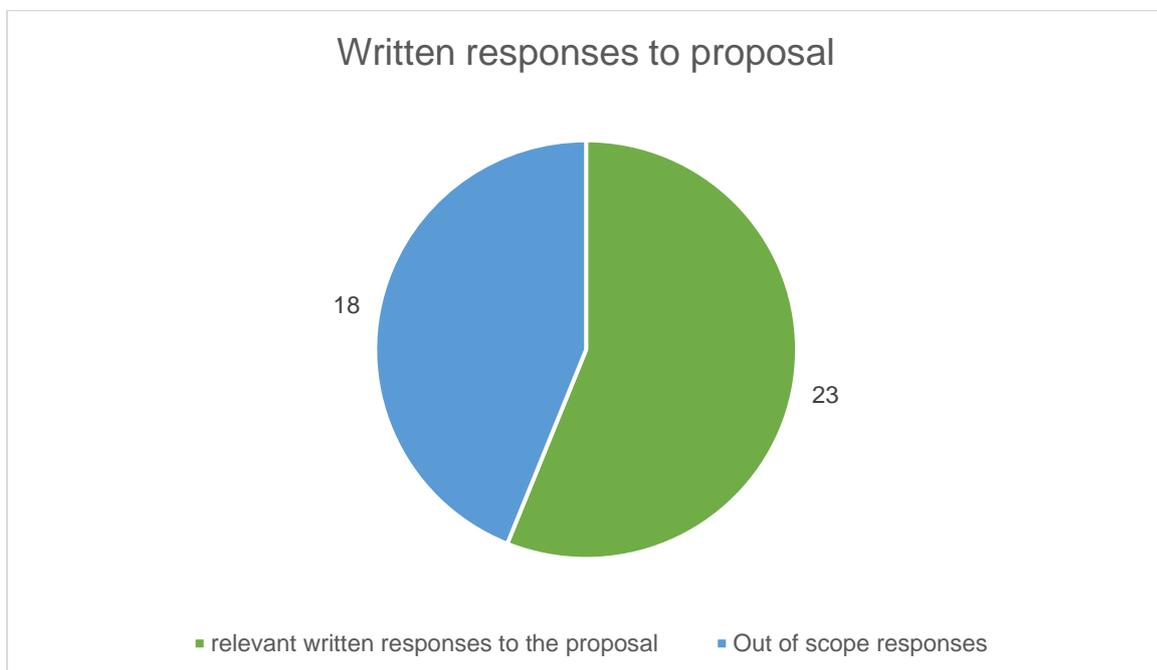
Out of scope responses

1. As above
2. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
3. As above
4. Get labour out asap
5. As above
6. As above
7. As above
8. Harmful emissions at greater at low speed
9. It will cost you over one million pounds to implement this project, don't you have better things to do with council tax payers money, stop wasting my money and this will have to be agreed in the UK parliament not a talking bog down tiger bay
10. Same comment
11. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
12. See comments above
13. Same
14. Again, safest option
15. People should use their initiative when passing through a built up area
16. An absolute waste of time and money

Rotary International Way – Ridgeway - Bridgend



As indicated from the chart above, 74% of respondents have shown agreement with the proposal to retain Rotary International Way, Ridgeway, Bridgend, at 30mph. 26% of respondents disagree with the proposal.



Relevant written responses to the proposal

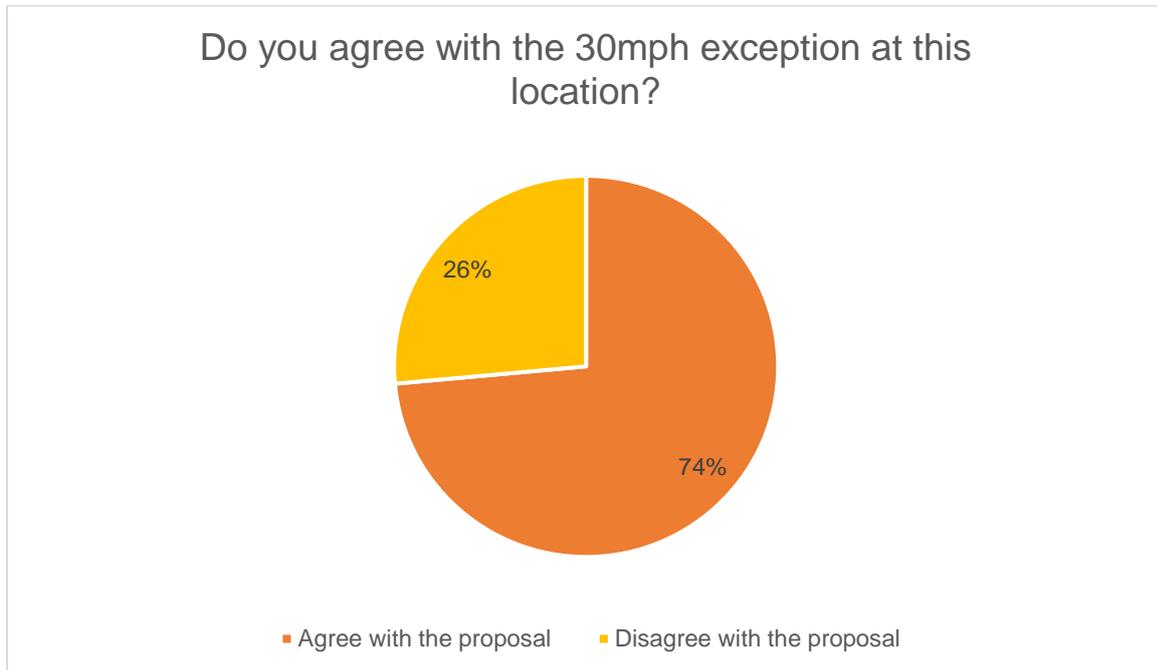
1. This is immediately placed in a residential area with foot / cycle paths.
2. There's no need for it
3. Residential area
4. Not required
5. Not required

6. Not required, not able to be policed
7. Ineffective
8. So many pedestrians use this road, this road should be 20mph at all times to encourage residents to drive safely through the estate.
9. Unnecessary
10. What the hell for. It's a small dual carriageway
11. Greatly reduces traffic flow and slows down emergency services
12. Again, not residential. It could also cause traffic jams at the traffic lights. Build up of traffic.
13. Not necessary for the road and lack of pedestrians
14. No need it's a 2 laned road each side with good visibility. Try cleaning up the mess on the footpath first and it will be safer for people to walk along
15. It's a dual carriageway.
16. Dual carriageway
17. It's part of the arterial road system. This 20mph should apply to all side roads and housing sites.
18. No pedestrians use this route so why make it 20mph?
19. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
20. The safest option is for 30mph
21. 20mph is stupid

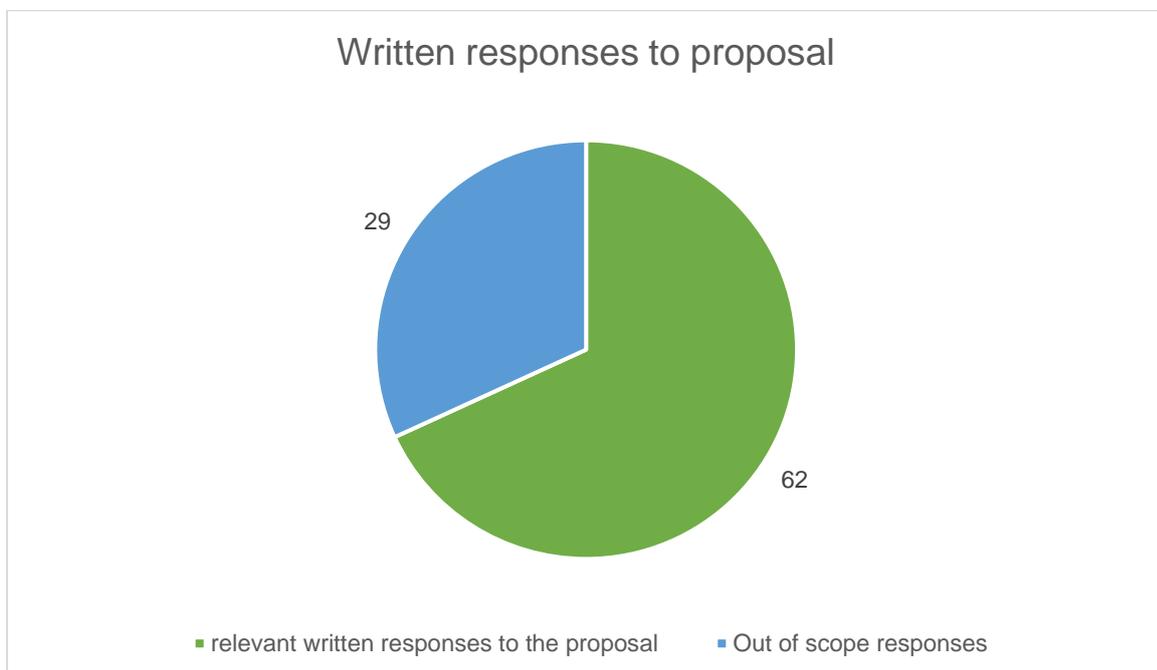
Out of scope responses

1. As above
2. Most injuries and accidents are caused by drink, drugs, or wreckless driving...these limits make no difference
3. Fuel and time wasting and did not vote for this. Not consulted on All Wales imposition. Roll on next local elections to remove this nonsense
4. Vote anything but labour
5. As above
6. As above
7. It would cause major congestion
8. Same as above
9. Harmful emissions are greater at low speeds
10. It will cost you over one million pounds to implement this project, don't you have better things to do with council tax payers money, stop wasting my money and this will have to be agreed in the UK parliament not a talking boc down tiger bay
11. It will increase pollution and not reduce accidents because people will be watching their speedometer instead of the road.
12. Same comment
13. See comments above
14. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
15. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
16. Same
17. No common sense
18. I think the entire proposal o 20mph anywhere is ridiculous, the traffic is already so bad in Bridgend slowing traffic down is not going to improve it also think of the fumes from all the cars now sitting there for even longer!!!
stupid idea 20mph is ridiculous

Bridgend Industrial Estate - Bridgend



As indicated from the chart above, 74% of respondents have shown agreement with the proposal to retain Bridgend Industrial Estate, Bridgend, at 30mph. 26% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. There are cycle routes along the road and mix that in with large goods vehicle delivering to the area isn't good. Therefore should be 20mph.
2. Pointless
3. Rubbish
4. Not required

5. Unrealistic and stupid
6. Not needed
7. Vital that safety is a priority and attitudes change
8. Cyclists use this route so retaining at 30mph prioritises motor vehicles, contrary to transport policy and legislation
9. There is no need
10. I used to work. On Bridgend industrial estate and feel that the minimal traffic generally combined with very very little public walking on what is predominantly straight roads would be frustrating.
11. Just think 30 mph is safe enough
12. No schools or playgrounds in this area.
13. Cars will have to be in a low gear at all times to try and keep to 20mph, negating any emissions benefit and meaning vehicles need to re-fuel more often. Also this is not an area where pedestrian safety is paramount like outside a school for example.
14. Accident rate involving injuries or fatalities does not justify it.
15. Wide roads with cycle tracks and few pedestrians.
16. It is not a residential area. There is no benefit
17. There is a very wide road and plenty of room
18. There is very little pedestrian activity here. A lot of vehicles don't obey the 30 so would definitely not 20.
19. Traffic is already congested
20. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit.
21. 20 is way to slow, even 30 is too slow..
22. Adults should know how to cross the road. Visibility is very good. There are no houses, schools or play grounds.
23. There is little to none pedestrian activity in this area
24. Because it is now only one lane with a large cycling lane no need
25. There is absolutely no need to reduce the speed to 20mph as it will simply lead to frustrated drivers late for work
26. Non residential area. No safety issues with speeding
27. Just think it's a money making object with fines all cars can stop nearly on the spot at 30mph and why would children be on industrial estate
28. 30mph is adequate for the industrial estate
29. It may potentiality make it safer for cyclist but much more dangerous for motorists as there will be a large numbers of some recklessly overtaking and you can enforce it
30. Very few pedestrians. Already reduced the road width with a dedicated cycle lane. What next, banning vehicles?
31. Lack of pedestrians and cycle paths are there
32. 30 is more than adequate as drivers cars struggle to do 20 in modern cars today. there.
33. You have all ready put cycle paths in and there are pavements to walk
34. Little to no pedestrians
35. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
36. I just don't see that reducing speed limit is necessary or needed
37. Its big industrial zone for first. Every one travel in cars so cannot see risk for other people using roads. Plenty sidewalks around. One thing could be modified. More bicycle lanes/road. This may encourage people to use bicycles more.
38. Not necessary to reduce speed here, 30mph is slow enough for traffic to be travelling on these roads
39. Quite road, wide 30 is fine
40. Lower pedestrian locality

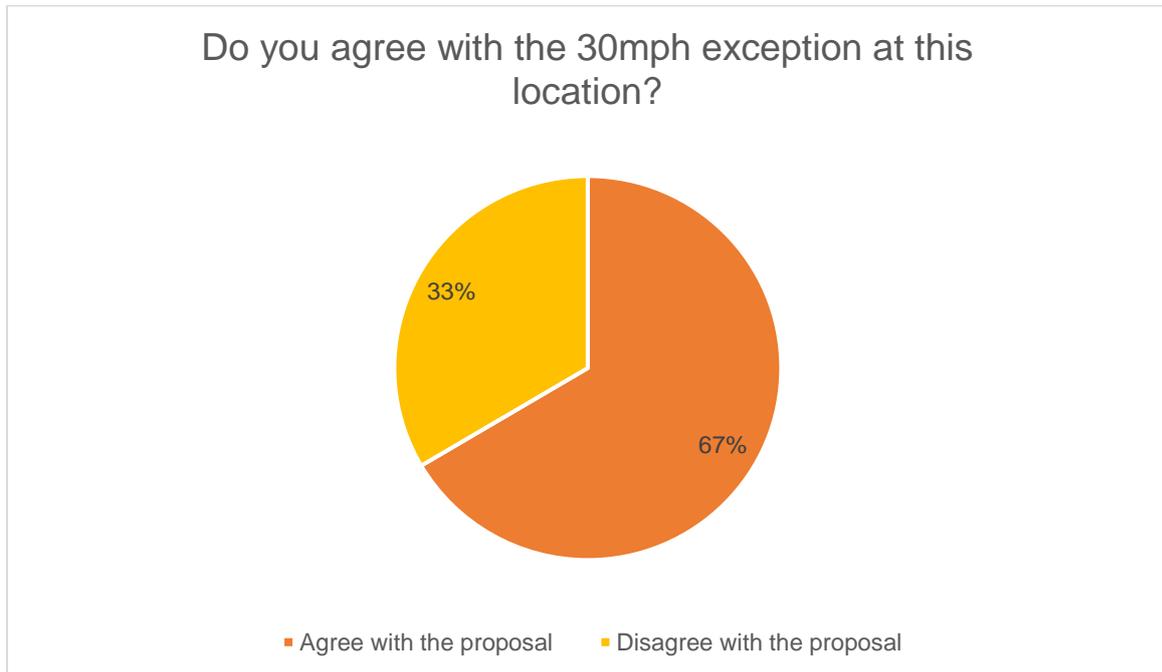
41. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
42. Not a busy road or with pedestrians
43. People need to get to work, and most respect the speed limit, driving responsibly.
44. to slow
45. 30
46. 30
47. This is a industrial estate and to put this to 20 would impact on a already busy place being more congested
48. No reason to reduce speed!!!!
49. This is ridiculous, there's hardly any pedestrian (or cyclists !!!) on this estate, so why change to 20mph !
50. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme, plus there's hardly any pedestrians or cyclists on any of the industrial estates !
51. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.
52. It's a crazy idea that on an industrial estate, traffic will be giving out more pollution by using lower gears
53. Doesn't need to be 20mph all the way through. People's sense will tell them when to slow down
54. 20mph is too slow. I understand how it might work in Cardiff as transport and cycle routes are good there. Bridgend has very poor public transport i.e. Parc Derwen estate(3500 residents) don't even have a bus service. Also no active travel routes here
55. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
56. No need to change
57. The speed limit is fine as it is, changing it to 20mph to encourage cycling and walking, cars believe it or not have gotten better over time.
58. Lots of money spent on cycle way, it's an industrial area not a park for walking. 95% people go for work there
59. Not in a built up area, therefore, why? This had got to be the Welsh Government's most ridiculous idea yet, I will NEVER EVER vote Labour ever again after this. Will this be reduced when all cars are electric or hydrogen?
60. 20mph is stupid
61. Modern cars struggle to do 20 miles per hour
62. Do not agree with 20mph anywhere

Out of scope responses

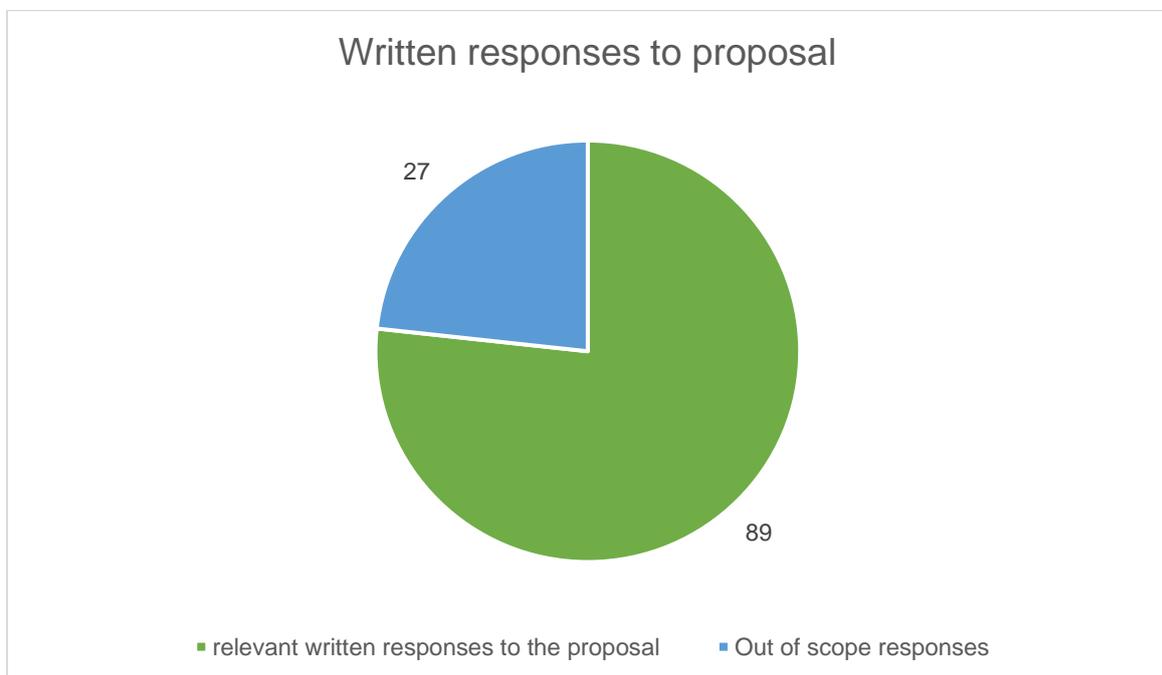
1. Why was this not voted on
2. United Kingdom regulations on road usage for all modes of transport are promulgated in The Highway Code. Speed limits are for all, but these 20mph limits will be impossible to enforce on cycles etc. Unfair and not proven to be any more safe.
3. To much pollution
4. Will cause more traffic
5. Greatly reduces traffic flow
6. Generally 20 mph restrictions are frustratingly slow for modern cars 25 mph try it !!
7. Default speed limit should be ——— 25 MPH this survey is not a consultation on 20 mph it's whether some 30mph road should be allowed

8. It is not going to stop people speeding ie boy and girl racers ,outside schools I would agree with lowering to 20 mph , All that will happen is more problems with aggressive drivers and road rage . A further attempt by anti-car loonies to rid cars owners
9. Why don't you admit that this is being done to raise revenue through fines etc using road safety as a cover. Part of the war you are currently conducting on motorists!
10. Ridiculous, I can cycle that speed
11. I don't live on Bridgend industrial estate that's irrelevant to where i live
12. Not convinced that this is necessary to reduced rta quite a large percentage of cars purchased are now electric so you are punishing the people who purchased these under the guidance of the government that they are good for the environment you are also making Wales less economically viable for any business
13. Cars have better braking and safety systems these days compared to the passed when the speed limits were set. Dropping these limits is absolutely ridiculous and pointless proposal. It seems to be being suggested to purposely annoy drivers.
14. The limit for this road - given sight lines, wide access at junctions etc - should be set at 40 mph.
15. It will cause massive delays
16. 20mph is an impossible speed for drivers to adhere to. Its dangerous as you are constantly taking your eyes off the road to check speed.
17. The whole area of Cardiff not just North of Cardiff is covered by 20 miles per hour and where it used to be 40mph it now 30mph. Bloody stupid of the Welsh Labour Government wanting to change the speed limit.
18. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
19. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
20. War on drivers. Some Disabled people can't walk nor cycle!
21. There are twenty miles per hour speed limits in certain places that are not being adhered to.
22. It's a ridiculous idea to implement the 20-mph limit anywhere. An absolute waste of taxpayer money and simply angers all motorists.
23. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances. Cruise controls and speed limiters do not work at such low speeds.
24. Having experience of 20mph zones I can say they are distracting for drivers. –
25. Making cars go 20mph everywhere else makes the vehicles work harder in lower gears thus increasing fuel consumption, it will also had extra time on to commuters journeys and will cause unnecessary traffic delays
26. make a speed trap to make money
27. Making a speed trap to make money
28. Honour
29. Roundabout by Coychurch village, proposed 30 is the only remaining danger point on that roundabout. People often cross there and it's very difficult to judge traffic movement. No lights on this section so a 20 would be highly beneficial.

Bridgend Retail Park – Bridgend



As indicated from the chart above, 67% of respondents have shown agreement with the proposal to retain Bridgend Retail Park, Bridgend at 30mph. 33% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Cannot get up to 30mph with the amount of traffic and junctions, may as well be 20mph as a high footfall and pedestrians crossing.
2. There is a high rate of speeding and ASB in this area and I think it would be better to have it at 20mph .

3. The traffic in and out of this area is regularly congested, especially queuing for McDonalds. We want to encourage active travel and therefore need to allow folks to walk safely from one store to another.
4. No need. Can barely get to 30 at times and people will spend more time looking at the speedo rather than focusing on the road in this small busy area
5. This is a busy congested area and would benefit from all drivers going slower
6. Accident rate involving injuries or fatalities does not justify it.
7. Pointless yet again
8. Greatly reduces traffic glow
9. Rubbish
10. lots of pedestrians use this area and the area is so small it seems pointless. very rarely to do you reach 30mph in this area
11. Not required
12. This is a hot spot for anti-social behaviour in vehicles, it is also highly travelled and would benefit from a 20mph speed limit to slow traffic down for pedestrian usage
13. Nobody needs to travel at 30 mph in this very short, narrow, busy space. 20 mph will be fine.
14. This is a busy traffic area - already difficult to walk between different retail units. Reducing to 20mph would make this area safer for people to walk between units. In addition, the road links to close to a residential development.
15. 30mph should not be achieved in this area
16. Not required waste of time
17. This should be a 20mph. The traffic here is incredibly dangerous at the weekend with traffic and queues from McDonald's blocking roundabouts.
18. No need for this
19. pedestrian walking cars queuing on road
20. A busy area with traffic. 20mph seems more reasonable
21. Volume of traffic and multiple mini roundabouts feeding busy premises and many pedestrians make 30mph dangerous
22. Always congested. Unlikely to get above 20mph here so pointless legislation
23. I agree with 20 mph , but no option to explain why I would say yes,,on these road you generally can't do 20 mph
24. The area is used as a rat run for many drivers and a test track for Kwik Fit
25. Traffic is usually slow moving here anyway. It would also cut out any confusion over the adjoining residential areas where presumably the limit would be 20mph
26. It is a very congested area and is hardly possible to travel at 30mph anyway
27. High density of vehicular traffic but little need/opportunity for achieving 30mph
28. It may potentiality make it safer for cyclist but much more dangerous for motorists as there will be a large numbers of some recklessly overtaking and you can enforce it
29. having been a pedestrian here myself it is difficult to cross roads and the mc Donald's roundabout is a traffic problem anyhow
30. 20 mph is safer here.
31. while I am against the enforced speed reduction, 20 is about most that this area allows for safer driving. for pedestrians it would make it safer to use the road to cross, because the sections of road are way too short to judge safely a car on roundabout.
32. Such a busy and badly designed stretch of road. Should never need to go faster than 20mph - too dangerous
33. Too busy
34. Too busy
35. The volume of traffic going around the small roundabouts is difficult to negotiate. If it goes slower, it will be easier and therefore safer. When I walk here it's difficult to cross with the speed of the cars, slower cars would be better.
36. High level of vehicle/ pedestrian use and numerous junctions.

37. Not needed
38. Normally so busy 30mph not attainable
39. Same as above. Absolutely ridiculous proposal!
40. The amount of traffic, aggressive driving exhibited etc would suggest this ought to be 20mph. Also, with pedestrians occasionally having to cross this
41. Pedestrians use the roads to cross between different areas so ought to be 20 mph
42. Never able to travel faster than 10mph due to congestion
43. Roads are such short length and with typical expected queue times it is unlikely for vehicles to reach 30mph on these roads.
44. Roads are such short length and with expected congestion that we typically see here, it is unlikely for vehicles to reach 30mph.
45. Due to short length of road and expected congestion it is unlikely for vehicles to reach 30mph in this zone. 20mph might aid with congestion.
46. You would struggle to do more than 20mph here or enforce it
47. Ludicrous exception, when there are arterial roads in there vicinity, where 20 will apply
48. You'll never even get upto 30mins here
49. LOTS OF PEDESTRIANS, STREET LIGHTING PRESENT REDUCE SPEED TO 20MPH
50. LOTS OF PEDESTRIANS, STREET LIGHTING PRESENT REDUCE SPEED TO 20MPH
51. Lots of people and cars
52. It will cause massive delays
53. This is a busy area so traffic should be slow moving
54. because the roundabouts are too small to go above 20, the car parks are between 5-10 and the roads either end are going to turn to 20. It will cause confusion and encourage people to go around the roundabouts too fast.
55. Would prefer 20 mph
56. It is not possible to drive safely at 30 mph because of the potential for cars to cross when entering the round about
57. Those roundabouts are always crowded. 30 mph would not ease traffic congestion as cars are starting and stopping all the time. Would rather have a 20 mph zone.
58. Pedestrians and cyclists use these routes extensively and crossing provision is extremely poor. Retaining at 30mph prioritises motor vehicles, contrary to transport policy and legislation and is completely contrary to the aims of the 20mph roll out..
59. The road layout is appalling and there is a lot of pedestrian traffic with NO provision of safe crossings. Visibility is very bad, particularly at the Tesco roundabout. It is rarely, if ever, possible to drive at 30 mph on these roads. This should be 20.
60. It's a traffic mess there anyway. One is lucky to do 5 mph. Dave the Cody's of signage.
61. Traffic management is so bad there it's impossible to get up to 30, road network can't handle the current volume of traffic. Improvements needed.
62. You can barely move there anyway
63. Whole section should be a 20mph zone. Hard to reach 30mph sensibly on these roads, so why risk pedestrians? A sensible exception may be to keep the A48 r'about at 30. Try walking from Tesco petrol station traffic lights to Sinclair - pedestrians not well served!
64. Again, cars flying out on those 30mph roads in to traffic doing 20mph is going to cause accidents and injuries I'm sure
65. Too much traffic really confusing people her into the wrong lanes
66. It makes no sense to have a 30mph limit here as the congestion means that 20mph will be safer
67. Retail implies families and children. Always risk of accidents near retail.
68. Not many people walking. Short road
69. 30 adequate

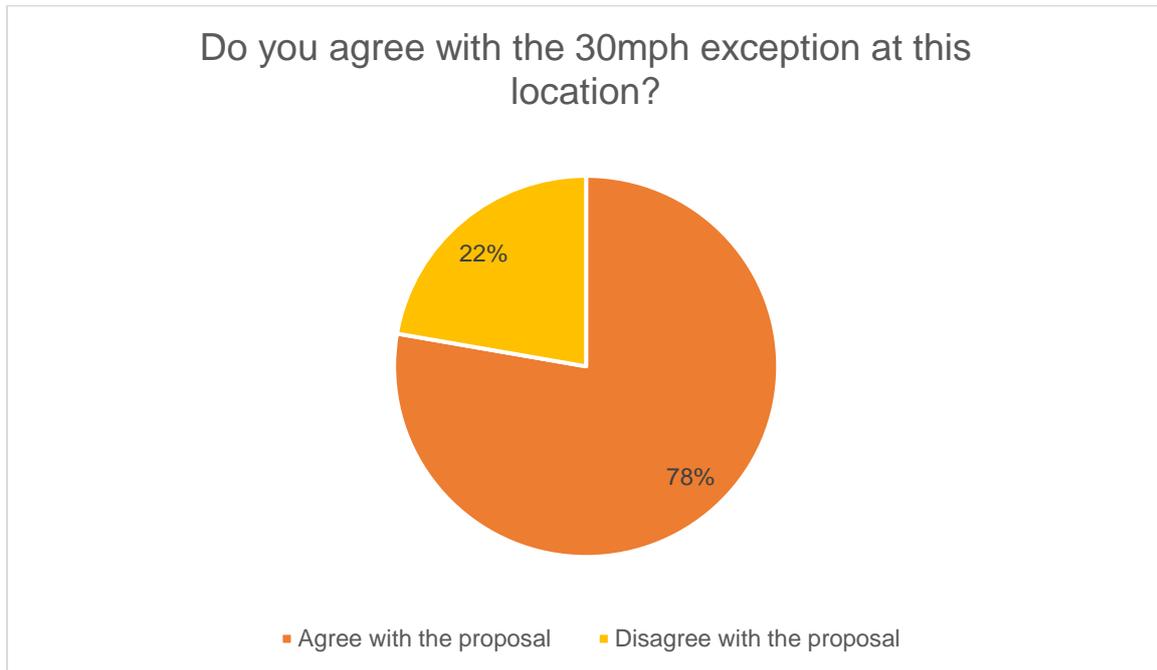
70. Too slow
71. Walking pace
72. Nowhere near schools etc
73. No indicated need for speed reduction here. This is not an area that has high pedestrian and vehicle injuries
74. As traffic is slow enough already and will cause more problems
75. Bridgend industrial estate is 30 mph that is ok now driving at 20 mph would be frustrating.
76. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
77. To slow
78. Leave at current speed.
79. Don't change the speed limit at all
80. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.
81. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
82. No need to change
83. Short distances between roundabout, no need to create more congestion, with traffic jams
84. I just don't see that reducing speed limit is necessary or needed.
85. Don't agree with 20mph anywhere
86. A473 into Bridgend should be left at 30 mph. Bear in mind it used to be 40 mph not long ago. Smacks of a cash cow this. Then you turn into a busy retail park and can do 30 mph which in my view is too fast so should be 20 mph.
87. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme, the results do not warrant a 20mph limit at all
88. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme, its absolutely pointless
89. 20mph is stupid

Out of scope responses

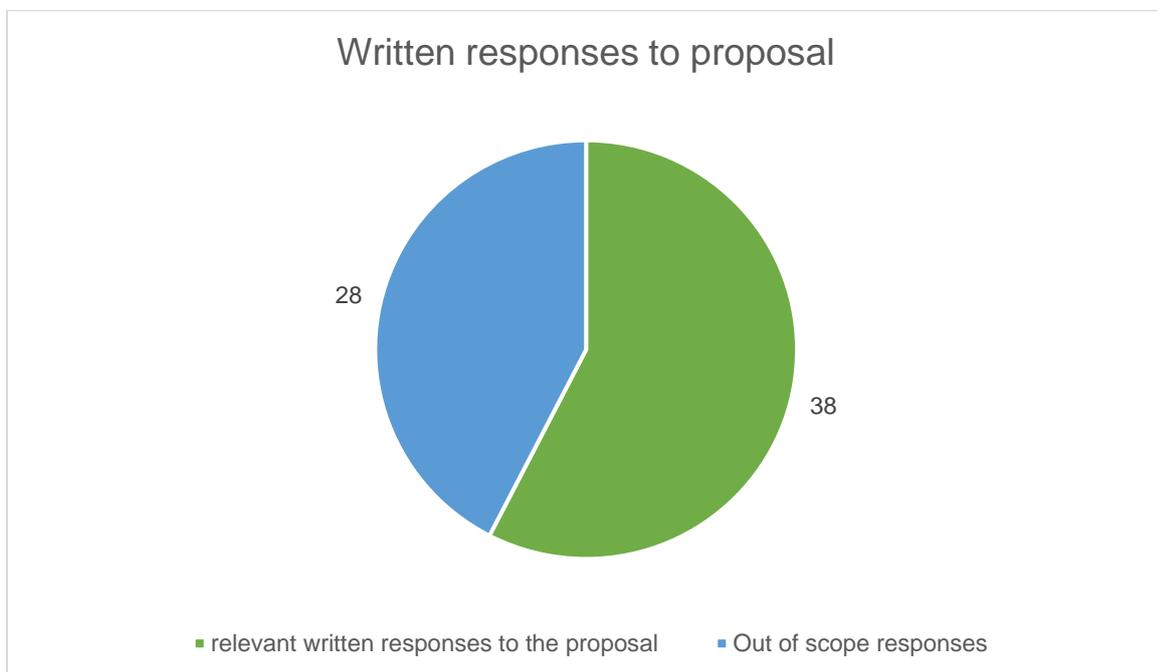
1. See above
2. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit, added congestion.
3. Why wasn't this put to a public vote
4. The A48 that feeds this section doesn't flow nicely currently.
5. A much larger body of research has to be carried out before these new limits are imposed. Increased safety for all road users through restricted speed limits is far from assured.
6. Will increase congestion as such a busy place
7. Distracting
8. Will cause more traffic
9. To much pollution
10. See above comment
11. As above
12. 20 mph limit is ridiculous
13. Same as above.
14. As above
15. This map implies that the road from the roundabout towards Bridgend (A473) straight into 20 mph zone. This used to be 40 mph

16. As above
17. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
18. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
19. The congestion is responsible for accidents and very rarely could you speed causing accidents
20. As previous comment.
21. Does the Welsh government realise the business its doing to Wales not only by introducing this but 50 MPH on the M4 as well? I work for a logistics company (US) head office in Swindon ship from Bridgend they will end up moving elsewhere due to the Welsh g
22. Poor public transport and no active travel routes means the 20mph speed limit is telling people to drive less while not providing an alternative. Driving on dual carriages at 20mph is authoritarian legislative
23. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances . Cruise controls and speed limiters do not work at such low speeds
24. Making a speed trap to make money
25. There have been way to many restrictions over the past few years, cars believe it or not have gotten batter over time..
26. I will not agree with any proposal for any area. It will cause congestion and will ruin tourism. As an example, I'd totally avoid driving in England if the speed limit was 20mph
27. Volume of traffic
28. Congestion
29. Cause traffic congestion

Innovation Centre – Bridgend



As indicated from the chart above, 78% of respondents have shown agreement with the proposal to retain the Innovation Centre, Bridgend at 30mph. 22% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Pointless
2. Rubbish
3. Not required

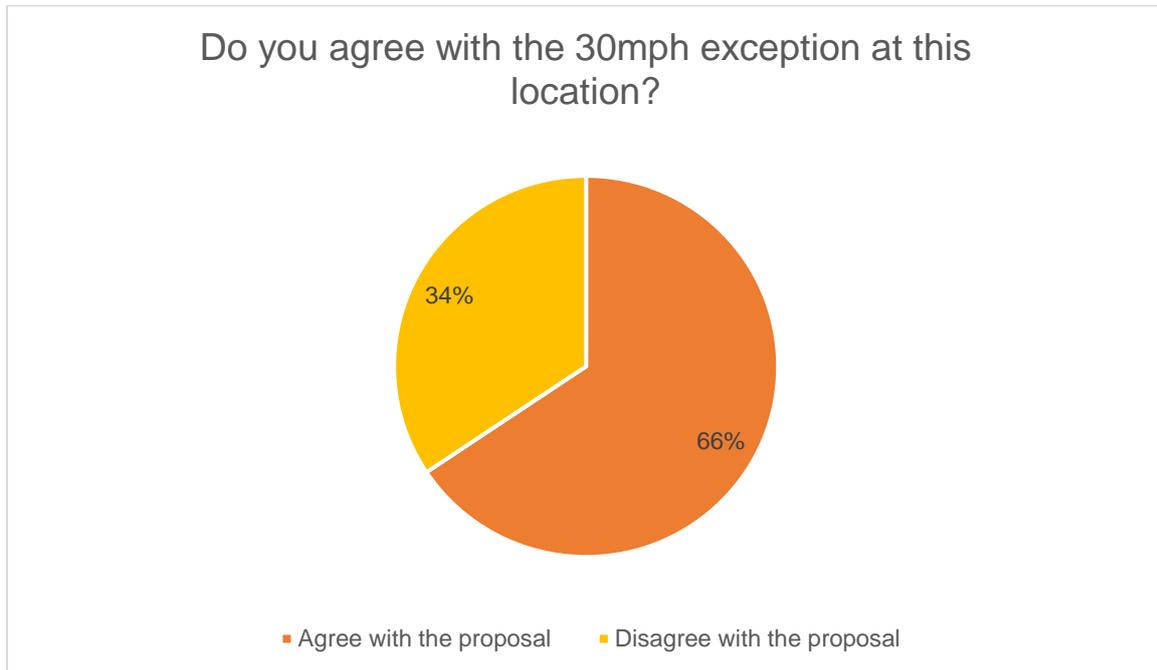
4. Very short section of road - not helpful to encourage vehicles departing units in the innovation centre to get used to 30mph for a short stretch when then entering a 20mph residential area
5. Not required waste of time
6. No need for this
7. Inappropriate for access Roads
8. No needed
9. Same as above. Absolutely ridiculous proposal!
10. It's such a small area it seems a waste to enforce
11. Ludicrous exception, when there are arterial roads in there vicinity, where 20 will apply
12. These roads connect to areas where school children walk and connect to a 40 mph speed limit. It really isn't necessary to have a higher speed limit in these areas. They are notorious to speeding cars, and narrow pavements.
13. Small roads with sharp turns and roundabouts
14. No valid reason to retain at 30mph.
15. Lots of dog walkers around
16. No need to change
17. Less concerned about this road thar previous but seems unnecessary to have this at 30. We need to get used to that default setting being 20.
18. No schools or playgrounds. Very low amount of pedestrians
19. Accident rate involving injuries or fatalities does not justify it.
20. 30 is adequate
21. 30 Too Slow
22. Nowhere near schools
23. Adults should know how to cross the road. Visibility is very good. There are no houses, schools or play grounds.
24. The reduction of speed here will cause driver frustration and do nothing to prevent accidents
25. Non residential area so no safety concerns
26. No School
27. I just don't see that reducing speed limit is necessary or needed.
28. It will cause massive delays
29. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
30. This is a business area. Most drivers are responsible respecting speed limits. I don't see why the survey is reducing to 20 in business areas and not around schools
31. To slow
32. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits
33. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
34. Do not agree with 20mph anywhere
35. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme
36. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme
37. 20mph is stupid
38. 20 mph limit is ridiculous

Out of scope responses

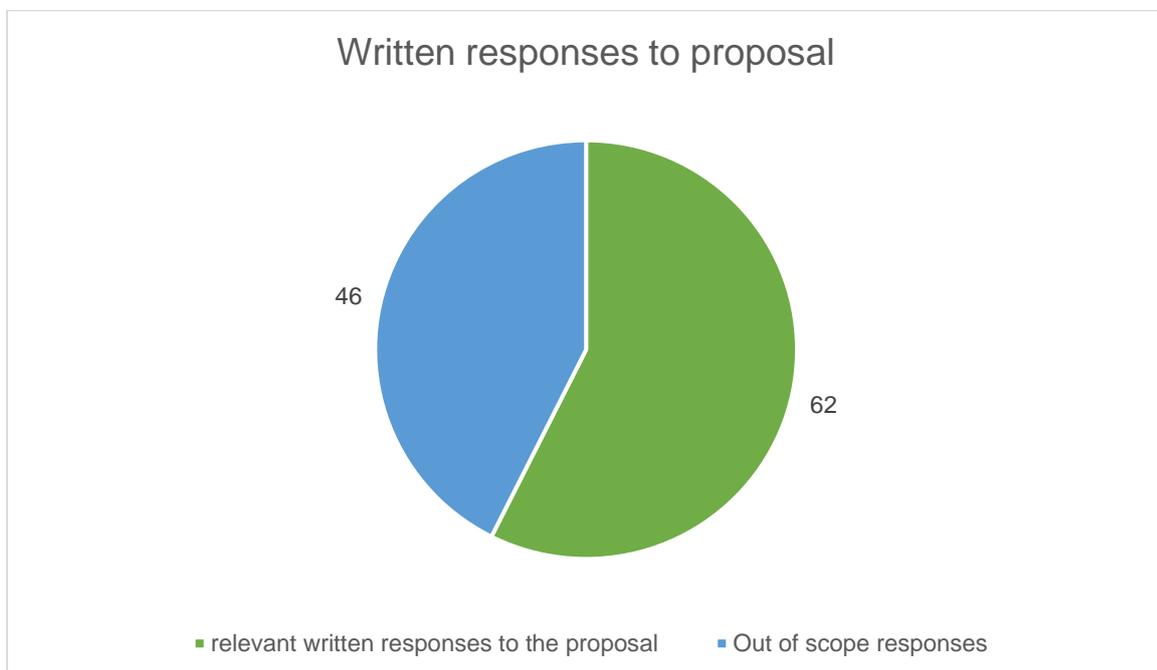
1. As previously

2. See above
3. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit, added congestion.
4. Why wasn't it voted on.
5. Greatly reduces traffic flow
6. See above comment
7. As above
8. It may potentially make it safer for cyclist but much more dangerous for motorists as there will be a large numbers of some recklessly overtaking and you can enforce it
9. As above
10. Distracting
11. Same reason cars struggle to do 20.
12. I would agree if the speed limit was restricted from the M4 junction roundabout to include roadway into service station, McDonalds and Pantruthin Farm .
13. As above
14. Same comment again. It is a danger to drivers constantly checking their speed to avoid fines and points on licences.
15. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
16. Why change it. What proof!
17. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
18. As previous comment
19. As above
20. As above
21. Shouldn't implement the 20 mph rule at all!
22. Authoritarian and unnecessary
23. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances . Cruise controls and speed limiters do not work at such low speeds
24. Making a speed trap to make money
25. Making a speed trap to make money
26. Will cause more traffic
27. Congestion
28. I can understand in highly built up areas or around schools, but a blanket which exceptions is ridiculous. Not a built-up area, no schools, explain to us why

Merthyr Mawr Road – Merthyr Mawr



As indicated from the chart above, 66% of respondents have shown agreement with the proposal to retain Merthyr Mawr Road, Merthyr Mawr at 30mph. 34% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. High level of pedestrians/cyclists use/cross this road , near to schools and leisure facilities
2. Schools near. Doctors, people walking
3. It's a busy road and the area around Merthyr Mawr village should be 20mph

4. This is pretty much a single carriage way with no footpath, so cyclists and pedestrians are in the road. Add in the local horse riding community and should definitely become 20mph.
5. Built up area with parked cars
6. Pointless
7. Lots of peds in the summer and no footways
8. Rubbish
9. Residential area
10. Residential built-up area, usually very congested with on street parking and near schools
11. it's still a residential area with lots of parked cars. hotspot for active travel for school children. lower speed limit will also deter it being a rat run
12. I only think that reduced speed limits should be applied where there are concentrations of children.
13. Not required
14. Requires increased traffic safety.
15. Not required waste of time
16. No need
17. I love on Merthyr Mawr road and the traffic travels much quicker than 30mph. It's a long road with heavy foot fall and lots of driveways which make for lots of hazards. 20mph would be more reasonable, even if only between certain hours of the day.
18. Very busy pedestrian road with large amount of parked cars. 20mph safer
19. 25 mph more appropriate
20. No footway and residential.
21. A winding lane ,lots of walkers and cyclist use this route.
22. Not needed
23. The high number of cars parked on the road, should mean moving vehicles should not be encouraged to drive in excess of 20 mph
24. This is residential and ought to be 20 mph. Many cars currently use this to cut through rather than use the appropriate traffic routes and is a serious hazard to residents. This is exactly the sort of road that the 20mph orders were designed for.
25. PEDESTRIANS, STREET LIGHTING PRESENT REDUCE SPEED TO 20MPH
26. This area is very busy and traffic there can be awful at the best of times
27. Traffic always a rat run
28. It's a residential area
29. Small roads with poor passing places
30. I believe the road through Merthyr Mawr Village should be a 20 mile an hour speed limit. The local community use it for recreational use and your aim is to increase safe active travel?
31. 20 mile zones should just be in the direct vicinity of schools
32. Again limits in place do not get adhered to
33. No valid reason to retain at 30mph.
34. Unnecessary
35. Very tight road in parts. No pavements.
36. Sheep will slow you down anyway
37. Too busy lots of parked cars
38. Same as above. Absolutely ridiculous proposal!
39. 20mph is more sensible for this area due to the number of cars parked on the road
40. Already very crowded
41. Main commute road
42. Major routes should stay at 30
43. Ridiculous speed limit .to low
44. 30 mph is suitable for this road. It could be argued that 40mph would be beneficial
45. Merthyr is already a slow road you cant go at high speed unless your a lunatic. —

46. I think drivers should use their discretion as the road can be congested hence you cannot go over 30 anyway.
47. I believe going 20 mph is too slow and will cause more traffic and collisions than necessary.
48. I just don't see that reducing speed limit is necessary or needed.
49. Too Slow
50. Accident rate involving injuries or fatalities does not justify it.
51. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
52. Much too slow
53. No need for change.
54. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.
55. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
56. No need to change
57. Do not agree with 20mph anywhere
58. 20mph is stupid
59. 20 mph limit is ridiculous
60. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme
61. No limits should be changed to 20mph
62. I thought it would have been better to leave all 30mph roads alone and may enforce 20 mph going into 1.

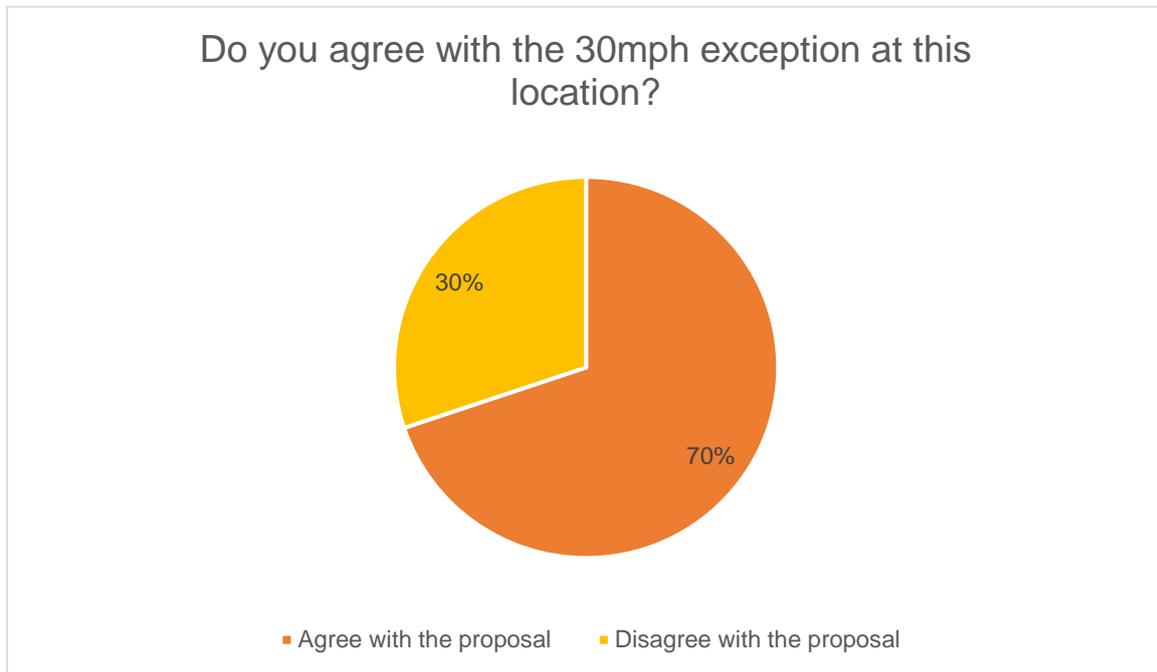
Out of scope responses

1. More time spent looking at speedo instead of potential hazards. Anyone with an ounce of common sense drives slowly along here anyway
2. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit, added congestion.
3. Why wasn't it voted on
4. Congestion
5. Traffic congestion
6. Too much pollution
7. Greatly reduces traffic flow
8. Same reason
9. See above comment
10. As above
11. Distracting
12. It may potentially make it safer for cyclist but much more dangerous for motorists as there will be a large number of some recklessly overtaking and you can enforce it
13. Main access to town centre. Will cause problems to related roads and people will avoid Bridgend. Is this what the council wants. A backward step.
14. As above
15. Same as above
16. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

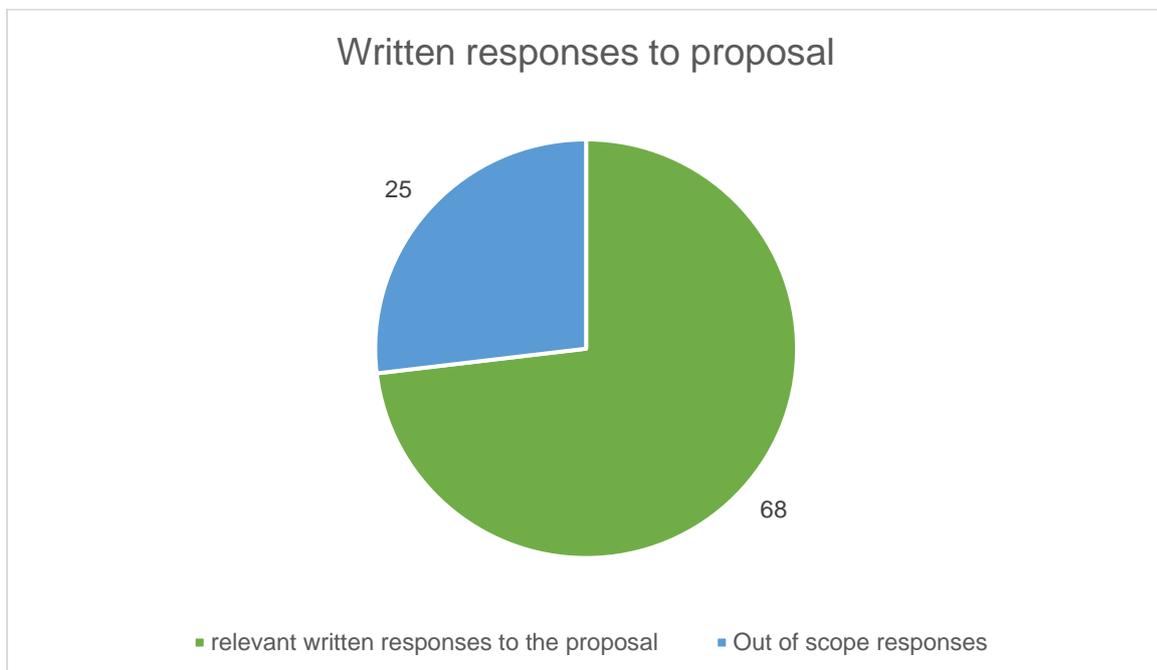
17. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
18. As above
19. Dual carriageway should mean no walkers. Never seen a cyclist there.
20. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances . Cruise controls and speed limiters do not work at such low speeds
21. making a speed trap to make money
22. Making a speed trap to make money
23. I hate to say it, but this is making me feel like i no longer want to vote. Where is this in your manifesto?
24. When traffic is less and given the length of the road, there are many vehicles currently exceeding the speed limit. With both primary and secondary schools off this road, the whole area should have been 20mph sometime ago!
25. pedestrians schools near by
26. map not really clear - but parking both sides - main WALK TO SCHOOL ROUTE for brynteg & oldcastle primary & infant schools - don't think many have managed 30 over the last few years anyway - should be 20 Bowham Ave to bypass & 20 from church to wilkoinne
27. A very built up area with main walking routes to schools.
28. Used by so many school.
29. Lots of school
30. Used by school children
31. this is a very busy road, especially at school times and frequently cars don't observe the 30mph limit, with children walking to Oldcastle and Brynteg schools it should be 20 mph
32. Too many parked cars and schools
33. Main route to brynteg school
34. This is a residential area which has two schools in the vicinity therefore safety of residents and schoolchildren should be paramount
35. By the schools should be 20mph
36. This is a very busy road especially at School times with pupils walking from Brynteg, Heol Gam and Oldcastle Schools and has many bad potholes in the street which could affect vehicles especially those that travel at a higher speed than they should now
37. Merthyr Mawr road has always had parked vehicles along it and has a substantial amount of children using it to gain access to school, the very thing this policy was designed to protect. I have to do the school run here daily, excluding this is a mistake
38. The volume of parked cars and school traffic suggests that a 20 mph limit would be more appropriate, especially as driving at 30 mph is difficult for a long stretch of the road anyway
39. School children use this road
40. As a lifelong resident of Bridgend(62 year) currently living in Grove Road I have no idea where this is. Merthymawr Road is resident. From LangenauStrasse to beyond Brynteg Ave. should be 20mph. Schools, parked cars, straight road 'encouraging' speed.
41. Double parked cars and school children crossing.
42. I disagree completely with your proposal, Merthymawr Road have 3 schools leading off. The road is extremely busy with taxis/mini buses and cars. Cars drive too fast and not only that the road is full of pot holes. if you have not taken a traffic survey
43. This road is close to primary and secondary schools and has many children crossing it every school day

44. Traffic often exceeds 30mph down this road which has a heavy foot fall due to proximity to both oldcastle and brynteg schools
45. Schools in and around the area
46. This is the one I feel most strongly about. Small children use it to go to Oldcastle School. There is parking both sides of road so visibility is poor.

A473 Boulevard de Villenave D'Ornon / Tondu Road - Bridgend



As indicated from the chart above, 70% of respondents have shown agreement with the proposal to retain the A473 Boulevard de Villenave D'Ornon / Tondu Road, Bridgend at 30mph. 30% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Tondu road section from Boulevard de Vilanave roundabout to the duel carriageway should be 20 mph - The sporting venue located here will often have

large numbers of pedestrians walking alongside this road. There is no cycle lane along here.

2. Tondy Road section reduced to 20mph. Large number of pedestrians during sporting/music events leaving Brewery Fields. There are several junctions and businesses close by
3. This is a relatively busy pedestrian area with some parts having no pavements. I believe a reduction in speed limit in this area would be advisable.
4. Mill lane to town is busy, living close and constant speeding traffic from Tondy Rd, I have seen 1 pedestrian death, life changing injuries to a biker, and many car accidents. People walk down Mill lane and try to cross standing in middle of the road.
5. Introducing a 20mph is a good way to improve safety and reduce road accidents
6. Play ground near, rugby car park events, bus stop, many people walking & crossing road
7. With a lack of active travel paths around this area cyclists must share the highway with cars plus a near fatality happened on Tondy road only 3 years ago.
8. Pointless
9. Reduces the safety for those accessing the town centre on foot or cycling
10. This area already can be queued for traffic lights and vehicles race up the outside lane then force their way on
11. Not required
12. Not required waste of time
13. No need
14. Yes for A473/Boulevard de Vilaneve but no for Tondy road pedestrians/sporting events/car park/play ground near by
15. To much pollution
16. I live near here and the road is already like a race track to some. I am aware of a Dangerous Driving conviction and possibly one more conviction within the last 8 months. A 20mph limit may reduce the risk of crashes and injury not least near Nolton Chr
17. The roads are main routes to school, especially the junction with Merthyr Mawr Rd.
18. THE A473 TONDY ROAD IS NOT SHOWN IN ITS ENTIRETY. LOTS OF PEDESTRIANS, STREET LIGHTING PRESENT REDUCE SPEED TO 20MPH AS THERE ARE A NUMBER OF ACCESS POINTS TO RESIDENTIAL AREAS WITHIN THIS ZONE. ALL 50MPH STRETCH OF THE A473 MUST BE REMOVED.
19. It can be like a racetrack now and needs the lower speed limit and more enforcement with many vehicles exceeding the 30 mph limit.
20. Dangerous
21. Again limits in place do not get adheres to
22. This road severs the town centre and speeds should be reduced to improved conditions for walking and cycling.
23. Unnecessary
24. No need
25. Not required
26. That proposed stretch of road should be speed reduced as it's very high traffic and high pedestrian
27. Well, in truth yes and no. Cars regularly exceed the current speed limit and undertake people keeping within it. If 30 could be enforced I would be happy with that but it seems 10mph is added to whatever speed limit decided upon.
28. Accident rate involving injuries or fatalities does not justify it.
29. Same as above. Absolutely ridiculous proposal!
30. 30 mph is safe enough
31. Absolutely not needed on these. Big wide roads. No schools or playgrounds
32. This is a main arterial route.

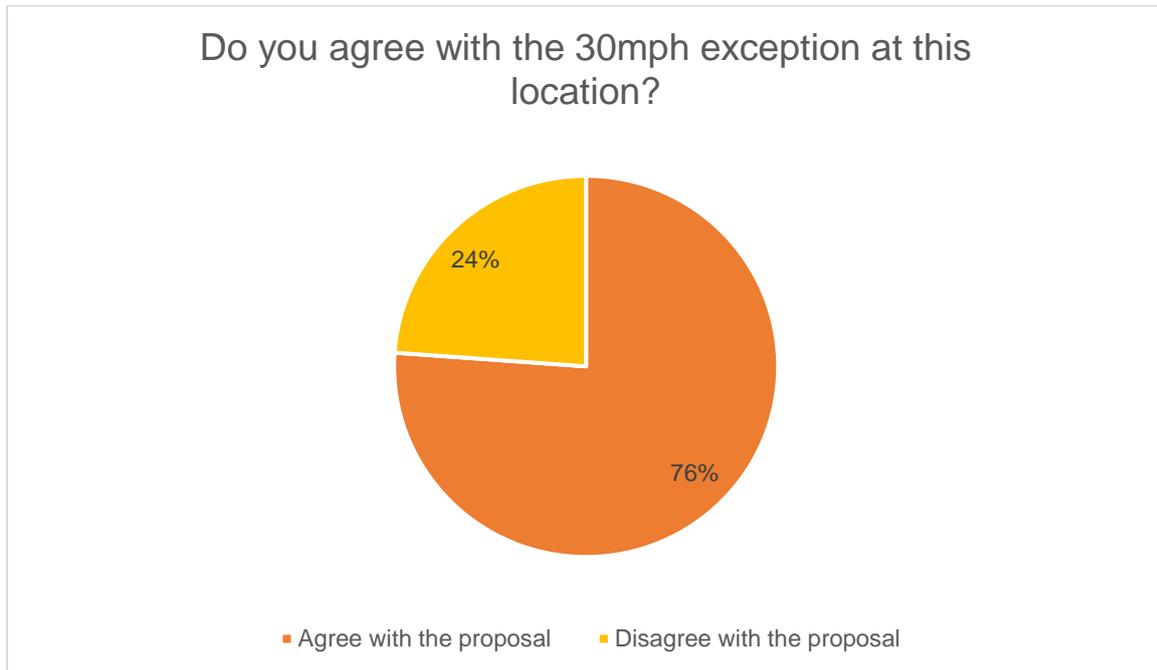
33. 30 satisfactory
34. A roads should not be limited less than 30mph
35. Main routes to stay 30
36. Tondu roads is too slow needs to be 40
37. Ridiculously low speed limit
38. Why on earth does this need to be 20? 30 is plenty slow enough. I simply do not understand the need for 20 here.
39. Why 20 no school
40. This would cause major delays and cause chaos. The speed limit should be maintained and perhaps put cameras up
41. The road to tondu and Bridgend is very busy at present speed works well less speed will cause traffic jamming up and delays.
42. There is no compelling reason for even 30mph it should be 40
43. This is a major through road and the proposed reduction will cause traffic issues in other related road. It will further reduce footfall in the town centre and kill the town centre businesses and the council revenue.
44. Concentration of traffic would move faster with the 30
45. It's largely a dual carriageway with little to no foot traffic
46. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary. I believe this will start to be dangerous for drivers
47. I just don't see that reducing speed limit is necessary or needed.
48. 30mph is adequate for this road, 20mph would be to slow for this particular stretch of road.
49. Too slow
50. Massive delays
51. Crazy idea. Dual carriageway traffic is bad enough as it is. How many serious accidents have happened on this stretch of road has there been.
52. The current speed limit is 30 mph but many vehicles exceed this at over 50mph. No point bringing new limits in if current ones aren't enforced !
53. Silly to slow
54. Very busy road. Everyone uses it. Need to keep up flow of Bridgend. Could cause accidents
55. I agree with most of this, certainly LangenauStrasse and Tondu Road. I am concerned that pedestrians tend to ignore crossing lights at Quarella Road.
56. This road has no houses and is a dual carriageway it should be 50mph
57. Leave at current speed.
58. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.
59. 30 is a low enough speed fo4 this area
60. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
61. No need to change
62. Already very crowded
63. It's not a built up area ffs. #drakefordout
64. Do not agree with 20mph anywhere
65. 20mph is stupid
66. 20 mph limit is ridiculous
67. 20 mile an hour zones should be just directly in front of schools
68. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme, why can't the Welsh parliament look at these ?

Out of scope responses

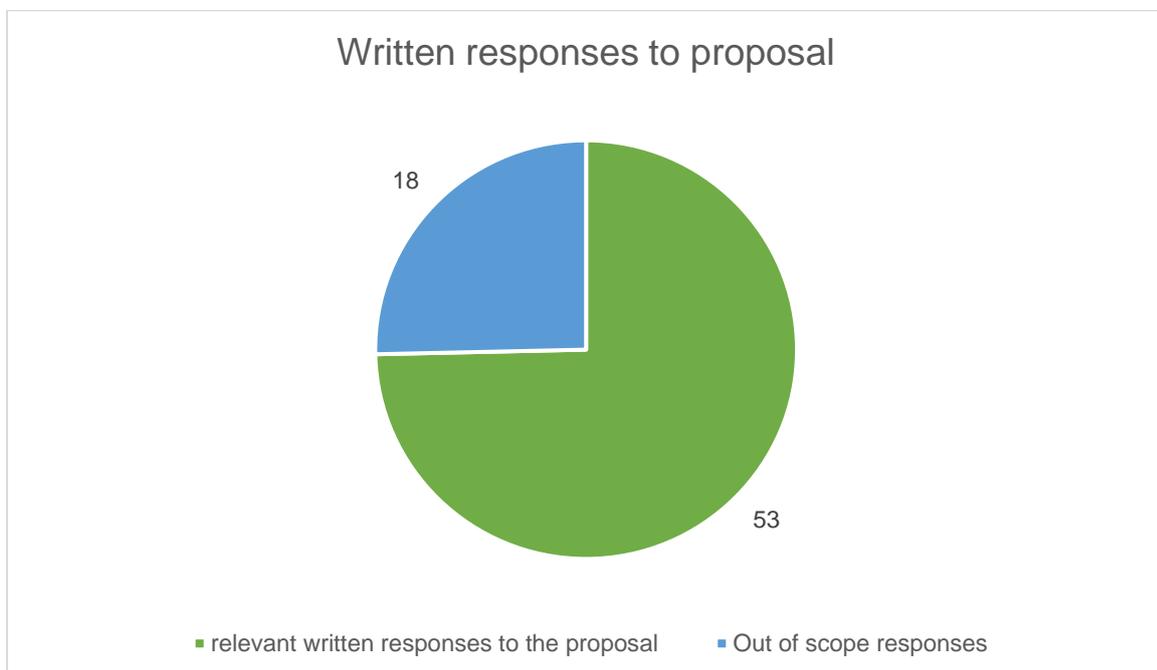
1. See above

2. Rubbish idea by the idiot Drayford and his crazy gang
3. Not sure where this area is so can't comment
4. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit, added congestion.
5. Why wasn't it voted on
6. See above comment
7. .
8. Congestion
9. Greatly reduces traffic flow
10. Distracting
11. As above
12. It may potentiality make it safer for cyclist but much more dangerous for motorists as there will be a large numbers of some recklessly overtaking and you can enforce it
13. Traffic congestion
14. it will be impossible for carers and community workers to get around their patients with such restrictions. leading to more required as they will not be able to carry put their current workloads.
15. As above
16. If this remains at 30 it is essential to have speed and red light cameras installed at crossing with Merthyr Road
17. The A473 TONDU ROAD IS NOT SHOWN IN ITS ENTIRETY, WHICH ALSO HAS A 50MPH SPEED LIMIT WITH STREET LIGHTING PRESENT. THE CONSULTATION IS THEREFORE INCOMPLETE AS IT IS DEFECTIVE.
18. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
19. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
20. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
21. As above
22. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances . Cruise controls and speed limiters do not work at such low speeds
23. making a speed trap to make money
24. Making a speed trap to make money
25. Again, unenforceable. You'll be putting in cameras to charge next like other woke areas

Waterton Industrial Estate – Bridgend



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain Waterton Industrial Estate, Bridgend at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Pointless
2. Waterton Lane should be 20mph as it is an on road cycle route and there are no footways for peds
3. Not required
4. Not required waste of time

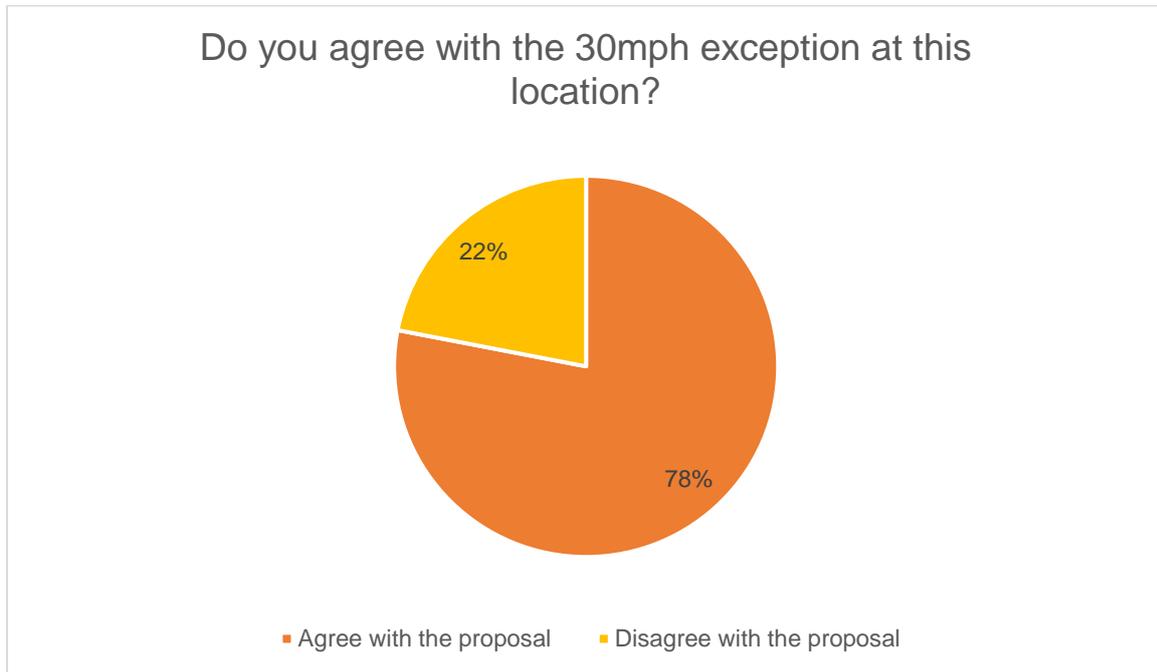
5. No need
6. 25 mph more appropriate ,, in general 25 mph would be better
7. Not needed
8. Unnecessary
9. Too much pollution
10. Save the signage cost
11. This is already used as a short cut when your doing constant road works around Bridgend because of the increased traffic from your road works speeds of 30
12. On an industrial estate....really?
13. I do not agree with any of the proposals.
14. Industrial Estate mainly used for work or shopping
15. I would prefer this to be 20 for reasons given previously. If 30 could be enforced/ adhered to would be a different matter. People are exceeding current speed limits
16. Same as above. Absolutely ridiculous proposal!
17. 30 mph is safe enough
18. If anyone agrees this needs to be 20 then they are stupid
19. Industrial estate. no children
20. Accident rate involving injuries or fatalities does not justify it.
21. Wide roads and few pedestrians
22. Non residential area.
23. No where near school
24. Adults should know how to cross the road. Visibility is very good. There are no houses, schools or play grounds.
25. Very little pedestrian traffic. It would be interesting to know how many accidents involving cars and pedestrians have occurred in the last five years compared with the average on all Bridgend roads over the same period To much pollution
26. Non residential area so speed is not a safety issue
27. No schools and hardly any pedestrians
28. No school
29. Why would you want to reduce speed limit on such a big wide road plenty of vision .???
30. Industrial estate again - which is less pedestrian than local roads
31. Business area. Reducing will impact professional drivers doing there job.
32. Wide, straight and open roads with very low pedestrian footfall which begs the question why lower the speed limit? Or is there information we aren't privy to? If so it should be made available to the public to help them make a decision
33. same reason as Bridgend Ind Estate. it will have an impact on businesses investing in the area.
34. Little to no pedestrians
35. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
36. I just don't see that reducing speed limit is necessary or needed.
37. Again. Huge industrial zone. When its busy no one will drive faster than 30mph. Majority of users are vehicle drivers as cars or motorbikes. No need to limit speed to 20 at all.
38. Massive delays
39. 20 mile an hour zones should be directly in front of schools
40. To slow
41. No need for change
42. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.

43. Learners use that and the Bridgend industrial estate for driving lessons. Better to leave them learn in the 30 mph where its quite, than them being on busier roads. And it'll cause less road injuries.
44. All areas that are currently 30mph need to stay at 30mph. 20mph zones will cause more pollution as cars will be using lower gears thus burning more fuel. Slower speeds in busy times will hinder throughout at pinch points even further.
45. Have u ever tried driving a 3.5 tonn van in 2nd gear trying to keep at 20mph can u imagine the emissions and damage to my vans dpf filter and the environment when I'm revving my van so high in low gears to keep within speed what a joke labour is
46. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
47. All these areas should be in reverse. 30mph on main stretches, then 20mph when entering built up or busy areas
48. No need to change
49. Again, not a built up area. No schools. Why??? This makes me soooo angry . Drakeford is such a dictator #Labourout and I was a Labour voter, NOT ANYMORE
50. Do not agree with 20mph anywhere
51. 20mph is stupid
52. 20 mph limit is ridiculous
53. I do not agree with 20mph limits, as per the statistics from the Northern Ireland scheme

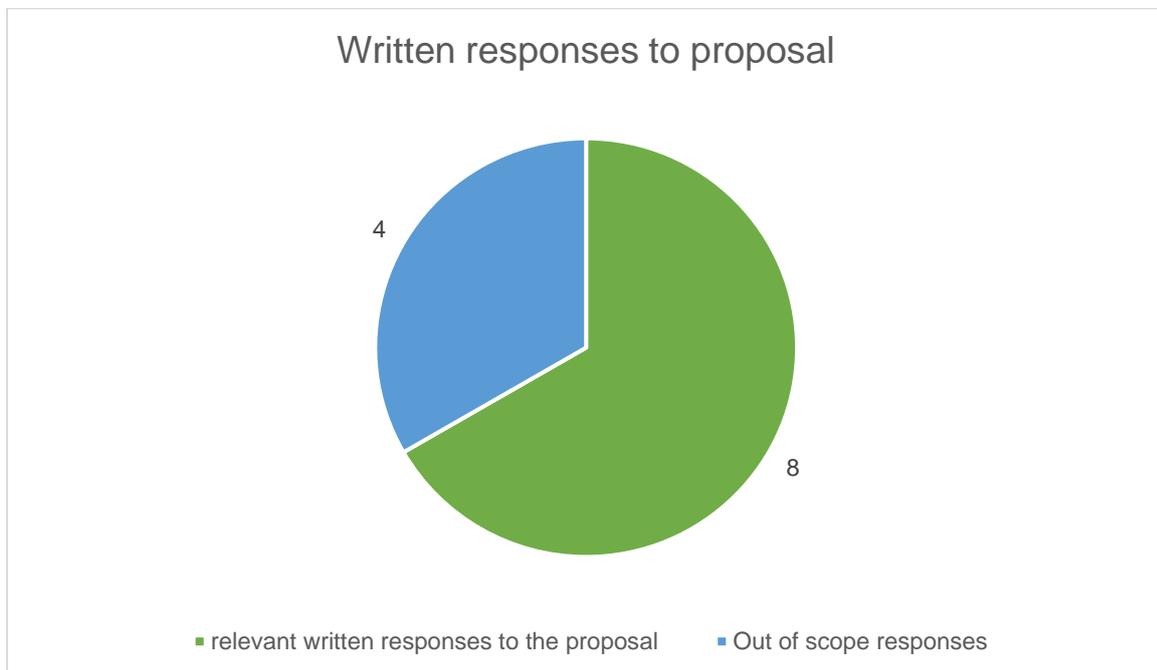
Out of scope responses

1. See above
2. Not needed, counterintuitive, bad for car engines, bad for pollution, no discernible benefit, added congestion.
3. Why wasn't it voted on
4. See above comment
5. As above
6. It may potentiality make it safer for cyclist but much more dangerous for motorists as there will be a large numbers of some recklessly overtaking and you can enforce it
7. As above
8. Congestion
9. Greatly reduces traffic flow
10. Will cause more traffic
11. For the reasons given in the survey by me.
12. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
13. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
14. As above
15. As above
16. The reduction in speed does not reduce emissions or save lives . Modern cars are not designed to drive that slow over prolonged distances . Cruse controls and speed limiters do not work at such low speeds
17. Making a speed trap to make money
18. making a speed trap to make money

Blackmill Road – Bryncethin



As indicated from the chart above, 78% of respondents have shown agreement with the proposal to retain Blackmill Road, Bryncethin at 30mph. 22% of respondents disagree with the proposal.



Relevant written responses to the proposal

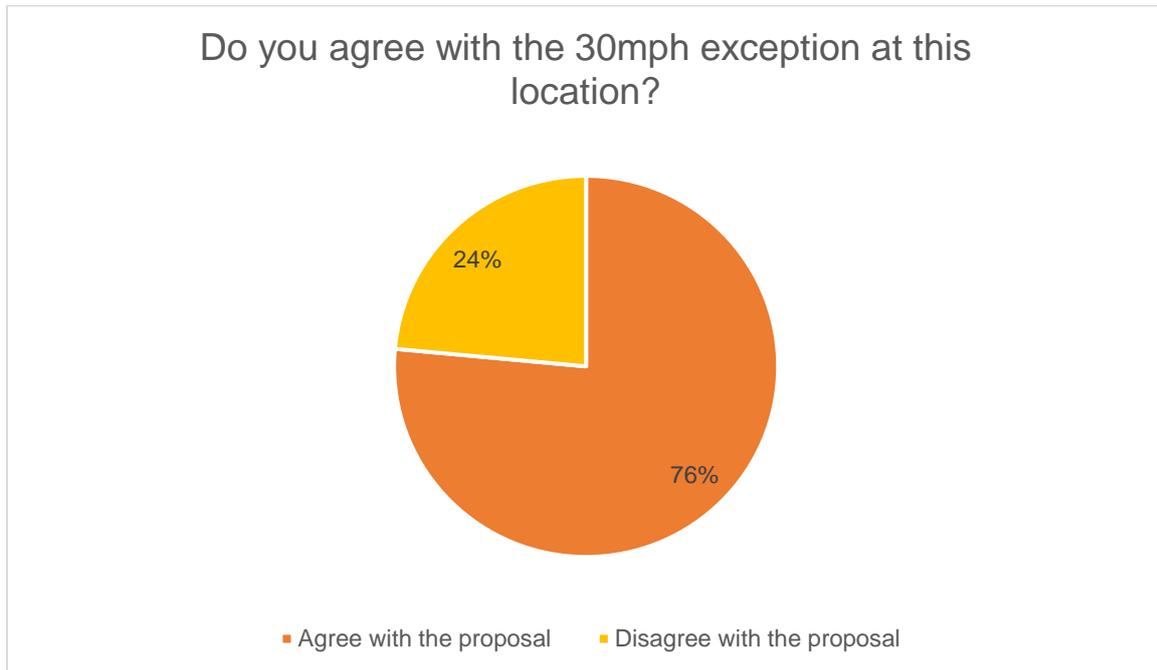
1. Because of the junction with junction with lan lane the 20mph should start before then
2. Dangerous driving
3. Very little housing, no play parks or schools. Very few pedestrians.

4. Roads already congested lowering speed limit will not help Not everyone is able to walk nor cycle emissions greater at lower speed
5. 20 mph is too slow
6. From what I understand, the road is not in a built up area and therefore the current speed limit is sufficient
7. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
8. No need to change

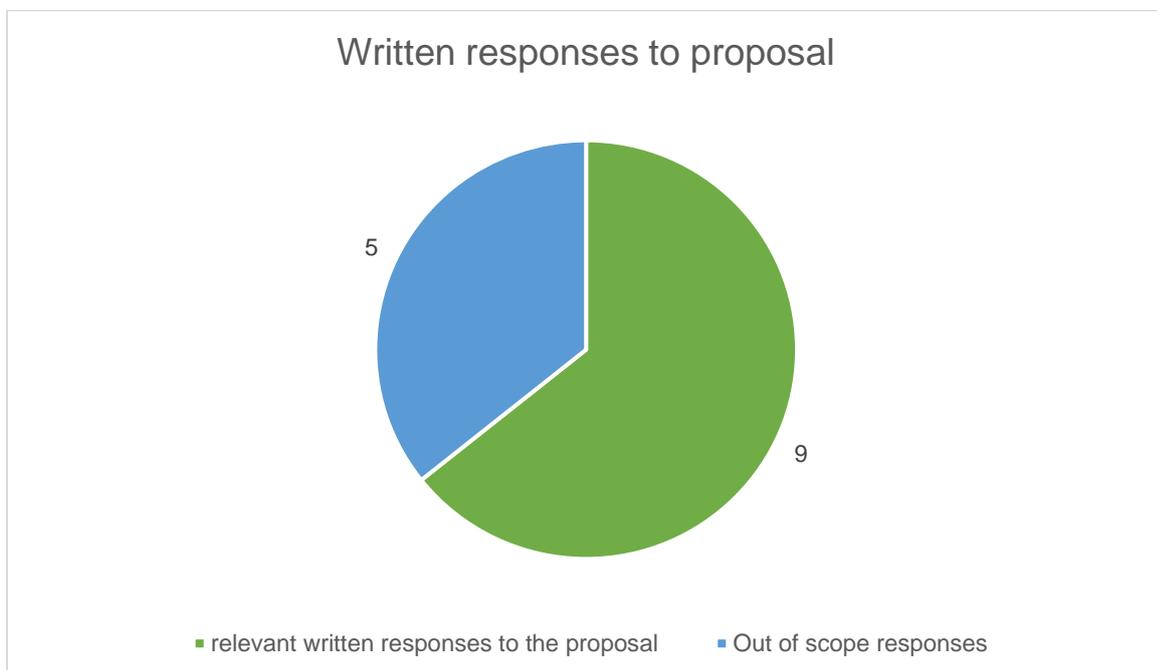
Out of scope responses

1. Waste of public funds. With proposed benefits questionable.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. This will increase pollution and cause congestion

Bryn Road – Bryncethin



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain Bryn Road, Bryncethin at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Popular walking route to Bryngarw Park. Vehicles travel too quickly down hill from Betws.
2. All of Penybryn Rd needs a 20mph limit as it has many hazards eg a steep hill, 2 side roads & 7 driveways with poor visibility, many pedestrians/children/dog

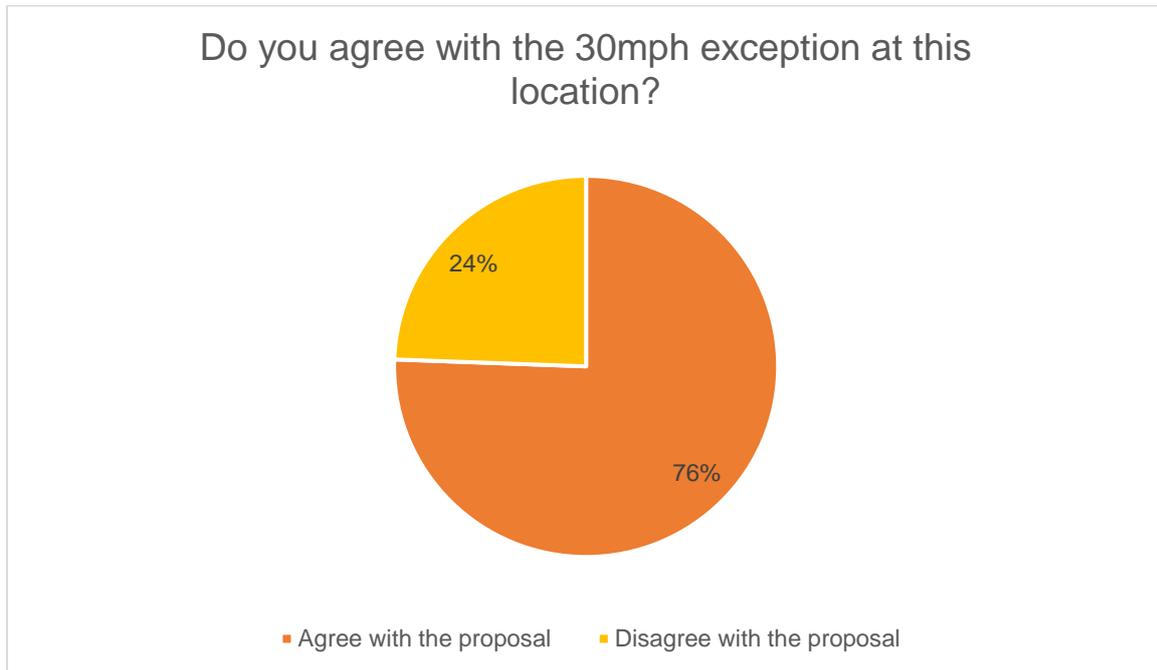
walkers crossing road to access common/Bryngarw Park, parked cars restricting width/visibility.

3. Lots of children use this route to walk to school and there isn't a safe road crossing
4. People already ignore the 30mph limit here and it is a residential area.
5. Single file road parking both sides of street, risk of accident high
6. Very little housing, no play parks or schools. Very few pedestrians.
7. 20 mph is too slow and will cause traffic issues
8. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
9. No need to change

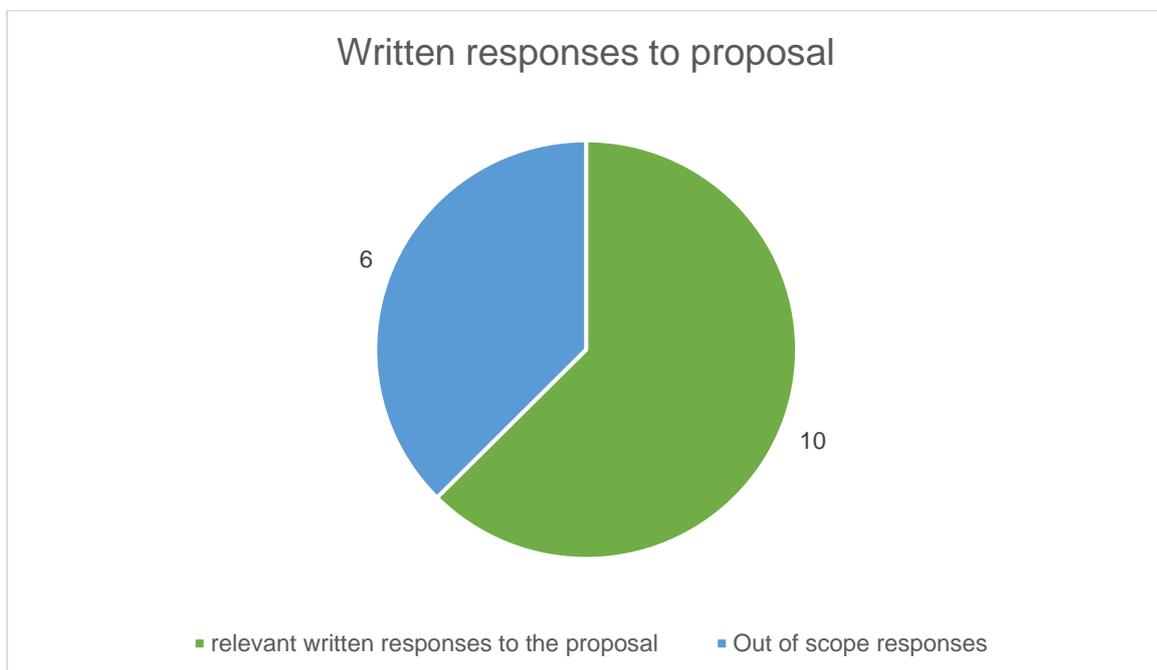
Out of scope responses

1. Waste of public funds. With proposed benefits questionable.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. This will increase pollution and congestion
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
5. Congestion bad now worse when speed limit reduced Emissions worse at lower speeds Construction of the hydrogen plant will increase traffic this will be a nightmare

Brynmenyn Industrial Estate – Brynmenyn



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain Brynmenyn Industrial Estate, Brynmenyn, at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

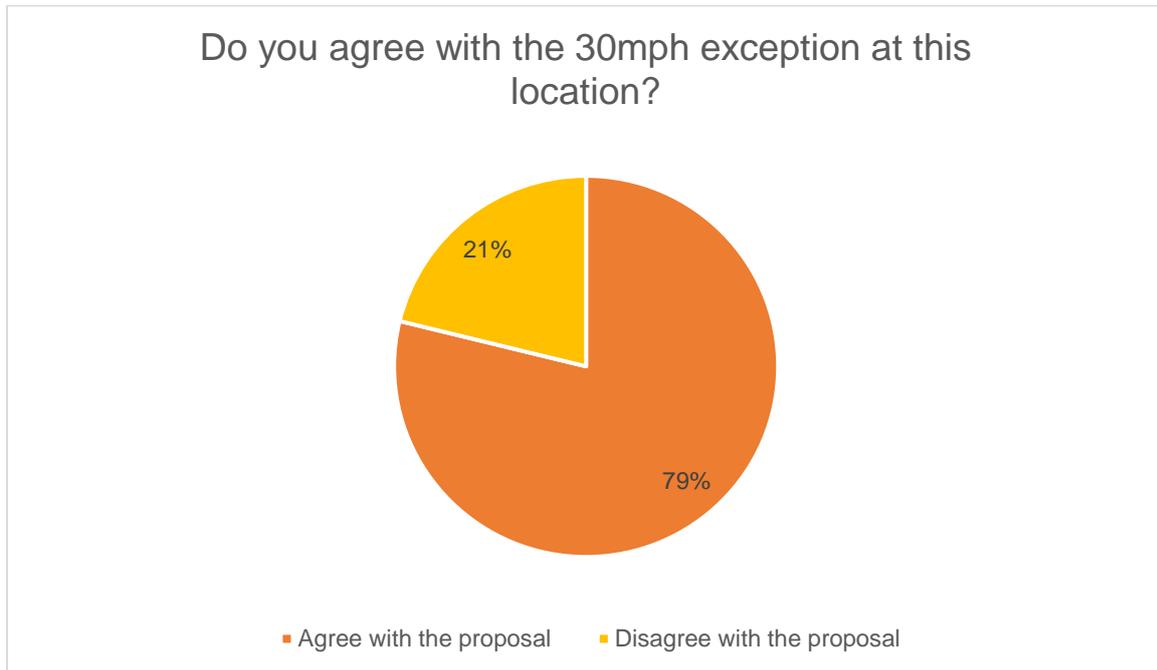
1. Due to the increase in traffic on the estate there are lots of pedestrian and double parking
2. From walking through this Estate my experience is that drivers already vastly exceed the limit without any fear of penalty. A 20mph should be enforced and upheld. There is no good reason to treat this any differently to non Industrial areas

3. This area is widely used by pedestrians
4. Speeding at 30mph is a problem here, lack of road markings hgv traffic many hazards
5. The bypass going towards Brynmenyn is used as a race track with cars accelerating hard over the top. Also the industrial estate roads are "Lawless" with vans a lorries barrelling along at way above the current 30mph limit.
6. Very little housing, no play parks or schools. Very few pedestrians.
7. Too slow will cause traffic issues
8. The current speed limit is sufficient for an industrial estate - there are pathways suitable for pedestrians
9. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
10. No need to change

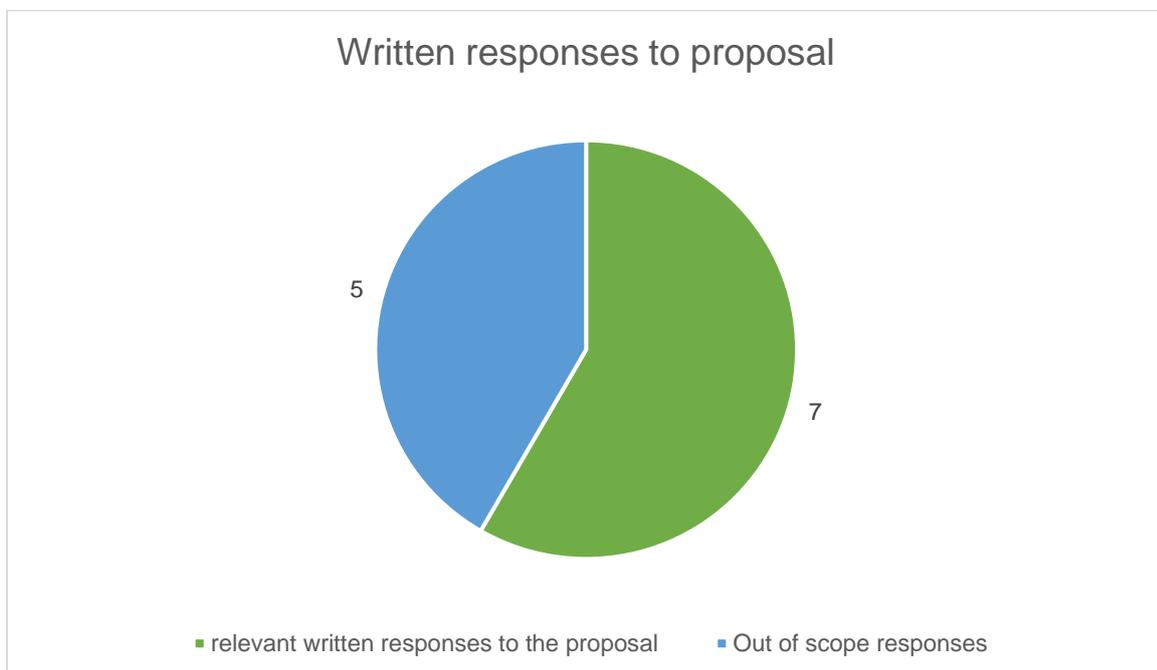
Out of scope responses

1. Waste of public funds .
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. A4065 is use extensively by residents going for walks. Many of these live alongside the A4065 and are currently subjected to a significant amount of noise and pollution from HGV traffic along this stretch.
5. This suggestion will increase pollution and congestion
6. Road already backed up , congested at present speed limits Cyclists do not use the cycle tracks Reducing speed will not help an already congested area Frequently travel to Abergavenny and the 20mph speed limit there has had no impact on congestion .

Pant Hirwaun – Bryncethin



As indicated from the chart above, 79% of respondents have shown agreement with the proposal to retain Pant Hirwaun, Bryncethin at 30mph. 21% of respondents disagree with the proposal.



Relevant written responses to the proposal

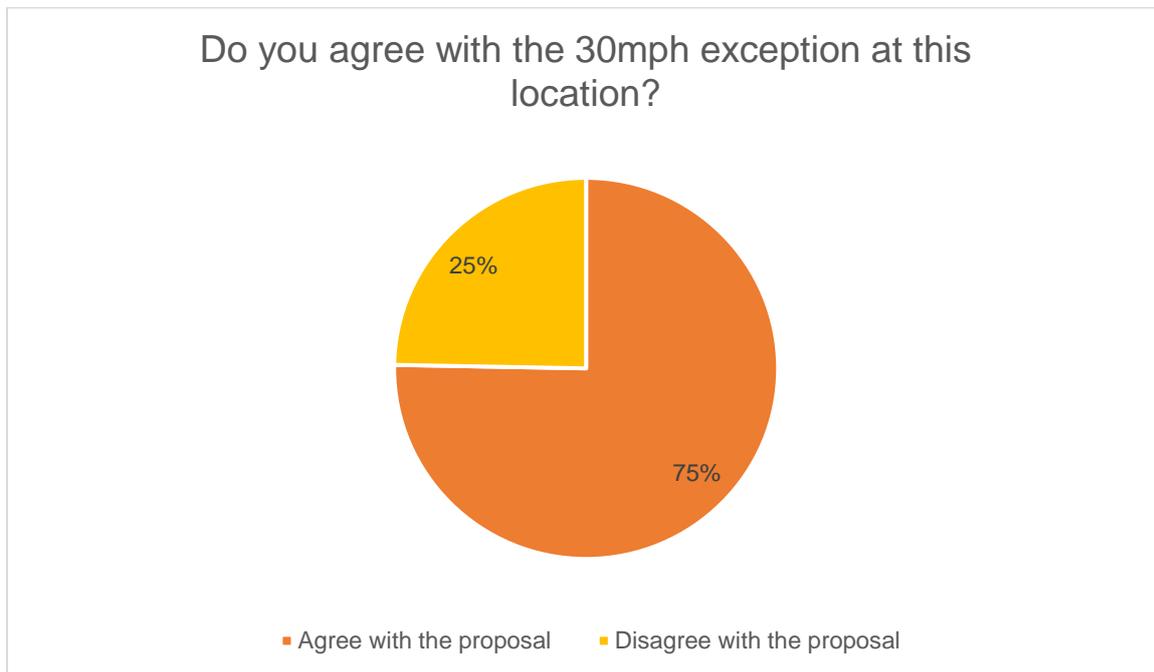
1. This road is very busy and a 20mph zone would be helpful.
2. Because it is such a dangerous road to cross or drive on. So many near misses, no crossings, drivers slow purely for camera then zoom.
3. Very little housing, no play parks or schools. Very few pedestrians.
4. Too slow

5. The current speed limit is sufficient
6. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
7. No need to change

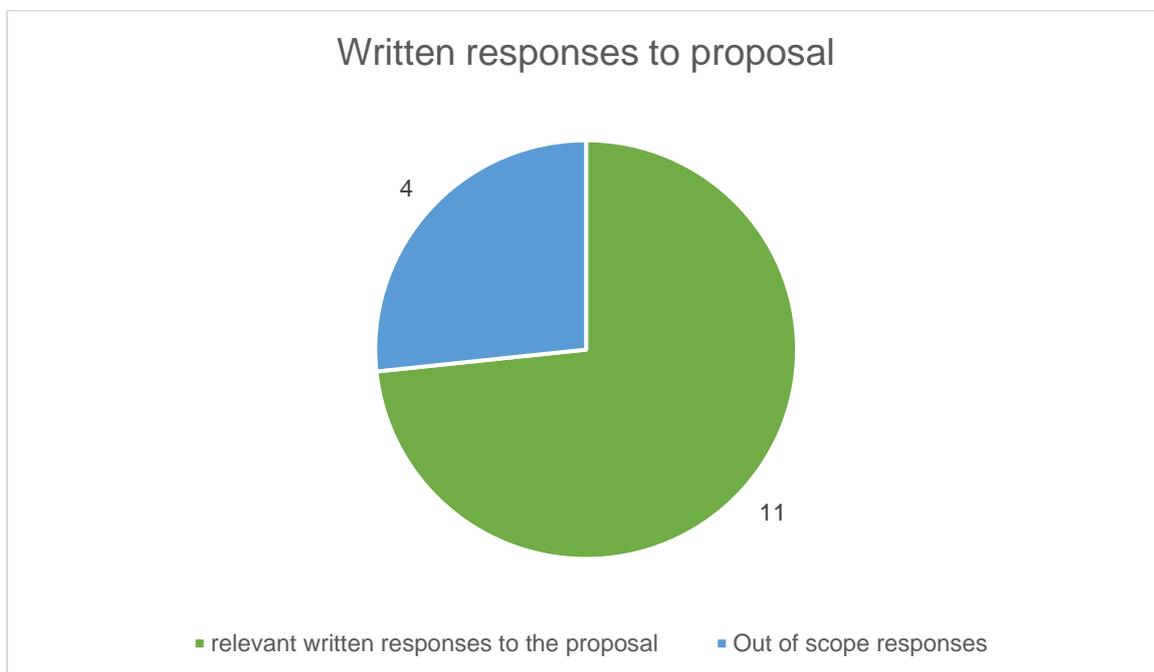
Out of scope responses

1. Waste of public funds
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. This proposal will increase pollution and congestion
5. Volume of traffic

Pleasant View – Brynmenyn



As indicated from the chart above, 75% of respondents have shown agreement with the proposal to retain Pleasant View, Brynmenyn at 30mph. 25% of respondents disagree with the proposal.



Relevant written responses to the proposal

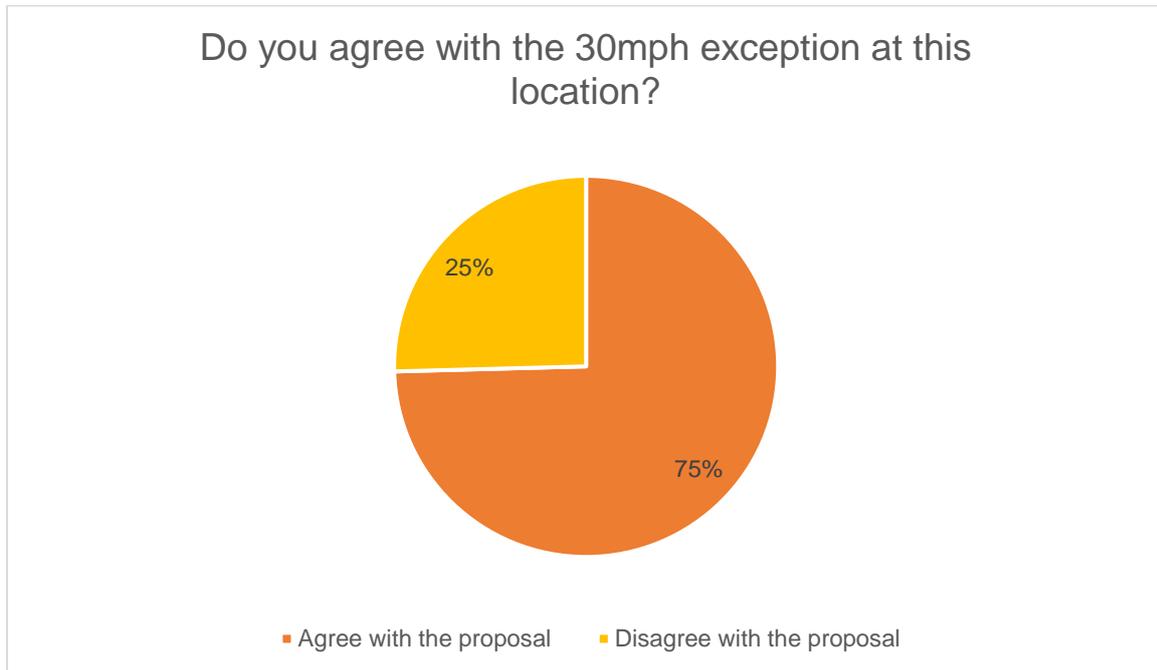
1. Pedestrian and cyclists use it
2. I live in pleasant view and a lot of cars speed here. My wall has been crashed into and it is very dangerous just crossing the road. The number of close calls on the corner is worrying. You regularly hear cars beeping at each other and see narrow misses.

3. Narrow road close to park & common, popular with walkers and cyclists
4. There are entrances to houses with children here (mount pleasant and hill brow] that don't have paths outside the houses and so the residents have to walk down the road before getting to a nearest path. This is also a busy country park entrance with kids
5. This road often has walkers and horse riders, is single track and would benefit from 20mph limit. Also retaining 30mph would encourage traffic to divert along a single track road thus increasing risk.
6. Cars use this road as a thoroughfare and speed along it. There are painted signs in the road 'SLOW' as it is on a dangerous corner. A lorry crashed into a tree near our house not long ago and a neighbour's wall was crashed into. Dangerous road
7. This road is very busy and often pedestrians walk this route
8. its a country road
9. Too slow.
10. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
11. No need to change

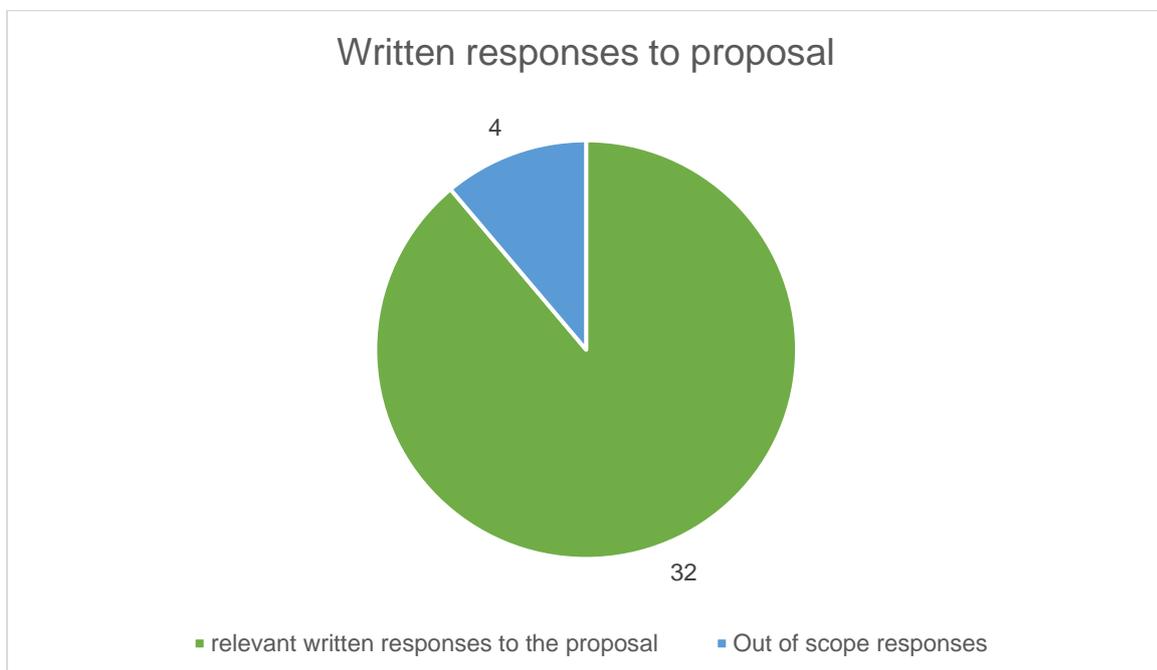
Out of scope responses

1. Waste of public funds.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. This will increase pollution and congestion

A473 – Bridgend



As indicated from the chart above, 75% of respondents have shown agreement with the proposal to retain the A473, Bridgend at 30mph. 25% of respondents disagree with the proposal.



Relevant written responses to the proposal

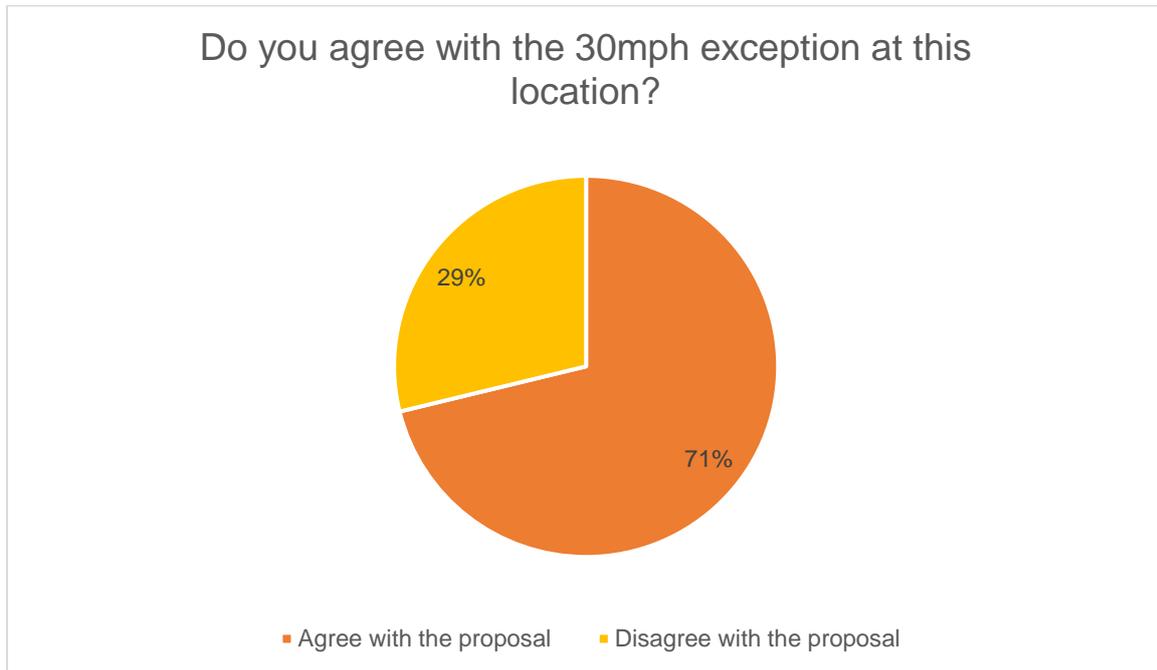
1. Need to reduce road pollution along A473 and improve crossing safety for pedestrians
2. 25 mph in all 30 mph areas would be more appropriate,,, 20 mph in most areas is frustratingly slow in modern cars

3. Safety concerns as people cross road frequently. Excessive speeding on road currently
4. This length of road is busily used by pedestrians, and has a number of junctions and paths but no formal crossings. Vehicles often drive far in excess of 30mph along it too. For safety and air quality (due to presence of houses) this should be 20mph
5. This is unnecessary and unworkable
6. 30mph current speed limit is frequently exceeded causing safety concerns for local residents crossing road etc. all residential areas should be a uniform 20mph
7. Reduce to 20mph to improve air quality, reduce noise pollution and improve safety for local residents
8. 20mph is enough
9. residential area, local people are priority NOT cars. All residential areas should be 20mph to improve safety, air quality and general wellbeing
10. standardize all residential areas at 20mph. A mixture of 30 and 20mph zones will lead to confusion and reduce effectiveness
11. cars impact safety, reduce air quality and impact low residents well being and mental health, all residential roads should be reduced to 20mph
12. I support the aim to return residential areas to the people who live there and to encourage more walking and cycling, all residential roads should be 20mph
13. area has a large number of children, road should be 20mph to improve safety
14. 20mph would reduce road noise and improve air quality
15. 20mph should apply to all built up areas to improve safety and encourage people to walk etc
16. make all roads around housing 20mph, cars degrade the living standards of the local community
17. Reduce noise pollution and safety risks, lower all residential roads to 20mph as standard
18. standard approach on all residential roads, 20mph, makes enforcement easier otherwise people will claim they don't understand where the 20 and 30mph zones are
19. 20mph is safer for the local community
20. reduce to 20mph in built up areas
21. No requirement for a 20mph limit
22. Will cause more congestion. I agree outside school and play areas though
23. Cost of new road signs and 30mph is safe.
24. This is a very wide road with very good visibility and a main through way. Previously was 40mph with no issues.
25. The road between the Park St lights and the Bryntirion lights should remain at 30 mph. A 20 mph limit would be unenforceable and bring the remaining 20 mph limits into disrepute.
26. It's not necessary to reduce the speed limit here any further.
27. The road is wide and unobstructed.
28. 30 mph is slow enough, just needs a speed bump somewhere along the road
29. All roads except near schools, should remain at 30 mph
30. Always traffic at current speed at peak times due to school run. Reducing speed will add to the traffic build up.
31. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.
32. 20 miles an hour is to slow for any vehicle, the reasons you give are not valid, in my opinion.

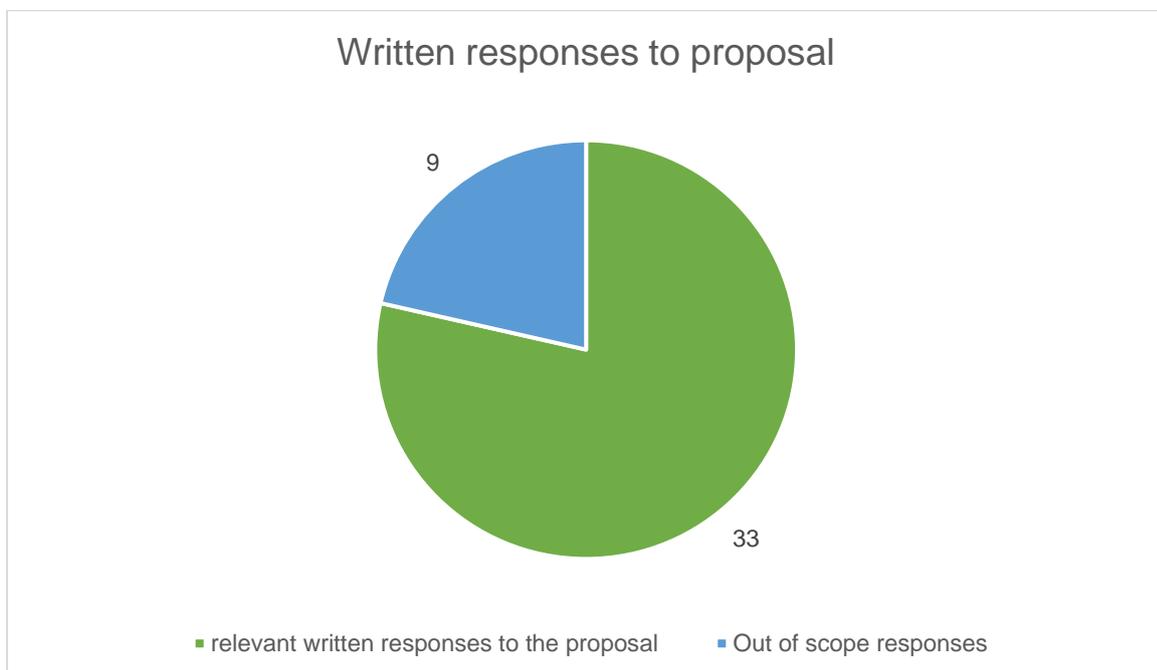
Out of scope responses

1. Unnecessary policy to increase speeding fine revenue. Will not reduce air pollution
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. I don't see the logic whatsoever in this by maintaining a 30mph limit in certain areas and dropping it in others I think a local referendum from all the residents of Bridgend should be undertaken.

B4622 Broadlands Link Road – Bridgend



As indicated from the chart above, 71% of respondents have shown agreement with the proposal to retain Broadlands Link Road, Bridgend at 30mph. 29% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. I think this road should be reduced to 20mph. Pupils and other pedestrians use footpaths that cross this road especially at school opening and closing times. In addition the existing 20 mph limit on the side roads is often ignored.

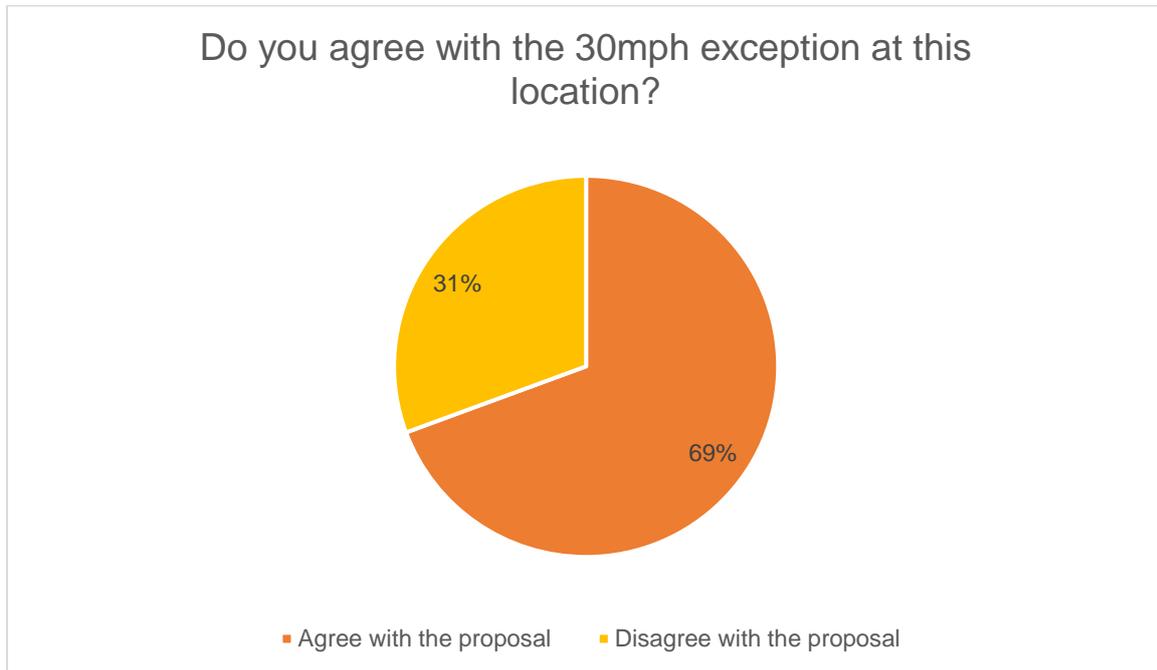
2. The road dissects a residential area where there are often pedestrians trying to cross the road, especially close to the roundabouts. This can often be difficult and lowering the speed to 20mph would help encourage pedestrians to use the route.
3. Cars drive too fast down that road already.
4. This is heavily used by pedestrians and especially children with many houses surrounding. Therefore this should be 20mph for air quality and safety reasons
5. You need a static speed camera on this road at all times! The amount of absolute maniacs who use this as a drag strip is unbelievable,
6. The spine road in Broadlands is dangerous to cross at the roundabouts and the 20 limit would help safety. This road is also prone to antisocial drivers (boy racers) who use it as a race track with loud exhaust noises and a 20 limit would help stop it.
7. 30mph current speed limit through the Broadlands estate is very frequently exceeded. Area is residential with a high density of families, children, elderly etc. All residential areas should be 20mph to improve safety & the local environment, air quality
8. Reduce to 20mph to improve air quality, reduce noise pollution and improve safety for local residents
9. 20mph is enough
10. residential area, local people are priority NOT cars. All residential areas should be 20mph to improve safety, air quality and general wellbeing
11. standardize all residential areas at 20mph. A mixture of 30 and 20mph zones will lead to confusion and reduce effectiveness
12. cars impact safety, reduce air quality and impact low residents well being and mental health, all residential roads should be reduced to 20mp
13. This road is dangerous to cross and desperately needs 20 mph limit same as the rest of Broadlands
14. I support the aim to return residential areas to the people who live there and to encourage more walking and cycling, all residential roads should be 20mph
15. area has a large number of children, road should be 20mph to improve safety
16. 20mph would reduce road noise and improve air quality
17. 20mph should apply to all built up areas to improve safety and encourage people to walk etc
18. make all roads around housing 20mph, cars degrade the livingstandards of the local community
19. Reduce noise pollution and safety risks, lower all residential roads to 20mph as standard
20. I've lived in Broadlands over 20 years and have had many close calls as a pedestrian crossing this road a 20 limit is very important here and it should not be left as 30
21. standard approach on all residential roads, 20mph, makes enforcement easier otherwise people will claim they don't understand where the 20 and 30mph zones are
22. 20mph is safer for the local community
23. reduce to 20mph in built up areas
24. The opportunity to make this road 20mph should be taken as cars travel too fast it's like a race track on the weekend, also hard to cross the road safely
25. 30 miles an hour is hard to drive down the hill never mind twenty (you drive with the brakes on) driving up the hill at twenty requires more power in lower gears, crates more pollution, ,not to mention the congestion.
26. No requirement for a 20mph limit
27. Cost of new road signs and 30mph is safe.
28. Wide road with open views, no houses fronting onto road
29. It should stay as unencumbered 30mph
30. 30 mph is slow enough, just needs a speed bump somewhere along the road

31. All roads except near schools, should remain at 30 mph
32. This road is congested enough at 30mph maybe the councillor's should try using it at rush hr when the traffic is backed up completely making it impossible to get on to the a48
33. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.

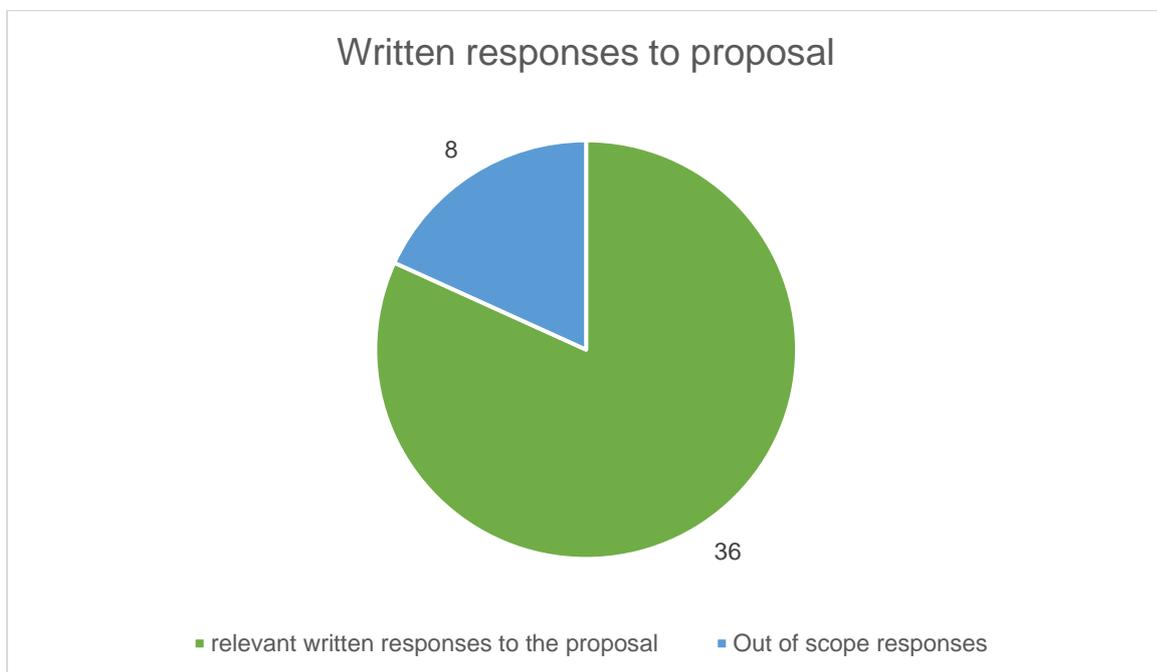
Out of scope responses

1. Concentrate on filling in the pot holes
2. See above
3. See above comment
4. The police cover this road with a camera van regularly, what I would suggest is the rumble strip markings on the road coming up to the roundabout's.
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
7. Congestion
8. It will just add to further congestion
9. Always traffic at current speed at peak times due to school run. Reducing speed will add to the traffic build up.

Heol Y Nant – Bridgend



As indicated from the chart above, 69% of respondents have shown agreement with the proposal to retain Heol Y Nant, Bridgend at 30mph. 31% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. residential area
2. The route has become difficult to navigate due to the volume of parking and wider vehicles. Lowering the speed would assist with the free flow of traffic into and around a residential area.

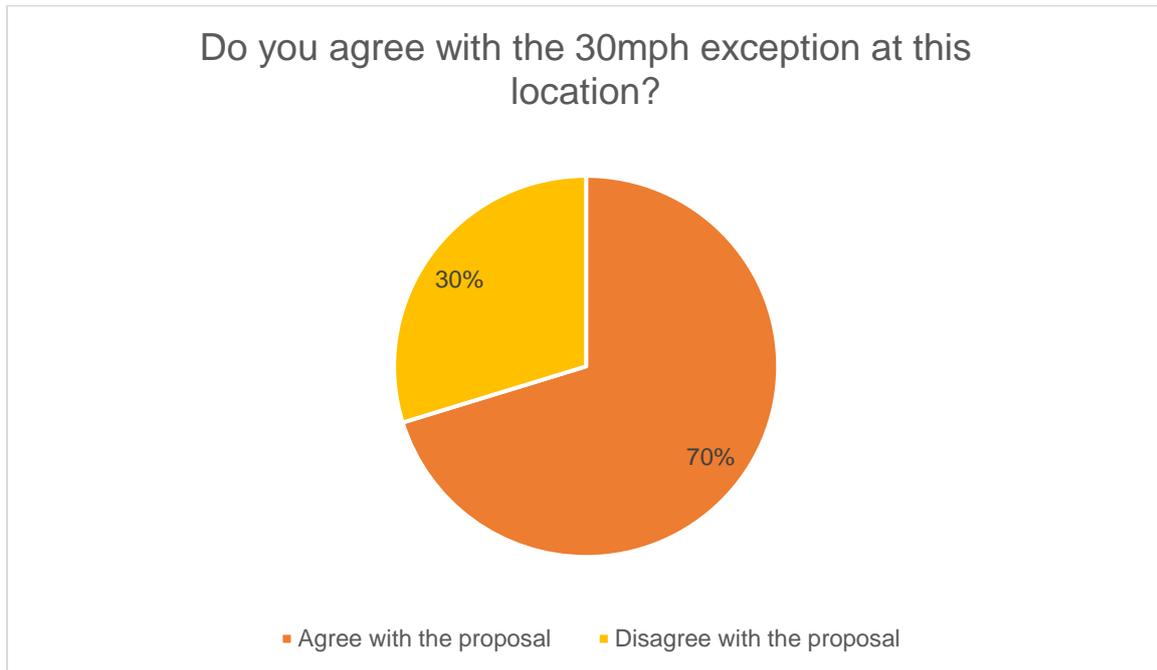
3. Need to improve pedestrian safety, reduce road noise and pollution in residential area
4. Suitable for 20mph limit
5. 25 would be safer
6. There are so many parked cars on that road that some driver to fast, also there are children that cross the road to go to the green land on the other side of the road.
7. It's totally unnecessary
8. Too narrow with lots of parked cars and terminates at a busy junction by shops
9. Due to presence of houses and children walking to school. For safety, noise and air quality purposes
10. There are always parked cars along Hell y Nant narrowing the road and making it difficult to negotiate. Traffic currently exceeds the speed limit with no intention of giving way or stopping with the obstruction on their side. Reduce
11. Unworkable
12. busy narrow road parked cars
13. All residential roads should be 20mph, standard approach is simpler to maintain
14. Reduce to 20mph to improve air quality, reduce noise pollution and improve safety for local residents
15. 20mph is enough
16. residential area, local people are priority NOT cars. All residential areas should be 20mph to improve safety, air quality and general wellbeing
17. standardize all residential areas at 20mph. A mixture of 30 and 20mph zones will lead to confusion and reduce effectiveness
18. cars impact safety, reduce air quality and impact low residents well being and mental health, all residential roads should be reduced to 20mph
19. I support the aim to return residential areas to the people who live there and to encourage more walking and cycling, all residential roads should be 20mph
20. area has a large number of children, road should be 20mph to improve safety
21. 20mph would reduce road noise and improve air quality
22. 20mph should apply to all built up areas to improve safety and encourage people to walk etc
23. make all roads around housing 20mph, cars degrade the living standards of the local community
24. Reduce noise pollution and safety risks, lower all residential roads to 20mph as standard
25. standard approach on all residential roads, 20mph, makes enforcement easier otherwise people will claim they don't understand where the 20 and 30mph zones are
26. 20mph is safer for the local community
27. reduce to 20mph in built up areas
28. because this road is a rat run at the best of times, and way too many vehicles parked along here to safely do 30 mph.
29. 20 mph is an appropriate speed for this section for safety cars already travel too fast
30. Congestion, slowing people's travelling time down , will lead to more accidents, (mark my words)
31. No requirement for a 20mph limit
32. Cost of new road signs and 30mph is safe.
33. All roads except near schools, should remain at 30 mph
34. This is just not needed here how many accidents have there been on this road . Why add to emissions slowing cars down to a crawl for.no valid reason
35. Always traffic at current speed at peak times due to school run. Reducing speed will add to the traffic build up. 30mph is more than reasonable. 20mph is likely to cause people to pay less attention to the road. Fix potholes, make the roads safer

for cyclists, install safer road crossings at more appropriate natural crossing points. Don't waste money changing limits.

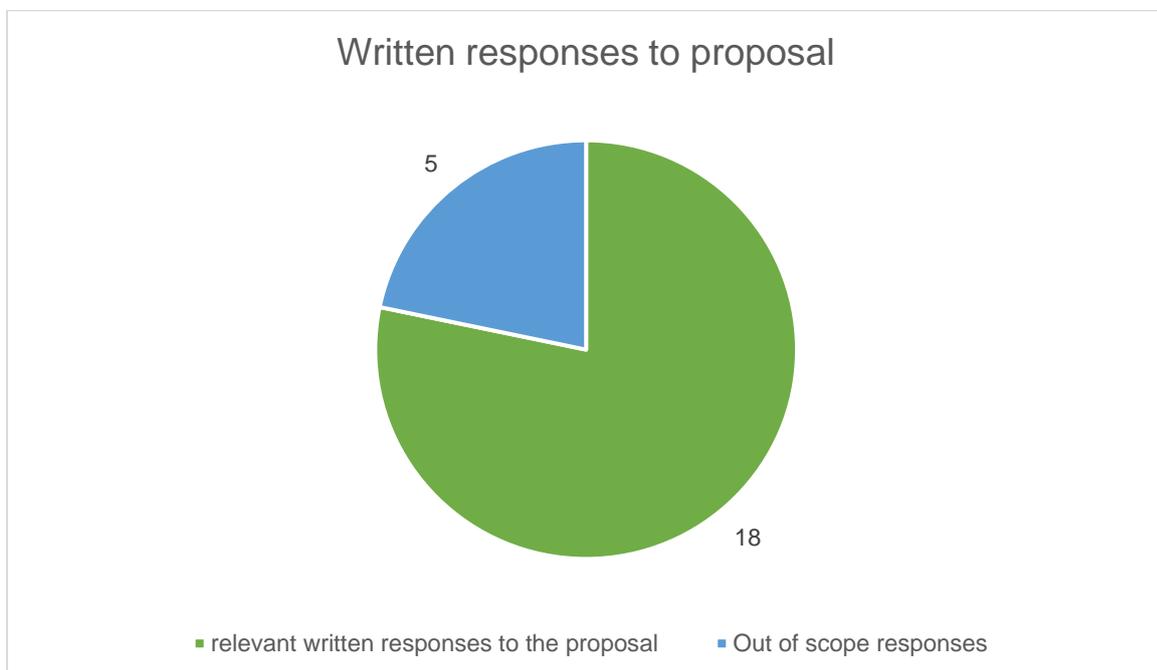
Out of scope responses

1. Ro
2. Focus on pot holes
3. See above
4. See above comment
5. That my opinion
6. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
7. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
8. The 20 mph concept is nutcase folly. Bye bye business in Wales. Horse and cart for all just to be different from the rest of the world.

B4281 Cefn Road – Cefn Cribbwr



As indicated from the chart above, 70% of respondents have shown agreement with the proposal to retain the B4281 Cefn Road, Cefn Cribbwr at 30mph. 30% of respondents disagree with the proposal.



Relevant written responses to the proposal

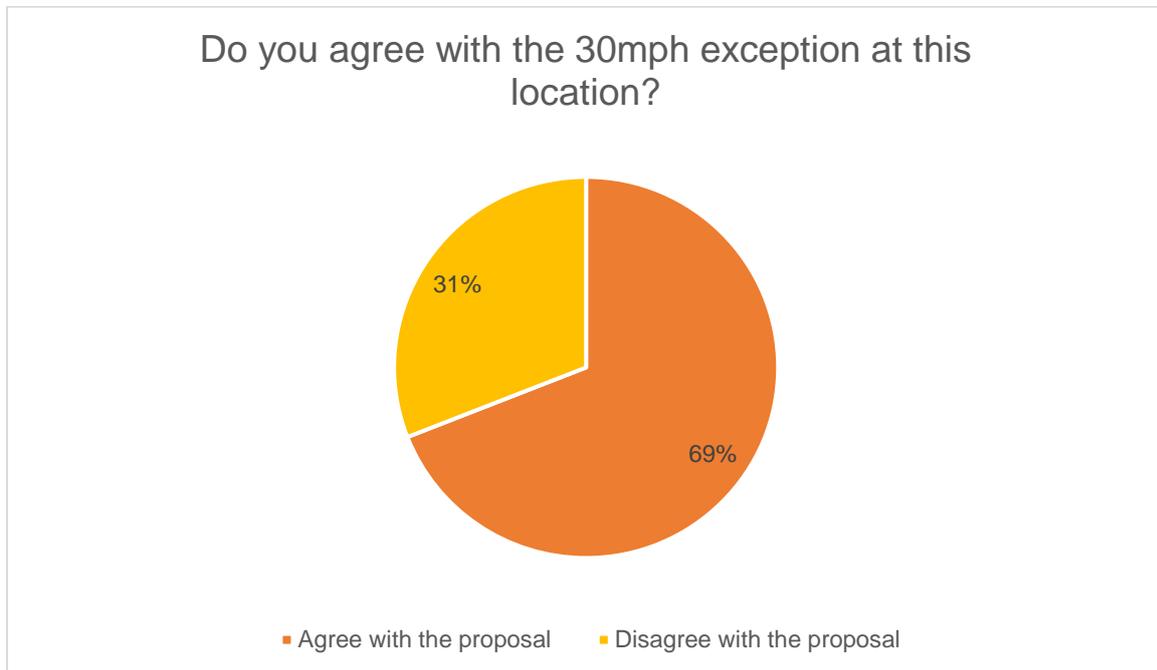
1. Most travel at 40mph or more-this is a very dangerous road especially in the mornings and it is only a matter of time before one of the children is hurt - especially when they cross the road near Green Meadow
2. standardise speed limits
3. 20 mph required to reduce traffic volume

4. There are many vehicles travelling in excess of 30mph at present, if the speed could be reduced in areas of the village especially where there is limited pavements available.
5. Confusing to the driver with speed limit changing for such a short distance
6. Very dangerous bit of road -lots of parking ,school and children in danger !
7. The B4281 has quite an appalling accident history – including fatalities. That is why Go Safe classify this road as a 'Red' priority. This road has been completely closed X3 times in past year or so because of accidents. Some traffic clocked at 80mph+
8. Is it 30 before this section? It's not clear. For consistency it should be 20 throughout the village main road until the 40mph sign
9. This is a short section of the busy main road between Cefn Cribwr & Kenfig Hill which is well used by cyclist and pedestrians.
10. Very short length with residential dwellings on most of its length and a planning permission for a further 16. Two bus stops, well documented problem with speeding - go safe regularly there and vehicle activated signs already installed
11. Straight road with good sight line, very light cycle/pedestrian traffic.
12. 20 mph is too slow and will cause congestion on an already super busy road
13. Because there are no problems there and no need will cause problems at 4 pm till 6pm and 8 am til. 9.30 am
14. I've lived in Cefn Cribwr for 60 years and this is not a problem area. Car management is safe and speeds are already good in this zone. No need to change for political correctness.
15. No issues with 20mph through the main part of the village. But no need to lower the speed here..
16. road has had no accidents in last two years at least and already subject to speed restriction
17. Current speed limit not adhered to. Cyclists will exceed new limit. Welsh Minister caught speeding on four occasions. Trials in Monmouth a disaster. Congestion through village will increase and so to will pollution. Road noise levels will also increase.
18. There is a planning application for 16 new properties on the old reservoir site, the 20mph zone should start west of the access track to the back of the reservoir.

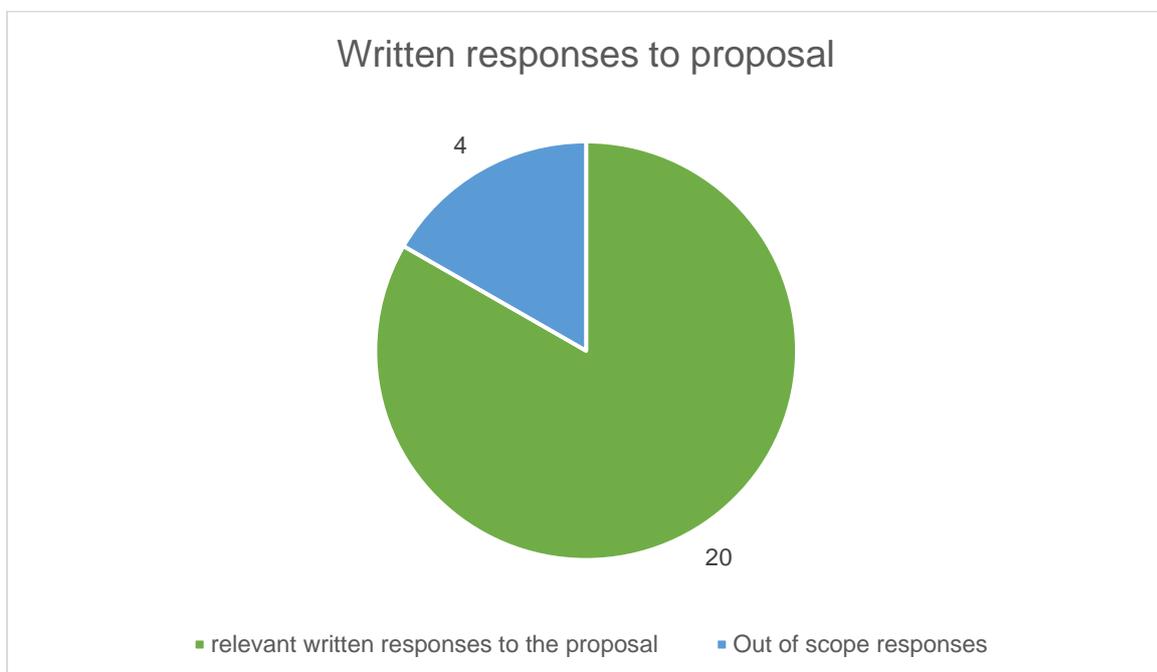
Out of scope responses

1. In fact my answer is Yes and No. My main concern is that people will be watching their speedometer and not the road.
2. Speeding isn't the problem in Cefn it's the congestion and double parking are the major difficulties. It's a problem that no one in authority has ever concerned themselves in the past.
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
5. this speed limit should follow the road down the hill towards the fountain pub as although the road passed the pub is a 40mph due to danger ie cars crashing near the pub and people + residents and people using the pub crossing road has 30mph due to danger

B4281 Cefn Road / Cefn Cross / Rogers Lane – Cefn Cribbwr



As indicated from the chart above, 69% of respondents have shown agreement with the proposal to retain the B4281 Cefn Road / Cefn Cross / Rogers Lane, Cefn Cribbwr at 30mph. 31% of respondents disagree with the proposal.



Relevant written responses to the proposal

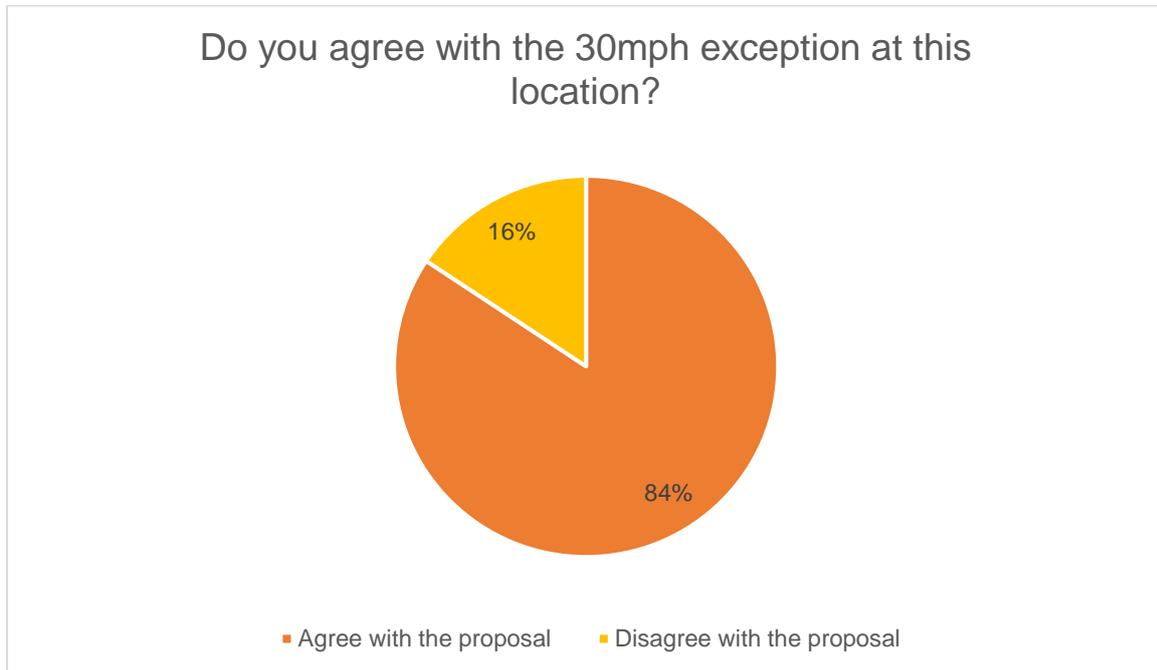
1. cefn cross is an accident blackspot as is most of rogers lane to laleston. Check the fatality figures and recorded accidents statistics
2. check accident figures for rogers lane

3. 20 mph required to reduce traffic volume
4. Because no need
5. Limited pavements for pedestrians
6. Cefn cross is potentially one of the most dangerous spots with a number of accidents occurring
7. There is no footpath on Farm Road (highlighted blue on the map).
8. Due to this and the speed of the traffic, it is not safe to walk. Lowering the speed limit (and ensuring it is enforced) would make walking safer for residents.
9. Four people killed because of speed although police indicate poor weather condition which means driving to fast for prevailing conditions. The answer adopted to reduce risk is to place to more signs to the existing thirteen, hoping this will do the trick.
10. Rogers Lane should be 20 mph leaving Cefn Cibwr and entering Laleston at 20 mph. Vehicles are charging down Rogers Lane into Laleston in excess of 40/ 50 mph and has become a dangerous speeding road. A lot of hard breaking/ skidding noises are happening.
11. The B4281 has quite an appalling accident history – including fatalities. That is why Go Safe classify this road as a 'Red' priority. This road has been completely closed X3 times in past year or so because of accidents. Some traffic clocked at 80mph+
12. For consistency it should be 20mph throughout village main route..
13. No issues with 20mph through the main part of the village. But no need to lower the speed here. 20mph should start at the crossroads
14. The natural entrance to the Village is at Cefn Cross, therefore motorists would expect the speed limit to start just before the houses to the west of the cross roads. There are bus stops on both sides of the roads with lots of pedestrian movements
15. This a rural area. There is no history of personal injury accidents here.
16. No residential property
17. mY ANSWER IS yES BUT i WOULD LOKE TO MAKE THE FOLLOWING COMMENT - there is no rogers lane in cefn cribwr, the road is and has been all my 66 years of life called LLANGEWYDD ROAD.
18. 20 mph is too slow
19. Absolutely ridicules and who ever considers this to be kept to 20 mile limit are in the wrong job
20. portion from cefn cross toward shed centre Wales should be a 40mph zone as it is extra urban and there is limited entrances, residences and business and there is a good view

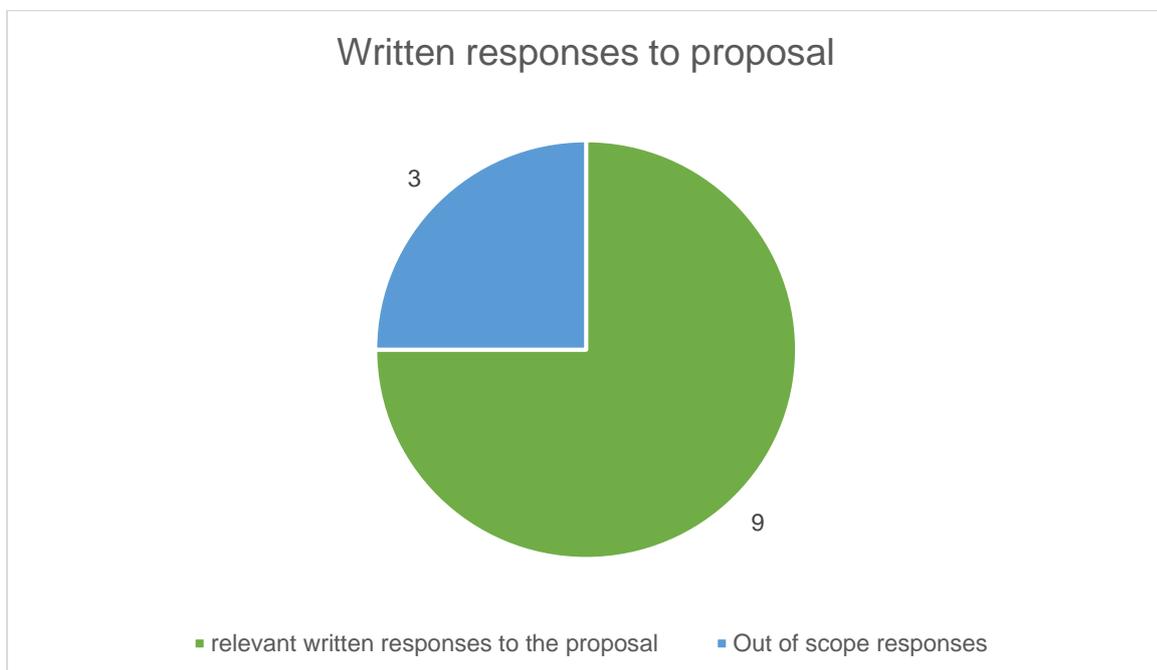
Out of scope responses

1. As answer to Number 3.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. As above

Bedford Road – Cefn Cribbwr



As indicated from the chart above, 84% of respondents have shown agreement with the proposal to retain Bedford Road, Cefn Cribbwr at 30mph. 16% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Too many parked cars and too narrow
2. Great idea ' lets make the fastest road in a cul de sac'
3. Needless
4. This is a culdesac with a narrow steep & winding entrance road and a narrow road with limited parking in front of the houses. It is very busy with walkers cyclist

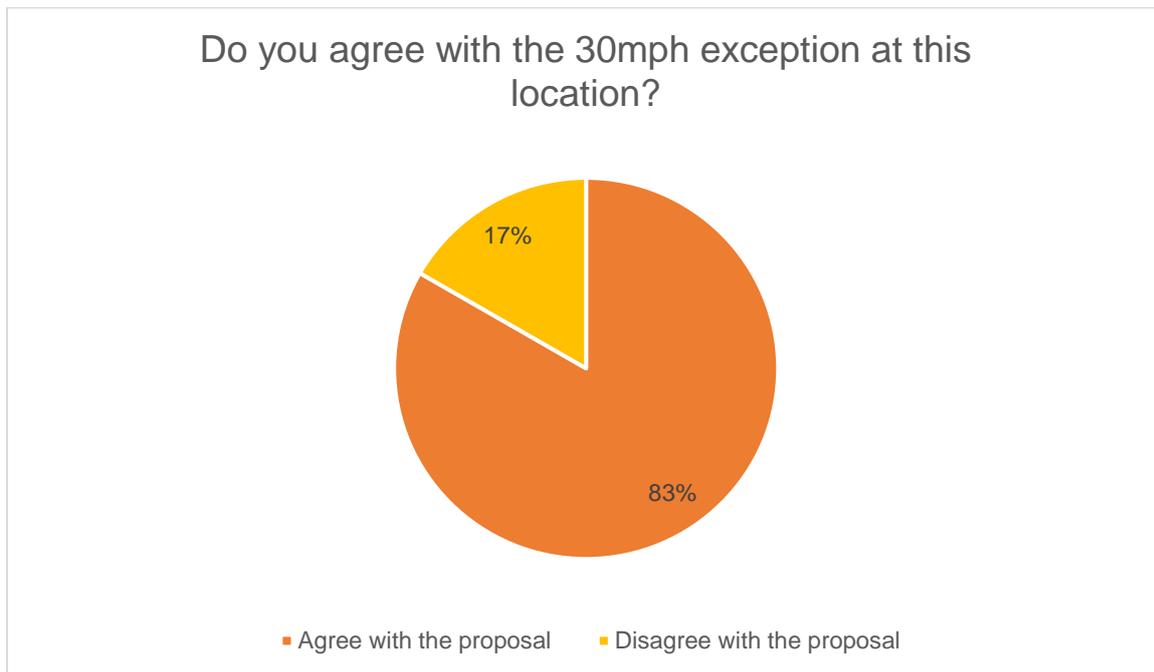
etc because of Iron Works, Bedford Park, Parc Slip Nature Reserve & national cycle network

5. The road is narrow, single lane for the lower half, with very narrow footpath which forces pedestrians onto the road, especially if using a pram. Vehicles, and especially motorbikes, do travel down the road at excessive speeds.
6. Road is regularly used by walkers and families to connect to the cycle path. The information stating this is 30mph is also incorrect as Road signs currently state it is 60mph down Bedford Road which is excessive for a residential area.
7. 20 mph is too slow
8. As answer to Number 3. The road here is narrow so by default speeds are slow. You also need some power to come up the hill. Ridiculous idea for 10 mph here.
9. Bedford road is a dead end why would you keep the speed limit on a steep cul de sac yet reduce it on the main cefn rd doesn't make sense.

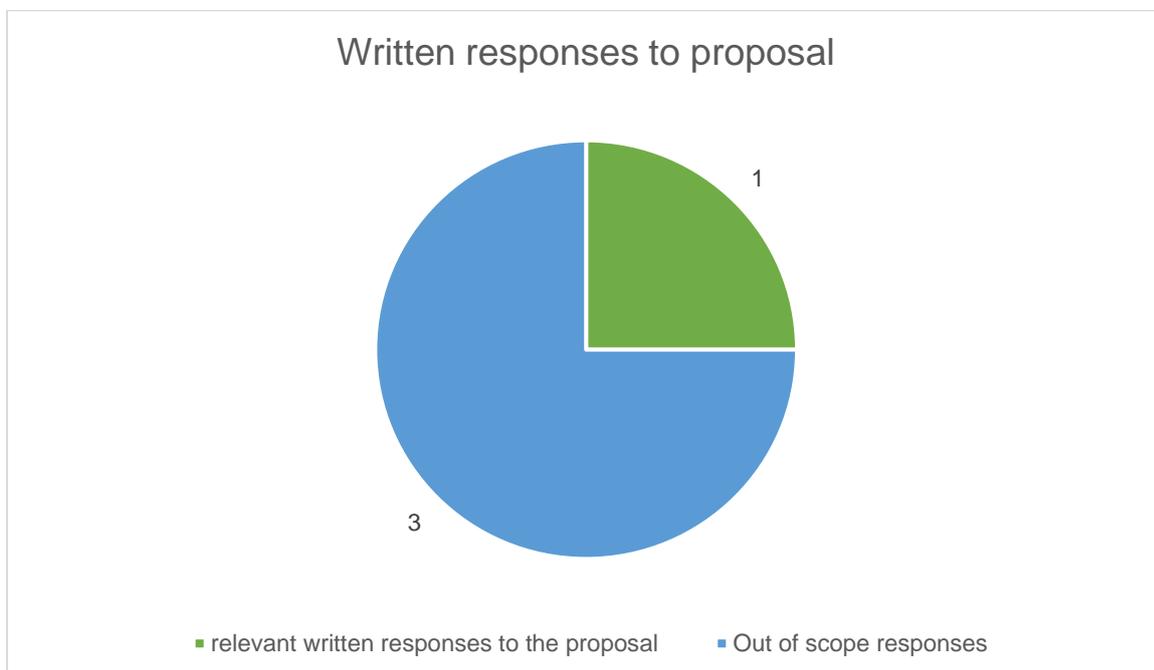
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. As above

Cwm Ffoes – Cefn Cribbwr



As indicated from the chart above, 83% of respondents have shown agreement with the proposal to retain Cwm Ffoes, Cefn Cribbwr at 30mph. 17% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. All roads directly around schools should be 20 but ALL OTHER ROADS in the county needs to stay the same!

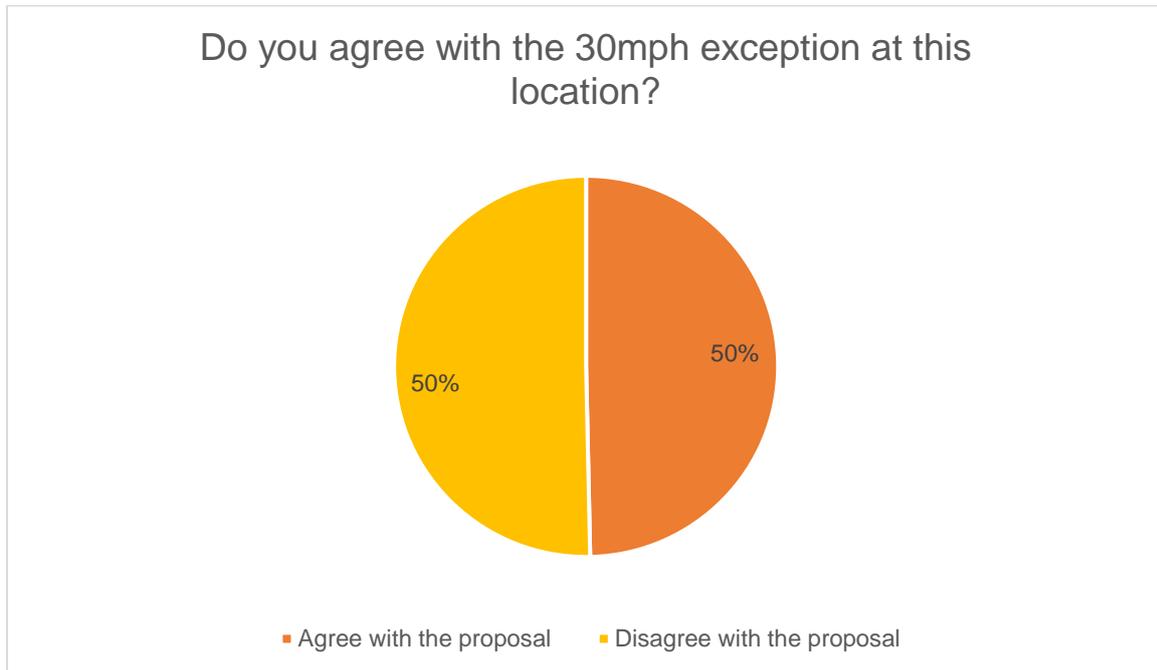
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly

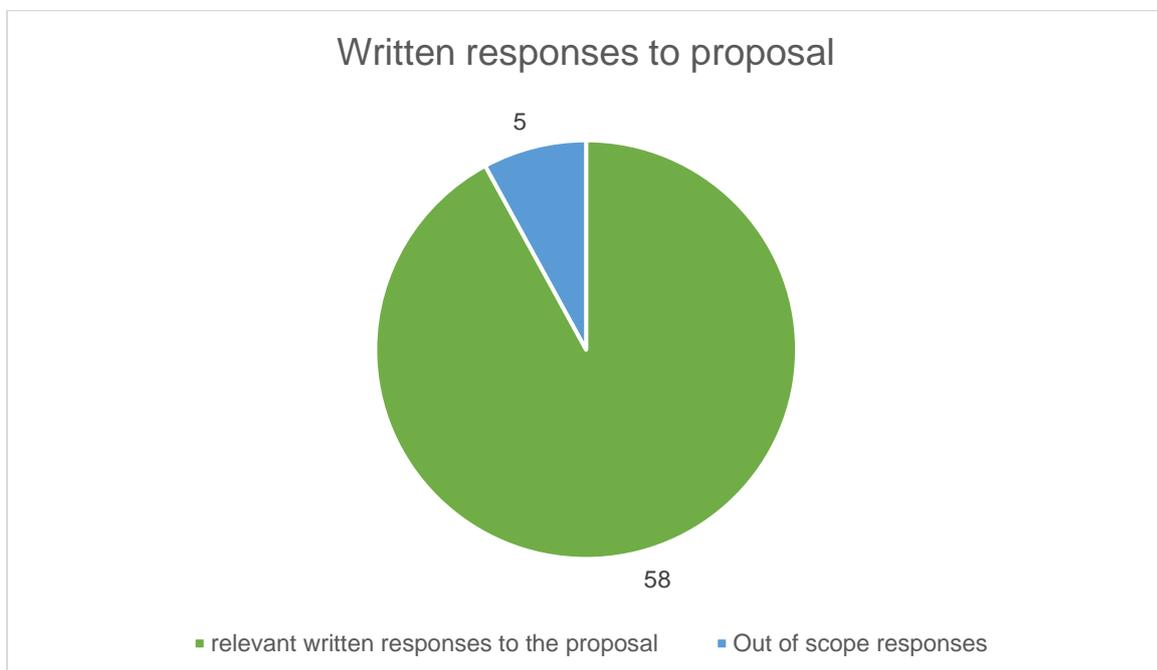
got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. I can only reiterate my previous comments relating to the B4281 ... It is literally waiting for its next accident and regrettably, fatality. Another life threatening hazard along this road, is reckless overtaking in a 30 - double white lines needed!

Heol Spencer / Heol Hopcyn John – Bridgend



As indicated from the chart above, 50% of respondents have shown agreement with the proposal to retain Heol Spencer / Heol Hopcyn John, Bridgend at 30mph. 50% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. There is no footpath, this is a rat run with 10s of 1000s of cars using it weekly! Children on this road get a free bus to school as it's so unsafe. It must go down to 20mph

2. Heol Spencer is extremely a dangerous rat run with high volumes of speeding traffic and no pavement. There is frequent conflict between vehicles and pedestrians.
3. Heol Spencer is an extremely busy rat run with high volumes of speeding traffic coming into conflict with pedestrians. It must be 20mph.
4. Madness
5. This is a single carriage way with no footpath so pedestrians must walk on the road. It's not wide enough for motor vehicles to safely pass cyclists or horses.
6. Should be 20 mph
7. Lower section of Heol Spencer from new houses down should be 20 as no footways and used by peds.
8. It's a dangerous road
9. The traffic congestion and no pathway make this road awkward for all road users and a 20mph limit would help
10. It is extremely dangerous to walk along this road. There is little to no pavement and there have been a few near misses from inconsiderate road users in the last few years. The road links up to walking paths so it makes no sense that it remains a 30.
11. The volume and speed of traffic through this village has been horrendous for years and is getting worse every day.
12. Traffic at present does not travel at 30mph through this village more like 50mph. At certain times of day ie morning and evening it is extremely difficult to even cross the road owing to the volume of traffic and the councillors has done absolute nothing
13. Because there is no pavement on this road and it's dangerous with the amount of traffic to walk on this road with a 30 mph limit
14. There is no safe footpath and this is a commonly used walkway to the village from the estate with residential housing on it
15. dangerous to walk along.No foot path
16. The road has no pavement. With the new housing estate pedestrians usage has massively increased.
17. There is no pavement. Pedestrian footfall has massively increased since the Parc Derwen estate 5 years ago. Vehicles still travel at high speed.
18. There is no pavement. Pedestrian footfall had massively increased. Drivers have no regard for pedestrians
19. Road is dangerous and both myself and my children have had near miss incidents as a result of fast moving traffic
20. Road is dangerous for residents, traffic is consistently speeding, crossing the road is unsafe, narrow pavements make the road high risk for pedestrians as it is. Myself and my young children have had several incidents as pedestrians, due to traffic speed
21. Traffic is dangerous in both these areas
22. Pedestrians are regularly at risk due to traffic speeds in these areas
23. Pedestrians need to be able to use the village safely, the speed limit is too high!
24. It should be 20 mph, as drivers do not stick to 30 limit and it is not enforced
25. I live at the top end of this road and witness every day speed in excess of 50mph. There are more houses on this road and more people /children walking this route with no pavements. Why do you differ this road to other 30mph roads?
26. This road is used as a race track and is incredibly dangerous to use. There is no footway and limited lighting in sections. The speed limit should be reduced and traffic measures put in place
27. This a widely used road in partly rural area.
28. 20 mph needs to be in place up to the Carrieway grid at top of heol Spencer
29. Traffic is a big risk to pedestrian safety, 30mph is not feasible on either road

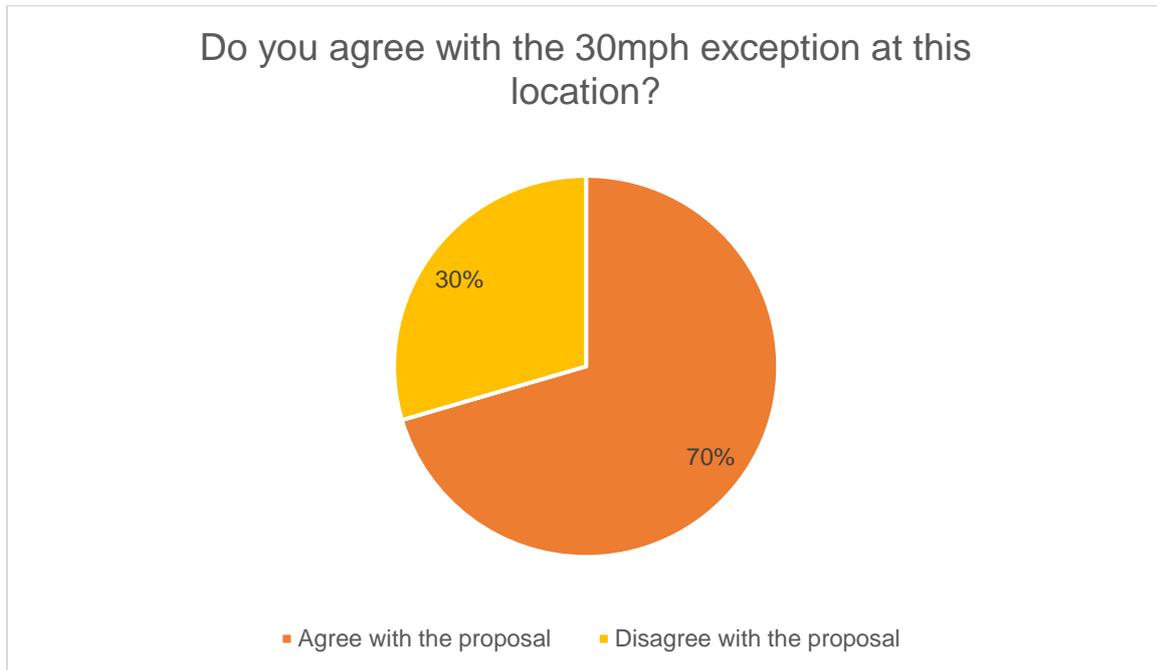
30. Heol Spencer now has lots of pedestrians (since Parc Derwen was built) but no pavement. The road should be 20mph over the common too. It would prevent many animals being killed every year and may prevent a human being hit and killed..
31. Sections of narrowing road and restricted view of road leading to near misses. Narrow or no footpath on sections, people have to walk in the road, no crossing from play park so children having to wait for traffic to stop.
32. There are sections of the roadway with no pavements and a number of pedestrians regularly use that road to get to the various residential streets in the area. There is also livestock regularly on the junction to Parc Prison.
33. Too many cars speed on this road from surrounding areas. There are no pavements for people who live here to walk on. Many animals have been hit over the last few years. Should be 20mph.
34. The road is already extremely dangerous and it should be 20 mph zone then cars may only go 30 as they currently go beyond 40/50mph all the time as the speed reduction measures fail to impact any speed reduction.
35. Should be a 20mph zone cars often speed and only matter of time before serious accidents occur
36. This road should be 20 mph as well. There are no footpaths so pedestrians have to walk on the side of the road.
37. There is no footpath and narrowing of roads. It's dangerous
38. Many sheep are hit on this road due to cars breaking the current speed limit.
39. Narrow road, no pavements, speeding traffic, animals regularly hit and killed or injured.
40. This road is often used as a cut through and as there is no pavement this road is particularly dangerous to pedestrians. The Welsh government objectives of this scheme would not be met if this road was to be granted an exemption.
41. The road is used by lots of pedestrians and there is no pavement. A reduction in the speed limit would make it safer.
42. I walk my two young children on that road every day. It's criminal that there is no pavement. 20 miles an hours speed limit is the least you could do to keep my children safe. I cannot believe the contempt Bridgend council have for road safety here.
43. Being a resident, most dangerous road with no pavements and a rat race for Valleys to Bridgend racing cars.20mph a necessity for human and animal safety especially with surrounding common land
44. Heol Spencer should be 20mph and needs a pavement
45. Traffic speed on this road is far in excess of30 mph & the amount of cars using this road as a rat run from pencoed & valleys leaves people living in the village at risk from injury & pollution as no effective traffic calming/ crossings exist
46. There have been numerous traffic surveys done in this area by the council all showing the disproportionate amounts of traffic that use the village as a rat run to the detriment of the residents. Traffic speeds far in excess 30mph occur regularly
47. This road is dangerous and has no pavements. The 20 mph speed limit should be used on this road. The road is used as a cut through and people speed along this road with no regard for pedestrians.
48. This road is dangerous as there isn't a pavement
49. This road would benefit from being reduced to 20mph
50. Keeping this road at 30mph does not fit in with WG objectives and would result in a dangerous road not being reduced to 20mph and helping to improve road safety
51. A twisting road that already has traffic calming
52. There has been several accidents along this stretch, it is also a fairly narrow road with speed bumps so for the most part it isn't safe to go 30mph

53. UNPRECEDENTED HIGH VOLUME of speeding traffic into a bottle neck junction in a RESIDENTIAL historic village. Absolutely INADEQUATE T.R.O does NOT slow vehicles down! Encourage walking we have no pavements! Horse riders also use Heol Spencer based here.
54. A 30mph hinders travel and slows down the road network and delays emergency services
55. Changing to 20 will just cause build up traffic
56. No traffic issues on this road
57. It should be 30mph as theres housing up the road and no footpath due to the morons in BBC not putting one there.
58. Theres speed humps there that already slow vehicles down why would you want it any slower

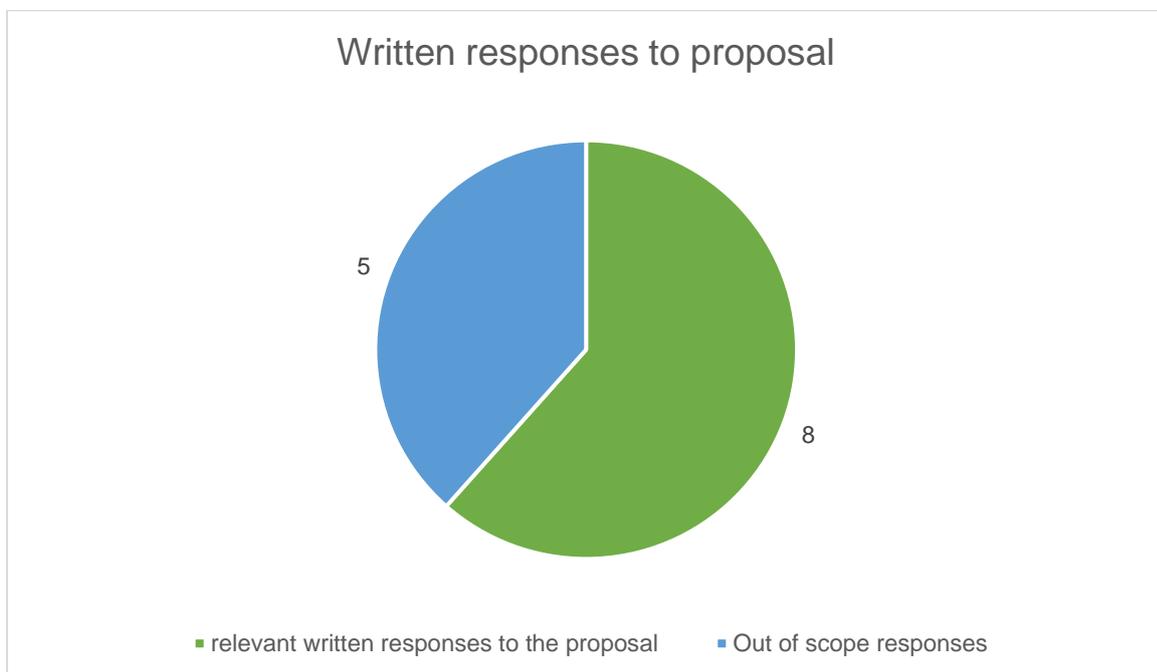
Out of scope responses

1. It is a silly idea that will cause further congestion and will have an adverse knock on adverse effect on local infrastructure. How would you police it? Wish the insane Welsh government would stop picking on car owners to please cyclist's.
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
4. I have lived in Coity for over 20 years and now despite the bypass the level of traffic is appalling.
5. As residents on Heol Spencer

Heol West Plas / Simonston Road – Bridgend



As indicated from the chart above, 70% of respondents have shown agreement with the proposal to retain Heol West Plas / Simonston Road, Bridgend at 30mph. 30% of respondents disagree with the proposal.



Relevant written responses to the proposal

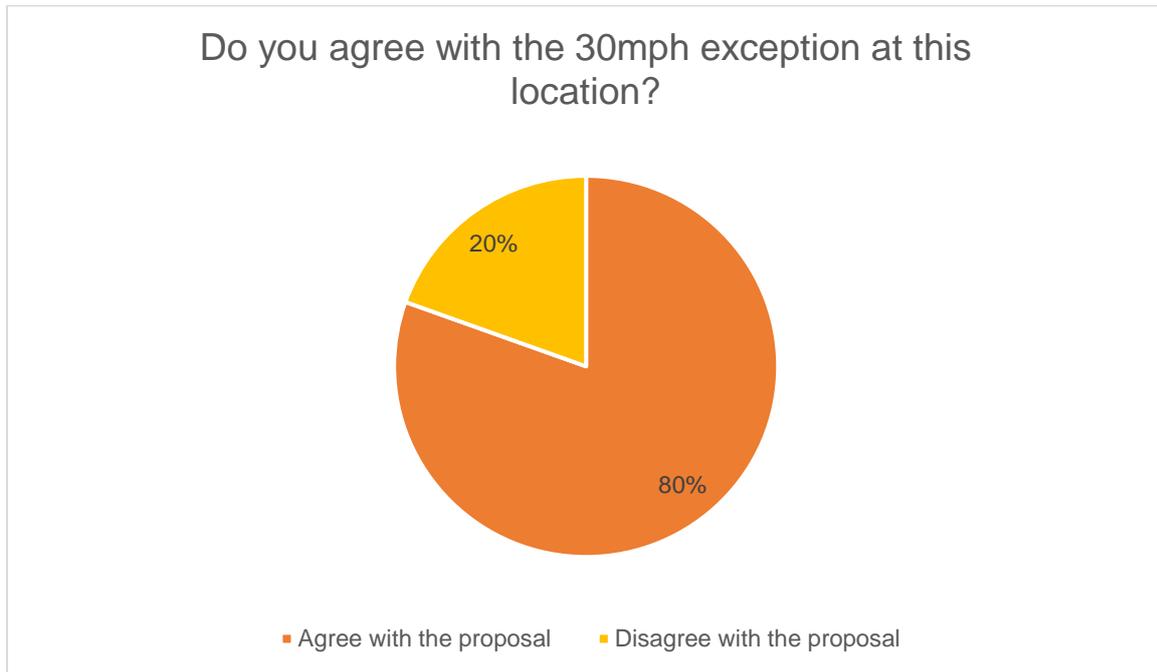
1. It would not allow me to select no but I don't agree. I have played roulette with my life on numerous occasions along this stretch of road. It is used regularly by pedestrians and the crossing points are not safe due to speeding drivers & poor visibility

2. Should be 20 as used as a “rat run” and pretend car speed with no thought for safety of residents
3. The traffic management around Coity is non existent it is impossible to cross the road in the village leaving residents at a disadvantage unlike the villages of Coychurch & Penyfai with a fraction of the traffic yet have had superior measures installed
4. What have the residents of Coity done to BCBC to deserve having their quality of life ignored with increasing traffic numbers which the roads are not built for, be unable to walk on pavements or cross roads safely & be exposed to air pollution
5. This is a main road with footpath/cycleways. It is of good quality and visibility. 30mph is appropriate. 20mph would not be respected.
6. Part of this road through village is used as a bypass for traffic control at Junction 36 So part in village should be 20mph and bypass fine to stay at 30mph
7. A busy thoroughfare with very few reasons to cross this road
8. 30mph on the Coity by pass is fine, the rest could be 20mph

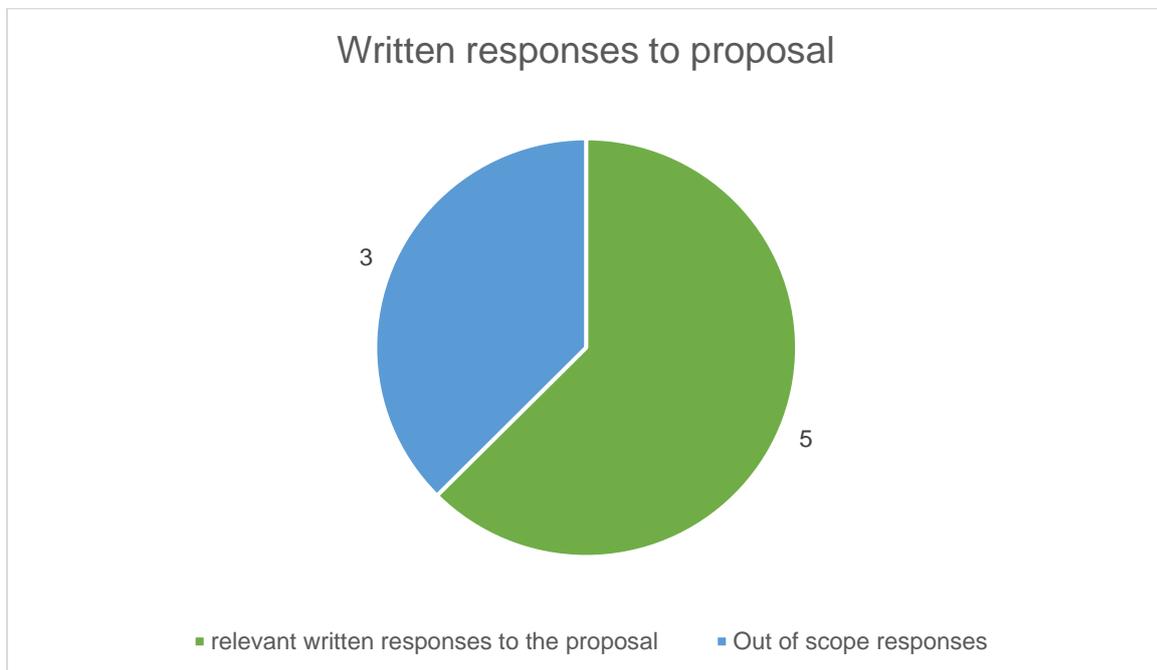
Out of scope responses

1. Same as above
2. There should be a trial period of at least a month first to see how traffic behaviour is.
3. What about going through Coity village from The post office to the traffic lights. This is where my home is. I live opposite the public footpath into Parc Derwen. OUR CHILDREN AND PETS LIVE HERE. SAVE LIVES. REDUCE SPEED NOW
4. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
5. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4063 – Tondu to Coytrahen



As indicated from the chart above, 80% of respondents have shown agreement with the proposal to retain the A4063, Tondu to Coytrahen at 30mph. 20% of respondents disagree with the proposal.



Relevant written responses to the proposal

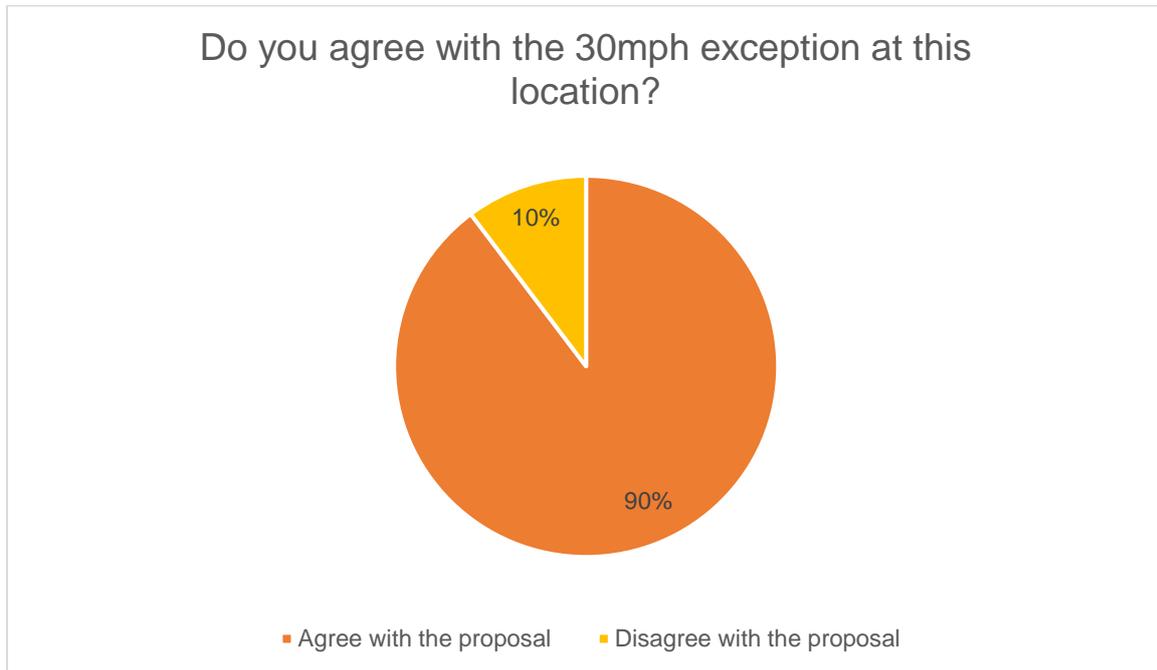
1. Residential area
2. 30 mph is too fast for the village
3. To many people drive at well over 30mph in this zone. Walking on the footpath can be terrifying. H

4. Traffic regularly picks up speed here. I refuse to walk the dog through there because of this. The speed of the lorries is frightening. The pathway is small and the speed is currently too fast for this area for walkers to feel safe.
5. It's not a residential area

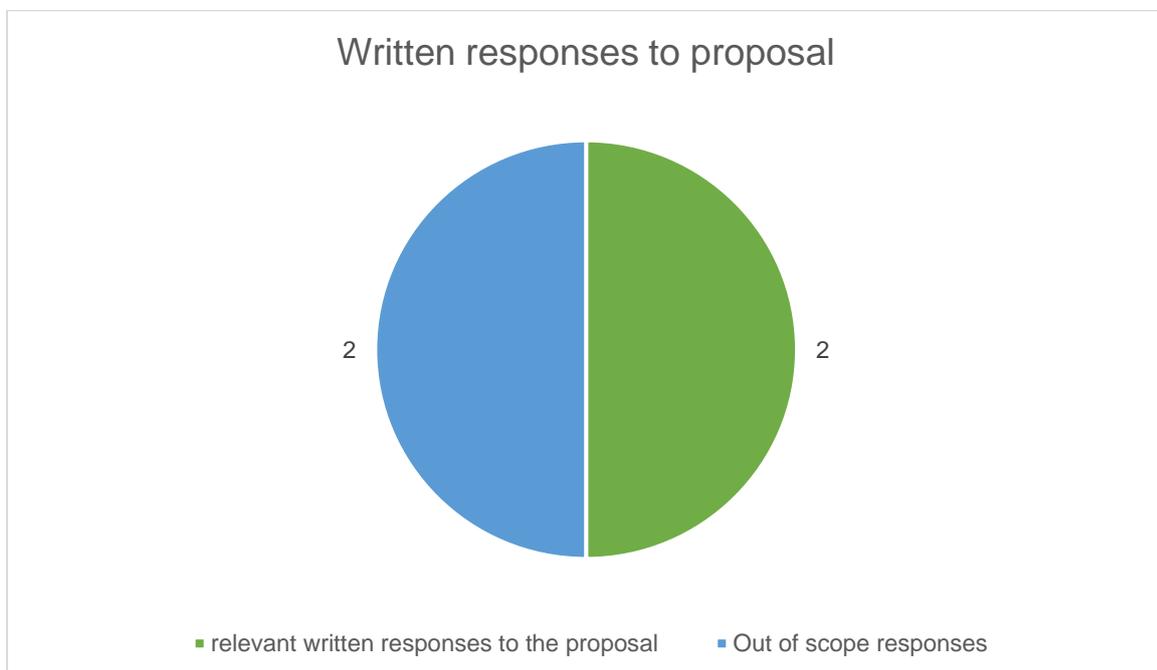
Out of scope responses

1. It
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4063 – Coytrahen



As indicated from the chart above, 90% of respondents have shown agreement with the proposal to retain the A4063, Coytrahen at 30mph. 10% of respondents disagree with the proposal.



Relevant written responses to the proposal

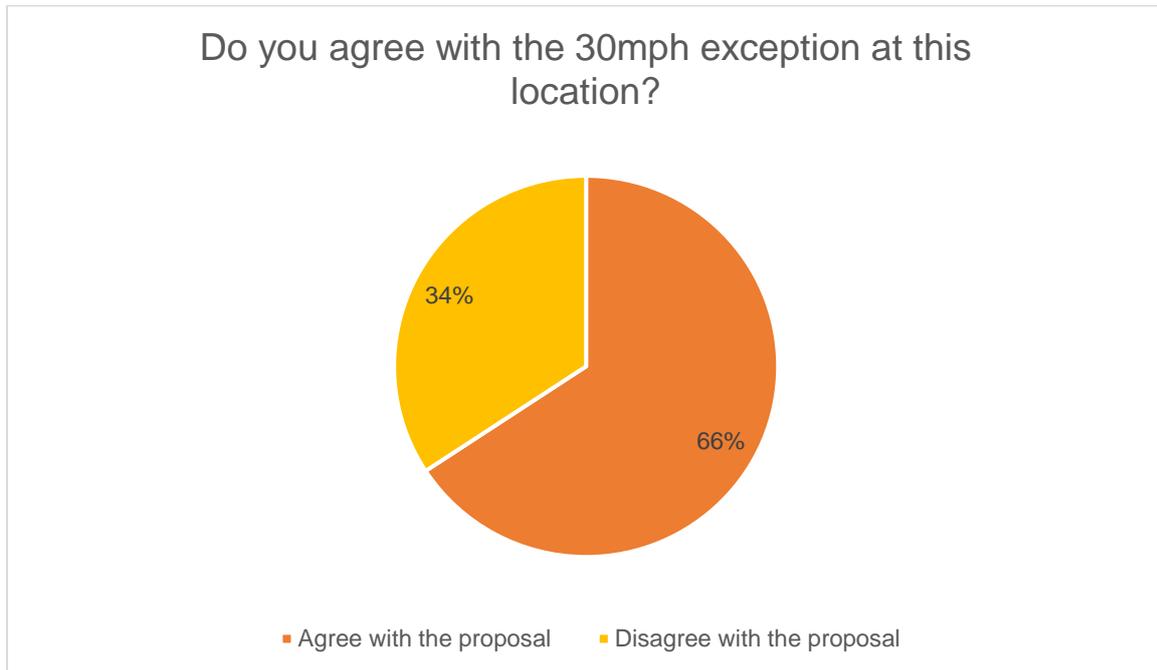
1. The speed of traffic needs to be reduced to 20mph in this red zone. To try and make it safer to cross the road. Coytrahen is a very busy and dangerous place to be a pedestrian.

2. Traffic at this point do not slow down to come into the village. Its close to the park. If the 20 mph zone was in this area it may actually encourage drivers to slow down by time they reach the village.

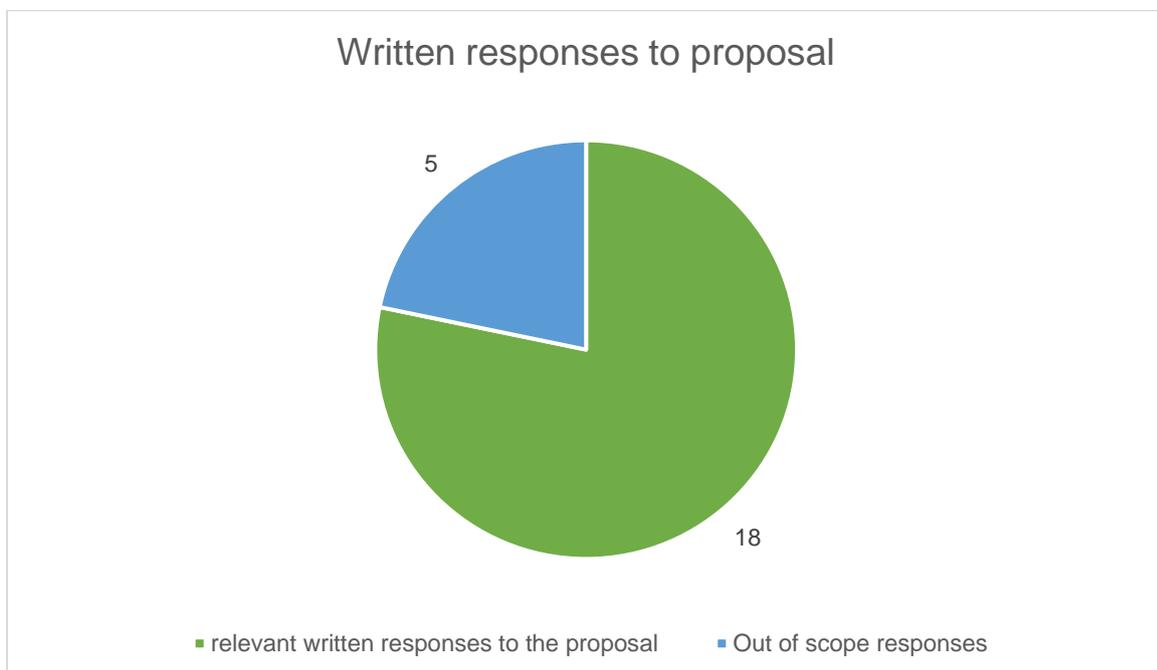
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Waun Bant Road – Kenfig Hill



As indicated from the chart above, 66% of respondents have shown agreement with the proposal to retain Waun Bant Road, Kenfig Hill at 30mph. 34% of respondents disagree with the proposal.



Relevant written responses to the proposal

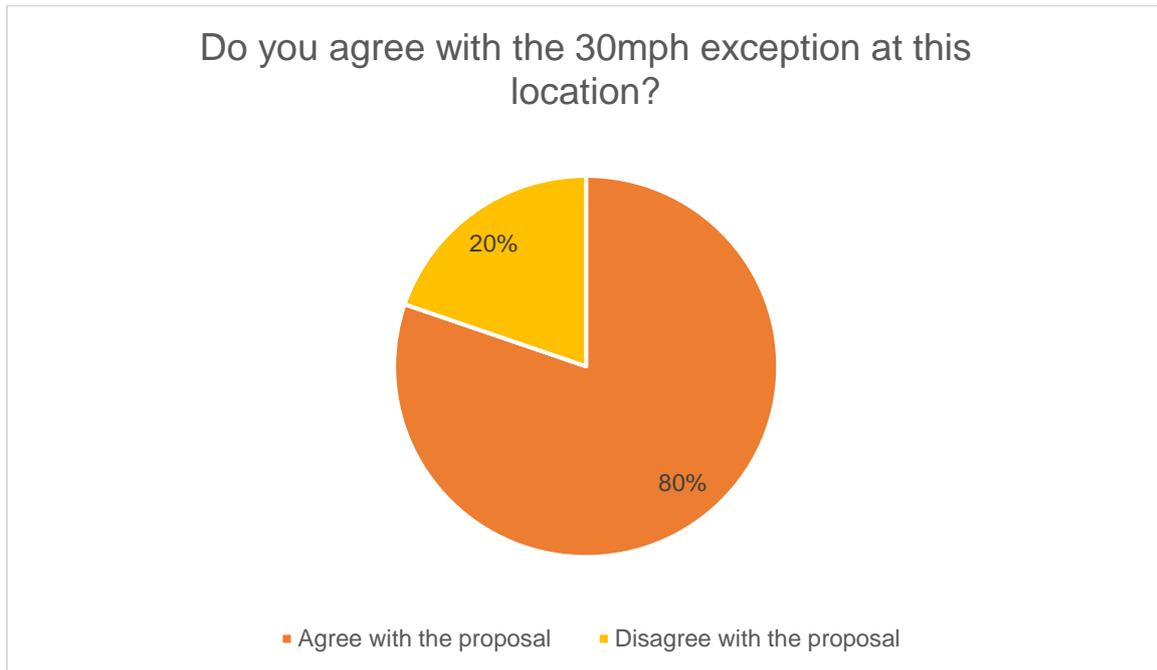
1. Many vehicles emerge from the lane at a high speed even though there are 30mph signs instructing drivers to slow down. Immediately they emerge from the lane there are junctions on both sides of the road into housing estates.
2. It is impossible to drive at speed on this road as there are parked cars on either side. Parked cars on both sides of the road are more of a danger to young people.

3. residential area, plus care home access from care home by mobility users also children going to primary
4. If it was by a school then yes
5. residential area, care home situated on this road main route for school children going to primary school
6. This is still a housed area and should be a 20mph with the 20mph/30mph beginning at the end of the housing/beginning at the start of the houses
7. The traffic here rarely travels above 15mph because of parked cars, traffic lights and pot holes
8. Too much speeding on this for road for the size of road.
9. It is safer at 20
10. Narrow road, poor parking and too many children using street
11. It should be 20 MPH as well, it's the bus route down from Cefn and on to Pyle Cross, that should remain at 30 MPH, the side streets, yes make them 20 MPH.
12. Traffic emerging from the lane is travelling at up to 50mph and it immediately leaves that area onto two junctions where traffic is merging from residential areas; Llwyn Helig and Woodlands Park. Visibility is poor as there are hedgerows on both sides.
13. What is the point? There is no reason for that bit of road to be 20 mph. It makes no sense what so ever. It's as if the council are against all motor vehicles.
14. 20 mph is too slow. Congestion is bad when's it's at 30 mph you're just going to cause more problems
15. It's too slow. There have no reported road traffic collisions or accidents on this road recently
16. 20 is slow
17. Enough pot holes to regulate speed anyway. Cars parked both sides of the road reduce speed anyway. 20mph will cause vehicles to rev higher in lower gear causing an increase in emissions and higher traffic sound volume for residents.
18. It's already gridlocked on that street reducing speed limit could make it worse.

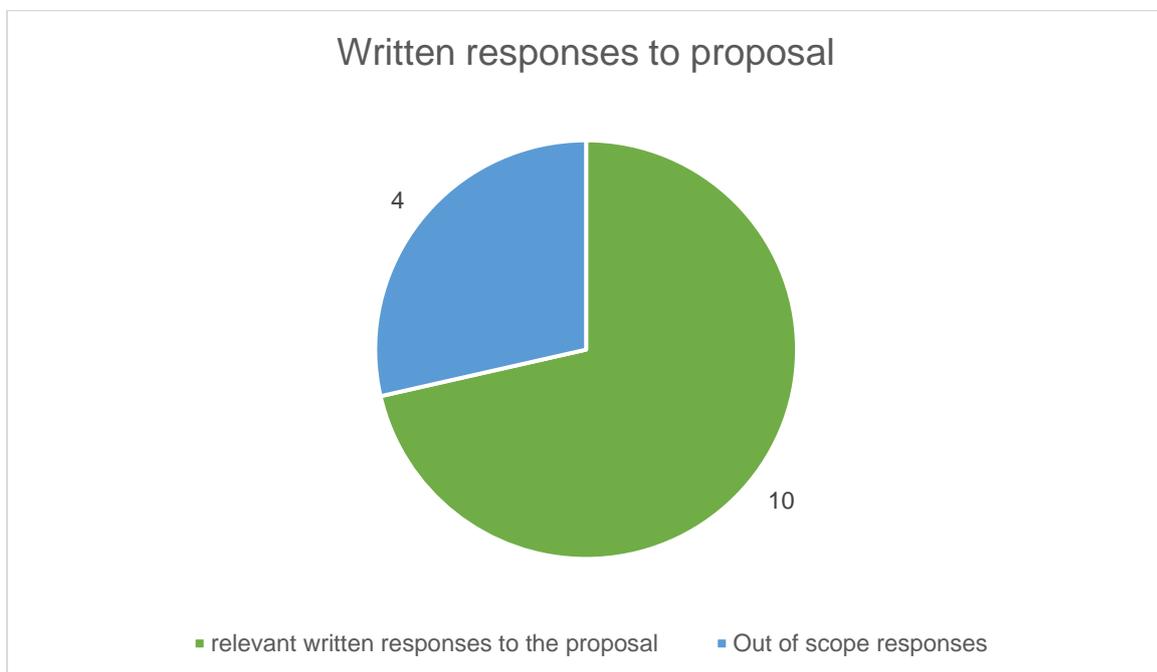
Out of scope responses

1. To be honest this half baked proposal to reduce all speed limits and spend incredible amounts on new signage is laughable given the drive towards electric and driverless vehicles technology will overtake (pun intended) dickford and his mates
2. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
5. Bridge street and Pisgah street should also remain at 30 due to local fire station in Ffald road being an on call station, this slower speed will increase turn out times possibly putting lives and property at risk .

Litchard Hill / W Plas Road – Bridgend



As indicated from the chart above, 80% of respondents have shown agreement with the proposal to retain Litchard Hill / W Plas Road, Bridgend at 30mph. 20% of respondents disagree with the proposal.



Relevant written responses to the proposal

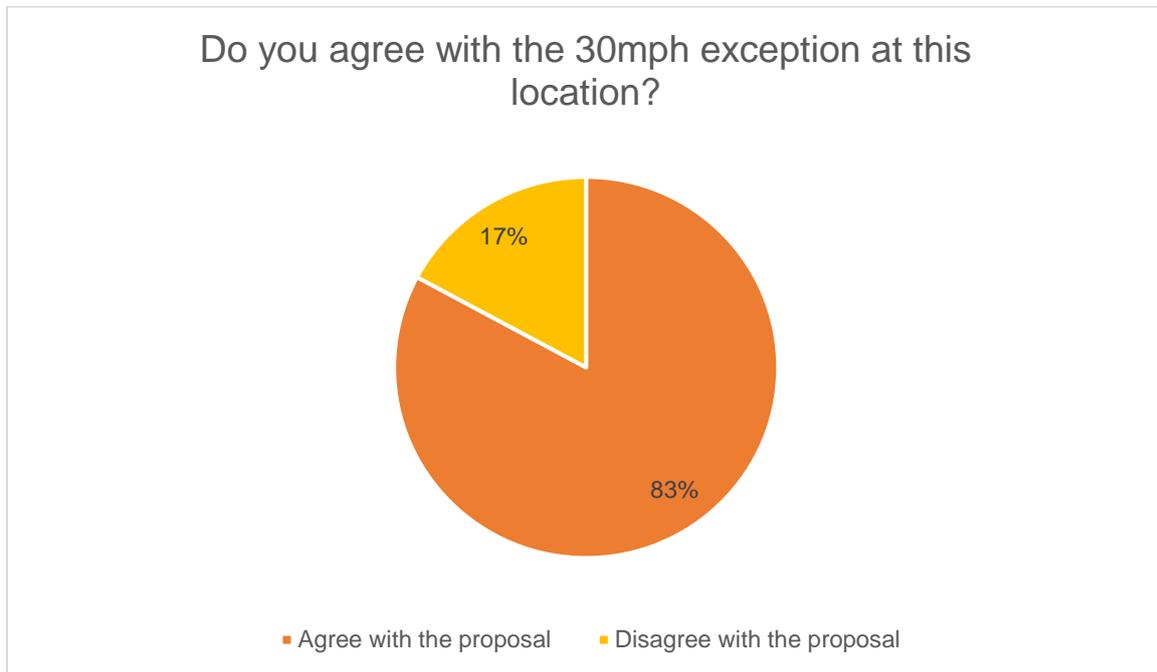
1. This is the walking route to school for children from the top of Litchard and parc derwen. The pavements are in poor repair on one side of heol west plas and there are none the other side. A man has already been killed on Litchard hill
2. This is a dangerous rat run. It should be 20mph.

3. Cars travel in excess of 30mph now as coming off a 50mph road and children use this busy road to walk to school
4. Because I'm sick of people speeding on these sections of road. Litchard Hill is particularly difficult to walk across given the width of the road. There was even a death on this road in May 2019.
5. Too dangerous
6. Greatly reduces traffic flow And slows down emergency services
7. No need for a 20mph zone, 30mph is perfectly safe
8. Speed limit of 20 far to low. Will cause queue and there is no need to crawl along that rds
9. 20mph is just the most ridiculous idea I've ever heard. 30mph is just fine.
10. Unlike a Housing Estate there are no safety issues. I.E. small children running into the road etc.

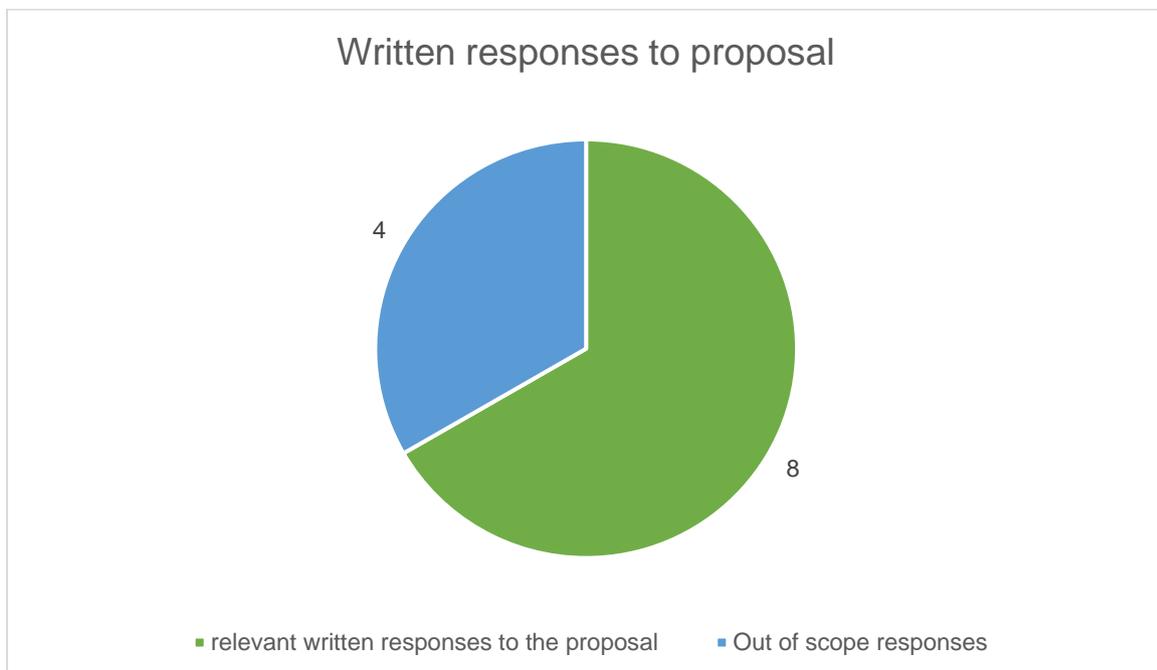
Out of scope responses

1. It's totally idiotic. Welsh government are a total waste of time and Bridgend Council you waste money like it grows on trees
2. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Rhyd Lane / Pen-Y-Cae Lane / Bridgend Road - Bridgend



As indicated from the chart above, 83% of respondents have shown agreement with the proposal to retain Rhyd Lane / Pen-Y-Cae Lane / Bridgend Road, Bridgend at 30mph. 17% of respondents disagree with the proposal.



Relevant written responses to the proposal

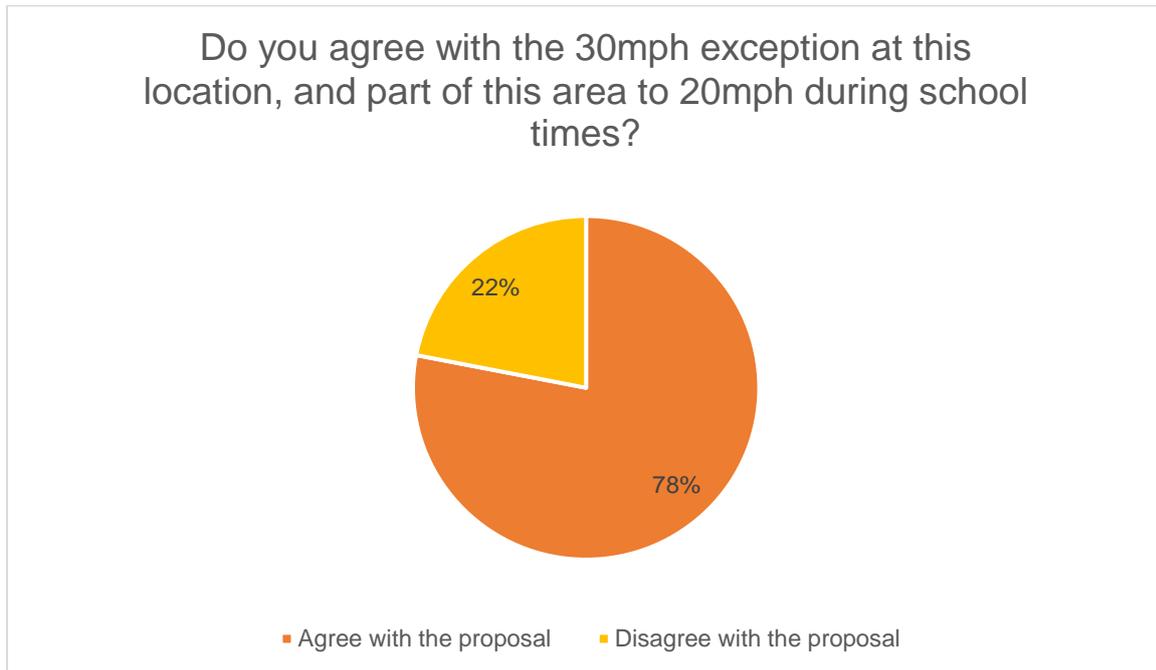
1. This is used as a rat run and should be treated as a quiet lane!
2. Dangerous road must be 20mph

3. Part of this roadway has no pavement and is regularly used by pedestrians accessing the shopping centre and public house
4. Roads are used as a race track and are too narrow on bends
5. Greatly reduces traffic flow And slows down emergency services
6. Speed limit of 20 far to low. Will cause queue and there is no need to crawl along that rds
7. 20mph is a ridiculous suggestion, 30mph is sufficient.
8. Again, unlike a Housing Estate there are no safety issues. I.E. small children running into the road etc. Why on earth has this route even been considered? Monies again wasted

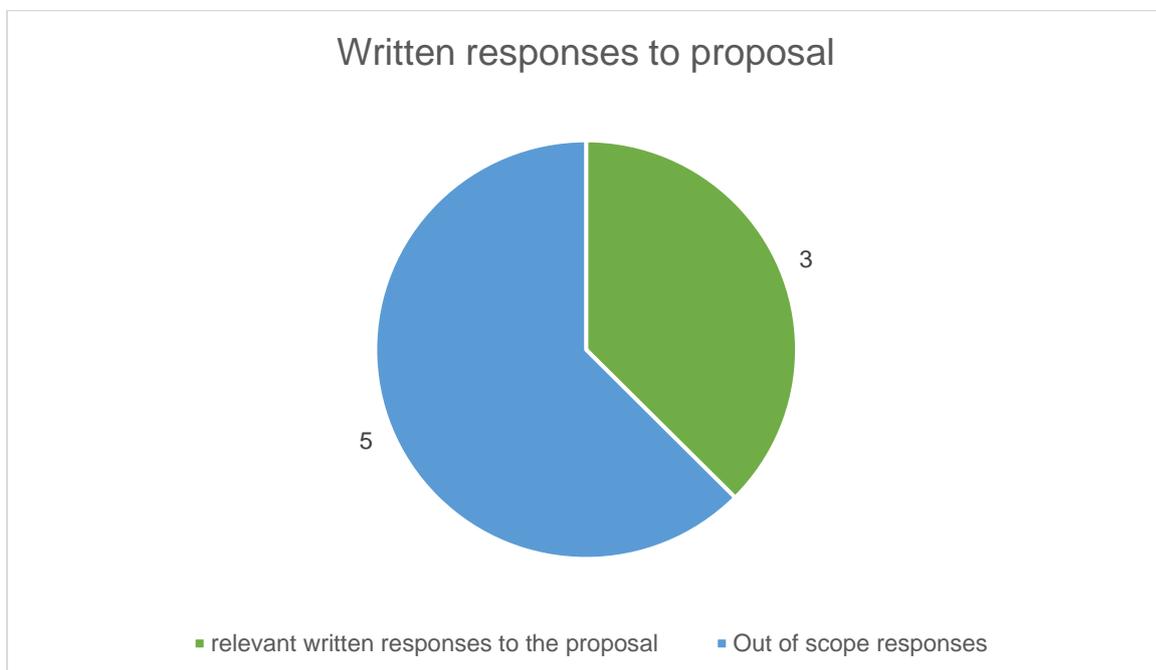
Out of scope responses

1. Most injuries and accidents are caused by drink, drugs, or reckless driving...these limits make no difference
2. Same as Litchard
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4063 – Llangynwyd



As indicated from the chart above, 78% of respondents have shown agreement with the proposal to retain the A4063, Llangynwyd at 30mph, and part of this area to 20mph during school times. 22% of respondents disagree with the proposal.



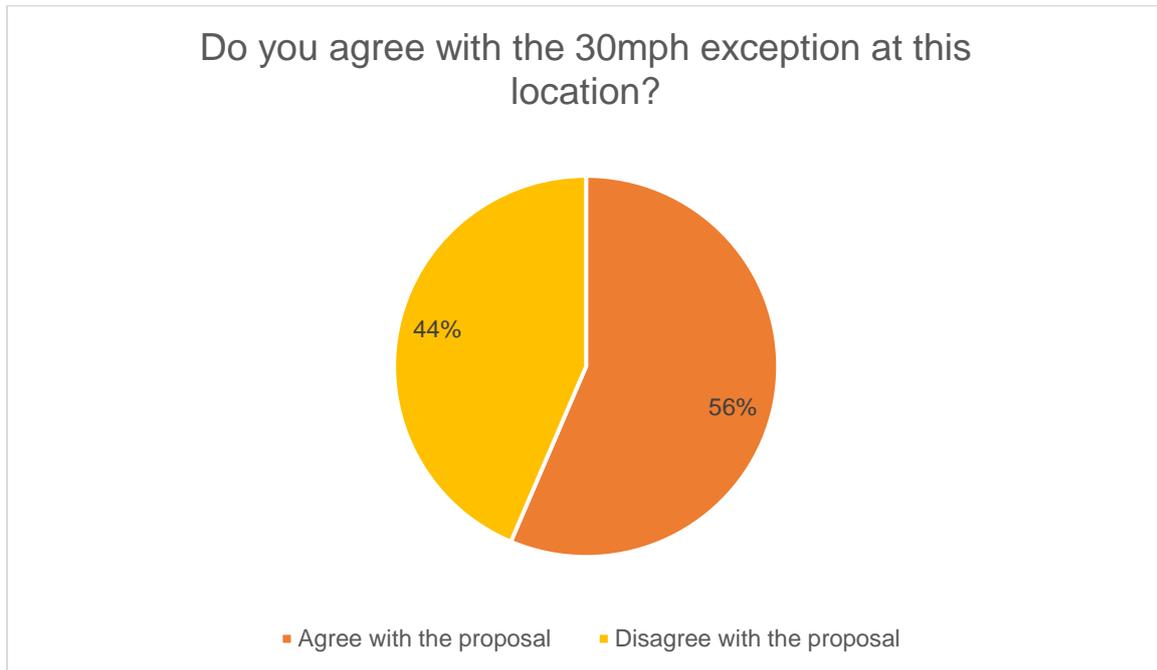
Relevant written responses to the proposal

1. Changing speed limits on time of day is unhelpful
2. Will add to congestion when 20 mph. Absolutely no need, where's the evidence this reduction is required from site specific historical data?
3. It's an arterial road and not practical

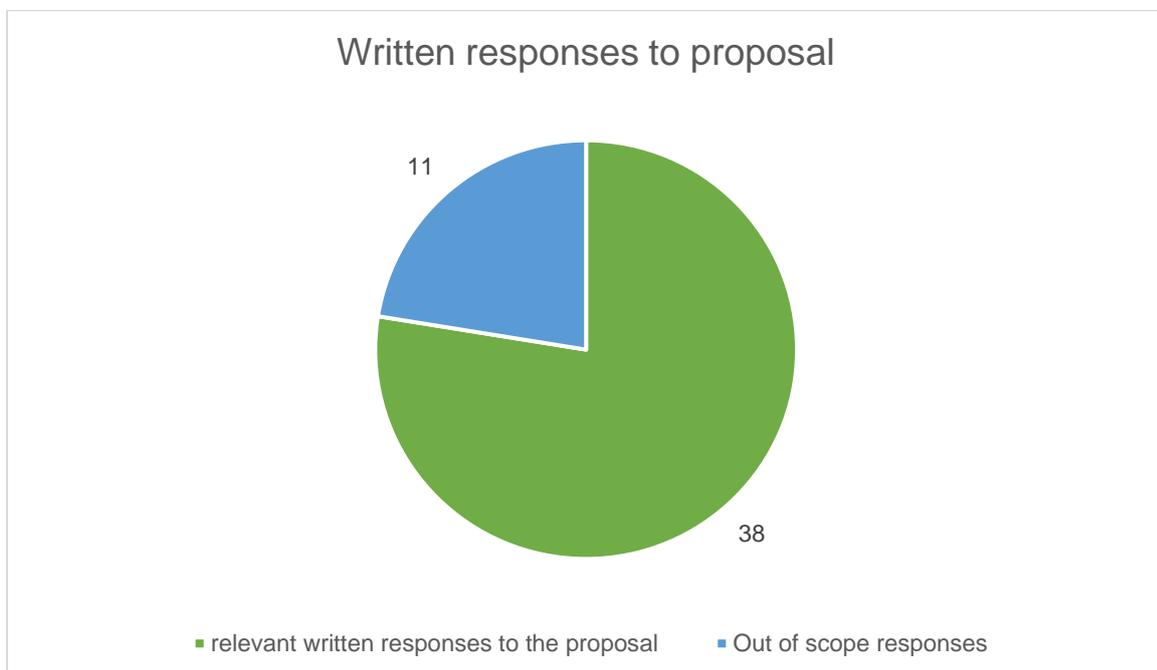
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. Making a speed trap to make money
4. People should use their initiative when passing through a built up area
5. Congestion with slower traffic

Cwmdu Road / Cemetery Road – Maesteg



As indicated from the chart above, 56% of respondents have shown agreement with the proposal to retain Cwmdu Road / Cemetery Road, Maesteg at 30mph. 44% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. its a dangerous bend on Cemetery Road already
2. Cwmdu road is a narrow road, no more than a lane, this is just going to add confusion
3. Really bizarre suggestion that this remains 30. It's a residential street.
4. Completely unnecessary

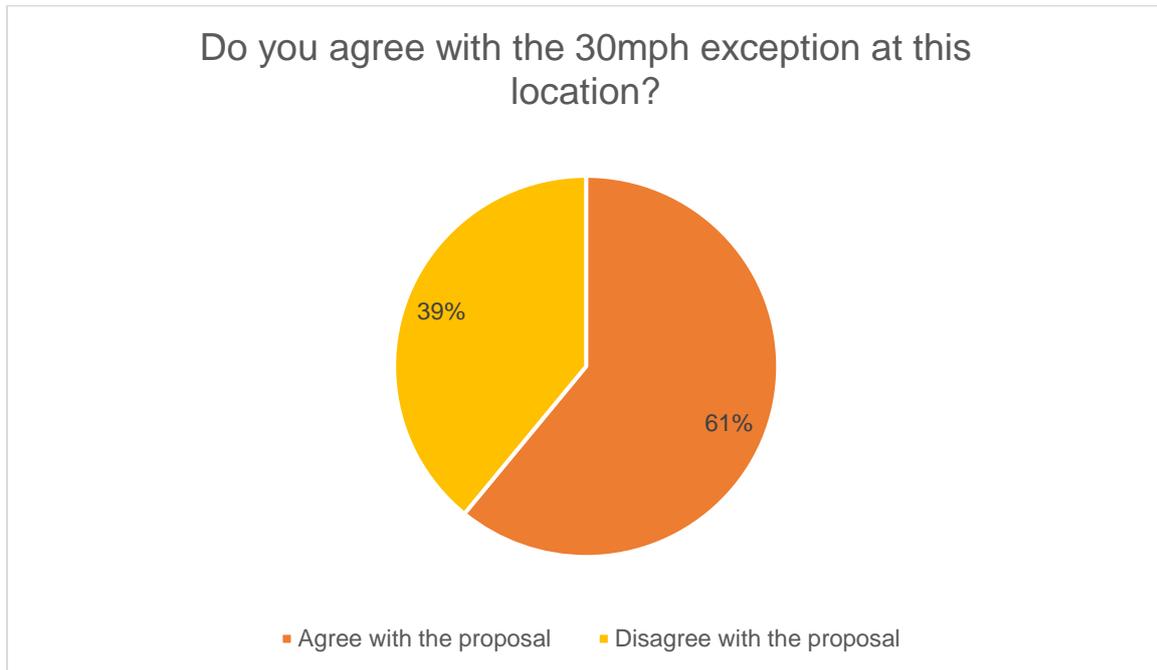
5. Residential area. Needs to be reduced to 20mph
6. It makes no sense to increase the speed limit going up to a cemetery. Just keep at 20mph
7. There's a heavy footfall present, and a blind bend
8. that is a poor road anyway. no foot paths with elderly or grieving residents likely to be on the carriageway
9. If it's going to be 20 those areas highlighted should be 20 too
10. It should be the same all over Maesteg
11. It's needs a blanket 20mph This road should be 20 mph due to the it's in a built up area plus the amount of people who go to the cemetery and the road is very narrow.
12. Children cross the road daily to get to
13. Maesteg School children have to cross this road daily to access safe path to school and you're keeping this at 30?!?
14. There is no pavement around the section looping the cemetery, road is narrow, steep. Children go to and return from the school along this route.
15. WHY SHOULD THIS SMALL STRETCH OF ROAD REMAIN AT 30 MPH ??
16. difficult to do more than 20 due to speed bumps and quality of the road
17. The road is very narrow here, and there is no white lines in the road to denote lanes. Additionally, this is near the cemetery, where a lot of elderly people visit deceased loved ones. This area should be a prime candidate for 20mph.
18. Traffic massively exceed the 30mph speed limit on these roads already. I have lived on this street for 6 years and have witnessed countless drivers excessively speeding on cemetery road.
19. Why keep at thirty when all are changing to twenty there can be a lathe amount of pedestrians on this area
20. This section of Cwmdy Road is narrow in parts and is well used by walkers. The section of Crown Road is also without a pavement, and is part of a safe route to school, with vehicles also accessing the nearby Maesteg Comprehensive School.
21. If any road should be 20 these should be
22. Cemetery Road should not be singled out from other roads as afer to stay with 30mph especially as it is one of the main access roads to the school and cemetery which is used by school children and elderly people. It is also highly congested road.
23. This is a residential area and so populated with parked cars it would be dangerous to drive at 30mph here
24. I agree with the 20mph limits around schools around start and finish times as this is very important to the safety of our children. But the speed limit is not the issue, responsible parking by parents and improved provisions of parking facilities at site
25. Waste of time
26. 20mph is a ridiculous speed and expectation it should be 30mph in all areas
27. 20mph too slow for travel
28. I don't agree with 30 MPH Zones being reduced to 20 MPH Zones. It's ludicrous to even consider driving at a snails' pace along the road.
29. Too slow, not doing it. Too much congestion and no one will stick to it.
30. It should stay at 30
31. All roads should stay 30mph other than built up residential streets or near schools. Main roads should be 30mph
32. Create unnecessary still traffic
33. Why on earth would cemetery road/cwmdy not fit the criteria for the new 20mph speed limit, cars are always driving to fast, and it is also used as one of the main street to get to the cemetery. Your plans do not make any sense.
34. This is just the start of everything changing to 20mph it has always work safely at 30mph why change? What about emergency services driving at 20mph

35. Too limited. Any through road, especially any with an A or B number should remain at 30.
36. The roads are safe, we don't hear of any accidents or deaths at present
37. Nothing wrong with the 30mph road now
38. There is nothing wrong with 30 they way it is now please leave it alone i believe 20 miles outside schools and estates

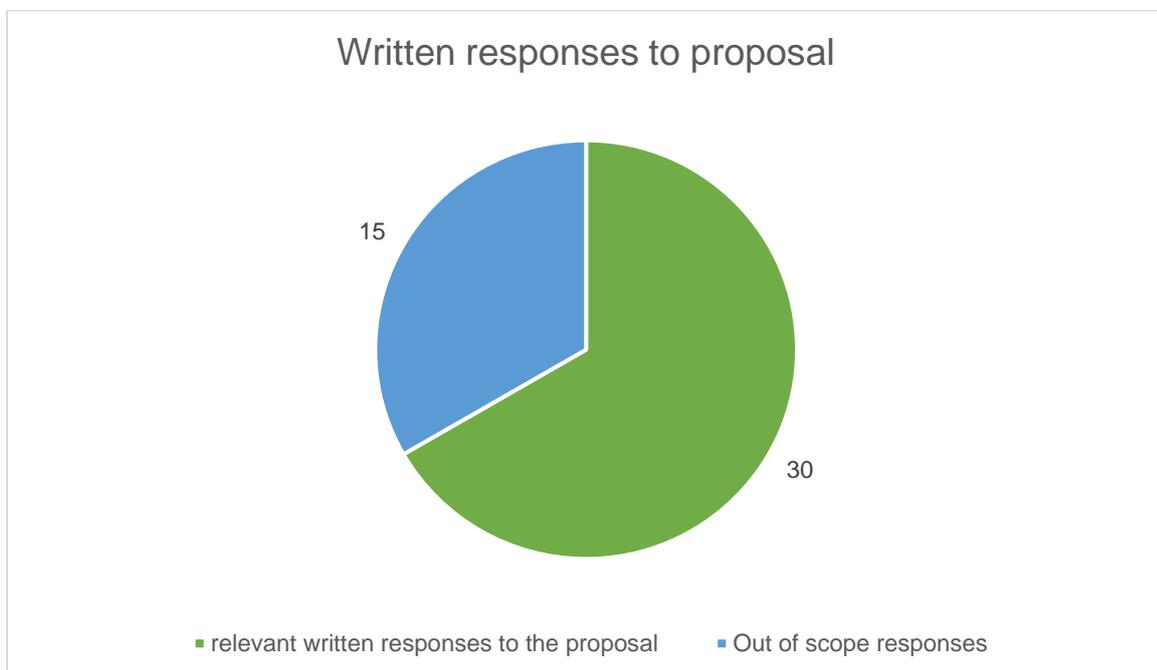
Out of scope responses

1. No evidence that it will reduce pollution and safe lives.
2. There be more accidents just like the m4 when they dropped the speed limit
3. Petrol and diesel engines do not operate efficiently at 20 mph, by doing your just creating more pollution and penalising drivers as usual.
4. The proposal should have been placed to a public vote.
5. Crap
6. Not realistic. Will cause more traffic delays and irate drivers. travel time will seriously be increased
7. More delays, increase pollution due to low gearing, risk if being overtaken due to queues
8. The whole scheme is idiotic idea
9. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
10. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
11. 20MPH IS RIDICULOUS MIGHT ASWELL WALK TO WORK AT THIS POINT TO BRIDGEND DISGUSTING FIX ALL THE POT HOLES AND REDO ALL THE ROADS YOU WANT TO FIRST BEFORE EVEN THINKING OF THIS LAZYNESS NO WONDER SO MANY CARS BREAK FROM DRIVING ON ROADS LIKE THESE

Maesteg Industrial Estate – Maesteg



As indicated from the chart above, 61% of respondents have shown agreement with the proposal to retain Maesteg Industrial Estate, Maesteg at 30mph. 39% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. If we are reducing the speed limit, make every road the same
2. This is a busy industrial estate. Strikes me as bizarre that you'll come off a main highway to then be enabled to do 30mph with a number of hazards and junctions around on the industrial estate.

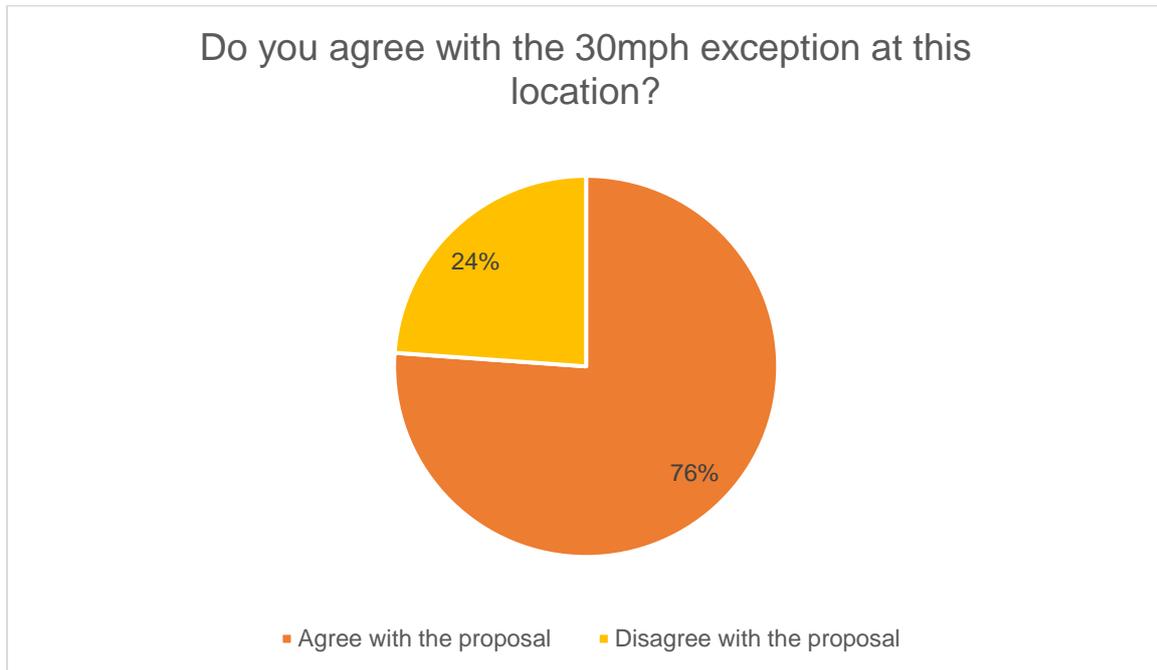
3. Why would an increase in speed into a dead-end industrial estate make sense especially considering the civic amenity site is a reduced speed too. Just leave this at 20mph.
4. Absolutely stupid to be honest, everyone else stuck add a dawdling 20mph and lorries travelling back and forth are doing 30mph
5. Same why would you put a 30 mile hr on an industrial estate
6. Don't need it there
7. Blanket 20mph
8. Due to the amount of vehicles that use this industrial site, owners, customers plus deliveries.
9. No case is given why. This is also used by people walking to GoWild who have to cross the road on the bend as the pavement runs out. This creates a blind spot when you are pushing a stroller across the road.
10. put at 20mph.
11. What's the point in this being 30mph. Nothing travels there
12. Why would this need to be 30, surely safer to make this 20 with access to amenity site
13. WHY SHOULD THIS SMALL STRETCH OF ROAD REMAIN AT 30 MPH ??
WHEN HEOL TY GWYN WILL PROBABLY BE REDUCED TO 20 MPH
14. I work on the site - road is always quiet and never policed – pointless exercise
15. There is a nursery in this industrial estate, and to improve road safety, this road should be reduced to 20mph.
16. Dead end street used a lot by learner drivers
17. Traffic already speeds downhill out of this estate
18. Large vehicles and a small industrial estate, should be 20
19. It serves no purpose to the general public
20. JUST NO DROP IT
21. both pointless if all area 20mph
22. Why change the speed limit. Can you show the evidence on accidents in this area
23. 20mph too slow for travel
24. I don't agree with 30 MPH Zones being reduced to 20 MPH Zones. It's ludicrous to even consider driving at a snails' pace along the road.
25. It should stay at 30
26. No need, it should be 40mph. Barely any traffic and no houses.
27. There is little to noise pollution in this area. Also there are few walkers around this area - it's only a place of business.
28. Low pedestrian use, little evidence of prior road traffic accidents, busses use this a lot and pollute more at lower speeds
29. Too limited. Any through road, especially any with an A or B number should remain at 30.
30. should stay at 30 there will be no taxis or dearer transport .only around schools. will take people forever to get to work

Out of scope responses

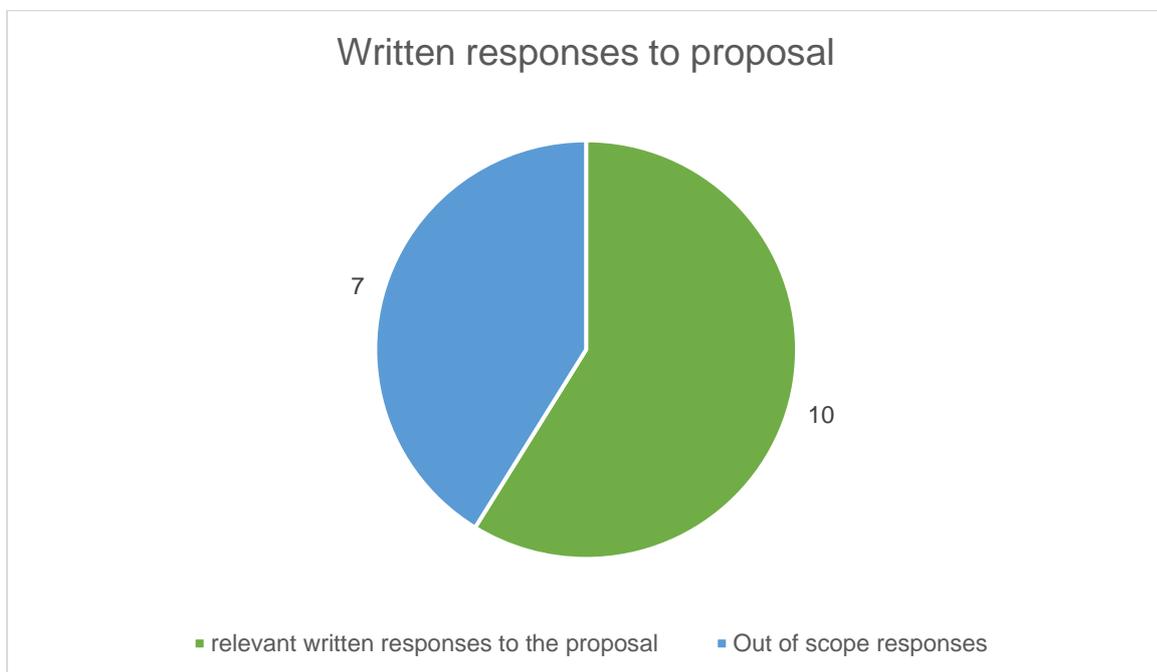
1. Same as above.
2. And as above. Its not practical
3. Same as before
4. As above
5. Same reason, going to cause a lot of congestion. No one will stick to it and it will make my work commute a lot longer. Environmental issues with lower gears needed. Think it's absolutely disgusting
6. Should have been placed to a public vote.
7. Crap
8. Increase in exhaust pollution due to bus depot and taxis constantly in and out

9. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
10. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
11. Same as 4
12. Idiotic idea
13. Cemetery Road if anything should be included in the 20mph zone as this is one of the key routes for school children, an access road to the cemetery used by older generation and a very highly congested street
14. make a speed trap for.to making money
15. As above

B4283 Water Street / Heol Fach – North Cornelly



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain B4283 Water Street / Heol Fach, North Cornelly at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

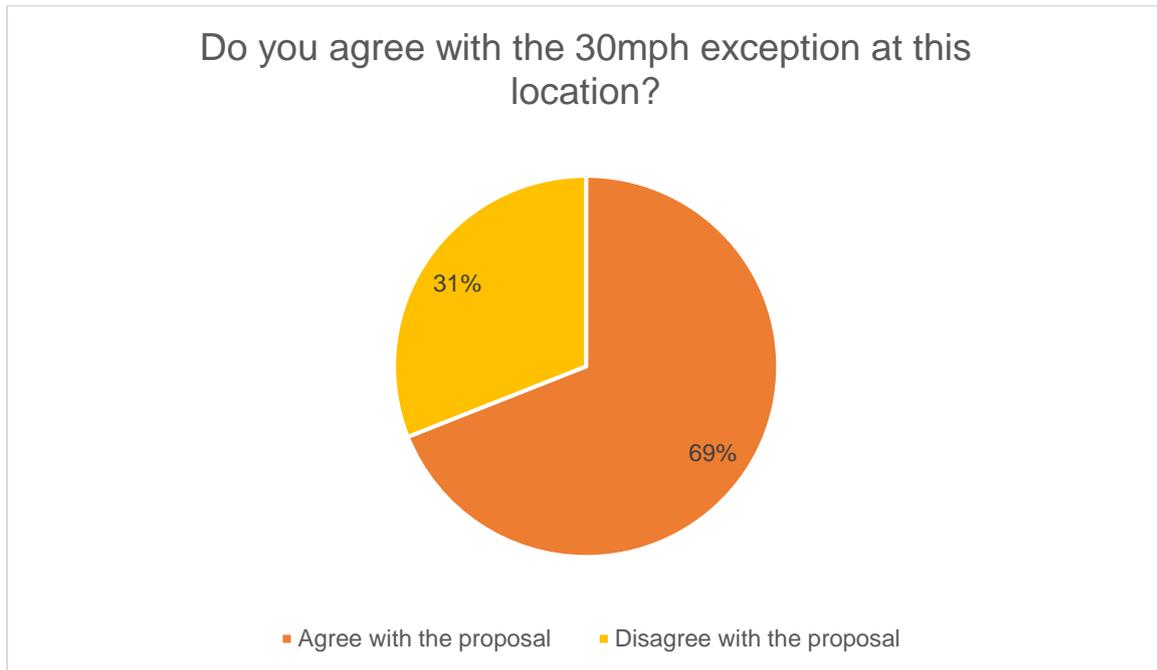
1. The 20MPH should start sooner, as you enter Heol Fach where residential properties start and not in the area of the [Green Acre Public House
2. Traffic , would still drive faster than 20 mph, speed bumps or right of ways would be better.
3. No!

4. 20Miles Per
5. Unnecessary
6. Not needed
7. This is barely populated, and is a road leaving the cornelly area
8. Little residential property
9. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
10. As far up as the Green Acres I agree, but past that is not residential really and just a means for the speed van to make money

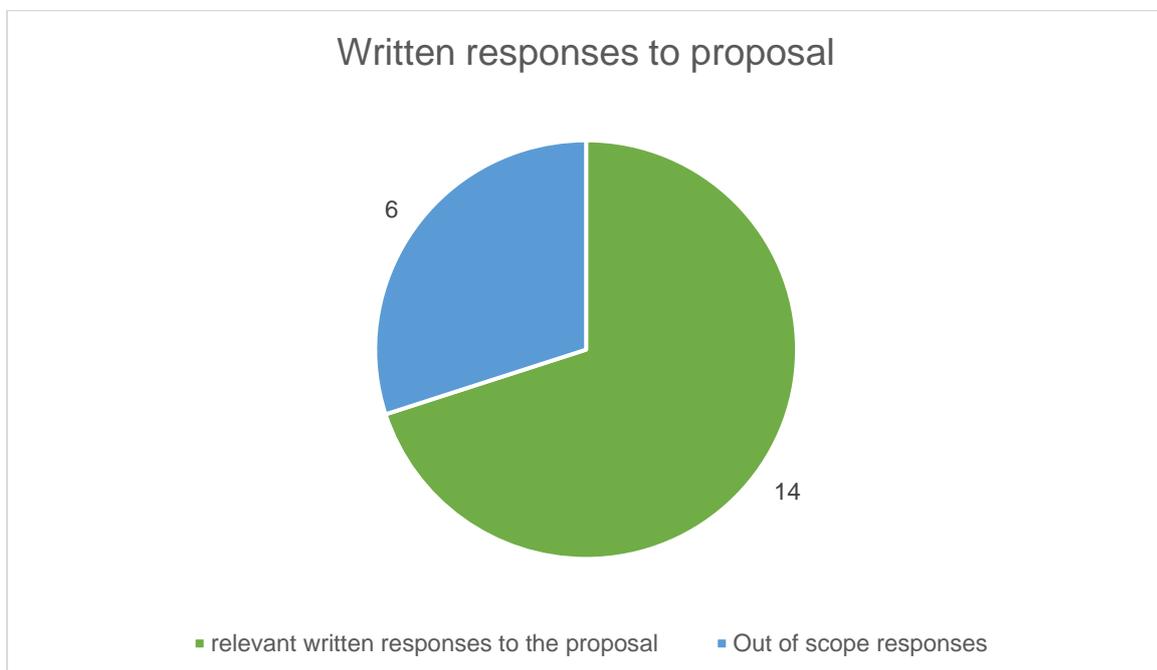
Out of scope responses

1. Money making not safety
2. Cause more problems than solve
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. Will cause to much congestion in the village, traffic is already to bad.
5. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
6. 4 year study by DfT in 2018 concluded that 20 mph zones had no impact on road safety as speed was reduced by only 0.7mph in those zones. (Atkinson AECOM & Prof M. Maher (UCL) Temptation for local authority to use 20mph zones for revenue raising.
7. You cant police 30mph and no chance doing it at 20mph

Heol Ton – Kenfig



As indicated from the chart above, 69% of respondents have shown agreement with the proposal to retain Heol Ton, Kenfig at 30mph. 31% of respondents disagree with the proposal.



Relevant written responses to the proposal

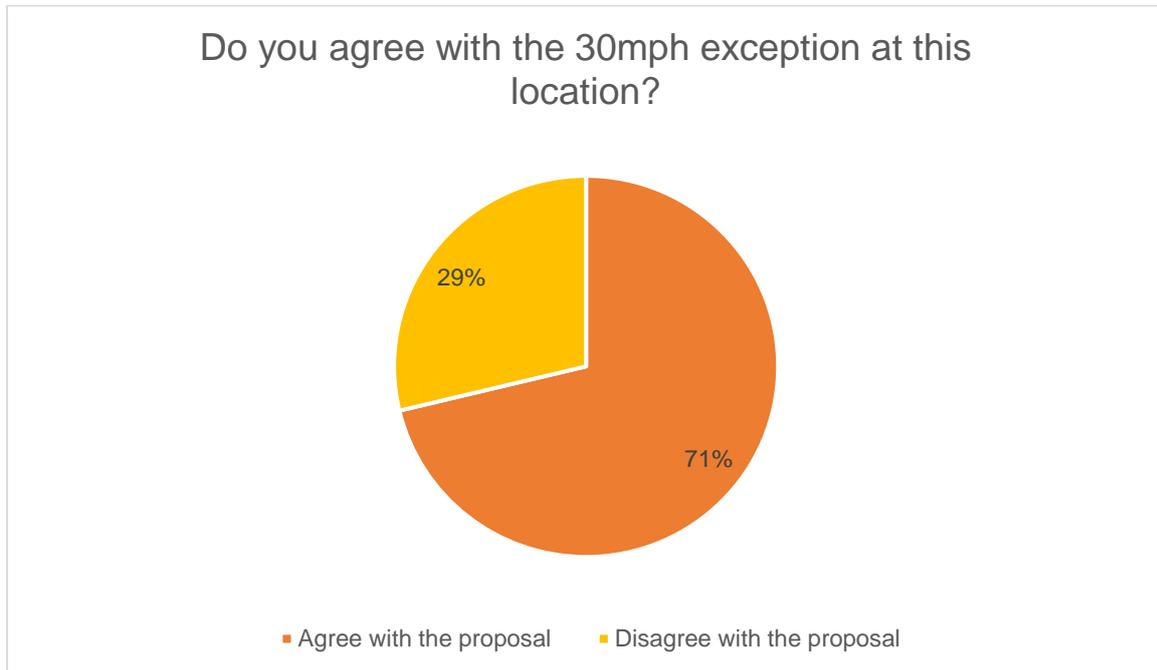
1. This is a residential street, which is used by pedestrians and horse riders, it goes no where. Cars are parked on one side reducing the roads width. In reality you would find it difficult to drive at 30mph anyway.
2. Small route with housing. Reducing to 20mph be safer
3. No!

4. Unnecessary
5. Not needed
6. A very narrow lane you will be pushed to get up to 30mph without putting your car in the hedge
7. Lots of road parking. Horses. Farm traffic. Road doesn't currently lend itself to 30.
8. This is a narrow short road with many parked cars
9. Proximity of houses
10. This is a very narrow residential road many residents and visitors park along it, further restricting the width, 20mph would make it a great deal safer
11. Little residential property
12. Not that busy with people walking there so no need
13. I believe going 20 mph is too slow and will cause more traffic and collisions than necessary.
14. 20 mph speed limits don't work .

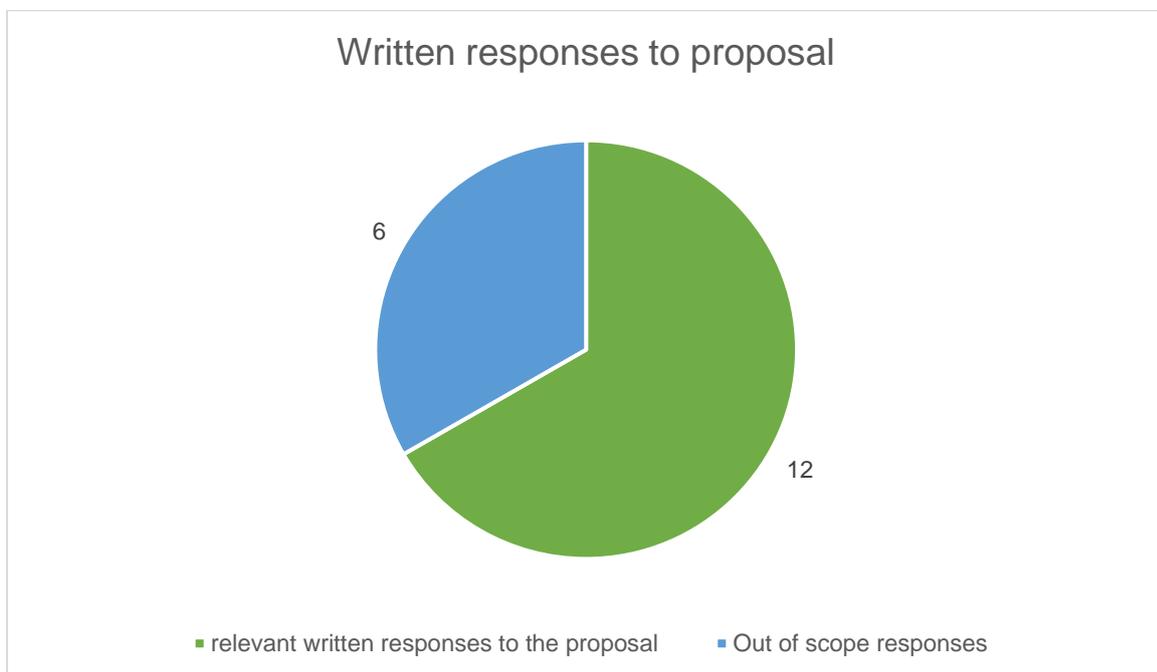
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us
3. Money making not safety
4. 20 Miles per hour limits should only be applied near specific areas such as Schools, Hospital environs, pedestrian crossings , locations where there are high numbers of pedestrians. limits should not necessarily apply at all times of day and night.
5. Same as above
6. To make it more appealing to cyclists and walkers it needs better pavements and cycle lanes

Porthcawl Road – North Cornelly



As indicated from the chart above, 71% of respondents have shown agreement with the proposal to retain Porthcawl Road, North Cornelly at 30mph. 29% of respondents disagree with the proposal.



Relevant written responses to the proposal

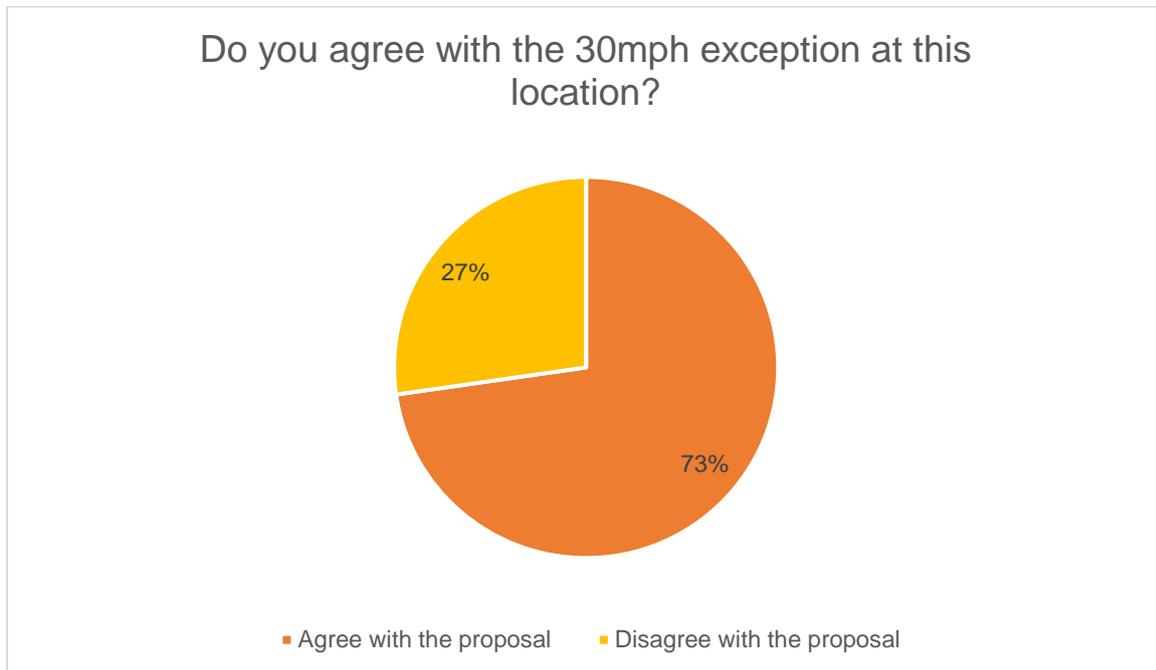
1. The speed cars travel on this piece of road is dangerous, some type of deterrent is required here. People crossing
2. Unnecessary
3. Not needed

4. This is a route used by pedestrians from South Cornelly to North Cornelly including walking children to school, it must be reduced to 20 MPH for the safety of all
5. This is the very stretch of road that requires a 20mph restriction- there is only a VERY narrow pavement on the West side of the highway which has for a great number of years been hazardous for parents with children in prams and buggies.
6. Unpopulated, is not in the village
7. Not a highly populated street from the motorway bright to the roundabout
8. Not really residential.
9. Little residential property
10. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
11. Another example of over-reaching the 20mph zone, perfect for a speed van and milking that cash cow. This is why I am opposed in general to these zones. 30mph is fine there.
12. 20 mph speed limits don't work .

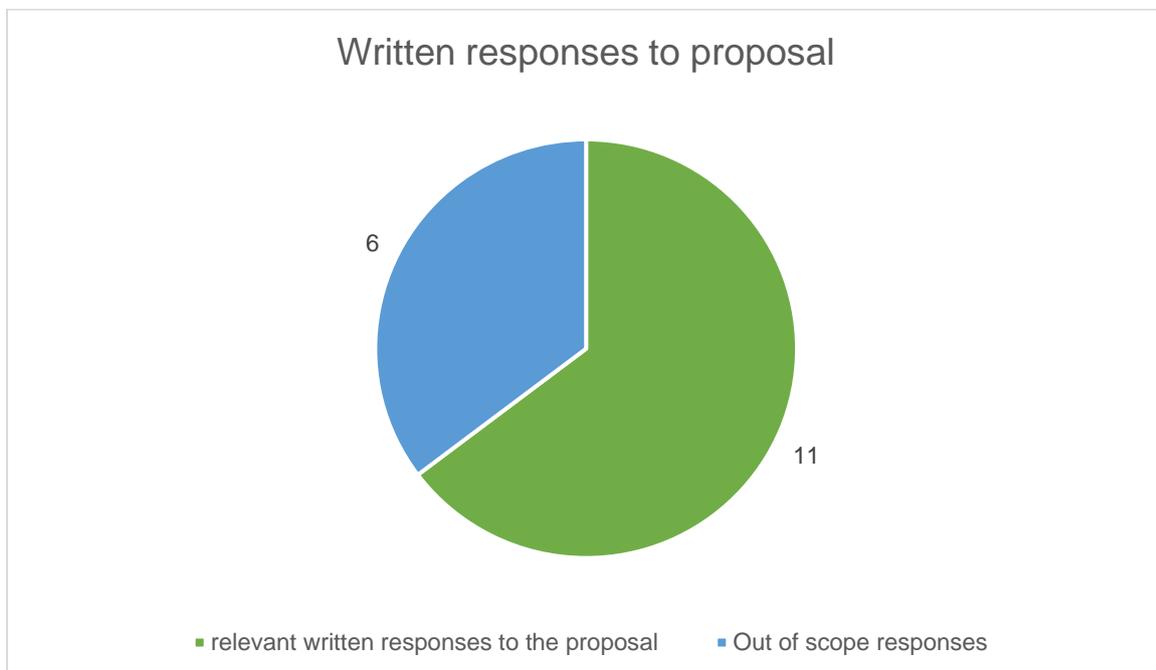
Out of scope responses

1. Why!!!
2. Money making not safety
3. Same as above
4. Please refer to above comments which I think should apply to all roads in Wales.
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

School Terrace / Heol Tydraw / Fairfield – North Cornelly



As indicated from the chart above, 73% of respondents have shown agreement with the proposal to retain School Terrace / Heol Tydraw / Fairfield, North Cornelly at 30mph. 27% of respondents disagree with the proposal.



Relevant written responses to the proposal

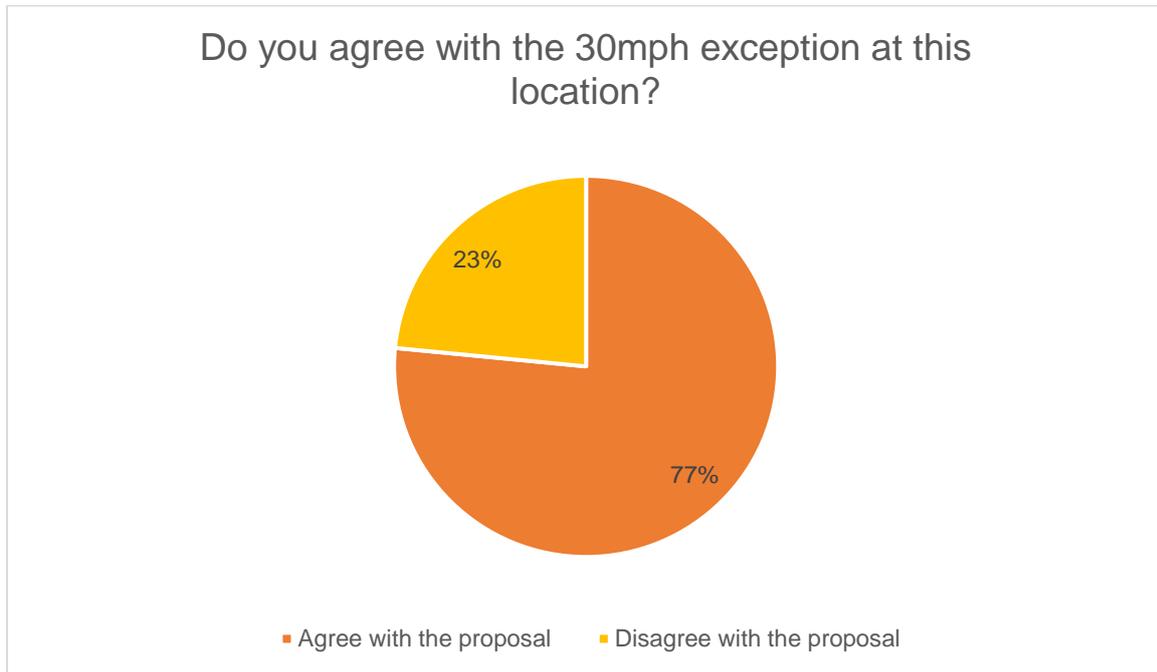
1. Traffic calming measures and crossings have recently been installed, it is an active travel route therefore should in my opinion be 20mph
2. Traffic needs to slow here. Lots of people crossing

3. There are already new speed bumps to manage the speed of traffic
4. No way!
5. Need to slow lots of parked cars and pedestrian traffic (children)
6. Unnecessary
7. Not needed
8. Again high footfall of people walking to schools
9. This is the very stretch of road where the 30mph limit is regularly totally ignored
10. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
11. 20 mph speed limits don't work .

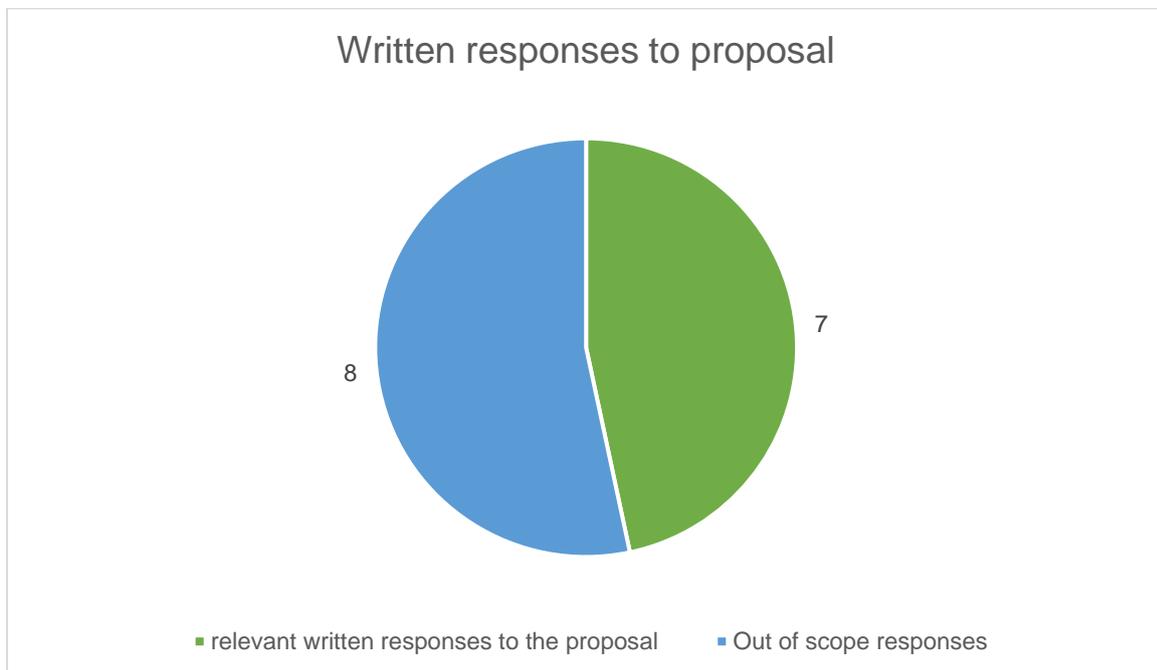
Out of scope responses

1. Money making not safety
2. Please refer to above comments. ‘
3. Same as above
4. Absolutely outrageous, past abandoned pub there is NO residential and this is purely because the speed van always catches cars coming in from the roundabout, at 20mph its almost impossible. Disgusting. So you are saying speed ramps dont work. Jokes.
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4061 Aber Road / Wyndham Street – Ogmores Vale



As indicated from the chart above, 77% of respondents have shown agreement with the proposal to retain the A4061 Aber Road / Wyndham Street, Ogmores Vale at 30mph. 23% of respondents disagree with the proposal.



Relevant written responses to the proposal

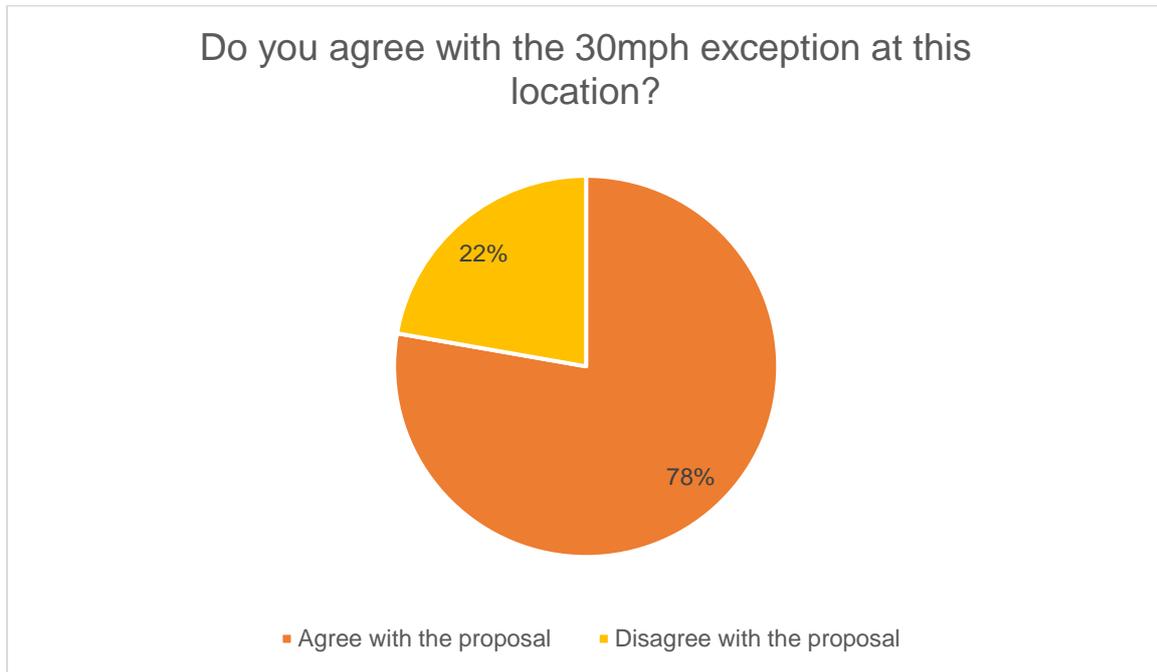
1. Narrow lane needs speed reduction
2. Wyndham Street yes, Aber Road no
3. The single lane road going across the valley is dangerous at speeds above 20mph. And the A4061 by the Aber Houses should definitely be 20 mph for the safety of residents.

4. I believe Wyndham Street should be a 20mph zone.
5. Not practical because of length.
6. Non populated areas where very few walk
7. I do not agree with 20mph roads. Commuting from the Valleys for work everyday is bad enough without this 20mph nonsense

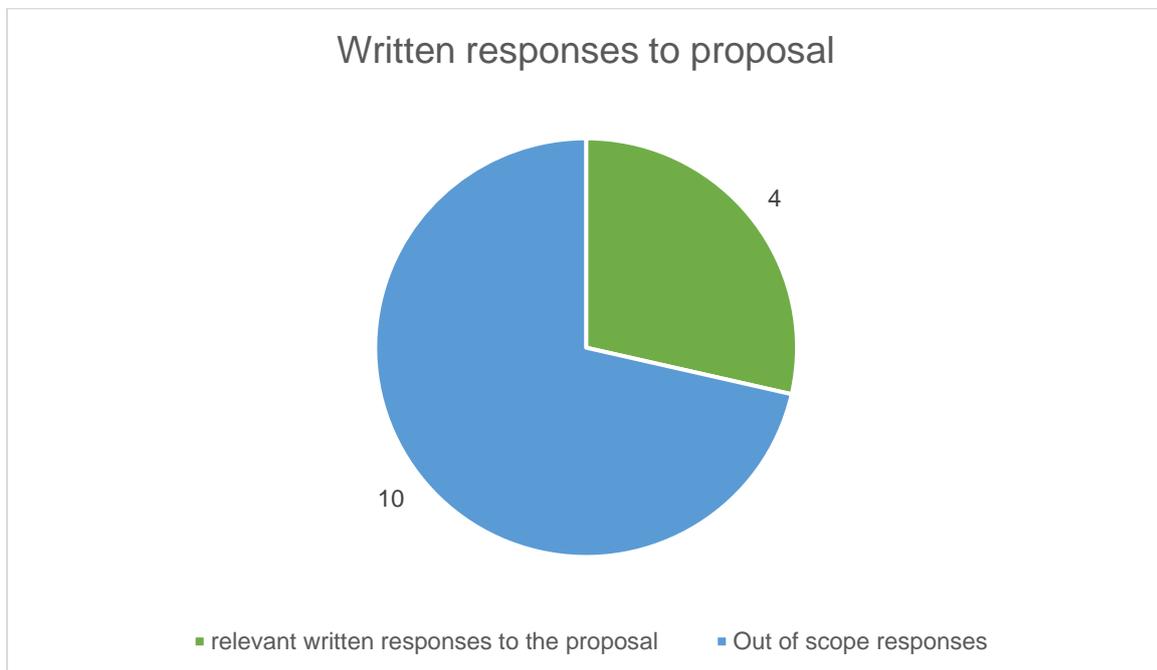
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph
2. It will not do any of the above that the council wishes. Just more frustrated drivers which in turn will cause more issues!
3. Length cost of new signs who is going to police it
4. Length bring changed cost of signage and who is going to police it
5. It's ridiculous there's going to be accidents because people are going to be concentrating on Their speedometer rather than the road and 20mph is too slow
6. walking speed is quicker. it will not help in any way with climate change as lower speed means lower gear and higher revs making more carbon emissions. It was NOT put to a public vote to ask whether the public wanted these ridiculous rules.
7. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
8. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Aber Road – Ogmore Vale



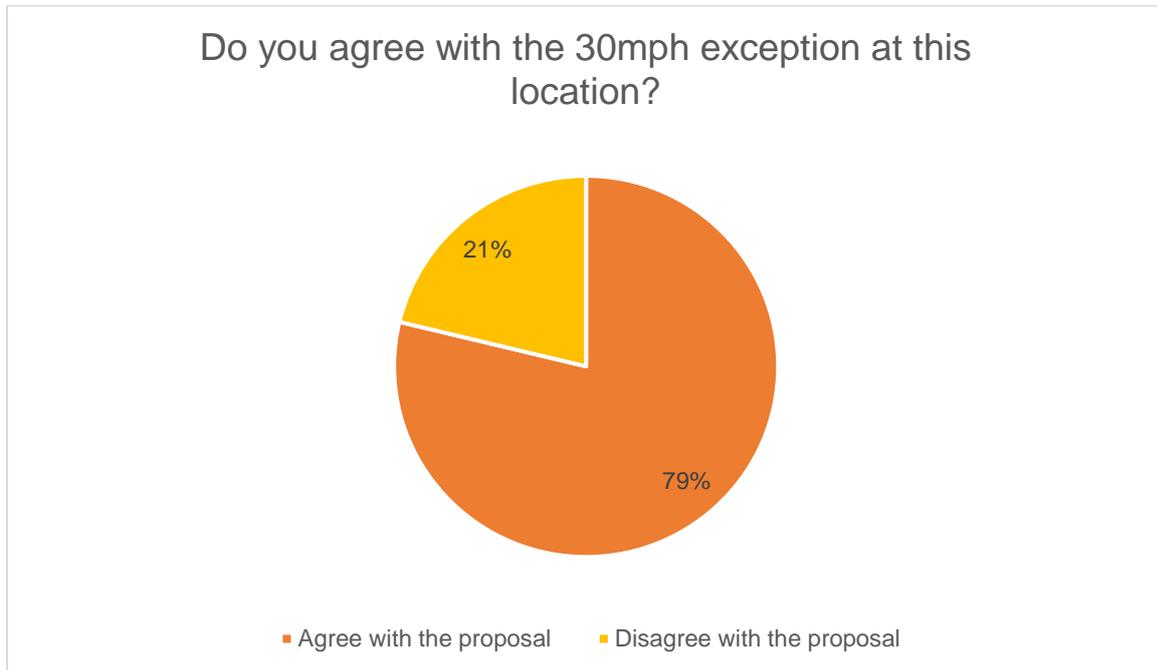
As indicated from the chart above, 78% of respondents have shown agreement with the proposal to retain Aber Road, Ogmore Vale at 30mph. 22% of respondents disagree with the proposal.



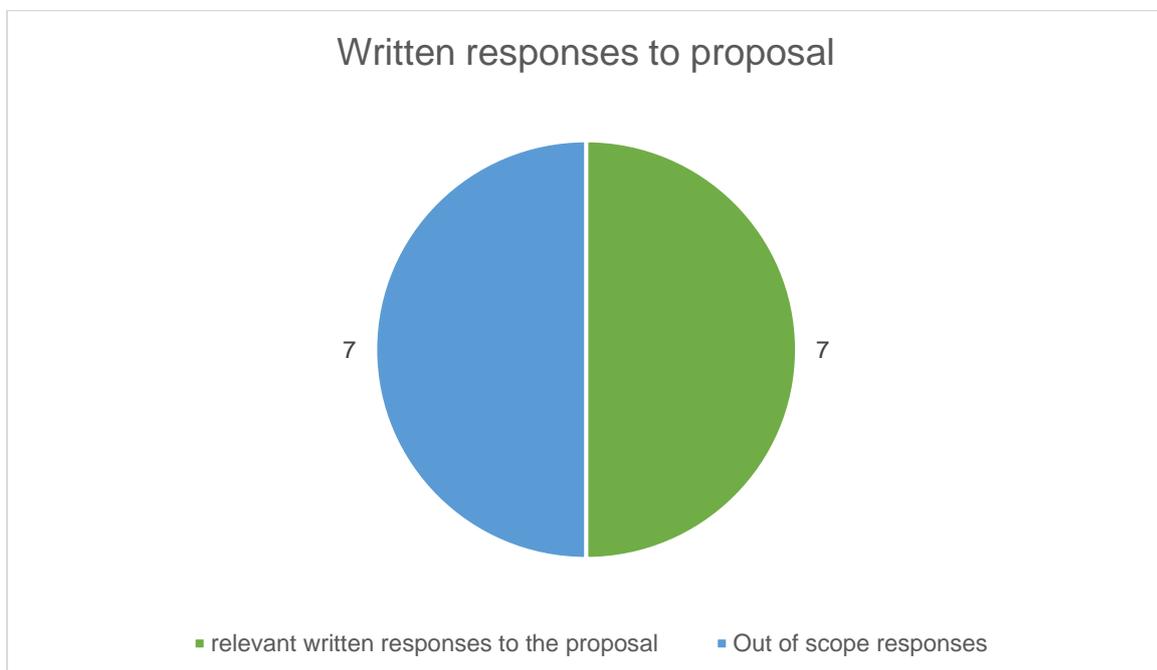
Relevant written responses to the proposal
1. Long road and most cars speed anyway. Lots of traffic
2. Non populated area, very few people walk this road due to us having a cycle track
3. Not built up or residential area
4. No one would reduce their speed along there
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph.
2. Same as above
3. It's goi g to cause more accidents because it's too slow and people are going to concentrate on their speed rather than the road ahead
4. See answer 3
5. As above
6. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
7. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
8. Length
9. Length of road cost of signage who is going to police it
10. It's currently 40 and safe at that speed.

A4061 Blwch y Clawddy Road – Ogmore Vale



As indicated from the chart above, 79% of respondents have shown agreement with the proposal to retain the A4061 Blwch y Clawddy Road at 30mph. 21% of respondents disagree with the proposal.



Relevant written responses to the proposal

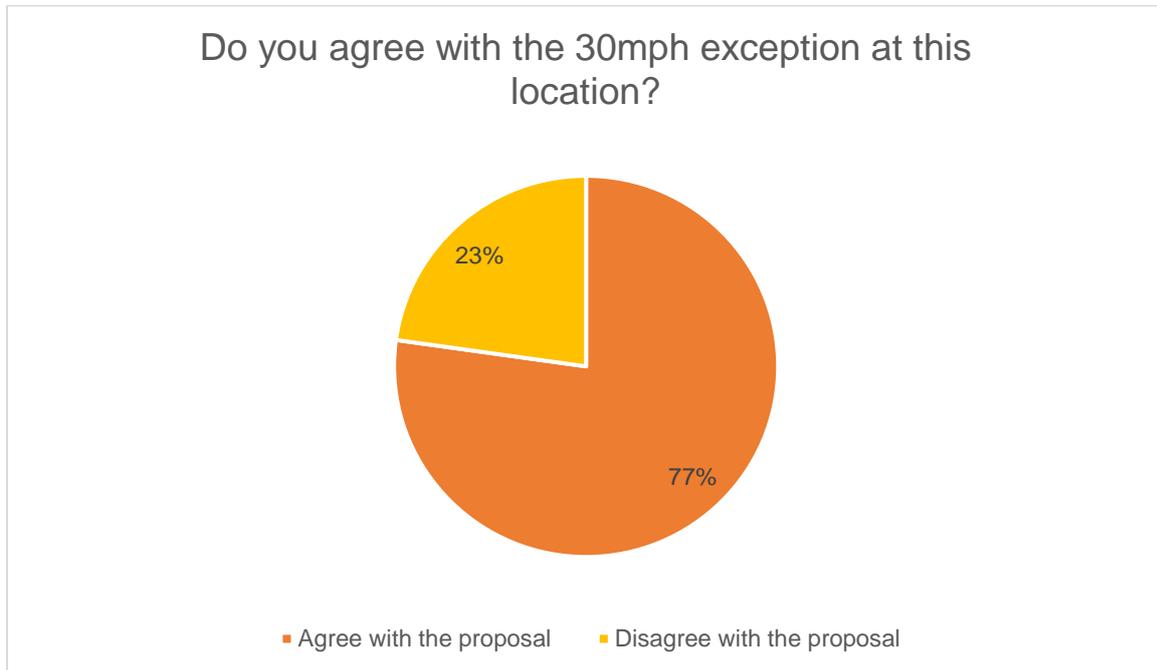
1. Already a dangerous road.
2. Not necessary
3. Popular walking route, short section at top of hill vehicles will speed up but not slow down.
4. It's too slow 30mph is fine leave it alone

5. Non populated area
6. Not built up area
7. Don't really need to reduce the limit there no one would adhere to it

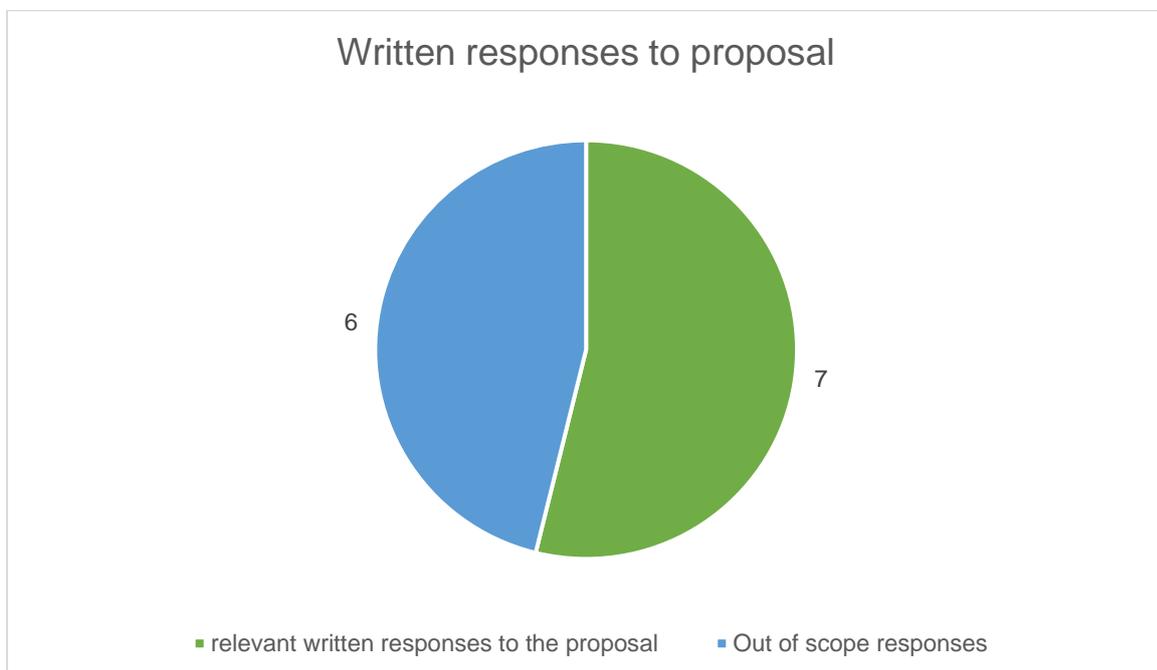
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph.
2. Same as above
3. See answer 3
4. As Above
5. Length of road cost of signage and who is going to police it and pollution
6. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
7. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Cemetery Road – Ogmore Vale



As indicated from the chart above, 77% of respondents have shown agreement with the proposal to retain Cemetery Road, Ogmore Vale at 30mph. 23% of respondents disagree with the proposal.



Relevant written responses to the proposal

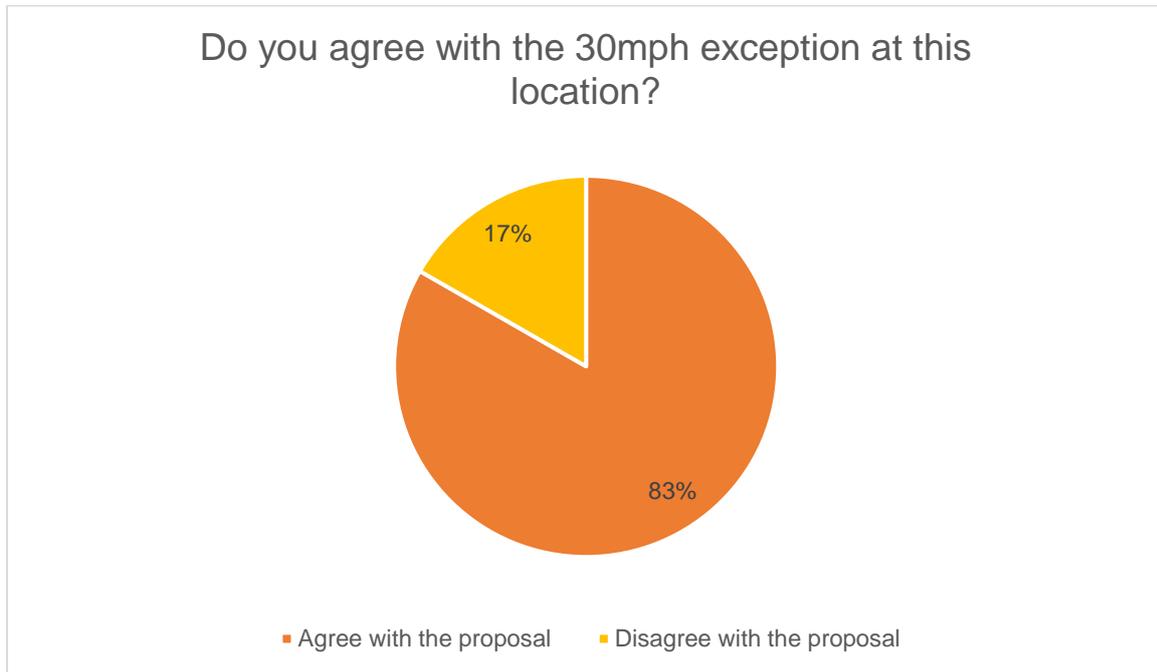
1. This is a really dangerous spot & people need to slow down as they come into lewistown !
2. It will cause angry driver's
3. Will cause traffic build up

4. Because you'll have the speed camera van there all the time making money on a road that should be 30 mph
5. Not residential or built up
6. This should stay at 30
7. It's currently 40 and fine at that speed.

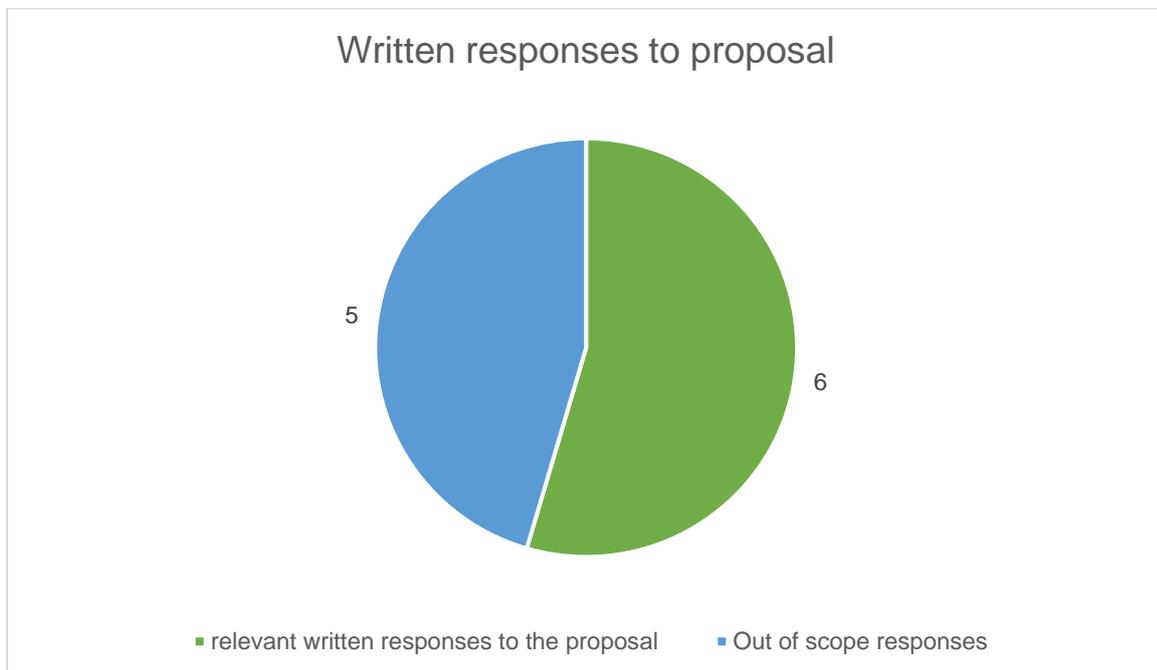
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph.
2. Why change it to 40 then a few years later a dictator who dont like cars decides to change something thats worked for decades.
3. See answer 3
4. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
5. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
6. Length of road cost of signage and who is going to police it

Nant-y-Moel Row – Ogmore Vale (Part 1)



As indicated from the chart above, 83% of respondents have shown agreement with the proposal to retain Nant-y-moel Row, Ogmore Vale (Part 1) at 30mph. 17% of respondents disagree with the proposal.



Relevant written responses to the proposal

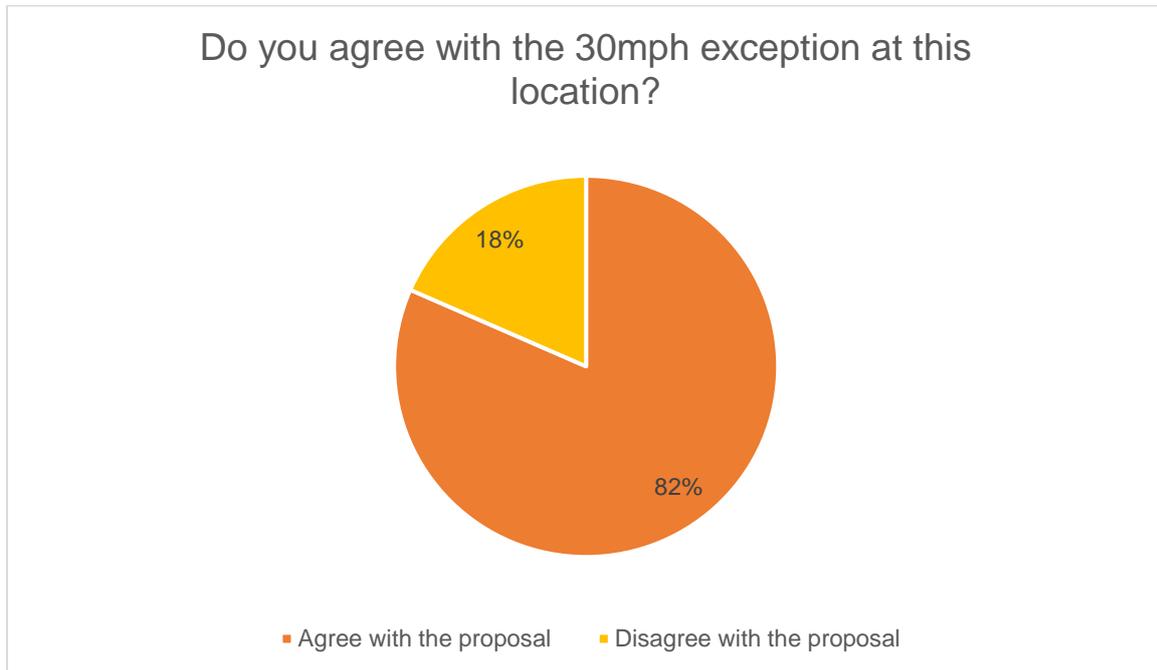
1. Built up!
2. Drivers need to slow down as there is not much room when cars are parked
3. This is a very narrow road when you take in to account the parked cars and of course it is very busy

4. Cars already speed up and down , our gardens are across the road, it's a danger to houses either end near the bends

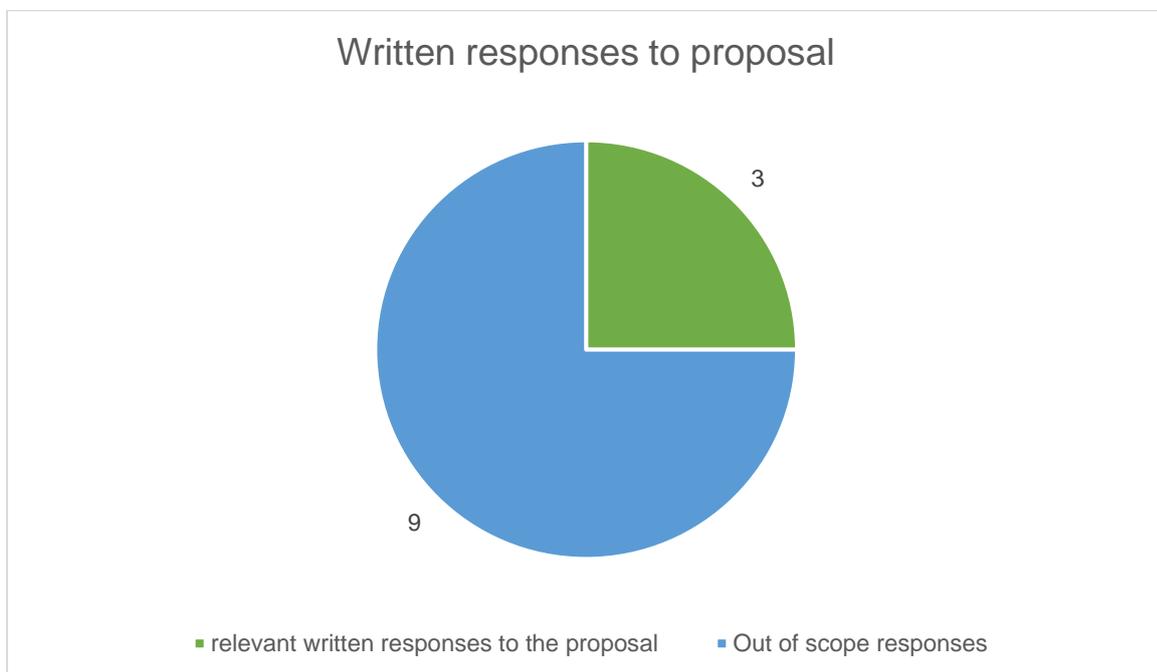
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph.
2. Same as above.
3. See answer 3
4. As above
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
7. Length of road cost of signage and who is going to police it

Nant-y-Moel Row – Ogmore Vale (Part 2)



As indicated from the chart above, 82% of respondents have shown agreement with the proposal to retain Nant-y-moel Row, Ogmore Vale (Part 2) at 30mph. 18% of respondents disagree with the proposal.



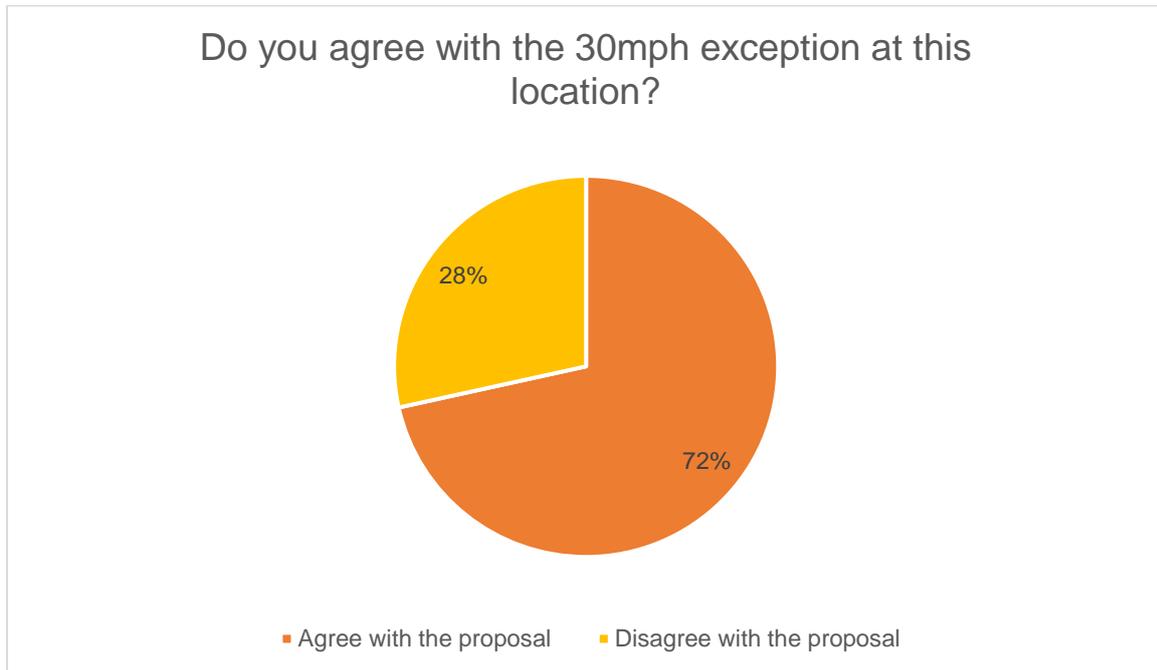
Relevant written responses to the proposal

1. Built up!
2. To stop idiots driving fast
3. This is not a built up area and 30 mph is fine

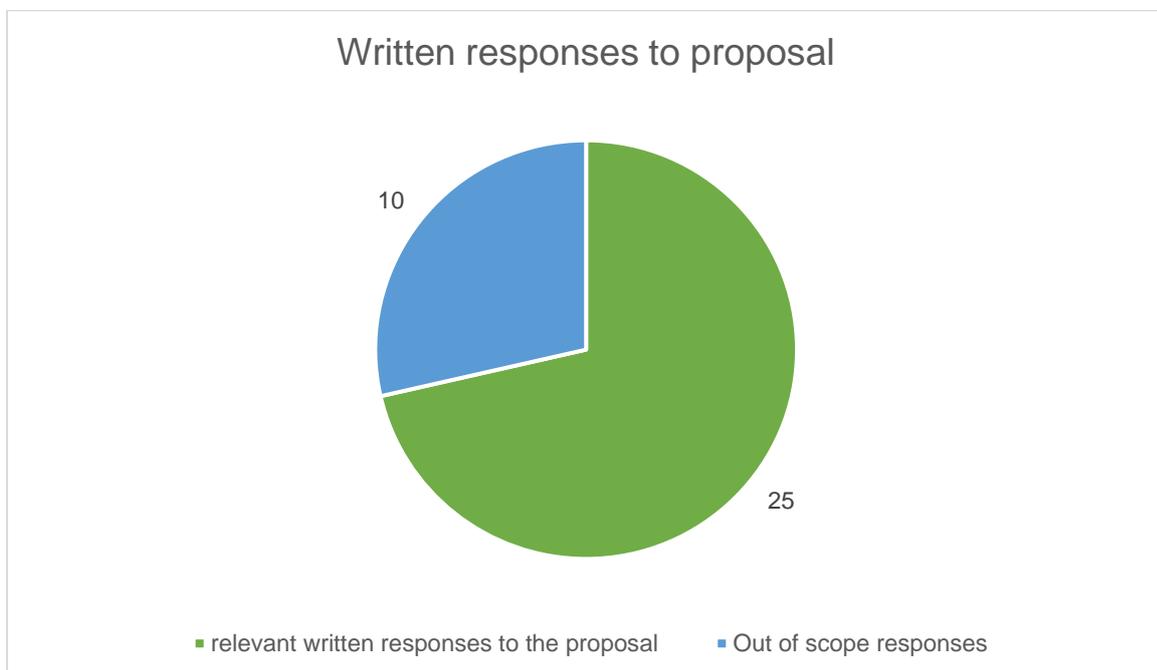
Out of scope responses

1. Incompatible with real life..... 30mph I'd good enough for the rest of GB I think it's anti car led! I really don't know how you can police it..... Speed cameras are already up here every day at 30 mph.
2. Same as above.
3. See answer 3
4. As above
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
7. The same reason as the last question
8. As above
9. Length of road cost of signage and who is going to police it

Hendre Road – Pencoed



As indicated from the chart above, 72% of respondents have shown agreement with the proposal to retain Hendre Road, Pencoed at 30mph. 28% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. It's a single carriage way used by cyclists, horse riders and pedestrians. There are no pavements so no option but to walk in the road. The more the speed can be reduced the better.
2. Not needed. Ridiculous limit.
3. road is quite narrow in places

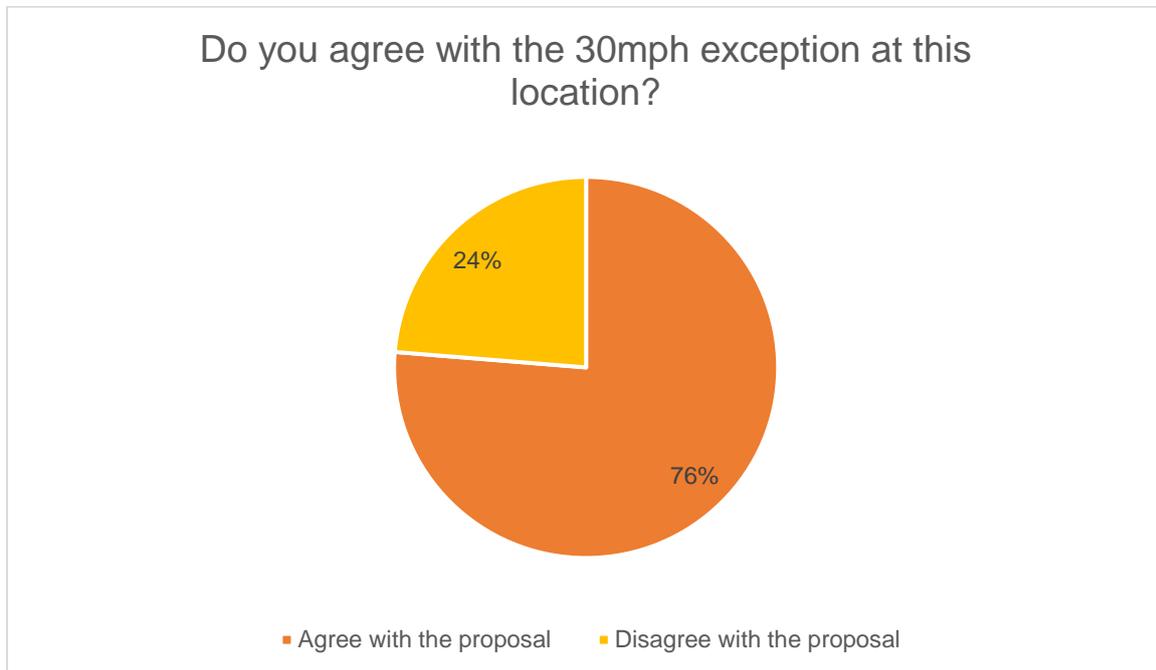
4. Residential area
5. It is a very narrow road with cars parked on some of the narrowest stretches. And in my experience drivers travel at excessive speeds regardless of conditions. There is only one controlled crossing
6. People usually go 10-20 mph over the limit now so won't notice a difference
7. This road has several sections that are very narrow because of parking and the current 30 mph causes problems
8. Current 30 mph is problematic ,not adhered to despite narrowing caused by parking 20 mph should be introduced.
9. Hendre Road is narrow with lots of cars parked on it. A lot of people drive well over 30mph now & will never drop to 20mph unless it is enforced.
10. Not required waste of time
11. If anything the limit should be 20mph as its a narrow lane. The rest of Hendre Road is fine at 30mph. Why change? Its insane
12. The stretch of Hendre Road (from Eleanor Close Jnc to the M4 overbridge is very narrow and hazardous to 2-way traffic - it must have a 20 limit
13. Might as well be 20. Dangerous to drive any faster than 20.
14. 25 mph is about right for vehicles and no more.
15. the narrowest part of the road will stay the same and the widest will drop no scence in that
16. 30 mph is not enforced on Felindre Road as it is vehicles travel in excess of 50
17. The road into the Hendre Lanes is dangerous enough
18. Too slow and will increase emissions
19. It's currently a National speed limit beforehand - would mean sharp breaking and potential for more accidents.
20. 30mph is low enough, 20mph is ridiculous.
21. Too low
22. There are bollards there already with speed bumps traffic lights zebra crossings and traffic build up between 30-20 is safe enough
23. 30 mph limit is not enforced now. Enforce that . 20 mph is a waste of tax payers money.
24. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
25. 20mph speed limit is stupid

Out of scope responses

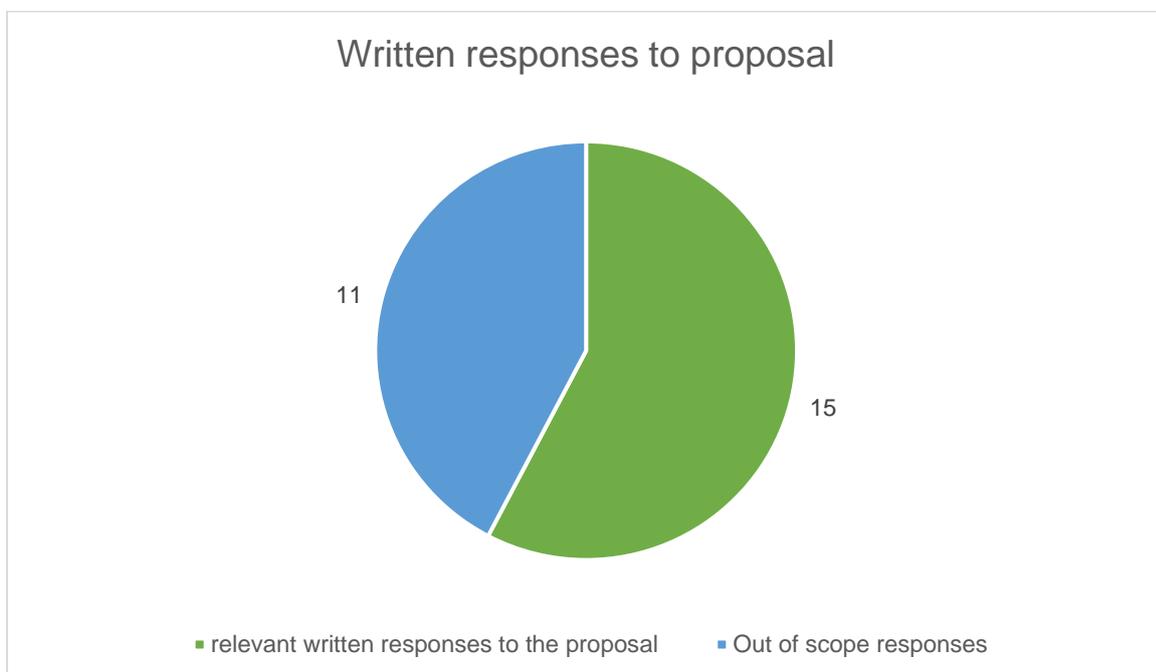
1. Its stupid. Causes traffic build up which causes more pollution. Just a scam for council to make more money.
2. There are many areas that don't need 20 mph in Pencoed
3. Increases congestion and pollution
4. I travel to Cardiff on a regular basis and have found that that the reduced speed on many of the 20mph roads cause traffic chaos.
5. Please refer to the study from Queen's University Belfast, Edinburgh Uni, and the Uni of Cambridge which found that reducing speed limits from 30mph to 20mph had 'little impact' on road safety. Another ideological waste of money. Fix pot holes!!
6. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
7. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
8. War on drivers. Disabled people cant walk nor cycle

9. some people will do 20 mph but others will not -actually making things MORE DANGEROUS
10. I tried driving my car at 20mph and 30 mph. At 20 mph the highest gear you can use is 3rd. at 30 mph the highest gear you can use is 4th. the ratio between 3rd and 4th gear on my car is 1.45. 45% more fuel, means 45% more exhaust emissions.

Pencoed Interchange / Pencoed Business Park – Pencoed



As indicated from the chart above, 76% of respondents have shown agreement with the proposal to retain Pencoed Interchange / Pencoed Business Park, Pencoed at 30mph. 24% of respondents disagree with the proposal.



Relevant written responses to the proposal

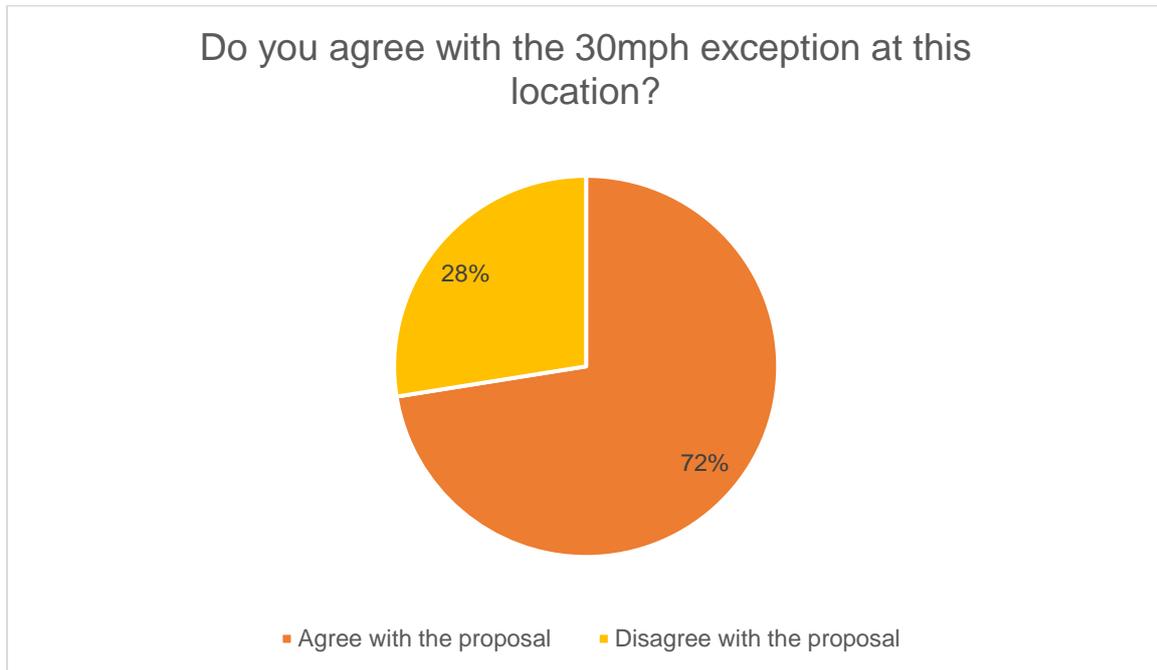
1. Not needed.
2. You are encouraging more walkers and cycling to this location with the new cycle route and this area is used by a lot of lorries.

3. Significant number of turning movements and 20mph would be more reflective of the actual vehicle speeds in the area
4. Not required waste of time
5. Youve just spent millions installing a cycle way up to this area on the A473, where is the logic in having this as 30mph where people will be walking and cycling as encouraged by the new facilities.
6. busy area rule should apply here awell
7. Speed to 30 but 20 is silly.
8. Too slow and will cause problems
9. It would be an impediment to business
10. 30mph is low enough, 20mph is ridiculous
11. There are limited properties around this area.
12. Too low
13. Traffic bollards already there to reduce speed just another excuse to put mobile camera's
14. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
15. 20mph is stupid

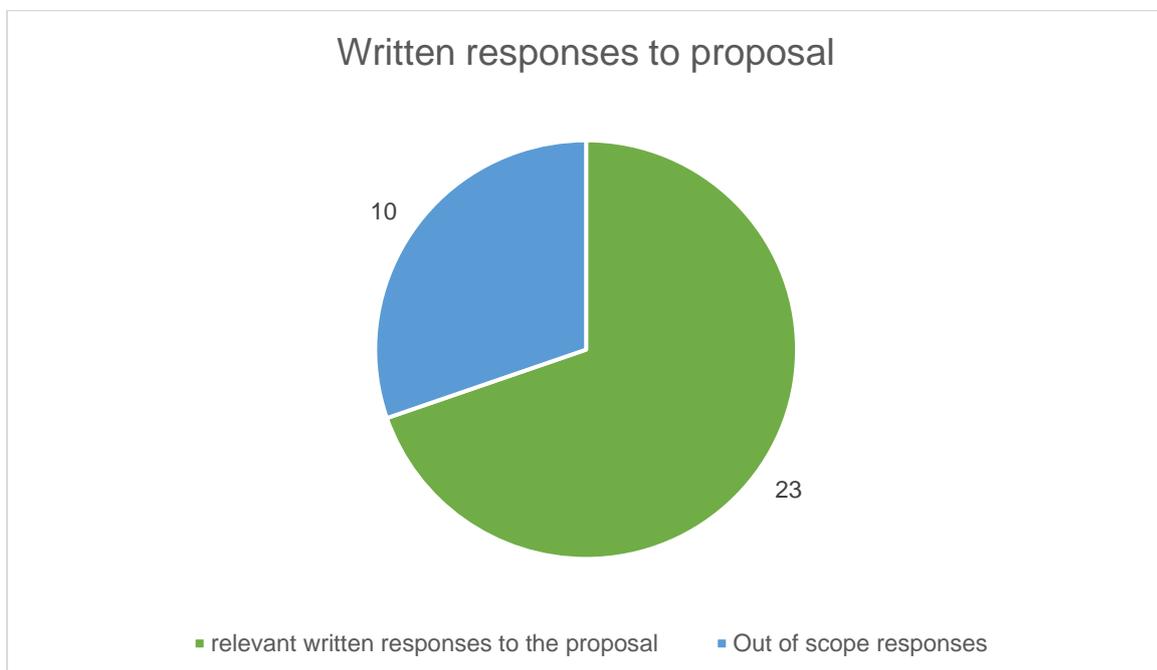
Out of scope responses

1. Its stupid. Causes traffic build up which causes more pollution. Just a scam for council to make more money.
2. Please refer to the study from Queen's University Belfast, Edinburgh Uni, and the Uni of Cambridge which found that reducing speed limits from 30mph to 20mph had 'little impact' on road safety. Another ideological waste of money. Fix pot holes!!
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. Increases congestion and pollution
5. Traffic build up.
6. Increased traffic congestion
7. It's the main A473 and does not go through the village
8. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
9. Its a dual carriageway that feeds onto the motorway, restricting to 30mph will have unintended consequences of making it a drag strip a the lights and what is the safety benefit at the moment?
10. Same as above.
11. AS ABOVE

Pencoed Way / Coychurch Road - Pencoed



As indicated from the chart above, 72% of respondents have shown agreement with the proposal to retain Pencoed Way / Coychurch Road, Pencoed at 30mph. 28% of respondents disagree with the proposal.



Relevant written responses to the proposal

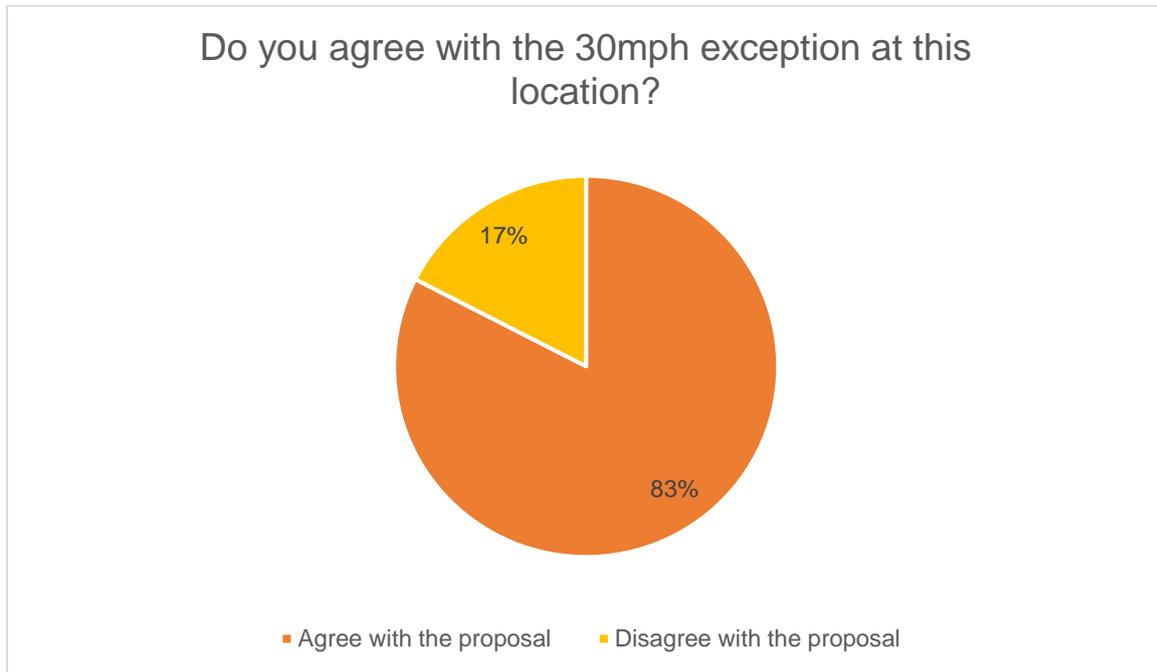
1. Part of this route there is cycle path that ends and you have to ride on the road so to cycle in a 20mph zone is safer. Also this is all less than 500m from the local primary and comprehensive schools.
2. A large portion of this is a no through road and the rest of it is residential
3. There are still residential properties along this stretch of road

4. there's a safe route to school along part of this road
5. It has direct driveway access onto it and well used footways and a cycleway alongside it. Changing this section to 20 would also mean that motorists have to slow to the speed limit straight away after exiting the A473.
6. Residential area
7. Used frequently by walkers etc
8. There are still houses there & having different speed limits could be confusing
9. Not required waste of time
10. Disabled people can't walk nor cycle. 20mph would cause mayhem.
11. built up area so if your reasoning is to save. it should apply to all.
12. There is a safe route to school along this road
13. The cul-de-sac section of Pencoeed Road should be a 20mph zone. As a runner, I always run in the road here as the pavement is inadequate. Runners, cyclists, dog walkers, nearly always use the road rather than the pavement. Why would it need to be a 30?
14. Not needed though would agree with outside schools at start and end of schoolday
15. Too slow and will increase emissions
16. No need so much traffic you can't speed anyway
17. The traffic build up that the 20mph limit causes.
18. 30mph is low enough, 20mph is ridiculous
19. Open road
20. With the exception of the area by the school, all Coychurch road should remain at 30 mph. To travel at 20mph means having to be in a lower gear which produces more pollution. It is also distracting to try to keep to such a slow speed and is more likely to
21. Too low
22. 30 is already too slow. People just need to look when crossing the road. Go back to teaching kids the green cross code
23. 20mph is stupid

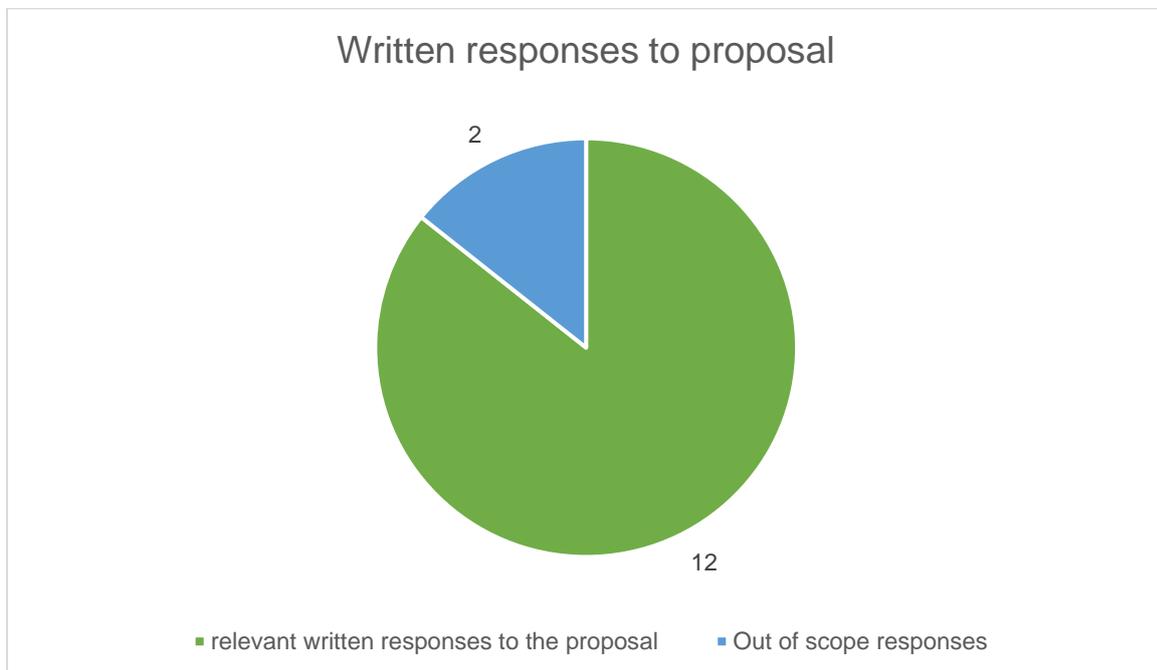
Out of scope responses

1. Its stupid. Causes traffic build up which causes more pollution. Just a scam for council to make more money.
2. 20mph creates greater pollution due to driving in low gears
3. People won't take a bit of notice of this anywhere.
4. Increases congestion and pollution
5. Please refer to the study from Queen's University Belfast, Edinburgh Uni, and the Uni of Cambridge which found that reducing speed limits from 30mph to 20mph had 'little impact' on road safety. Another ideological waste of money. Fix pot holes!!
6. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
7. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
8. Do you really think it will make the slightest difference anyway as you have no means of enforcing this and studies have shown little decrease in true speeds. The 50 and 40 mph restrictions on the A473 have not reduced speeds even with random speed checks.
9. AS ABOVE
10. I tried driving my car at 20mph and 30 mph. At 20 mph the highest gear you can use is 3rd. at 30 mph the highest gear you can use is 4th. the ratio between 3rd and 4th gear on my car is 1.45. 45% more fuel, means 45% more exhaust emissions.

A4063 Bridgend Road - Tondu (Part 1)



As indicated from the chart above, 83% of respondents have shown agreement with the proposal to retain the A4063 Bridgend Road, Tondu (Part 1) at 30mph. 17% of respondents disagree with the proposal.



Relevant written responses to the proposal

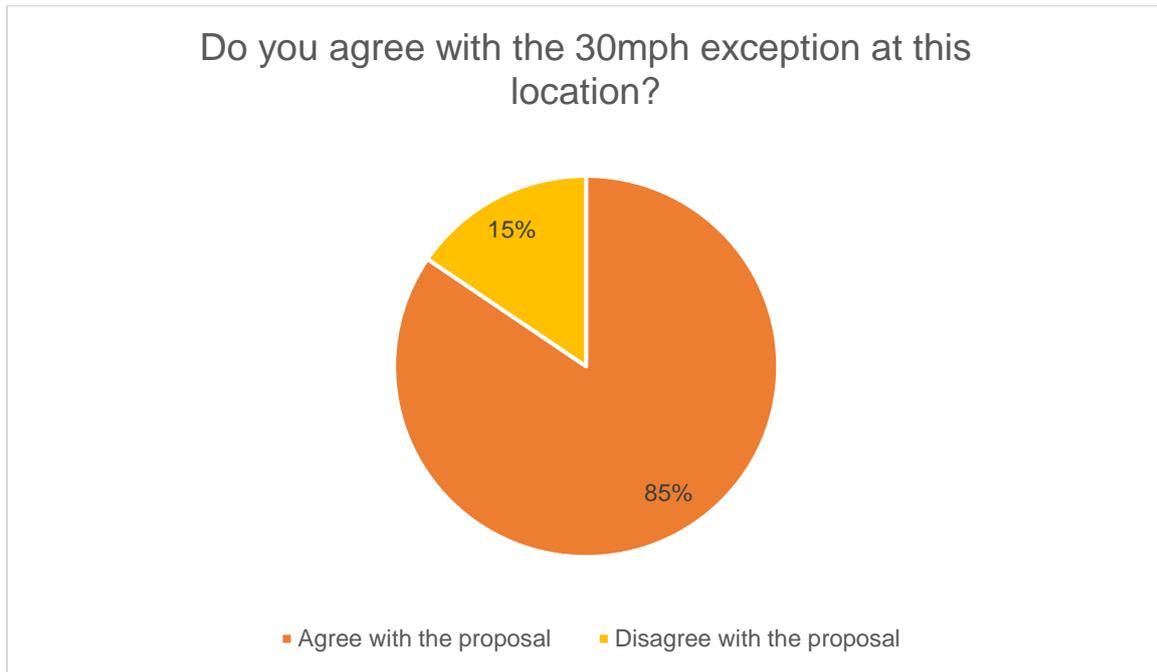
1. People don't stick to the 30mph as it is, so dropping it to 20mph may help reduce the overall speed on the road.
2. Not needed

3. (a) Your maps are incomplete and do not show a large part of Pen-y-fai. (b) Your proposals; will not reduce current vehicle speeds on residential roads in the village. (c) There is no logic in different speed limits for the single road through Pen-y-fai.
4. Not required waste of time
5. Nobody does 30mph along here anyway, constantly see people tailgating or overtaking
6. It's not a problem there's already traffic calming measures and you can't go over 20 when the school is busy anyway. You'd be better off providing a proper pickup point in the field next to the school and putting in a proper pedestrian crossing.
7. Very little housing, no play parks or schools. Very few pedestrians.
8. It's already a slow road. It's wide and visibility is good. 30mph is sufficient and safe in my opinion
9. I agree with the A4603 Bridgend Road but Heol Tyn Y Garn should be reduced to 20mph as it runs past a children's play area with no traffic calming measures and is used as a rat run to the m4 by residents of Cefn Glas
10. I agree the A4063 should remain as 30 with a electronic reminder near Glanrhyd. Heol Tynyarn should reduce to 20mph
11. This is a wide road with very few residential premises. 30mph limit is adequate
12. No houses near here so no need for such a slow speed

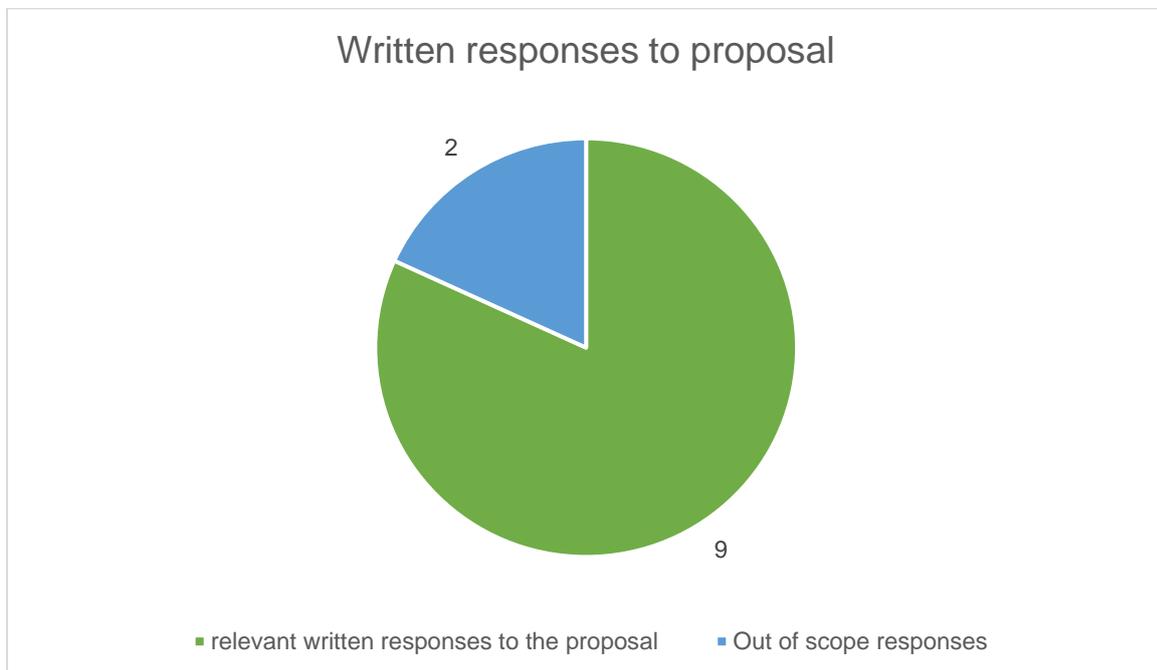
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4063 Bridgend Road – Tondu (Part 2)



As indicated from the chart above, 85% of respondents have shown agreement with the proposal to retain the A4063 Bridgend Road, Tondu (Part 2) at 30mph. 15% of respondents disagree with the proposal.



Relevant written responses to the proposal

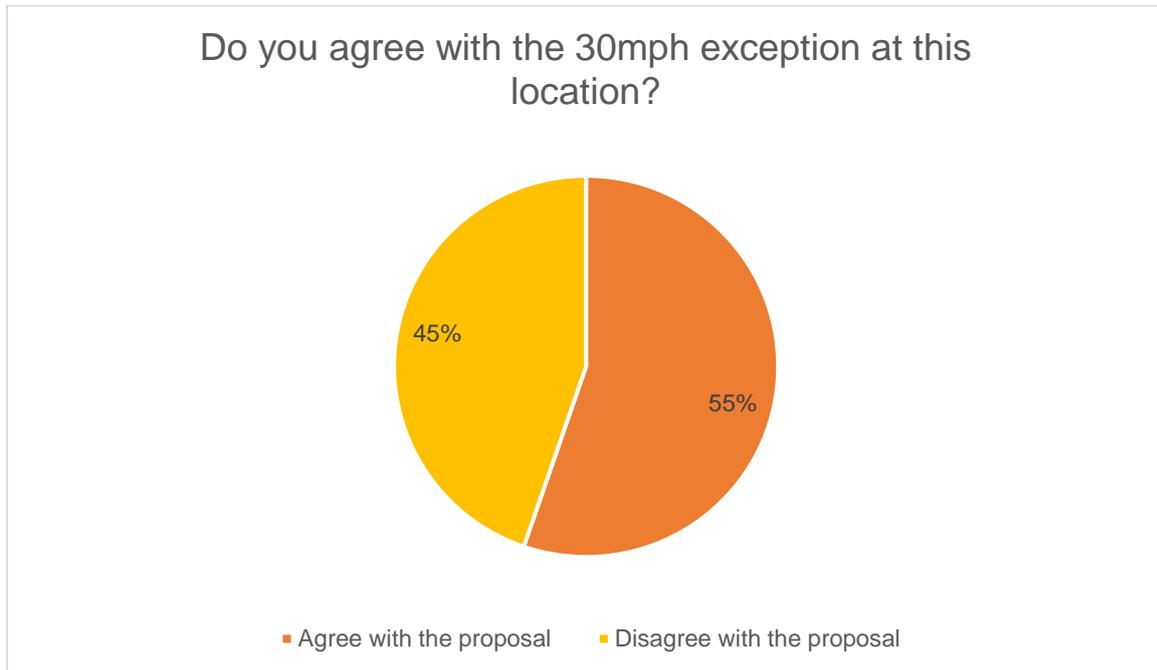
1. People don't stick to the 30mph as it is, so dropping it to 20mph may help reduce the overall speed on the road.
2. Not needed

3. (a) Your maps are incomplete and do not show a large part of Pen-y-fai. (b) Your proposals; will not reduce current vehicle speeds on residential roads in the village. (c) There is no logic in different speed limits for the single road through Pen-y-fai.
4. Not required waste of time
5. Nobody does 30mph along here anyway, constantly see people tailgating or overtaking
6. Very little housing, no play parks or schools. Very few pedestrians.
7. Again, the road is safe enough. Also this a built up area. Pollution from having to drive in second and third gear will be far worse than is currently is.
8. This road is part dual carriageway with very little residential residence. 30 mph for left hand lane is adequate
9. No houses near, it's a main road. No need for such a slow speed

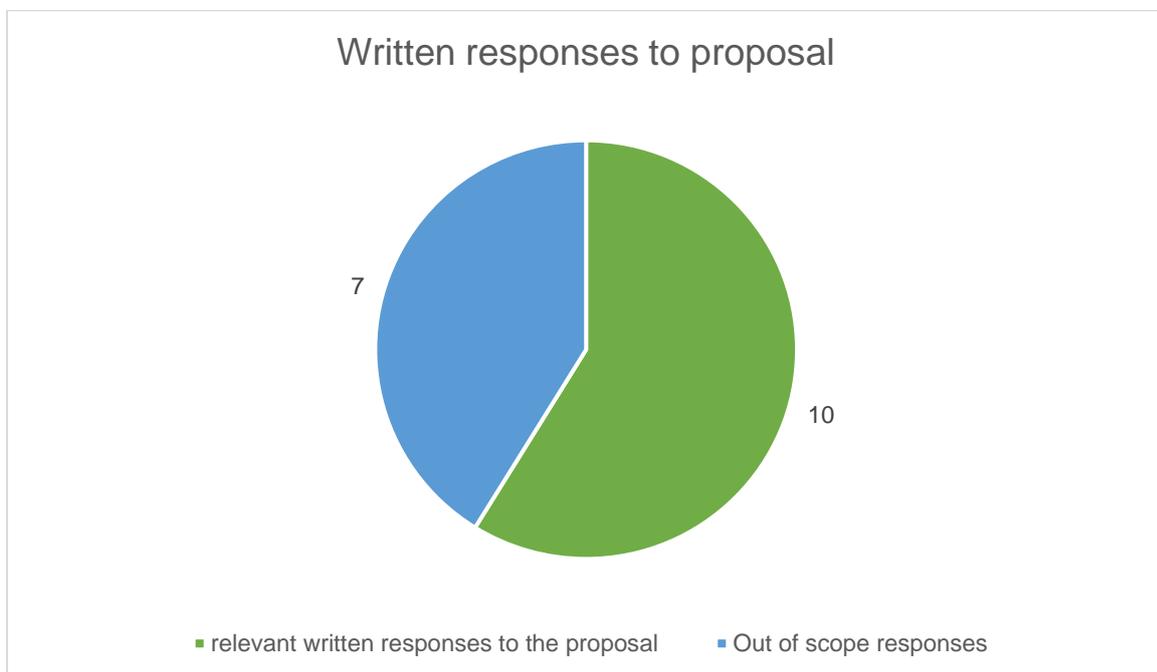
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us

Bridgend Road – Pontycymer



As indicated from the chart above, 55% of respondents have shown agreement with the proposal to retain Bridgend Road, Pontycymer at 30mph. 45% of respondents disagree with the proposal.



Relevant written responses to the proposal

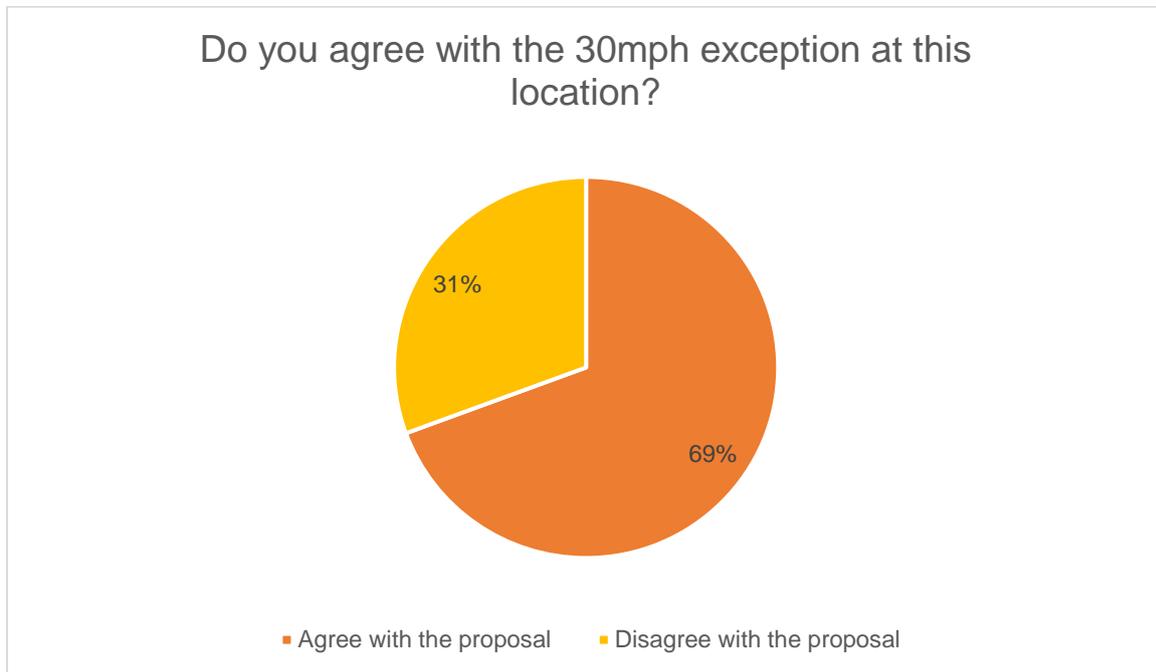
1. Because its unnecessary
2. Unnecessary
3. No need
4. Too slow a speed

5. There is no need to reduce the speed on this road. You tell me why you want to reduce the speed. You work for us us. Get back to doing that instead of telling us what we can do
6. Going to slow all traffic down causing road rage and tailgating.
7. Waste of time and money. Not going to be enforce like everyone else in this area. Also, as the area is too built up for anyone to drive at 30. But you lot would know that.
8. All well and good Bridgend road being exempt but most people use the main road. Reducing speed limit will not stop accidents but probably cause more due to people becoming impatient. It's a stupid idea
9. The speed limit on all roads should stay the same except for near schools, or accident black spots
10. 30 is fine. 20 is to slow

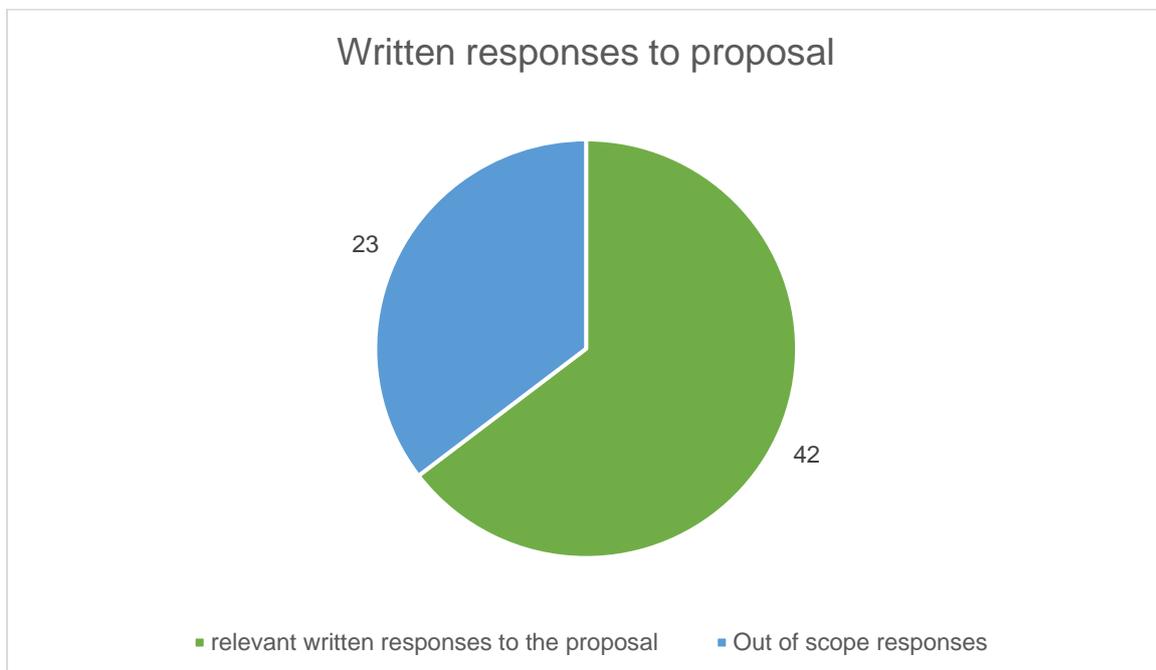
Out of scope responses

1. Enforcement will be a huge problem. Cameras will get vandalised in areas like this.
2. the limit has been trialled in other areas and reverted back. The current limits are not policed so how is a lower limit going to be enforced?
3. The whole thing is ridiculous
4. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
7. people will not stick to 30mph so you have no chance getting drivers to do 20mph

A4106 Newton Nottage Road / Fulmer Road – Porthcawl



As indicated from the chart above, 69% of respondents have shown agreement with the proposal to retain the A44106 Newton Nottage Road / Fulmer Road, Porthcawl at 30mph. 31% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Cars already exceed 30mph along Fulmer Rd so reduced speed limit will be beneficial

2. The A4106, north from the Portway roundabout carries a significant amount of traffic and this will slow to 10-15 miles per hour, not twenty miles per hour.
3. The speed limit of 30mph is not observed as it is, so reducing it to 20mph would be beneficial to residents and pedestrians.
4. Generally speaking 25 mph on ALL 30 mph roads would be to me acceptable
5. No need for it ,you lot ticking boxes exercise
6. cars need to slow down along fulmer road
7. Too confusing
8. Fulmar Road should be 20mph
9. To cross the road to the new surgery is absolutely taking life in your hands, this needs traffic lights crossing, and Fulmer road should be changed to 20 mls per hour, it is an extremely noisy busy road
10. I live on Fulmar Road presently and the current 30mph speed limit is not adhered to, I feel the street would benefit from the reduction. Your plans for Porthcawl appear to want to make a faster ring road on what are residential roads.
11. 1) contains some difficult areas for pedestrians and cyclist to cross would help if speed was 20. 2) some difficult junctions for motorists which would be made easier by slower speed
12. Difficult for pedestrians and cyclists to cross this road and for motorists at junctions
13. Unnecessary
14. This road is always busy with a narrow pavement and there are area by the roundabout towards Newton with no pedestrian crossings. This road is used by horse riders emerging from Marlpit Lane and Zig Zag lane and makes crossing and riding dangerous
15. Route is heavily used by children to walk to school and is already unsafe to cross
16. People already drive far to fast and children/teenagers use this very regularly on their way to school. Increasing this would be a very serious risk to pedestrians
17. 30mph works o.k here. Reducing the speed to 20mph, especially in the summer with increased tourist traffic would cause unnecessary tailbacks.
18. Existing speed restrictions sufficient
19. This is a main arterial route.
20. As part of the Coastguard., we would need to keep to a 20mph. Speed limit even in the case of an emergency.
21. It will increase congestion and therefore increase emissions, it is madness to suggest these roads should be 20
22. No changes necessary
23. No school in close proximity
24. 20 mph is way to slow and the congestion at 30 mph is bad enough as it is!!
25. Completely impractical, with only 3 main route's access/egress this is going to cause unnecessary delays to the residents of Porthcawl who drive to UK driving rules. This is nothing short of a money making scheme by money makers
26. They are not built up areas, I believe this is again the council using motorists to obtain extra revenue. Road maintenance would improve the noise quality
27. This is a busy road at the best of times, reducing the speed limit to 20mph will cause delays and frustration
28. Safe enough as it is
29. I think the 30 mile now is acceptable. If the speed limit is dropped to 20 there will be so much congestion, it will make travelling very difficult, getting to schools extremely difficult, and more congestion than necessary
30. 30 mph is perfectly adequate
31. All this road requires is 30 mph with
32. I agree with 20mph near schools but it just adds to congestion and pollution on other roads
33. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.

34. It is the main road into Porthcawl. In peak season it is already bumper to bumper. People don't speed down them roads, Fulmar road has a speed bump and Newtown Nottage road has a speed camera. The roads are not covered in pedestrians for it to be reduced
35. There's a zebra crossing and a further two pedestrian crossings on. During the summer months the traffic to Rest Bay is busy, decreasing the speed will create additional standing traffic. It's already difficult to reverse out of my drive
36. Hardly any pedestrians
37. Car's crawling along in a lower gear produce more exhaust fumes. The pavements on both sides of these roads are wide enough and there are adequate pedestrian crossing points.
38. 30 mph works well, 20 mph would be dangerous
39. This is a main road through Porthcawl, and a road should have a higher speed and being a resident of this street I feel with braking and acceleration noise will increase
40. I would agree to 20mph speed limit around Schools, Hospitals, Medical Centres, and homes for the elderly. I disagree that reducing the speed limit would reduce pollution -all the roads highlighted in Porthcawl are where Camera Vans operate. Say no more.
41. This is a major road cars are not going to do the limit and the ones that will do will cause huge tail backs
42. Too slow increases fuel use and pollution

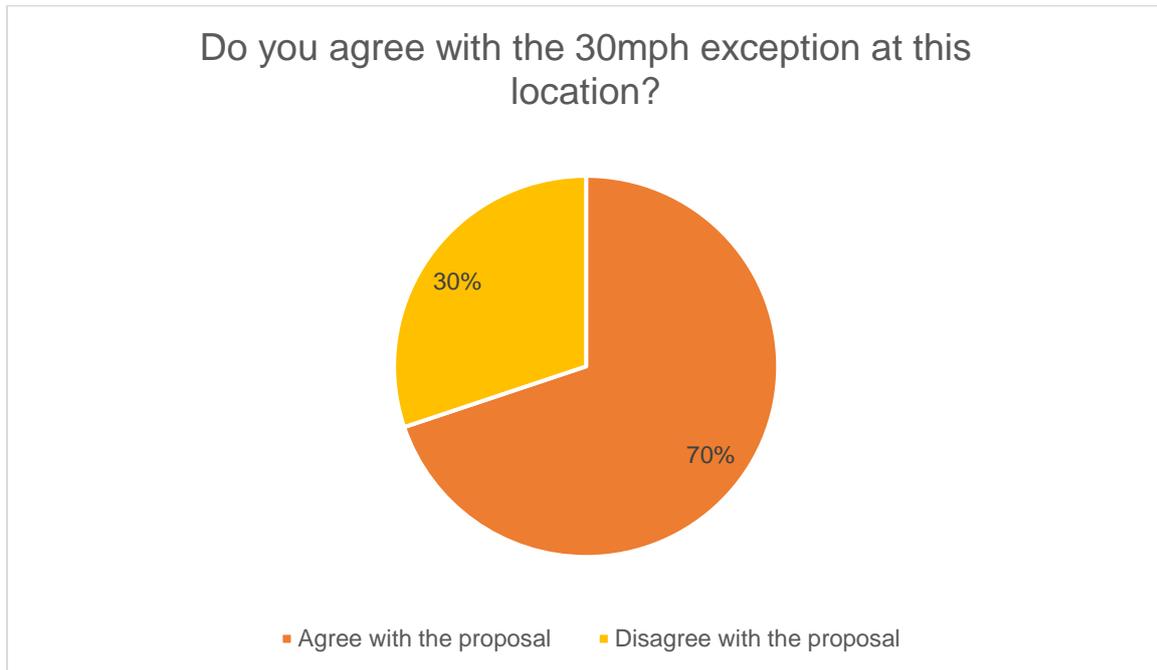
Out of scope responses

1. The speed limit will not have a significant impact on noise and pollution levels in areas where traffic is already low, additionally reducing the speed limit will increase traffic congestion leading to longer queues of slow moving or stationary vehicles
2. not good enough more traffic building up and fumes which causes drivers to road rage
3. Will cause further congestion
4. Will cause traffic jams
5. It will cause a great deal of congestion at certain times of the day, commuting and school start and finish times. As it is the main route to Rest Bay, there are already traffic jams in sunny days and holiday times.
6. Would cause massive congestion during work commute and school start and finish times every day. Would also be an issue during seasonal and bank holiday times.
7. This will cause an increase in congestion and consequently an increase in pollution.
8. Money making scam
9. concentrating on keeping your car at that speed will cause a distraction on what's in front of you
10. I think it is just a money earner, for speeding tickets. No fatalities there!
11. Road is far too long will cause massive congestion
12. It's just another "war" on motorists
13. I do not see this as a priority area either for the Senedd or the local authority
14. More pollution and bad for working people
15. Surely 20mph means a lower gear more emissions
16. Bad for the economy, slower journeys, cause more congestion, catalytic converters don't work well at low speed, potential for worse emissions. Total frustration at unrealistic ideas that we can do everything walking or on a bike.
17. It is extremely difficult to maintain such a low speed. The driver's attention will be on watching the speedometer and not on the road. I agree with the lower limit close to schools but not as the default limit.
18. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly

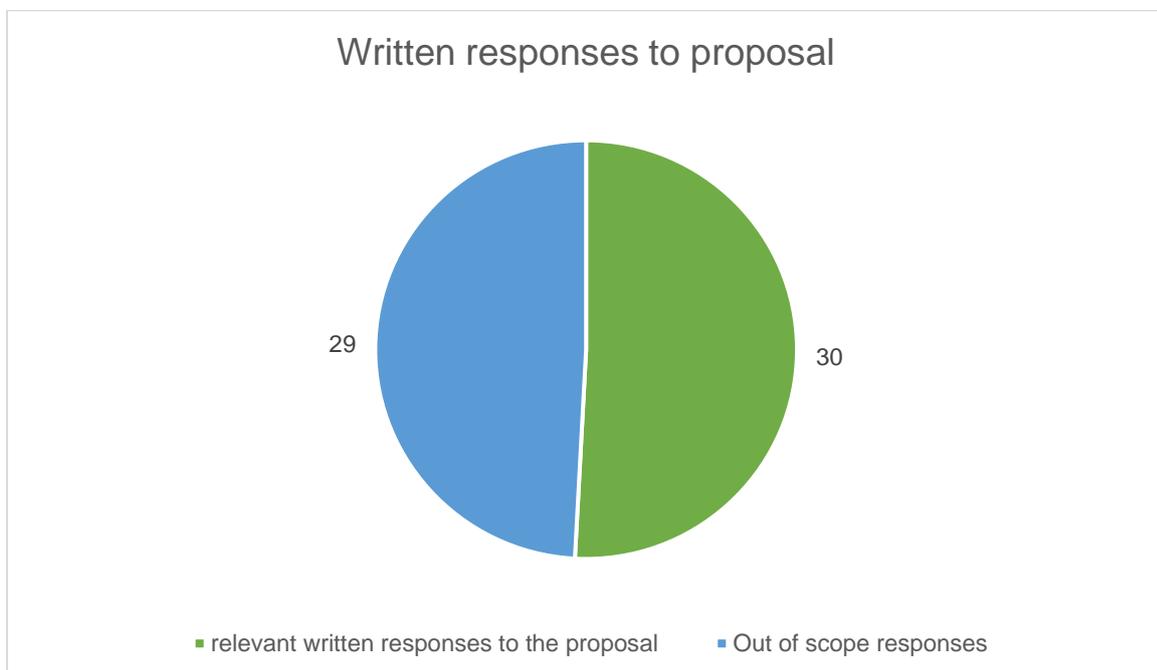
got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.

19. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
20. Will cause unnecessary delay, increase pollution, deter investment and growth in Wales.
21. The whole idea is completely idiotic, business is pulling out of Wales, as is it not conducive to having any infrastructure to move around HGV's work vehicles in a timely manner, no to mention the inefficient operating low speeds for increased emissions
22. Not worthwhile money making opportunity.
23. This will create more congestion, and pollution. Perhaps safe pedestrian crossings and cycle lanes would be more appropriate.

Mallard Way – Porthcawl



As indicated from the chart above, 70% of respondents have shown agreement with the proposal to retain Mallard Way, Porthcawl at 30mph. 30% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. The corner where west drive meets the prom is a dangerous corner as it is down hill and blind at 30 mph. People will see the speed limit change and automatically accelerate. Also the turning off towards rest bay is blind in a low car and already dangerous

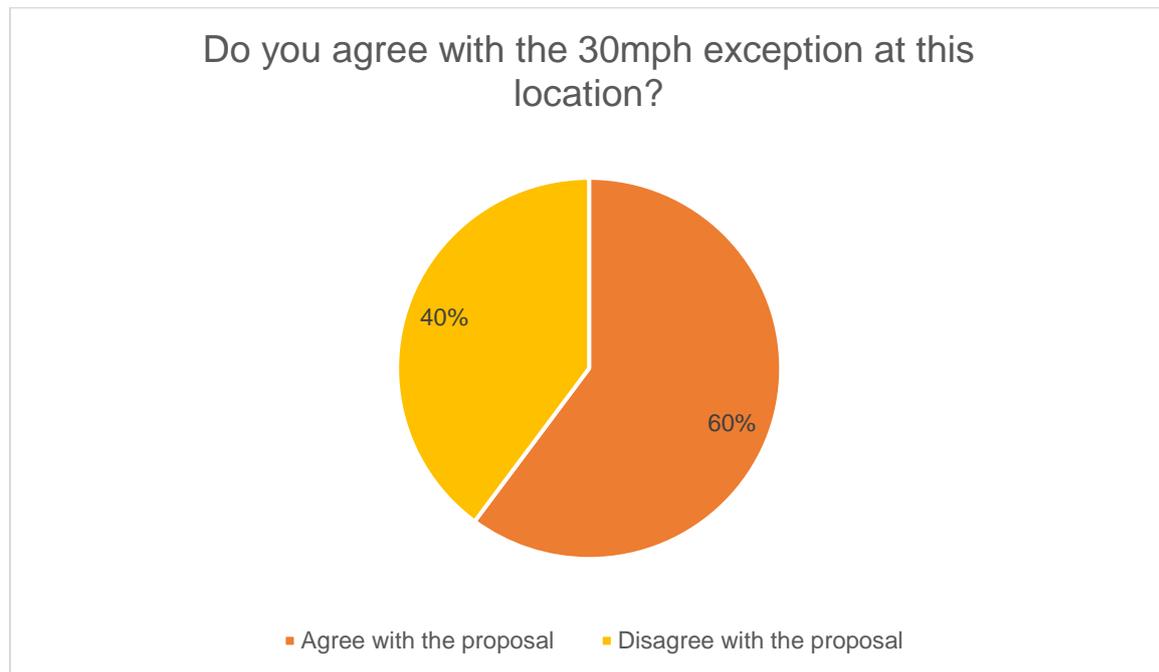
2. Again, the current speed limit is not observed and 20 mph would make the right angle bend joining Fulmar Road safer.
3. This is a busy stretch of road in summer, with children and dog walkers trying to cross with no pedestrian crossing nearby
4. Need to reduce speed on the seafront
5. This involves such a short length you will get noise from acceleration and deceleration of cars and motorcycles which already exceed the speed limit and causes terrible noise as well as danger
6. Too confusing
7. It is confusing to have different limits on different roads. How well signposted are they going to be ?
8. Lots of pedestrians and children cross here heading to rest bay
9. For the previous reasons. Motorbikes and some road users do not adhere to current restrictions let them speed up the main a road instead.
10. 30 should start after bend on sea front as this is an off camber corner
11. Unnecessary
12. Close to pedestrian and cycle walkway, cars already speed here.
13. Already difficult to cross
14. Lots of pedestrians
15. Speed restrictions sufficient
16. There are no properties with access to this road and therefore no need to reduce the speed limit.
17. No changes necessary
18. No school in close proximity
19. 20 mph is way to slow the congestion at 30 mph is bad enough as it is
20. All roads should remain at 30 mile an hour as this will keep an even flow of traffic
21. Not a built up area, nor an accident Black spot
22. This is a busy road at the best of times, reducing the speed limit to 20mph will cause delays and frustration
23. Would cause significant congestion during holiday season and school start and finish times.
24. I disagree because its completely unnecessary. Modern cars have low emissions and can stop very easily at 30 mph. The backlog of traffic will be horrendous especially at busy times. Have you ever been stuck behind that road train?
25. Low traffic not needed 30 is sufficient
26. The congestion will be horrendous if traffic is not kept flowing at the 30 mile limit. Children will be late for schools because of the hold up.
27. 30 mph perfectly adequate
28. There are pedestrian crossings situated on the road, making people not drive quickly. The schools etc are situated not on that road.
29. There's a pedestrian crossing, I don't see any benefit of decreasing the speed
30. A limited residential street, no houses on this section with driveways on the street

Out of scope responses

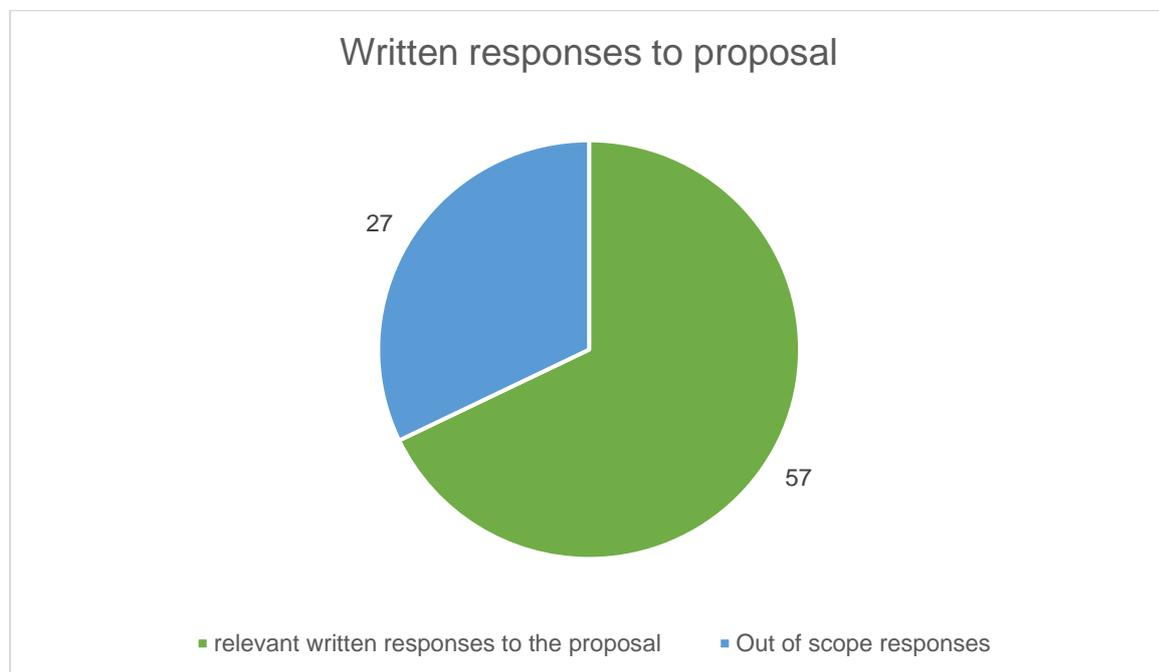
1. As above answer
2. Same as above comments
3. Money making scam
4. concentrating on keeping your car at that speed will cause a to distraction on whats in front of you
5. Same as above
6. As previously stated
7. Not justified, just a money making scheme by incompetent governing bodies
8. See above comment
9. As already stated
10. As above.
11. As above

12. Just a money earner for speeding tickets
13. Bad for the economy, slower journeys, cause more congestion, catalytic converters don't work well at low speed, potential for worse emissions. Total frustration at unrealistic ideas that we can do everything walking or on a bike
14. As above
15. I want to know whether data will be collected before and after the scheme is launched so that we know if the aims of speed reduction have been met. I suspect this analysis will not be undertaken
16. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
17. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
18. Firstly it's a short length of road that will remain at 30mph. Travelling from West Drive towards Mallard Way there are is a staggered junction at Locks Lane and Rest Bay access road on a brow of a hill.
19. Firstly this is a short length of road that will be 30mph. Travelling from West Drive to Mallard Way there is a staggered junction at Locks Lane & the Rest Bay access road on a brow of a hill & is a very busy junction. It should be a continuation of 20mph
20. Same comments as above
21. 20 mph is dangerous
22. Will cause unnecessary delay, increase pollution, deter investment and growth in Wales.
23. Will cause further congestion
24. Increased congestion and emissions
25. See previous comments.
26. Same as above
27. Pollution and work problems
28. Not worthwhile money making opportunity
29. More congestion and environmental impact of the congestion. Safe pedestrian crossings and cycle lanes would be more appropriate.

Rest Bay Access Road - Porthcawl



As indicated from the chart above, 60% of respondents have shown agreement with the proposal to retain Rest Bay Access Road, Porthcawl at 30mph. 40% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. Unnecessary, especially with holiday traffic
2. Children walk this way during summer, animals grazing during winter
3. The speed should reduce to 20 when you reach the first traffic island and disabled bays for public safety as it is a busy area in summer months for people crossing the road.

4. Although not "built-up" many pedestrians walking close to roadway.
5. Why? I doubt traffic can do more than 20mph anyway.
6. This road is a very busy road especially now with the Rest development. Pedestrians use multiple crossing points to access common & beach & the area is busy all year round with numerous vehicles already exceeding the 30mph speed limit.
7. Regularly children crossing road in summer
8. No need here
9. Too many people walking alongside the road on both sides – most drivers speed along it so 20 mph would make it safer
10. Busy use with lots of pedestrians
11. With the amount of pedestrians and the lack of speed control on this
12. road there really needs to be a lower limit to protect pedestrians going to the beach. Speed bumps local to the lifeguard station are also needed.
13. Not safe for pedestrians trying to cross now it already needs a zebra crossing.
14. A narrow road with many pedestrians using it
15. To reduce speed on seafront
16. This road has a lot of pedestrians in the summer
17. many pedestrians and cyclists next to narrow road
18. Would agree that 20 mph from just before lifeguard hut to Royal Porthcawl entrance would enhance safety during seasonal times
19. Too many young people and dogs walk onto road so there is a danger to pedestrians etc
20. many people cross at rest bay
21. Adjacent to high pedestrian usage of coastal path, cycle way and beach access point.
22. dog walkers/children heading to beach
23. Too confusing
24. Why would it need to be increased here busy with families heading to the beach, walkers, runners, regularly crossing the road.
25. At lower end pedestrians and surfers with boards crossing road
26. A lot of pedestrians, traffic and beach access
27. Do not see the point of making a beach access road a 30 mile per hour. Is it just for the golf club and the rest development. Would make more sense turning Bridgend Rd to a 30 mile per hour.
28. It's a beach access road. No need for it to be 30. Lots of people cross by the lifeguard building. So for safety it should be 20 miles per hour.
29. We regularly witness speeds in excess of 30mph along this stretch of road and there is a busy area of pedestrians crossing without an allocated pedestrian crossing facility by the Lifeguard Station which gets particularly busy during fine weather days.
30. No appropriate. Adjacent to high pedestrian usage are of coastal path and beach access. Additional signage will detract and urbanise this environmentally sensitive area
31. Unnecessary
32. There are too many pedestrians crossing to the beach. I drive it cycle this route 365 days a year. When driving one has to be alert to children escaping their escorts to get to the beach. When cycling, walkers cross without looking out for cyclists.
33. high numbers of children and tourists in summer
34. Close to pedestrian and cycle walkway, cars already speed here.
35. This road often has beach users and children close by. It should be 20 mph
36. People already drive too fast and don't consider pedestrians. It also is unsafe and difficult to cross

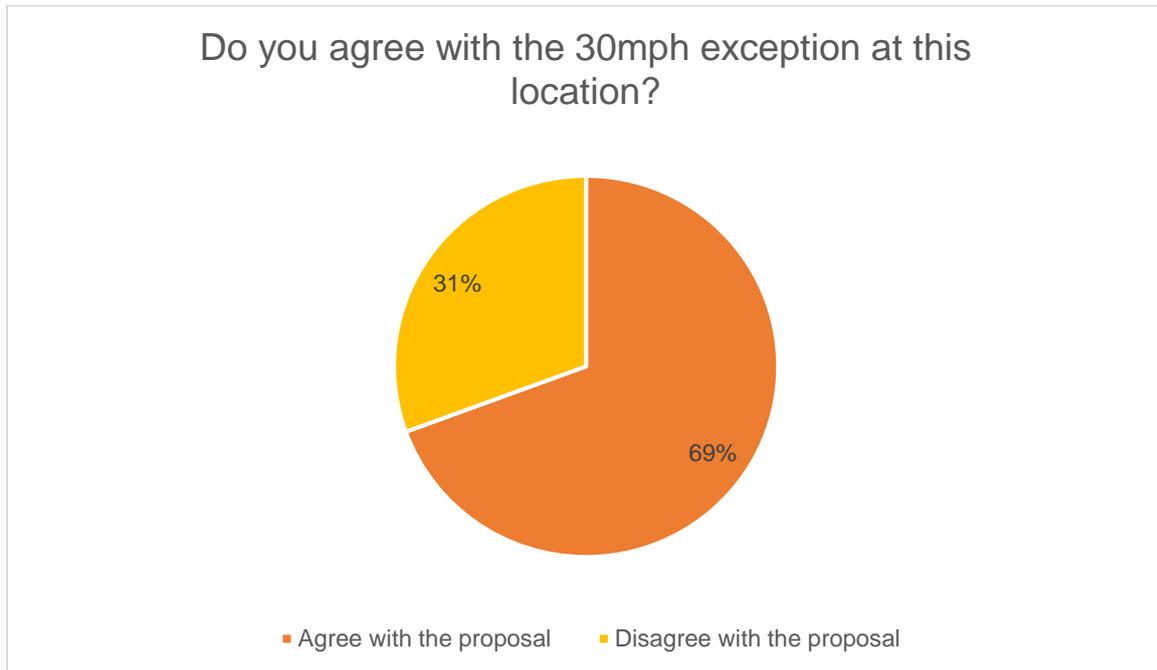
37. Risk to pedestrians, especially children. There are many people that access Rest Bay & Locks Common and they frequently cross the road, and there is heavy traffic, so the risks are quite high
38. Lots of children walking and have major difficulties crossing that road safely as it is
39. This road is used by a lot of pedestrians crossing the road especially at the lifeguard station, lower it, add a zebra crossing
40. Busy road with lots of people walking and crossing road to beach
41. This road has always been used by boy racers don't make the situation worse
42. Lots of pedestrians including children walking to rest bay
43. Risk of injury to pedestrians including
44. Risk to pedestrians, including children walking to rest bay from Porthcawl
45. Current speed restrictions sufficient
46. Most of the time this road is not used by pedestrians who walk on the green area.
47. Little residential property
48. No changes necessary
49. Not practical. Money should be spent on additional parking for visitors not traffic management to 20mph to make money on potential speeding violations
50. Bit a built up area nor an accident blackspot
51. This is a busy road at the best of times, reducing the speed limit to 20mph will cause delays and frustration
52. Just put more speed bumps in
53. Too much congestion on through roads makes for more stress and possible accidents. It is much safer to keep traffic flowing at 30mph than slow the traffic to 20mph when there is no reason at the moment. It is a busy Road and we must keep it flowing
54. 30 mph perfectly adequate
55. Why would it have to be 20mph? It is not a school or park, it isn't a road that people speed on.
56. 20 mph would be dangerous
57. Why does this need to be 20mph? There are safe pedestrian areas, it is a long straight road with good visibility

Out of scope responses

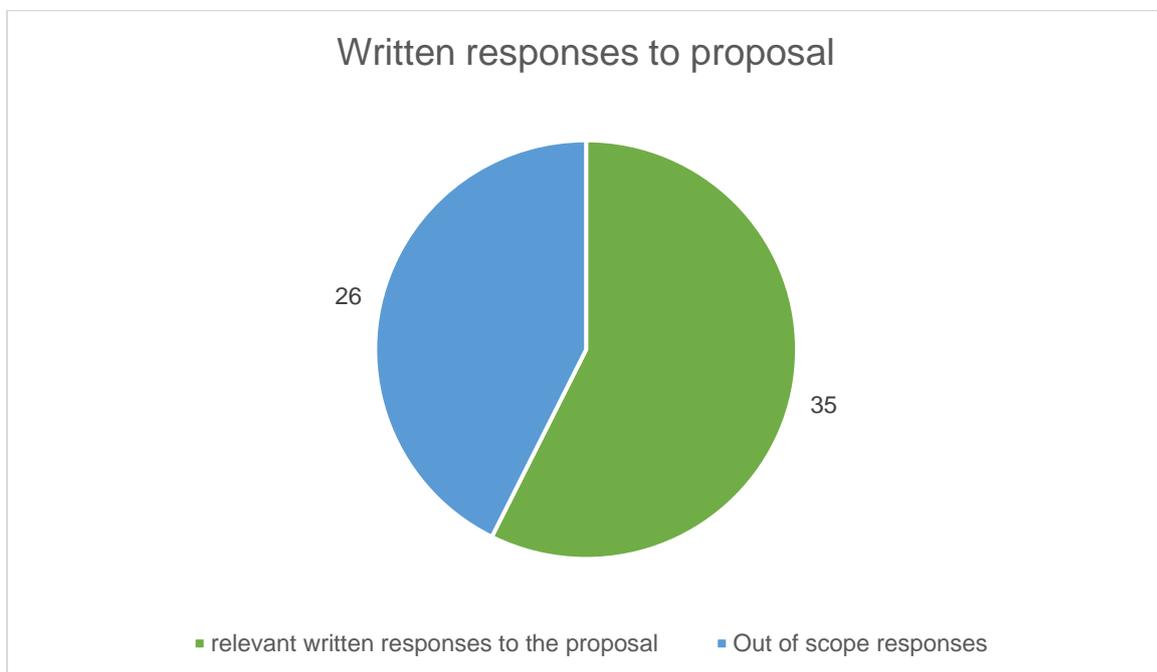
1. As answer per answer on question 2
2. Same as above comments
3. Money making scam
4. concentrating on keeping your car at that speed will cause a to distraction on whats in front of you
5. same as above
6. As previously stated reasoning.
7. See about comment
8. As above
9. Increased congestion and emissions
10. Previously stated
11. i don't believe this was in the Labour manifesto therefore they do not have a mandate to do this.
12. As above.
13. As above
14. Just a money earner for speeding tickets
15. Bad for the economy, slower journeys, cause more congestion, catalytic converts don't work well at low speed, potential for worse emissions. Total frustration at unrealistic ideas that we can do everything walking or on a bike.
16. As above
17. As stated previously

18. With Lucy the promenade train in service and the volume of traffic you will cause delays in journey times, local residents are likely to divert via side streets making quiet roads far busier.
19. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
20. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
21. Same comments as above.
22. Will cause unnecessary delay, increase pollution, deter investment and growth in Wales.
23. See previous comments.
24. Same as above
25. Not worthwhile money making opportunity
26. will cause further congestion
27. Pollution and work problems

West Road – Porthcawl



As indicated from the chart above, 69% of respondents have shown agreement with the proposal to retain West Road, Porthcawl at 30mph. 31% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. 20mph near school makes sense
2. Crossing areas are inadequate for school children
3. West Road has been a constant PACT problem regarding speeding vehicles for as long as I can remember. As the local member I am regularly receiving complaints

from residents regarding speeding vehicles. West Road is also a highly populated area.

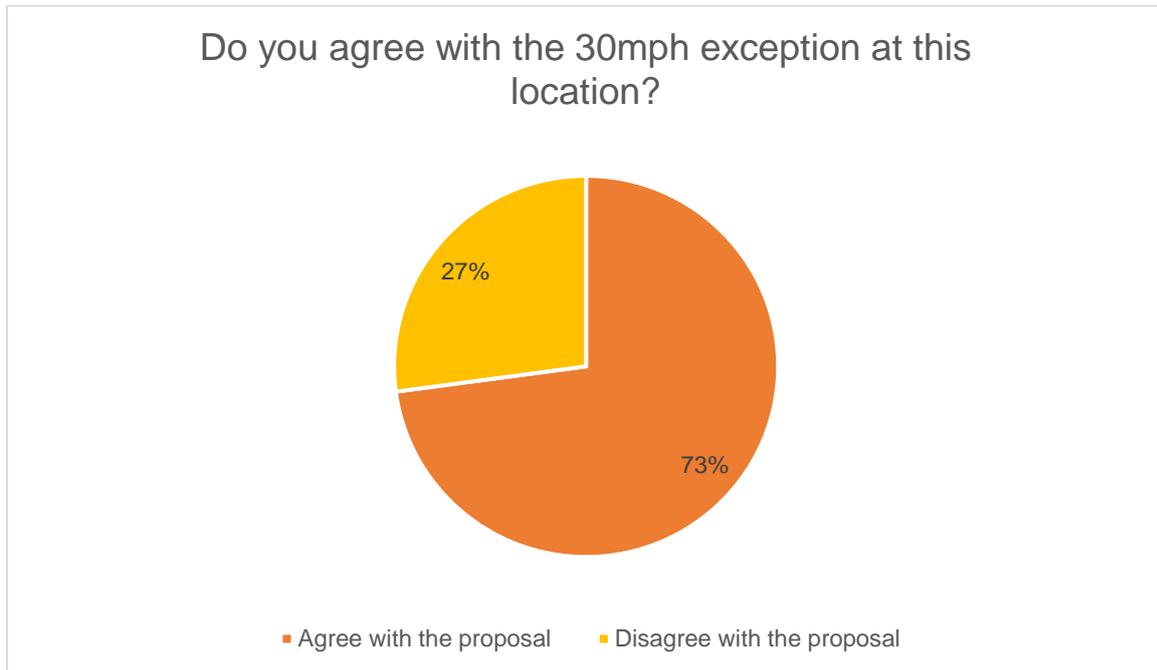
4. The current speed limit isn't observed so reducing it to 20 mph would benefit residents and pedestrians and make it safer
5. Increasing the limit part-way along this road will make it more likely drivers will not slow down in the 20 mph stretch. This is near a primary school with heavy congestion when parents drop off & collect their children. Speeding is already an issue here!
6. I would like to see 20mph speed limits in place around the area of West Park Primary school. We live in Anglesey Way, near West Road, and regularly have issues with vehicles traveling significantly more than 30mph along West Road and into our street
7. People do not stick to 30 on this road. 20 would hopefully bring the speed down
8. Been driving it every day since 1971 and a 20 limit would not stop the nutters! Traffic calming measures are the answer.
9. Too confusing. Don't mix 20 and 30 speed limits
10. West Road should be 20mph
11. No there is a school on this road??..
12. Unnecessary
13. Heavy residential area, used by school children walking to primary school and secondary school
14. Close to school and heavily used by young children walking to schools
15. of all roads that should be 20 mph, this road has a primary school
16. Close to school - risk of injury to children. Pollution from driving
17. Near to school - risk to pedestrians around West Park school. Pollution increases at 30mph with detrimental effect on children's respiratory health, but also development and academic achievement
18. This is a main arterial route. It is not necessary.
19. By the school but No where else please!!
20. 20 mph is too slow for this road
21. Twenty miles per hour in the close confines of Nottage village and to West Park Primary school, but twenty miles per hour to the West beyond the school is unnecessary.
22. The whole of West road should remain at 30 miles per hour to keep the flow of traffic moving and reduce accidents cause by road cyclists that would be overtaking vehicles if they were traveling at 20 miles per hour. Cyclists seem to not follow the rules.
23. Not practical. Money should be spent on additional parking for visitors not traffic management to 20mph to make money on potential speeding violations
24. This is a busy road at the best of times, reducing the speed limit to 20mph will cause delays and frustration
25. Around the school area I am quite happy for it to be 20 but the rest of West Road should be 30.
26. 30 mph is a sensible speed on the indicated stretch of road
27. The roads at present are safe, but if the traffic is slowed to 20mph then there will be more backlogs, more congestion. more stress which can lead to accidents and arguments with drivers
28. 30 mph perfectly adequate
29. Road too long for 20
30. More pollution and work problems
31. I believe going 20 mph is to slow and with cause more traffic and collisions than necessary.
32. I live here and 20 mph too slow
33. 20 mph would be dangerous
34. No need for it here, main road to Kenfig

35. This has a school on and so much traffic most people can't go over twenty how levee it then speeds up to four so it should be thirty

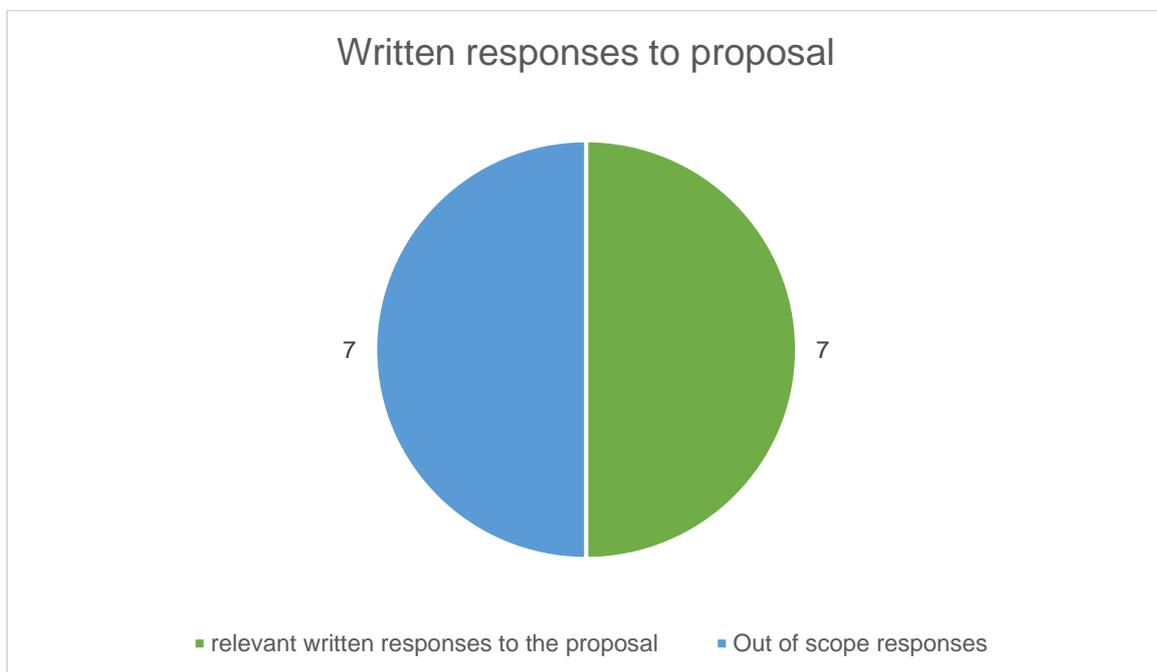
Out of scope responses

1. As per answer on question 2
2. Same as above comments
3. Same as before
4. Money making scam
5. Will cause further congestion
6. Increased congestion and emissions
7. concentrating on keeping your car at that speed will cause a to distraction on whats in front of you
8. Same as above
9. As previously stated
10. See above comment
11. Already traffic calming measures insitu, child this be a way of the council increasing revenue
12. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
13. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
14. Do not know the area well enough to comment
15. As above
16. As above
17. Just a money earner for speeding tickets
18. Bad for the economy, slower journeys, cause more congestion, catalytic converts don't work well at low speed, potential for worse emissions. Total frustration at unrealistic ideas that we can do everything walking or on a bike.
19. What criteria is there for a different speed on this road? If you can maintain 30mph on this road which is often double parked and not particularly wide, why not maintain it on other roads ?
20. As above - where is the evidence?
21. Same as above
22. Same comments as above
23. Will cause unnecessary delay, increase pollution, deter investment and growth in Wales.
24. See previous comments.
25. Same as above
26. Not worthwhile money making opportunity

Wigfach – Porthcawl



As indicated from the chart above, 73% of respondents have shown agreement with the proposal to retain Wigfach, Porthcawl at 30mph. 27% of respondents disagree with the proposal.



Relevant written responses to the proposal

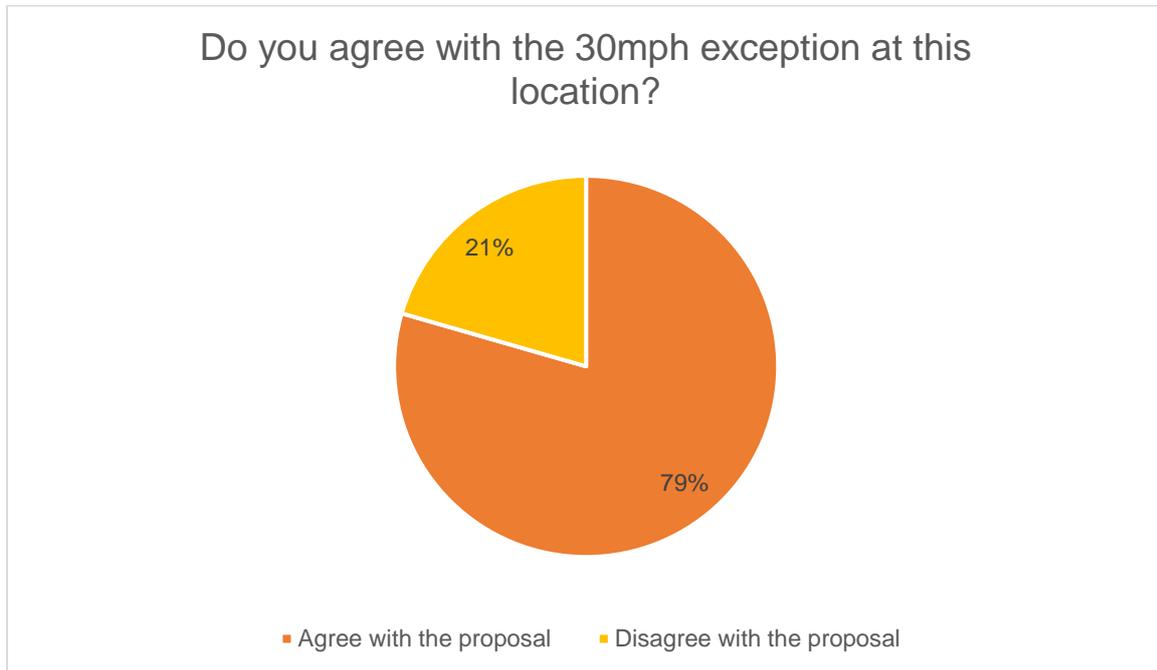
1. 20mph is too low! Make it 25mph.
2. Otherwise it's too slow
3. All should remain at 30 mph
4. Agreed
5. Agreed

6. No roads should be 20mph...
7. I disagree with all the 20 mph limits

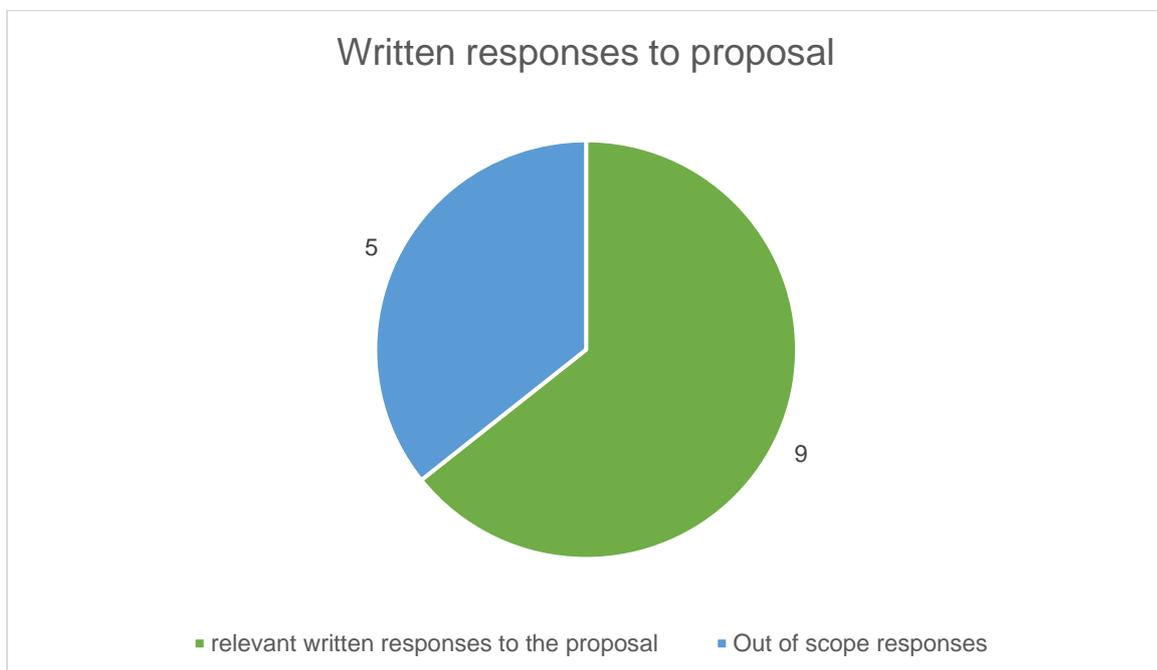
Out of scope responses

1. This attack on motorists will know end labour in power in Wales. Everyone you speak to are absolutely with the Welsh government and it's control
2. Bad for the economy, slower journeys, cause more congestion, catalytic converts don't work well at low speed, potential for worse emissions. Total frustration at unrealistic ideas that we can do everything walking or on a bike.
3. No opinion either way
4. Portway ? It's currently 50mph !
5. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
6. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
7. All roads should remain at 30 miles per hour to maintain constant flow of traffic as low speeds create a stop start effect creating more air pollution from constantly breaking to reduce speed. The dual carriage way must be reduced to 30 miles per hour

Pyle Road – Pyle



As indicated from the chart above, 79% of respondents have shown agreement with the proposal to retain Pyle Road, Pyle at 30mph. 21% of respondents disagree with the proposal.



Relevant written responses to the proposal

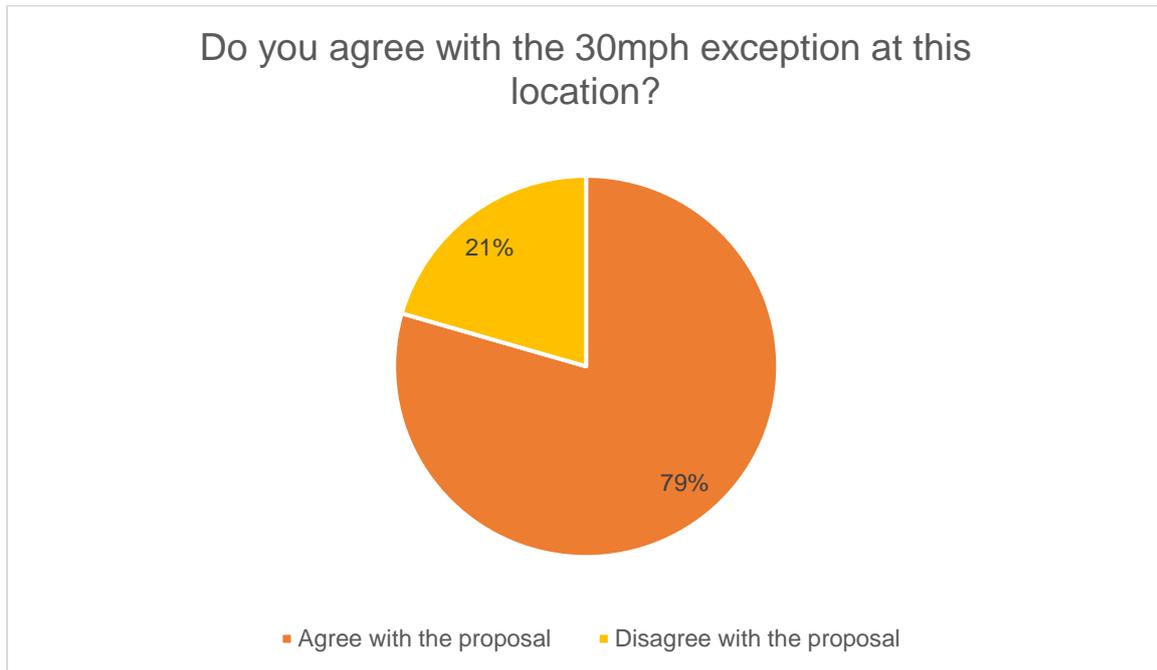
1. On Pyle Road traffic rarely travels at 30 miles an hour.
2. Too slow
3. This is the A48 with limited housing at the location.
4. As no need live there no problems with traffic or accidents
5. Too slow

6. I believe going 20 mph is too slow and will cause more traffic and collisions than necessary.
7. Traffic currently flows in the village, with everyone respecting the 30mph. There are few accidents.
8. The only places requiring a 20 mile an hour zone is just directly around the schools
9. Traffic is already congested on that street reducing speed limit could make it worse

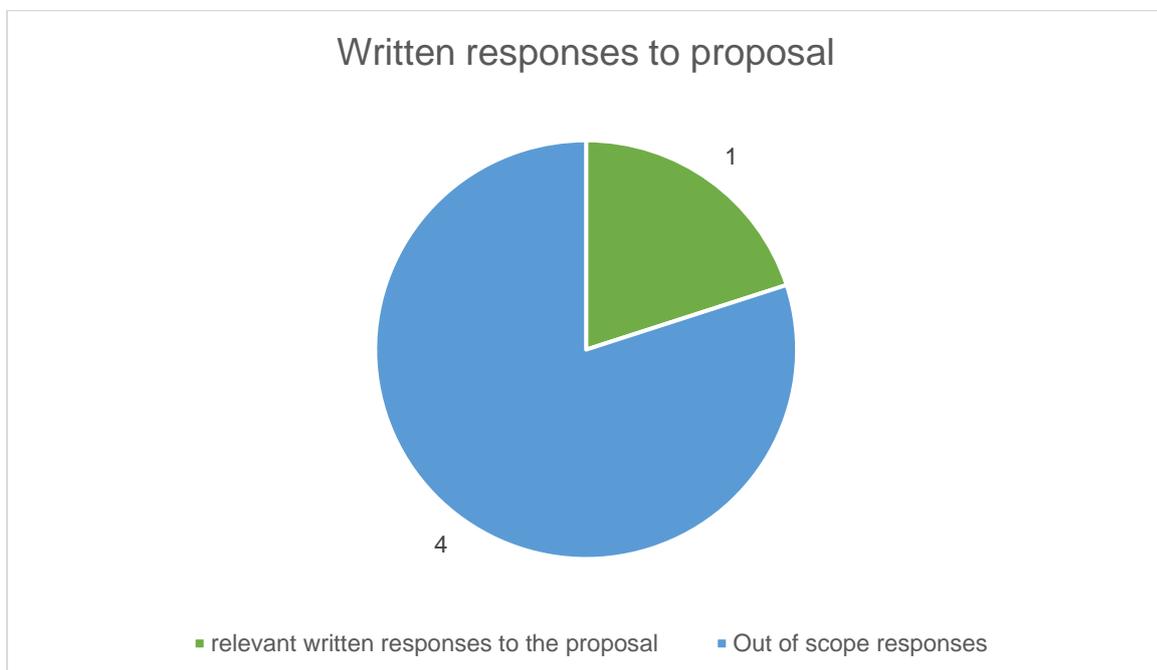
Out of scope responses

1. It's absurd
2. As vehicles regularly speed all day and night at well over 60mph how do you suppose changing the limit without any enforcement will work?
3. I totally agree with reduced speeds outside of schools and colleges but to roll this out to other areas will just increase congestion and pollution. Just like the 50mph stretches on the M4, it's an utterly insane idea.
4. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
5. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

Pyle Road / Village Farm Industrial Estate – Pyle



As indicated from the chart above, 79% of respondents have shown agreement with the proposal to retain Pyle Road / Village Farm Industrial Estate, Pyle at 30mph. 21% of respondents disagree with the proposal.



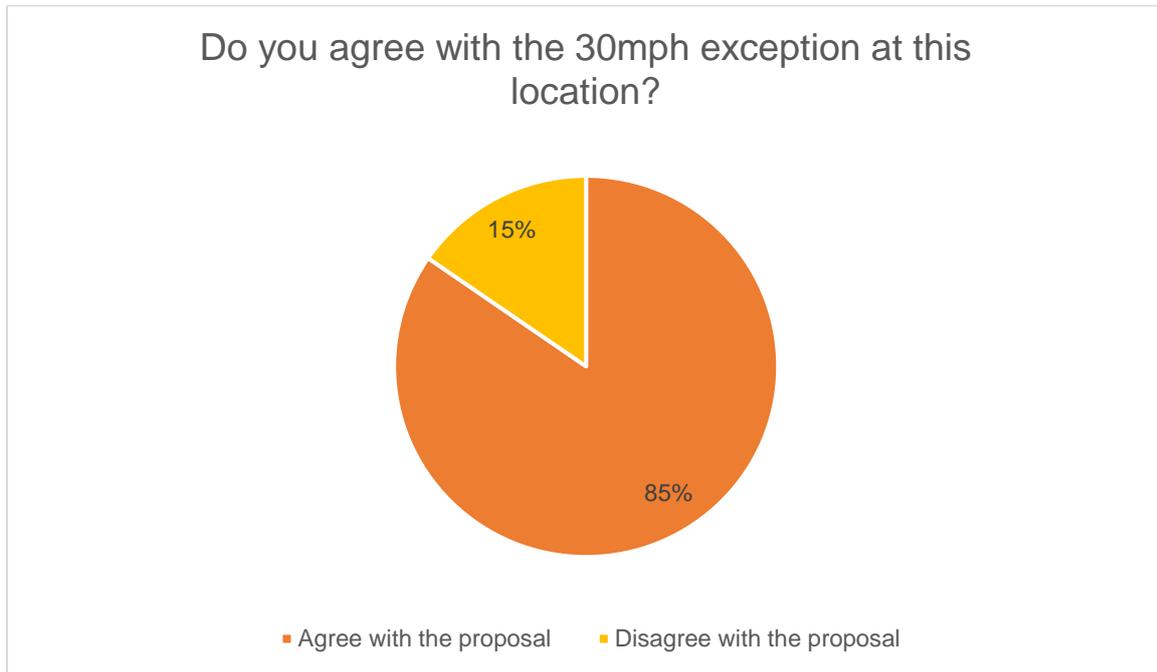
Relevant written responses to the proposal

1. The rest of Pyle road should remain at 30mph. As the local fire station is an on call station this will impact response times for serving firefighters to respond to incidents . Maybe putting lives and property at risk due to delayed turn out times.

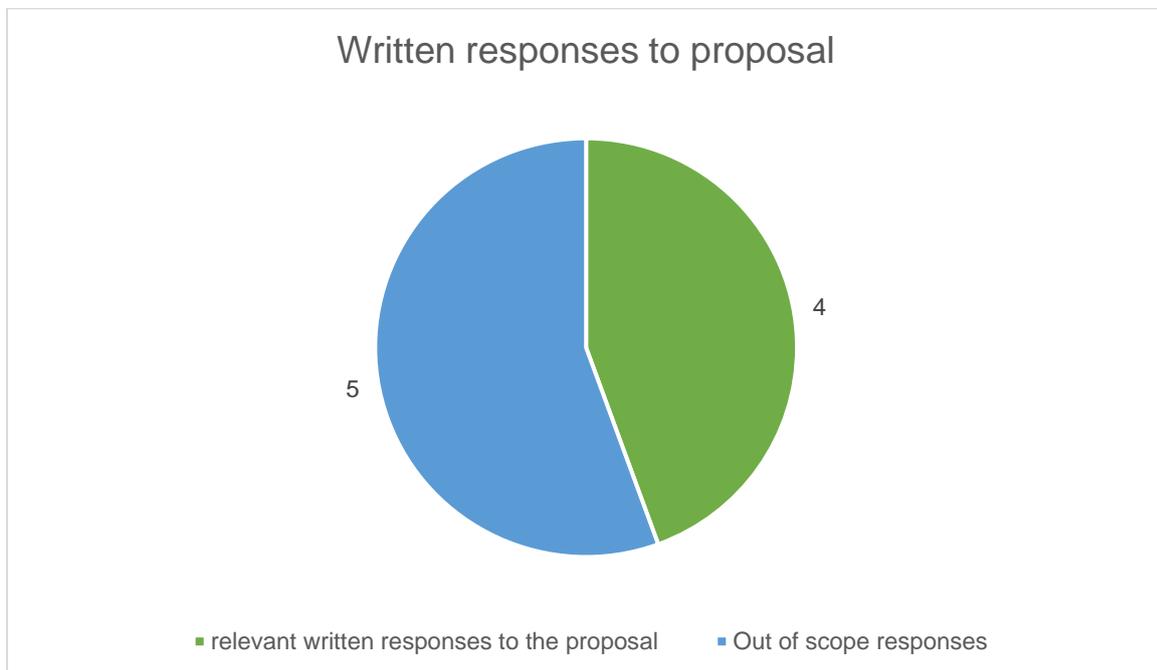
Out of scope responses

1. All roads directly around schools should be 20 but ALL OTHER ROADS in the county needs to stay the same!
2. Beach Road Pyle, urgently need help with speeding traffic. The speed some cars and motor bikes go through here makes me cringe. I am concerned that if nothing is done one of our children are going to be involved in an RTA.
3. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
4. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.

A4061 – Sarn to Bryncethin



As indicated from the chart above, 85% of respondents have shown agreement with the proposal to retain the A4061, Sarn to Bryncethin at 30mph. 15% of respondents disagree with the proposal.



Relevant written responses to the proposal

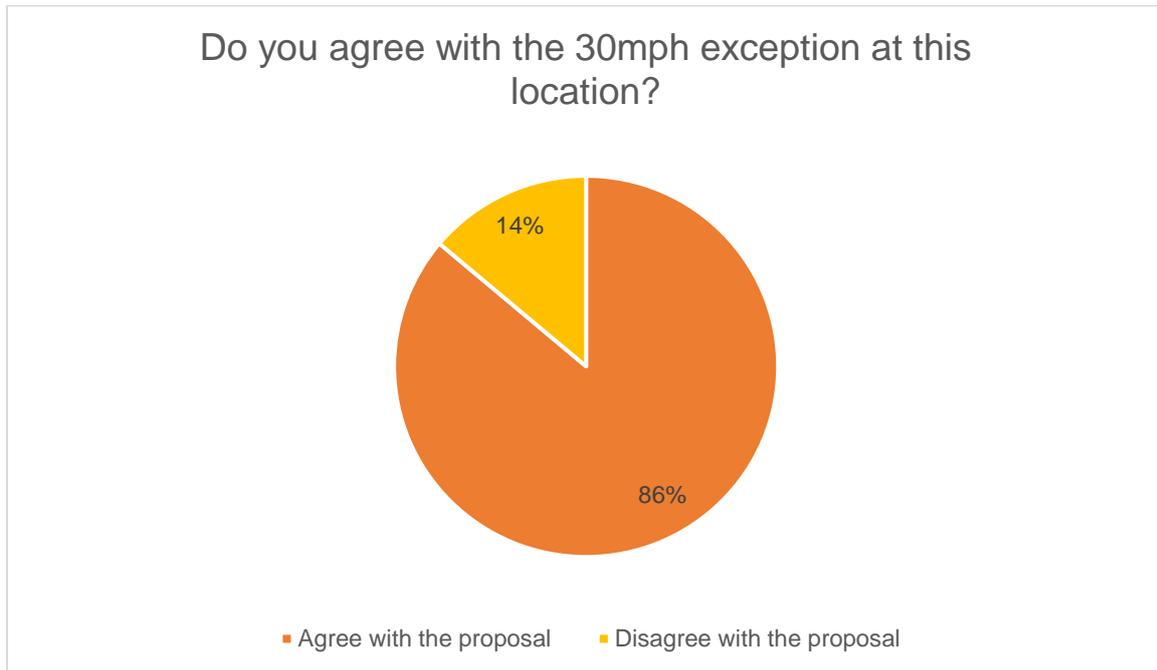
1. Already hard to cross the road to houses closer to common
2. This road approaches as busy junction, that is not controlled by lights and a school. The 20-mph limit should be applied to safe guard other road users and school children
3. This road is close to the primary school and should be reduced to 20mph for safety

4. Sharp bend here has been the sight of many accidents and going into speed camera area

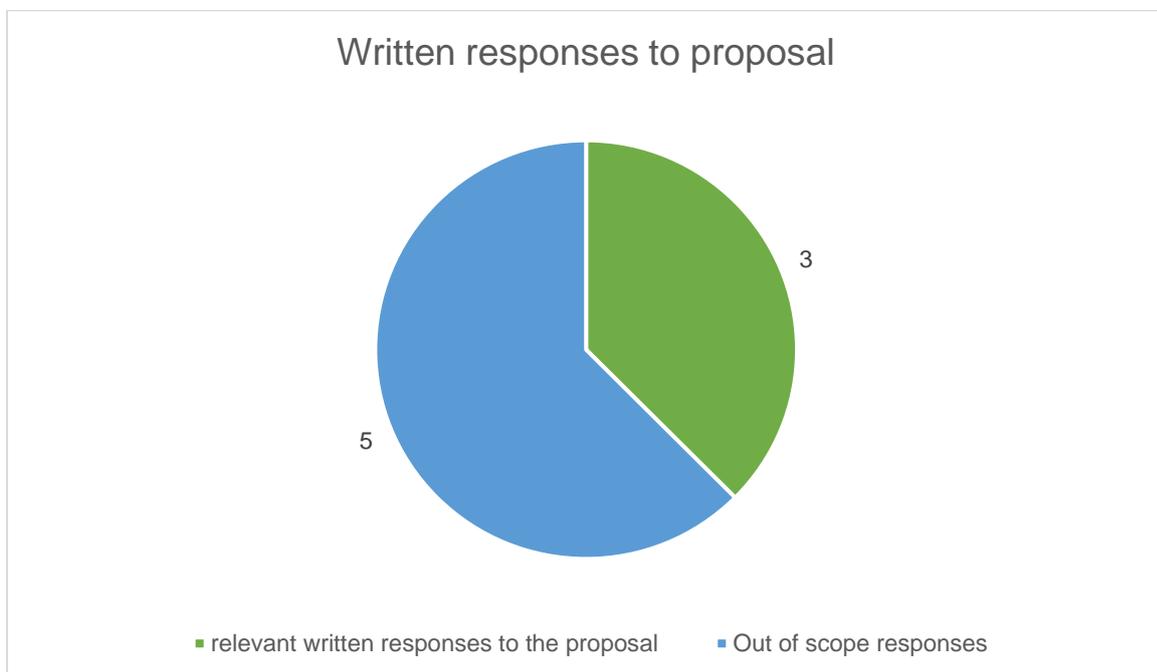
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. 20 mph is nonsense. The lower speed limit will increase congestion and pollution not to mention accidents. It is clearly going to be used to gain more revenue in fines.
4. The whole scheme is ridiculous and all road speed limits should remain as they are at present. The road network is likely to get even more snarled up than it is now. Money should be spent fixing potholes not putting up 20mph signs and speed bumps.
5. it will mean more traffic hold ups resulting in more carbon emissions in the area

Bryncoch Road – Sarn



As indicated from the chart above, 86% of respondents have shown agreement with the proposal to retain Bryncoch Road, Sarn at 30mph. 14% of respondents disagree with the proposal.



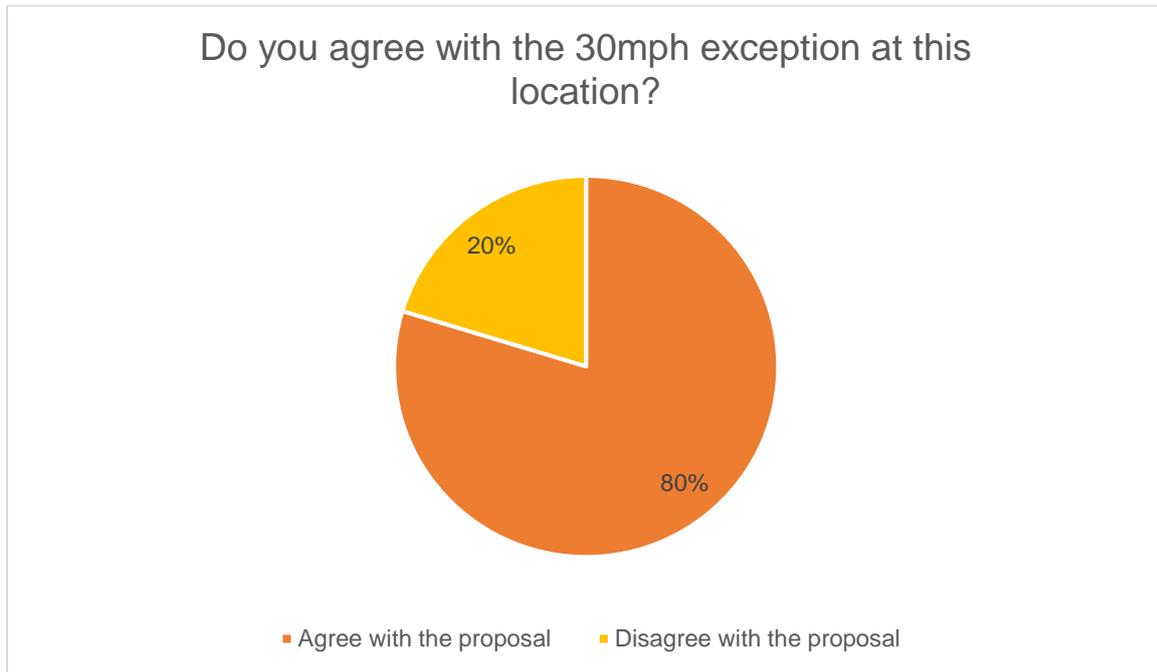
Relevant written responses to the proposal

1. Popular walking route to motorway footbridge
2. Built up area
3. The section of road has very few houses, no play parks or schools, I travel on it regularly and see very few pedestrians

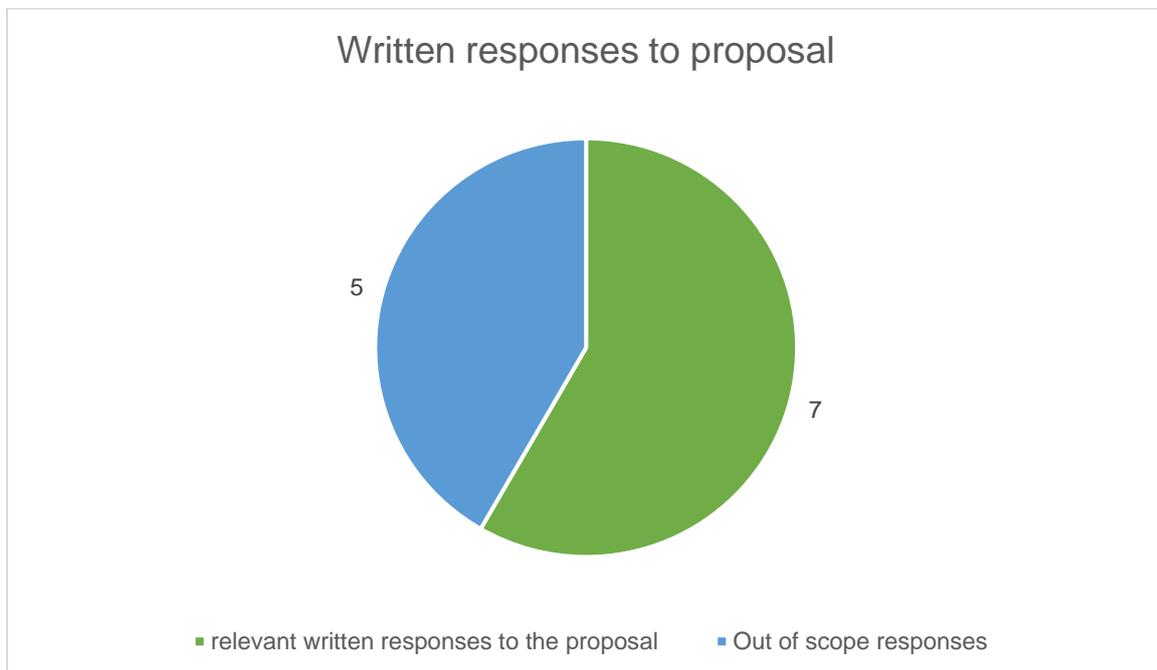
Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. As above
4. higher carbon emissions
5. The whole scheme is ridiculous and all road speed limits should remain as they are at present. The road network is likely to get even more snarled up than it is now. Money should be spent fixing potholes not putting up 20mph signs and speed bumps.

Sarn Hill / Heol Persondy – Sarn



As indicated from the chart above, 80% of respondents have shown agreement with the proposal to retain Sarn Hill / Heol Persondy, Sarn at 30mph. 20% of respondents disagree with the proposal.



Relevant written responses to the proposal

1. This is right by the train station where active travel could take place and we need to encourage active travel.
2. While I agree that Sarn Hill should remain at 30mph, Heol Persondy is a residential road with high levels of pedestrian and bicycle usage as it is both on the national

cycle route network and also the main route to Sarn Station from Ynysawdre for walkers

3. Many pedestrians from nearby train station
4. A busy road that often sees drivers exceed the existing 30 mph speed limit. Reducing the speed will safeguard vehicles pulling out of and into the various junctions and traffic queuing at the lights
5. Part of active travel route
6. Built up area
7. As before, this section has very little housing, no play parks or schools, very few pedestrians

Out of scope responses

1. Outside schools yes, not everywhere else. The whole of Cardiff has been reduced already and in the next few years everyone will be driving an EV like me. I've nearly got hit by a car traveling at high speed in a 30mph zone at speed of 90mph in the day.
2. A lot of us are now driving electric vehicles and the government should be more focus on speed camera's than reducing our speed limit. Near misses with car's traveling at high speed is very common in Bridgend and the Police or PCSO's don't believe us.
3. As above
4. higher carbon emissions
5. The whole scheme is ridiculous and all road speed limits should remain as they are at present. The road network is likely to get even more snarled up than it is now. Money should be spent fixing potholes not putting up 20mph signs and speed bumps.