

**DENBIGHSHIRE COUNTY COUNCIL**  
**NOTICE OF PROPOSALS**  
**(VARIOUS ROADS) (30MPH SPEED LIMITS) ORDER 2023**

**B5105 – South towards Clawddnewydd from junction with road to Galtegefa**

**SUMMARY OF OBJECTIONS**

	<b> GROUNDS FOR OBJECTION</b>	<b> COMMENTS</b>
1.	I don't think there should any exceptions, the new ruling should be rolled out everywhere then there is less confusion. If these objections to the 5 roads named are granted then speed cameras should be installed to ensure 30mph is adhered to.	The 5 exception sites have been selected following careful application of the Welsh Government's criteria for considering potential exceptions. There are no plans to install speed cameras on the lengths of road covered by the proposed exceptions. Speed cameras are installed in accordance the criteria provided by the All-Wales Road Casualty Reduction Partnership, Go Safe. Speed cameras are only considered for those locations where there have been a number of speed-related road traffic collisions recorded.  However, following discussions with the Ward County Councillors, it has been agreed that this proposed exception will be withdrawn and, therefore, this section of road will default to 20 mph.
2.	There are 7 houses on this short stretch, including my own. I walk my dog from the house and would certainly appreciate a slower 20 limit.	The 5 exception sites have been selected following careful application of the Welsh Government's criteria for considering potential exceptions. In this case, because the amount frontage development is less than 20 properties in 1 kilometre (or 5 properties in 250 metres) then it was considered appropriate to made an exception. However, following discussions with the Ward County Councillors, it has been agreed that this proposed exception will be withdrawn and, therefore, this section of road will default to 20 mph.

<p>3. Objection to retention of 30 mph zone: B5105 Llanfwrog south towards Clawddnewydd from junction with road to Galltega on grounds of road safety in line with Welsh government proposal. I regularly cycle along the B5105 southwards towards Clawddnewydd and turn right at the turning to Galltegfa. This is not an easy right turn on a bicycle as it is on a sharp bend on a rise in the road. Oncoming traffic is obscured by the rise in the road and the sharp bend. Add to which being aware of traffic from behind and having to be in the middle of the road, on the white lines, to make the turn. If I pull over to the left hand verge rather than make the turn in one go, then the oncoming traffic from Clawddnewydd is significantly further obscured. I have been awaiting the change to 20 mph on this junction, in-line with the aim in the new law to: “ encourage more people to walk and cycle in our communities” and “make our streets safer”. However, retaining the 30 mph limit when the law allows it to be 20 mph makes this turning more dangerous than it otherwise would be, and I, and many other cyclists who use it, will be at increased risk because if the retention of 30 mph is allowed. This is a very short stretch of road for which the retention is planned. The advantage in time for drivers doing 30 mph instead of 20 mph for a few yards is negligible. The reduction in speed from 30 mph to 20 mph along this stretch for cyclists and local pedestrians going to and from town could make all the difference, in the way the proposed new law intends.</p>	<p>The proposed exception on the B5105 was identified following careful application of the Welsh Government's criteria for considering potential exceptions. In this case, because the amount frontage development is less than 20 properties in 1 kilometre (or 5 properties in 250 metres) then it was considered appropriate to made an exception. However, the Objector makes valid points about road safety from the perspective of a cyclist in this location. Following discussions with the Ward County Councillors, it has been agreed that this proposed exception will be withdrawn and, therefore, this section of road will default to 20 mph.</p>
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This is a revised note with a supplementary proposal . Objection to the retention of 30 mph zone on the B5105 at Llanfwrog south towards Clawddnewydd from junction with road to Galltegfa. Amongst the key aims of the 20 mph evidence-led policy are: “encourage more people to walk and cycle in our communities” and “ make our streets safer”. I believe the retention of the 30 mph on this stretch of road runs counter to these two aims as set out in government Policy and that this stretch of road should be as elsewhere, 20 mph. I regularly cycle along the B5105 southwards towards Clawddnewydd and turn right at the turning to Galltegfa. This is not an easy right turn on a bicycle as it is on a sharp bend on a rise in the road. Oncoming traffic is obscured by the rise in the road and the sharp bend. Add to which being aware of traffic from behind and having to be in the middle of the road, by the white lines, to make the turn. If I pull over to the left hand verge rather than make the turn in one go, then the oncoming traffic from Clawddnewydd is significantly further obscured. This is a popular route for cyclists and should be encouraged by making it easier for all abilities to cross this road with on-coming traffic. I have been awaiting the change to 20 mph on this junction, in-line with the aim in the new law to: “ encourage more people to walk and cycle in our communities” and “make our streets safer”. However, retaining the 30 mph limit when the law allows it to be 20 mph makes this turning more dangerous than it otherwise would be, and I, and many other cyclists who use it, will be at increased risk if the retention of 30 mph is allowed. The sooner traffic is slowed down to 20 mph prior to this bend then the safer it will be. This is a very short stretch of road for which the retention is planned. The advantage in time for drivers doing 30 mph instead of 20 mph fo

See above comments for No. 3 as these comments are from the same Objector.