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## **Supporting Information: The Glamorganshire Canal petition**

Probably the most significant event that helped create Cardiff as the capital city, and Wales as a major contributor to the industrial revolution, was the creation of the Glamorganshire Canal that transported coal from Merthyr Tydfil to Cardiff docks. The canal was built in the late 1700s and was used up to 1951. During this time it became one of the most financially successful waterway in the UK, and when the Sea Locks were added to the canal more ships were able to utilise the local dock facilities 24 hours a day. There were approximately 25 locks( raised 568 feet) in the 25.5mile run from Cardiff to Merthyr and in parts it ran “underground” through the city. But where is it now? Progress and other transport developments meant that it became less cost-effective. When Cardiff Bay was developed into the thriving hub it is today, why was no attempt made to save or at least identify where the canal existed and its significance to the growth of Cardiff and the region? There are no real markers of its existence in Cardiff apart from a two-line reference on an information board on the Barrage, miles away from where it entered the Bay.

If we are going to leave the next generations with a sense of the historical importance of the Bay to Cardiff and Wales, we need to do something now whilst some of the generation that lived near the canal are still alive and could contribute to the historical interest of the canal.

## **P-03-205 - Keep Abergavenny Livestock Market**

### **Further information (Provided by the Petitioner)**

In 2005 Monmouthshire County Council signed a legal agreement with a developer to turn Abergavenny livestock market into a retail park including a very large supermarket. This has produced vigorous opposition ever since. The opposition groups believe that they have, since 2005, exhausted all normal channels that would allow this matter to be resolved with the Council. The object of this petition is to preserve the livestock market and stop the development.

- letters of objection to the Council setting out cogent reasons and arguments for not proceeding with the developer's schemes have had no substantive effect over all this time.
- a comprehensive case for call-in by WAG was submitted in 2006, but the Minister at the time declined the request
- the Council has twice refused to take NO from the Planning Committee in Oct and Dec 2006.
- representations were made to the Ombudsman for Wales by an alliance of local organisations called Save Abergavenny's Unique Character and Environment (SAUCE) detailing evidence of maladministration by the Council over this matter. The request was deemed to be 'premature' because the development had not been built and we had consequently not provided any evidence of harm done.
- representations have been made by SAUCE to the National Audit Office for Wales, but resulted in no action
- repeated representations from the Community Forum, which is the Council's consultative body with the community, have produced no satisfactory outcomes. Over the years the design has tended to get worse, not better, from the Forum's perspective.
- many letters have been sent to the Council over the 4 years soliciting information, especially by the SAUCE umbrella group, but have resulted in no meaningful engagement.
- our MP David Davies has been lobbied but there is not a lot an MP can do in a dispute with a local authority.
- the root problem with the development lies with the legal agreement between Henry Boot and MCC, drawn up in 2004/05, without any prior consultation with the community, the farmers or the Town Council. The agreement specifies in great detail everything that the community wished to have a say in, and which now cannot be altered. It is the community's feeling of having first been ignored and then marginalised by a legal agreement that has caused, and continues to cause, so much anger and opposition. Many also feel that the Council is compromised on this development, being both landowner and planning authority, which has resulted in

pressure to obtain maximum capital receipt from the development rather than secure what's in the best long term interests of the town.

- under a new banner of Keep Abergavenny Livestock Market (KALM), those opposed to the development feel we have gone down all avenues open to ordinary citizens, spent a lot of time and effort (and money), and got nowhere. The Abergavenny Act of 1854 safeguards the livestock market within the town boundary and while the Act is in force the market cannot be closed. That is why we feel that retention of this Act is so vital to the town's future and why the NAW must not accede to any request to amend it. That in turn is why the retention of the Act is the subject of our petition.

Last June I wrote to the Minister of Transport Ieuan Wyn Jones, requesting a pedestrian crossing from Ysbytty Fields Estate to Plas Derwen Estate as there is a great deal of traffic using the Monmouth Road especially at certain times of the day. There is no pavement on the one side of the road, with no space to put one and on the other side the pavement is extremely narrow.

School children have to cross this road to get on their school bus and at that time of day it is like playing "chicken" to get across.

Mr Wyn Jones said that as there had been no fatalities and only one accident in the last five years, it would not be a priority. He also said as there was an island further up the road this should be sufficient help, but this island is for the traffic to filter into Ysbytty Fields and is therefore not really safe for people to hover about on when crossing, especially if they have a pushchair.

When I then suggested lowering the speed limit from 40mph to 30mph he said it was not policy to change immediately down to 30 mph from 60mph or 70mph in the event of a dual carriageway. However I do have a precedent, as when leaving the A4042 Abergavenny to Newport Road (a dual carriageway with a 70mph limit) at Croesyceiliog off the roundabout by the Police headquarters the speed limit is immediately down to 30mph. Why not do the same thing off the Hardwick roundabout on to Monmouth Road. Monmouth road is a trunk road so is the responsibility of WAG.

The residents of both Ysbytty Fields and Plas Derwen are so concerned that they have signed this petition in the hope that something can be done before there is a fatality or an accident.

Cllr Maureen Powell

COPY

Ieuan Wyn Jones A.M.  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

Dear Sir,

I have recently been elected County Councillor for the Castle Ward of Abergavenny. One of the problems within my ward is the difficulty many people have in crossing the trunk road, the A40, which is the main entrance to the town of Abergavenny. I believe a pedestrian crossing would solve not only this problem, but would, at the same time help to slow down the traffic, which travels at excessive speeds.

I enclose a rough sketch map to help you visualise the site. Where the pedestrian exit of the Ysbyty Fields Estate meets the A40, the pavement ends on that side of the road, causing anyone needing to walk into Abergavenny, or to the railway station, to cross this busy trunk road to reach the pavement. The road is not wide enough for the provision of a pavement on the Ysbyty Fields side of the road. Also if anyone wishes to catch a bus to Newport, Cardiff or Monmouth, they too have to cross this road. Older children attending King Henry VIIIth comprehensive school, who might be persuaded to walk to school, would also need to cross here. There are approximately 140 houses in the Ysbyty Fields Estate.

As this is a trunk road, I believe the funding for this road rests with the Welsh Assembly, and I hoped that they would provide funds for this improvement.

As you are the Minister for Transport and I know you are interested in road safety, I am sending this letter to you.

Yours sincerely,

C.Cllr. Maureen Powell

**Ieuan Wyn Jones AC/AM**  
**Dirprwy Brif Weinidog /Deputy First Minister**



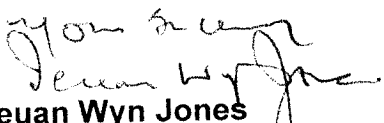
Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

30 June 2008

Thank you for your letter of 11th June, requesting a pedestrian crossing on the A40 trunk road at Abergavenny in the vicinity of the Plas Derwen public house.

As you refer in your letter, the footway on the western side of the trunk road terminates just south of Plas Derwen Way. However, Transport Wales officials have noted that there is already an existing pedestrian refuge island and dropped kerbing for pedestrians wishing to cross the road which is located at the northern end of the bus lay by. This is located on a straight length of road and provides good visibility for pedestrians to cross to the eastern footway, which continues in a northerly direction. The personal injury accident history for the latest five-year period records one personal injury accident involving a pedestrian, though this involved an intoxicated man falling into the carriageway. In view of the relevant accident history and adequacy of the existing provision, a pedestrian crossing at this location cannot be currently justified.

Transport Wales will consider appointing a consultant to carry out a pedestrian assessment should the situation change. This would be likely to be in 2009/10 at the earliest and subject to Transport Wales' competing priorities and the availability of funding.

  
**Ieuan Wyn Jones**  
Gweinidog dros yr Economi a Thrafnidiaeth  
Minister for the Economy and Transport

Ieuan Wyn Jones AM  
Deputy First Minister

Your Ref DFM 1185/08

Dear Mr Wyn Jones,

Thank you for your letter of June 30<sup>th</sup>. I appreciate your prompt reply.

As you pointed out there is a pedestrian island in the middle of the A40, but how ever many islands were put there, this does not stop the traffic, in order for the pedestrians to cross over , nor does it slow the said traffic down. The island itself is also a bit hazardous, as it is really to allow traffic to turn right into the Ysbyty Estate across the oncoming flow of vehicles.

If the speed limit was lowered to 30MPH from 40 MPH, it might make things a bit better. It seems rather sad that people have to be killed at a place, before any measures for road safety are considered.

I enclose a photo of the type of traffic the public have to contend with.

County Councillor Maureen Powell  
Castle Ward, Abergavenny.





Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

05 August 2008

Dear Councillor Howell

Thank you for your further letter and photograph of 21st June requesting that consideration be given to reducing the speed limit along the A40 trunk road to aid pedestrians crossing the road in the vicinity of the Plas Derwen Estate.

Your suggestion that the speed limit should be reduced to 30mph does not comply with the current speed limit guideline for this 40mph buffer zone approaching Abergavenny from Hardwick roundabout and there are no over riding personal injury accident cluster sites to consider the matter further on safety grounds. However, as I referred in my letter of 30th June my officials will monitor the site and may consider carrying out a pedestrian assessment which is likely to be in 2009/10 at the earliest. This assessment would include consideration of factors such as the geometry of the road and footway, the pedestrian flow and composition, the ability to cross the road, personal injury accidents and vehicle speeds to which you refer. Such factors would influence the choice of what, if any, measures could be considered.

The Welsh Assembly Government is committed to continually promoting road safety in Wales and to reducing the number of road collisions and casualties. As part of this process I announced the start of the consultation on new guidance for setting local speed limits in Wales in June. The closing date for comments is 29<sup>th</sup> August and full details can be found on the Welsh Assembly Government website under consultations.

It is intended that the guidance be used for setting all local speed limits on single and dual carriageway roads in both urban and rural areas. This includes all trunk and county roads but not motorways. The consultation will be followed by the preparation of final guidelines that I will consider, and I expect the new guidelines will be available at the end of this year. My Transport officials will consider any pedestrian assessment in light of the new guidance. In the meantime the existing pedestrian refuge is considered to be an adequate and safe means of crossing the trunk road.

Yours sincerely  
Ieuan Wyn Jones

**Ieuan Wyn Jones**  
**Gweinidog dros yr Economi a Thrafnidiaeth**  
**Minister for the Economy and Transport**

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff

English Enquiry Line 0845 010 3300  
Llinell Ymholiadau Cymraeg 0845 010 4400  
Ffacs \* Fax 029 2089 8198  
First Minister@wales.gsi.gov.uk

11/1  
N/011 N/018 09/03  
Ieuan Wyn Jones  
Minister for Economy and Transport  
Welsh Assembly  
Cardiff Bay  
CF99 1NA

Dear Mr Wyn Jones

Thank you for your reply of 5<sup>th</sup> August. I take on board your explanations and accept that it would be 2009/10 before you could make an assessment. However a more serious concern has been brought to my attention.

The pavement on the A40 (Monmouth Road) from station road to the Plas Derwen estate is extremely narrow being less than a metre in width, with this even made narrower where there are lamp posts situated. The road itself is also narrow at this point, and when two vehicles meet they are dangerously near to the pedestrians. Recently a resident of Plas Derwen Estate was knocked on the shoulder by the mirror of a passing car. He was not damaged badly enough to need immediate medical attention, but was extremely shaken up. How anyone with a child in a push chair manages to keep the pushchair actually on the pavement is a miracle.

The wall which is beside the pavement is next to a piece of amenity ground of grass and trees, so it would be possible to move it back. The other side of the road is flanked by a very high wall, behind which are houses and there is no footpath.

I am led to understand that the Assembly has been approached about this some years ago, but again, as there had been no deaths, nothing was done. Do we have to wait until a child or anyone else is killed, before anything is done?

I enclose a photograph showing the pavement.

Yours sincerely

County Councillor Maureen Powell  
Email:- [maureenpowell@monmouthshire.gov.uk](mailto:maureenpowell@monmouthshire.gov.uk)  
Tel: 01873 851761 Mob:07890943796

**Ieuan Wyn Jones AC/AM**  
**Dirprwy Brif Weinidog /Deputy First Minister**



Llywodraeth Cynulliad Cymru  
Welsh Assembly Government

20 October 2008

*Dear Councils Powell*

Thank you for your letter of 25 September concerning the pavement on the A40 Monmouth Road at Abergavenny from station road to the Plas Derwen Estate.

The Welsh Assembly Government's South Wales Trunk Road Agency (SWTRA) has also received a recent enquiry from a local resident regarding this issue. SWTRA subsequently evaluated the various options and, after consulting with Assembly Government Transport officials, concluded that the introduction of "Narrow Footway" signs was the most appropriate road safety measure for this location.

This will further focus drivers' attention to the particular road layout ahead of them. Police records do show there have been no incidents involving pedestrian injury adjacent to the narrow footway in the period 1<sup>st</sup> May 2003 to 31<sup>st</sup> July 2008.

Installation of the signs is programmed in the next financial year, subject to the availability of funding and priorities amongst competing Assembly Government Transport schemes.

*Yours sincerely*  
*Ieuan Wyn Jones*

**Ieuan Wyn Jones**  
Gweinidog dros yr Economi a Thrafnidiaeth  
Minister for the Economy and Transport

Shaded Area  
are footpaths

X Proposed pedestrian  
crossing,

Not drawn to scale.

