

LLANDDEWI VELFREY COMMUNITY COUNCIL

cc: [redacted]
Llanddewi Velfrey
North
Pembrokeshire
A

Petitions Committee
Welsh Assembly Government
Cardiff Bay
CF99 1NA

5.7.09

Dear Sir

Ref: Petition regarding safety improvements alongside the A40 in Llanddewi Velfrey, Pembrokeshire

The enclosed petition reflects the serious concerns expressed by the Community Council and residents of the village of Llanddewi Velfrey over many years. Correspondence held by the Community Council shows that those concerns go back as far as 1986 and minutes of meetings go back even further to the 1970's. Responses from more than 20 years correspondence show a frustrating similarity. They repeatedly promise that the 'County Surveyor' or someone similar will be asked to look into the problem and yet nothing is done. In 2005 a public exhibition was held in the Village Hall to show plans for improving road and pedestrian safety. All the necessary impact assessments and land surveys were being carried out and we were assured that the money had been set aside for the work to be carried out during the autumn of 2006 thus avoiding any adverse affect on wildlife. This was confirmed by the attached e mail from Alan Brandon of the Trunk Road Agency. Since then there has been a dramatic increase in heavy goods traffic through the village and at least another 3 reports produced by private consultants. Somewhere in the Welsh Assembly there must be a very large file containing all these documents. Community Councillors agree that this appears to be little more than a delaying tactic and that the money wasted on so many reports would have gone a long way towards paying for simple improvements to pavements and traffic calming measures in the village.

As a consequence members of the Community Council have decided to take more direct action and as a first step have canvassed local opinion. They wish to submit the attached petition in order for the matter to be scrutinised by the Petitions Committee in the hope that pressure will be brought to bear on the appropriate minister and/or department. They distributed a survey to the 143 households in the community to gather statistical information in support of their recommendations. This showed a significant proportion of elderly people living in the centre of the village many of whom have mobility problems and rely on the post office and shop at Preseli Garage. They are also the ones who make most use of bus stops on both sides of the main road. There are at least a dozen children who have to cross the A40 every morning during the rush hour to catch their school bus with only a very small traffic island to protect them. The number of younger children in the village means that this figure is likely to increase over the next few years. The survey also recorded disturbing anecdotal evidence of accidents and near misses that is hardly surprising in the light of the recent traffic speed survey. (see attached)

LLANDDEWI VELFRREY COMMUNITY COUNCIL

RESULTS OF THE SURVEY OF RESIDENTS

(NB The community is spread over a wide area. Most returns are from those in the centre of the village and it likely that many saw little point in replying based on lack of action over the past 30 years.)

	total	returns	%
Households surveyed	143	55	39
1 How often do you walk to the garage/shop?			
- never, it's too dangerous		7	
- less than once a week		20	
- once a week		4	
- more than once a week		20	
2 Would you use the footpath more if it was safer?			
yes		37	
3 How many people in your household:			
- are aged over 60		39	
- have mobility problems		16	
- need to use a wheelchair or mobility scooter		1	
4 Do you need to use a pushchair for young children?		7	
5 How many children cross the children to catch the school bus?		12	
6 Is your property adjacent to the A40?		12	

These replies are for properties along the whole length of the A40..

7 If 'yes' to Q6 how do you think the boundary could be improved to make the pavement safer? Responses listed are for those properties on the section of the A40 where the footpath needs to be widened. The Community Council is willing to contact those who have not replied as well as those who have given a negative response if it will ease the whole process	8 If 'yes' to Q6 are you willing for those improvements to be made ?		9 What would have to be done to your property to make that possible?
a) 1 Llandaff Row- "Cut the hedge back to the main stem only if forced to do so".	yes		Hedge cut tidily, not ripped off by a machine and at the correct time of year (Jan/Feb)
b) 2 Llandaff Row – "I don't see that there is a problem along our boundary, this section, adjacent to No. 1 and No. 2 is the widest section of the pavement in discussion."		no	Take the verge from the opposite side of the road and reduce the speed limit to 30mph
c) 20 Maes y Dderwen- "Obviously needs to be widened by removing or replacing hedges etc"	yes		There is plenty of available space behind our fence, between 2 1/2-3 feet. (This would be the same for the adjacent property)
d) Preseli Garage – no action needed			
e) The Old Coach House – no response			
f) Cross Inn Cottage – "Take land from the other side of the road (scrubland)"		no	
g) Crosshands House- " There are fields along the whole stretch, why not use to move the road over? If they take the desired 1.8m from my frontage the path will be covering all my drains, stop tap and people will walk approximately 2 ft from my window. "(NB 1.8.m is the eventual width of the path, the amount of land needed would be far smaller and therefore the impact would be less)		no	Clean rubbish from the edge of the hedge along the footpath
h) Tegfan- "Ideally a by-pass, The road moved over, land taken from the other side or otherwise properties would have to give boundary hedges and walls"	yes		Replace a stone wall
i) Ivy Cottage	yes		Remove hedge and widen pavement, safety fences to keep our children safe during work and a fence/wall built after work.

9 GIVE DETAILS OF ANY DANGEROUS INCIDENTS THAT YOU HAVE SEEN OR EXPERIENCED

According to Dyfed Powys Police statistics (FOI Reference 599/2008) between 1999 and 22nd May 2008 there were 37 road traffic collisions on the A40 between Penblewyn roundabout and Llanddewi Velfrey. There were 3 serious injuries, 13 slight injuries and 21 damage only. A few months ago there was a serious accident that resulted in one fatality and several serious injuries and there will have been other incidents since May 22nd 2008 to add to those statistics. Incidents raised by the survey were as follows:

- a) I was walking my dog along the path. He was on the pavement and on his lead but when he turned his head he was clipped by a van and he was killed outright.
- b) On 2 separate occasions avoiding action, (squeezing into the hedge), had to be taken when large vehicles carrying very wide loads passed by the garage heading west.
- c) A car came off the road and demolished part of wall each side of steps and gate and also cars have collided with the hedge on the opposite side of the road. (one went over the edge and into the adjoining field)
- d) An army Landover lost control on the A40 and drove into our hedge half way down the length of our garden. Fortunately no one was on the pavement or playing in the garden.
- e) A farmer in a Landover pulling a trailer lost control (near Ivy Cottage) and drove through the garden at the end of our property and removed the hedge and 'give way' sign.
- f) There have been endless near misses when walking to the garage and large lorries pass at speed. We have felt we could be sucked in. It is only safe to leave our property (Ivy Cottage) by car.
- g) Waiting to turn off the A40 to Llandaff Row a transit van wouldn't wait and passed me on the left and an articulated lorry approaching from the right was going too fast to stop and also narrowly missed me. Either vehicle could have hit me or it could have been a very serious accident.
- H) Walking along the A40 I was passed by an articulated lorry who came too close to the pavement and I had to move quickly to the back of the pavement to avoid it.
- i) Many times I have been unsteadied by lorry's back draughts and have had to retreat faced by wide loads i.e. caravan transporters, overlapping the path.
- j) I cross the A40 most days if I want to use the bus, I have to cross twice once at the chapel and then once at the bus stop. My grandchildren stay with me on the weekends. I find it very dangerous crossing the road with the children and the path is so small in some places we have to walk in single file. Big lorries pass and the wind from them blows me. When I have my grandchildren we stand still when we hear a lorry coming and I stand to guard the children if it could blow me over what would it do to the children (Bethel Cottage)
- k) As I was indicating to turn into Parc y Lan to drop my son off for school bus an articulated lorry nearly hit my car from behind. It had to mount the pavement to miss me. It was very frightening and even now, 4 years on, I always worry when turning off the A40 as to whether the vehicle behind me has noticed that I am slowing down. (traffic has increased noticeably in the last 4 years so the risks now are substantially greater).
- l) Several near misses pulling out and exiting A40 at Ivy Cottage, Llandaff Row and Henllan Lodge.
- m) During the snow this winter we walked up to the garage along the footpath with our daughter in her pushchair. The lorries and cars were going incredibly fast so close to us. It was unnerving and very dangerous.
- n) Both my neighbours have been involved in serious accidents as they attempted to turn into Fynnon. The A40 is the most dangerous road I've ever seen. There was a fatality a few months ago and constant road accidents. Driving on this road is terrible with really rash speeds and overtaking. Why?
- o) I have been overtaken by another car on the A40 within the village. No overtaking signs and flashing 'slow down' signs would help prevent this
- p) On 2 separate occasions, avoiding action, squeezing into the hedge, had to be taken when large vehicles carrying very wide loads passed the garage heading west.

10 OTHER COMMENTS

- a) Do something BEFORE an accident happens NOT after. There IS going to be a fatality and there will be many regrets after
- b) I used the pavement in 1992. It was dangerous then when the volume of traffic was much less. I was so frightened by speed and proximity of traffic I haven't used it since.
- a) I do not use the path anymore because it is too dangerous. The speed and closeness of passing lorries is a great worry when walking to the village (shop)
- c) I drive to the shop from Glan Preseli (a few 100 yds) because it isn't safe to cross the road or use the pavement. (aged 65+)
- d) If the pavements were more suitable we would be able to walk more for health reasons, without risking our lives on such a busy road which is not suitable for the heavy traffic which uses it.
- e) Very few vehicles stick to the 40 mph speed limit.
 - One day there is going to be another death and it's all due to the speed of the traffic. We live by the garage and with the speed of lorries and vans pass by there will be a serious crash with deaths before long
 - When I walked the path, an articulated lorry rocked my body with the slip stream.
 - As lorries pass it feels like you are going to be sucked under them.
 - We need speed enforcements, speed cameras and flashers
 - More police presence is needed to keep lorries from speeding
 - Speed warning flashing signs would help
 - 30 mph enforced speed limit would be more appropriate and safer
- f) Pulling out onto the main road at all junctions is dangerous and can take a very long time in times of peak traffic.
- g) The pavement needs widening so as wheelchair users and parents with prams or buggies can get to the garage shop and generally enjoy the village safely.
 - The footpath from Maes y Dderwen onto the A40 has an unsuitable surface for pushchairs and scooters and it is not possible to negotiate barriers on a mobility scooter. As they can also not use the pavement they cannot reach the village shop/post office.
 - When we have young grandchildren with us we have to walk through the Maes y Dderwen estate, to access the village shop. The pavement is not wide enough for a twin pushchair (2 local users) or for a single buggy when we also have a primary school aged child whose hand needs holding because of the speed and proximity of the passing traffic. It is a nerve wracking experience. Having to use the estate route makes the trip to the shop longer and harder- not ideal when it HAS to be done in bad weather.
- h) The A40 in the village feels like a barrier. We would use the footpath and village amenities more if it was safer to do so.
- i) Other communities eg Sceddau, Letterston, Pwll Trap have improvements called ' cycle track/footpaths. Is this a possible way forward?

Speed - TR A40 Llanddewi Velfrey, o/s Penllian
From 04/06/2009 To 11/06/2009

Speed Summary (All Days)

Channel: To Whitland

Time Begin	Total Vol.	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
0:00	24	52.9	45.1	7.1	0	0	0	0	0	1	6	5	4	3	1	0	0
1:00	60	50.2	45.1	5.9	0	0	0	0	0	1	6	5	4	3	1	0	0
2:00	23	52.6	46.2	6.1	0	0	0	0	0	0	13	23	15	4	2	0	0
3:00	13	54.9	47.0	7.9	0	0	0	0	0	0	3	9	4	2	1	0	0
4:00	18	53.4	45.6	8.0	0	0	0	0	0	0	3	1	3	0	2	0	0
5:00	57	55.5	47.0	8.4	0	0	0	0	0	1	4	5	3	3	0	1	0
6:00	105	52.4	45.5	6.6	0	0	0	0	0	3	13	16	11	6	4	2	2
7:00	224	48.5	42.5	6.0	0	0	0	0	1	3	22	36	23	13	4	0	0
* 8:00	353	45.3	40.3	5.5	0	0	1	4	3	16	74	80	34	11	4	0	0
9:00	345	45.0	40.1	4.9	0	0	0	2	5	43	152	108	29	7	3	0	0
10:00	424	44.7	40.0	5.0	0	0	0	2	7	40	164	102	25	5	0	0	0
11:00	410	45.0	39.9	5.5	0	2	1	1	4	50	203	133	23	6	1	0	0
12:00	392	45.2	39.9	5.9	0	1	3	1	11	52	176	129	31	5	0	0	0
13:00	431	45.4	40.7	5.2	0	0	1	3	9	11	52	176	129	31	5	0	0
14:00	389	45.7	40.6	5.7	0	0	1	3	6	42	180	124	31	7	0	0	0
15:00	418	46.3	41.3	5.4	0	0	2	4	5	50	152	126	41	6	0	0	0
* 16:00	475	45.8	41.2	5.5	0	1	1	2	6	39	167	139	52	11	2	0	0
17:00	506	46.9	41.8	5.6	0	1	2	4	5	38	189	173	51	10	1	0	0
18:00	324	48.3	42.5	6.1	0	1	2	4	7	31	175	199	69	15	4	0	0
19:00	170	50.0	43.8	6.5	0	0	1	2	1	18	108	122	47	17	5	1	0
20:00	122	51.9	44.6	7.7	0	0	0	0	1	10	46	57	35	11	5	1	0
21:00	85	52.4	44.4	8.0	0	0	1	1	0	4	31	35	28	14	4	1	0
22:00	60	50.5	43.7	7.0	0	0	0	2	0	4	22	26	15	9	5	0	0
23:00	32	53.3	45.5	8.5	0	0	0	0	0	4	20	16	11	4	3	0	0
					0	0	0	0	0	2	8	7	7	4	2	1	0
12H,7-19	4691	45.7	40.8	5.5	0	7	14	34	71	458	1905	1586	472	109	22	1	0
16H,6-22	5173	46.0	41.1	5.7	0	7	15	37	73	479	2026	1740	573	156	40	3	0
18H,6-24	5265	46.2	41.2	5.7	0	7	15	37	73	485	2054	1763	591	164	45	4	0
24H,0-24	5460	46.5	41.3	5.8	0	7	15	37	73	491	2096	1822	631	182	55	7	2
Am Peak	10:30 436	5:00 55.5	4:45 47.2	4:15 8.6	10:00 0	9:30 2	11:00 3	8:30 4	11:00 10	11:00 53	10:00 203	10:30 153	6:45 34	6:15 15	5:30 6	5:30 2	5:00 2
Pm Peak	16:45 514	23:00 53.3	23:00 45.5	23:00 8.5	18:15 0	16:30 2	12:00 3	12:00 8	12:00 10	13:45 52	16:15 191	17:00 199	17:00 70	18:15 18	20:45 6	18:45 2	20:00 1

* school bus times

Speed - TR A40 Llanddewi Velfrey, o/s Penllian
From 04/06/2009 To 11/06/2009

Speed Summary (All Days)

Channel: To Llanddewi Velfrey

Time Begin	Total Vol	85th %ile	Mean Ave.	Std. Dev.	Bin 1 <11Mph	Bin 2 11-<16	Bin 3 16-<21	Bin 4 21-<26	Bin 5 26-<31	Bin 6 31-<36	Bin 7 36-<41	Bin 8 41-<46	Bin 9 46-<51	Bin 10 51-<56	Bin 11 56-<61	Bin 12 61-<66	Bin 13 =>66
0:00	53	50.5	43.1	7.0	0	0	0	0	0	7	16	14	8	5	3	0	0
1:00	27	53.0	44.9	7.3	0	0	0	0	0	2	6	7	5	4	1	0	0
2:00	19	53.6	44.7	9.0	0	0	0	0	0	0	6	4	2	1	2	0	0
3:00	14	52.6	45.4	10.6	0	0	0	0	1	1	2	3	4	0	0	0	0
4:00	17	51.4	44.3	7.2	0	0	0	0	0	2	4	4	4	1	1	0	0
5:00	53	57.7	47.5	9.6	0	0	0	0	0	4	10	10	10	7	4	3	1
6:00	155	55.6	46.5	9.0	0	0	0	1	3	9	28	35	33	24	15	5	3
7:00	298	50.2	42.1	8.0	0	0	2	3	13	41	77	80	47	23	11	3	0
* 8:00	405	45.6	38.9	6.9	0	1	2	9	33	78	146	83	36	14	4	0	0
9:00	391	45.3	39.0	6.7	0	0	1	6	26	80	148	80	32	11	3	1	0
10:00	391	45.0	38.9	6.3	0	0	0	5	22	91	154	74	30	9	4	0	0
11:00	409	44.4	38.0	7.0	0	2	3	9	36	87	158	78	26	8	2	0	0
12:00	398	44.6	38.0	6.9	0	0	5	13	30	85	151	75	30	7	1	0	0
13:00	378	44.7	38.6	6.3	0	0	0	7	24	88	141	83	25	8	4	0	0
14:00	378	44.9	38.8	6.3	0	0	0	2	27	86	144	77	28	10	4	0	0
15:00	434	45.0	39.3	6.2	0	1	3	2	17	83	181	101	32	10	3	0	0
* 16:00	434	45.3	39.9	5.8	0	0	1	2	12	75	186	106	37	8	4	0	0
17:00	442	46.0	40.3	6.5	0	0	1	4	16	74	163	117	45	15	5	0	0
18:00	337	47.9	41.4	6.8	0	0	1	1	7	46	124	91	40	18	6	2	0
19:00	240	49.1	42.2	6.9	0	0	1	2	3	24	82	67	38	15	5	1	0
20:00	184	49.5	42.2	7.1	0	0	0	0	5	22	60	49	27	12	6	1	0
21:00	127	49.6	42.5	7.3	0	0	0	0	2	14	40	35	20	8	3	1	0
22:00	101	49.9	42.1	7.4	0	0	0	0	4	14	36	22	14	7	3	0	0
23:00	69	49.7	42.2	7.8	0	0	0	0	3	9	21	20	9	5	1	1	0
12H,7-19	4695	45.5	39.3	6.6	0	4	19	63	263	914	1774	1045	408	141	51	6	0
16H,6-22	5401	46.1	39.9	6.8	0	4	20	66	276	983	1984	1231	526	200	80	14	3
18H,6-24	5571	46.3	39.9	6.8	0	4	20	66	283	1006	2041	1273	549	212	84	15	3
24H,0-24	5754	46.6	40.1	6.9	0	4	20	66	284	1022	2085	1315	582	230	95	18	4
Am Peak	10:30	5:30	5:30	3:15	11:00	11:00	7:15	11:00	11:00	10:00	10:30	7:30	6:45	6:30	6:15	5:30	5:45
Peak	415	59.0	48.5	11.1	1	2	3	9	35	92	167	91	49	28	15	7	3
Pm Peak	16:45	22:30	22:45	22:30	15:00	15:00	12:00	12:00	12:00	12:30	15:30	17:15	17:15	18:30	18:45	18:45	22:00
Peak	452	50.7	42.6	8.2	0	1	5	13	30	92	190	118	46	18	7	3	1

* school bus times.



Pembrokeshire County Council
Cyngor Sir Penfro

TR 4307/10
TR A 40
£215560, N216860

Speed Sample
Llanddewi Velfry

Scale : 1:5000 Date : 14 May 2009 North ↕

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This drawing is a technical drawing and is not a photograph. It is not intended to be used as a guide to the location of any property.
Pembrokeshire County Council 1, Tower Street, Pwllheli, Gwynedd, LL55 2AB
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Cyngor Sir Penfro Ref: TWD/09/2344

The Rural Town and Village Trunk Road Initiative-Reducing Accidents and Making Life Better

Setting priorities- The Community Council has been told that it will be competing with other locations for this funding and so has prepared a response against the scoring criteria using the information held to date.

Llanddewi Velfrey, Pembrokeshire

Factor	Comment
Accidents: Pedestrian Other	Comments from the survey detail numerous sightings of accidents and near misses most of which will go unreported. Dyfed Powys Police figures between 1999 and 2008 recorded 37 accidents. We are waiting for more recent figures which will include 1 fatality. As only some accidents are notified to the Police the true figures would be higher. One local resident's dog was killed as he walked along the pavement. The dog was safely on a lead but merely turned his head in response to a sudden noise. He was hit by a passing lorry, his neck was broken and he died instantly. That could easily have been a child. Another resident had her handbag knocked from her shoulder by a passing lorry.
Current Speed Limit: 40	A speed survey has been carried out to assess the speed of vehicles travelling into the village from the east. We have been told that no action can be taken because the average is 'only 46mph'. This is totally unacceptable as the figures show that nearly half of the vehicles travelling through the village are over the limit. At 8 a.m. when children have to cross the road figures showed 353 vehicles with 41% over the speed limit. 7 of those were recorded at 51-56 mph and 3 at 56-61 mph. At 4p.m when children are returning from school 49% of the 475 vehicles are over the speed limit with 10 recorded at 51-56 and 2 at 56-61mph. Using the Highway Code's recommended safe stopping distances, and taking into account limited visibility on the road approaching the pedestrian crossing from the east, vehicles travelling at those speeds would find it difficult if not impossible to stop to avoid an obstruction or a person in the road. Surely if there are such substantial numbers of vehicles travelling well over the limit there is a greatly increased risk of severe accident and/or fatality and action <u>must</u> be taken.
Footways: Complete on one side	The existing footpath it is too narrow in parts and therefore unsafe to use with heavy traffic passing close by. It is also inaccessible for wheelchairs, unsafe for pushchairs and for walking two abreast e.g. with children.
Schools	At least 12 secondary age children have to cross the A40 in the rush hour to catch their school bus with only a small traffic island to protect them. At least 2 families drive their children to school rather than have them cross the road. With a new development in the village there are more children who will shortly have to use the bus.
Shops and cafes	The cafe is used mainly by through traffic.

Banks and post offices	The post office in the Preseli Garage is used by all aged groups but is especially relied on by elderly residents.
Bus stops	Bus stops are to the north and south of the A40 close to the Parc y Lan pub. The pavement there is adequate but the crossing is very dangerous owing to the speed and volume of traffic.
Filling Station with shop	Preseli Garage is used by both local people and those travelling through. Elderly people in particular need access to the shop and yet some have to cross the A40 and all have to walk up the narrow footpath. One lady drives the few 100 yards rather than risk walking.
Pubs and restaurants	Parc y Lan pub is on the north side of the A40 with residential areas both to the north and south so that safe pedestrian access is important.
Community Halls	Located to the north of the A40 and in regular use.
Places of worship	There are 2 chapels, 1 at each end of the village adjacent to the A40
Sheltered accommodation	Many of the council houses in Glan Preseli north of the A40 are occupied by elderly people several of whom have mobility problems. The survey undertaken by the Community Council showed 39 people aged over 60 and 16 with mobility problems. 2 have to use a wheel chair or mobility scooter.
Playing fields or sports facilities	The sports field and children's play area is located to the north of the A40 opposite the garage
Significant general pedestrian movement	Pedestrian movement is limited simply because the pavement is too dangerous although 21 people said they use it more than once a week. Of the 55 responses to the survey most were from residents in the centre of the village and of those 37 said they would use the pavements more if they were safe. This is particularly important given the significant number of elderly residents. At the other end of the age scale, 7 need to use a pushchair for young children.
Significant heavy goods movement	Heavy goods traffic is a major problem on this section of the A40 especially as volumes have increased dramatically over the past few years. The proximity of all traffic is dangerous but articulated lorries travelling at speed close to the pavement pose a real threat to any pedestrians. This was demonstrated by the incident of the dog being killed when it merely turned its head and had its neck broken dying instantly. That could easily have been a young child. The village survey listed numerous examples of the hazards posed by heavy traffic. Heavy goods vehicles are allegedly restricted to 40mph on single carriageway roads. This is patently not happening as can be seen by anyone walking through the village.
Deprivation	Llanddewi Velfrey ward is ranked 46 th under the Geographical Access to Services Deprivation domain. Many residents are elderly and without transport. They rely either on walking to the shop or catching a bus. Then, coming home with shopping, they have to negotiate the narrow pavement and/or the inadequately protected road crossing. Young and old in the village take their lives in their hands when accessing any of the facilities.

The Macro-economic Effects as outlined in the Welsh Assembly's document about the Rural Town and Village Trunk Road Initiative acknowledge that "Although some of the measures suggested (i.e. traffic calming and reduced speed limit) will have an impact by increasing journey times; the communities are not large so delays will be minimal". As long ago as 1995, Countryside Council for Wales commissioned a report entitled 'Village life in Llanddewi Velfrey'. It was produced in 1995 by Community Design Service in partnership with Department of City and Regional Planning, University of Wales College of Cardiff when the speed limit was 50 mph. It concluded that "even a dramatic 20mph reduction (from 60mph to 40mph) in average speed would add only 10 to 15 seconds to the journey". The Community Council is asking for a reduction from 40mph to 30mph as in nearby Robeston Wathen along with robust enforcement. The CCW report identifies the same concerns about speeding vehicles and pedestrian safety. If, as they said Llanddewi Velfrey was "blighted by the trunk road" in 1995, the situation now is far worse and the only change has been a reduction of speed limit to 40mph that is clearly flouted by most motorists.

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



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref
Ein cyf/Our ref DFM/00407/09

Nerys Evans AM
Nerys.Evans@wales.gov.uk

March 2009

Thanks for your email of February 25th regarding the narrow footways through Llanddewi Velfrey.

Although little used, my officials appreciate that the existing footway through the village is below normal standards, and that an improvement would be appropriate.

The proposed A40 Llanddewi Velfrey to Penblewin improvement scheme is scheduled to commence in April 2014. On completion of the improvement, the existing road through the village would become a side road with reduced traffic and give the opportunity for the local authority to consider imposing a lower speed limit. My officials do not believe the relevant criteria for reducing the speed limit now, from 40mph to 30mph could be met.

In the meantime, the footpath scheme is proceeding, with the preparation of land plans and discussions with landowners for the purchase of the necessary land. Further progress beyond this stage will depend on the availability of land, and the scheme's relative priority for funding to construct the works against other schemes in the improvement programme.

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



Eich cyf/Your ref
Ein cyf/Our ref DFM/00587/09

Nerys Evans AM
Penrhiw
52 Heol Awst
Caerfyrddin
Sir Gar
SA31 3AL

18 MAY 2009

13 May 2009

Nerys Evans

Thank you for your letter of March 26th regarding the footways at Llanddewi Velfrey, concerning the criteria used to decide priorities for schemes and whether illuminated 40mph signs will be erected to encourage traffic to comply with the speed limit.

This scheme is listed in the Community Scheme Programme, which relies heavily on the scheme being fully prepared and the land required being available. Once these schemes are "ready to go" they can compete for the funding available, prioritisation currently being against the criteria given in Annex 1 of the Rural Town and Village Trunk Road Initiative, a copy is enclosed for your information.

In relation to the illumination of the speed limit signs, the existing signs are in accordance with the current criteria, with those on the western approach being illuminated because they are within an area of street lighting. Those on the eastern approach are not illuminated as they are outside the area of street lighting. My officials do not believe the circumstances at Llanddewi Velfrey warrant illuminating these signs in contravention of the national signing criteria.

*Cofre
Ieuan*

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

Lynda,

Firstly please accept my apologies for not coming back to you sooner. I have spoken with Roger Williams who advised me that you are looking for an update as to the position of the Footway scheme.

Since we last met in March 2005, we have been continuing with the design process as well as progressing with Environmental Works.

As explained in the March meeting we have modified the design at the Eastern end of the scheme to bring it in line with current design standards. We are also considering issues such as street lighting, highway drainage, and the design of the new embankment required to realign the road near Ivy cottage to facilitate a new footway. Environmental works has also been underway during the summer months, particularly through the month of July. We have undertaken follow up surveys in relation to protected species to supplement and expand on findings already known. This type of work is very sensitive to the time of year it is undertaken, and also its findings. We have just received the findings of these surveys and the results appear encouraging. It is envisaged that additional survey work will be required during the coming winter months but this will not hamper the progression of the design. We will have to consult some specialists in terms of protected species. Once we have fully evaluated the findings of the environmental survey works we can proceed to prepare land plans based on the necessary land take required. This will need to take into account any mitigation measures deemed necessary from an environmental perspective, i.e. badger fencing etc. Negotiations will then be opened with the respective landowners.

Scheme design works is on going concurrently with the environmental and Land issues. As per our meeting in March this year, it is still envisaged that a scheme could be ready for implementation by September 2006.

Hope this provides you with an updated picture of where we are on this scheme. If you require any further information please do not hesitate to contact me.

Kind Regards

**Alan Brandon - Senior Engineer Development
West Wales Trunk Road Agency**

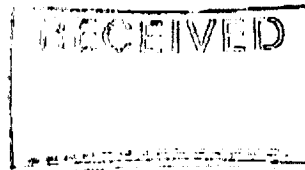
Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref PET-03-240
Eln cyf/Our ref DFM/05925/09

Val Lloyd AM
97 Pleasant Street,
Morriston,
Swansea,
SA6 6HJ.



16 October 2009

Dea Val

I am responding to your letter of 25 September about road safety in Llanddewi Velfrey.

You will be aware that our consultants are looking at the possibility of widening the footway by acquiring strips of land at the end of gardens by agreement with the landowners.

My officials believe acquiring strips of land by Compulsory Purchase Order (CPO) would not be appropriate. It is an expensive and time consuming approach. Any objections to a draft CPO could result in a public inquiry. An inspector at an inquiry would take into account the fact that within a very few years a new trunk road could be in place to the north (the NTP Llanddewi Velfrey to Penblewin scheme) and that this section would be de-trunked. Once de-trunked, the local highway authority would not need to consider any strategic transport function and the possibility exists that as a local road, the council would enhance pedestrian provision by reducing the width of the trafficked carriageway.

If the land is made available by the frontages to the scheme, acquisition could take months, rather than potentially years if a CPO is pursued. However, obtaining unanimous agreement to acquiring land by agreement may not be a simple task, and some other way of easing concerns is required.

In the interim, we have decided to erect speed activated warning signs on the trunk road approaches to the village. Such signs have been proved to have a significant traffic calming effect, and should help in reducing the speeds of vehicles, which the speed surveys have shown to be above desirable levels. We will investigate whether we can reasonably adjust the threshold speed at which the signs trigger to be lower at busier times of the day. We intend to install these signs within the next few months. I hope you will find that the traffic calming they will provide will assist in allaying local concerns.

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

E-mail from the petitioner

Dear All

Thank you Gareth and Iwan for the recent information about the news that we are to have flashing warning signs on the A40 and that the issue of safety improvements is to be discussed on Tuesday in the Assembly.

We have agreed that it is important for you all to have any additional information in support of our case. I am therefore writing to tell you that there have been 3 serious incidents in recent weeks.

- On Saturday night a 4X4 vehicle was attempting to turn out of the back lane by Ivy Cottage onto the A40. All junctions with the A40 in the village are dangerous and this one has raised very particular concerns over many years. In attempting the turn the 4X4 collided with a vehicle travelling on the east bound side of the road and that vehicle went through the hedge and into the field.
- Further along the A40 at Glenfield a vehicle went through the front wall of the property, presumably taking avoiding action from oncoming traffic.
- An elderly gentleman from Glan Preseli had shopping knocked from his hand while walking along the pavement from the garage shop. Apart from the obvious threat to physical safety this type of incident, especially with elderly people, has a severe impact on confidence which in turn makes them more vulnerable in many other ways. Elderly people living in the village rely on the village shop and post office and yet they are increasingly afraid of crossing the A40 and walking the short distance to collect their pension and do their shopping. This is surely completely contrary to the government's policy of promoting independent living for older people.

We are very pleased that Mr Ieuan Wyn Jones has promised flashing speed warning signs. We hope that this will have an impact on vehicle speeds however it will not solve the root cause of the problem. While these signs encourage conscientious drivers to slow down it is unlikely to affect persistent offenders as they know there are no penalties for exceeding the speed limit. We have been told that in spite of the fact that the average speed through the village is 46mph this does not warrant speed cameras. Presumably if the limit was 30mph this would be possible.

Yet again Mr Wyn Jones implies that the long-promised by-pass makes spending money on safety improvements unnecessary. (although he uses the probable verdict of an inspector at a public inquiry to make the point). There will be no point, as is suggested in Mr Wyn Jones letter, in the Local Authority improving the pavement once the road is 'de-trunked'. The danger is NOW and we need action NOW before anyone else is killed or severely injured. Residents of Llanddewi Velfrey have been waiting for the promised by-pass for nearly 30 years so they cannot be blamed for being sceptical, especially as they have also been living for all that time with the nightmare of increasing volumes of traffic, particularly heavy lorries, speeding through the middle of the village. One person has been killed and there have been numerous accidents and near misses. Our children continue to cross the A40 in the rush hour, and in the winter months in poor light, with only a small traffic island to protect them. Recently installed pedestrian warning signs seem to have done little to reduce speeds. All residents take their lives in their hands when crossing the road or using the pavement which, by Mr Wyn Jones own admission, is totally inadequate.

We are also told in the letter that acquiring the necessary land to widen the pavements is likely to be a long business and that the plans can only go ahead if there is unanimous agreement with land owners. As far as we know there is only one land owner who has not expressed an opinion as she has been out of the country and all others are in agreement. It has become obvious that the widening of the pavement is a more complex project than had been originally thought as it includes land acquisition, building of replacement boundary walls and movement of several street light standards. Perhaps it is worth considering again the comprehensive proposal that was put before the community several years ago...that of extending the road on the northern side. All investigations were done, the land is readily available and if the road is widened and road markings moved it would merely need some

form of protection along the existing pavement. Surely that may now be a more cost effective option.

Lastly, in a news broadcast last Thursday Mr Wynn Jones said that he wants to encourage Local Authorities to take the necessary steps to introduce lower speed limits especially outside schools and in rural communities where there is a danger to residents. He spoke in the strongest terms and I am sure his comments will be warmly welcomed in many small communities such as our own. Why then can this not also be implemented on the A40? We are asking for a speed limit of 30mph in our village and that this is enforced with speed cameras and regular police presence. Reducing speeds to as safe level over a distance of approximately 1/4 mile will have a barely noticeable effect on journey times and will significantly reduce the risk of further fatalities or serious accidents.

We would appreciate your raising these points whenever possible and appropriate especially with respect of the meeting on 10th November.

Yours sincerely

Lynda Hill

Clerk Llanddewi Velfrey Community Council

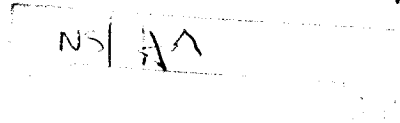
Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref
Ein cyf/Our ref DFM/06612/09

Val Lloyd AM
National Assembly for Wales
Cardiff Bay
CF99 1NA



15 JAN 2010

14 January 2010

Dear Val

I am responding to your letter of 18 December, on behalf of the Petitions Committee, regarding the footways at Llanddewi Velfrey on the A40.

My officials confirm that extending the road on the northern side would require strips of land to be acquired from private owners by Compulsory Purchase Order (CPO). This is an expensive and time consuming process and any objections could result in a public Inquiry. An Inspector at the Inquiry would unlikely rule favourably on the compulsory purchase of land bearing in mind that the section would be detrunked in a few years time by a new trunk road scheme (Llanddewi Velfrey to Penblewin scheme).

Also widening on the northern boundary involves an alteration in the alignment of the road and construction of extensive earthworks. The expense and disruption during construction cannot be justified bearing in mind that the possibility exists that as a detrunked local road with reduced traffic, the Council would be able to enhance pedestrian facilities on the existing road by reducing the carriageway width without expensive engineering works.

In view of the difficulty experienced in acquiring land by unanimous agreement on the southern side of the road, we have decided to erect speed activated warning signs on the trunk road approaches to the village as an interim measure. These signs are programmed to be erected this financial year. The traffic calming that the signs will provide will assist in allaying local concerns. In addition we are also investigating the possibility of widening the footway in the vicinity of the property "Ivy Cottage" to provide continuity in the existing footway on that side.

Ieuan

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

Bae Caerdydd • Cardiff Bay
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Ieuan Wyn Jones AC/AM
Dirprwy Brif Weinidog /Deputy First Minister



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-240
Ein cyf/Our ref DFM/00370/10

Christine Chapman AM
Chair - Petitions Committee
National Assembly for Wales
Cardiff Bay
CF99 1NA

28 February 2010

Dear Christine,

I am responding to your letter of 10 February, on behalf of the Petitions Committee, about the pavements at Llanddewi Velfrey and the opening date of the new by-pass.

My officials have met the owner of Ivy Cottage who is agreeable to the proposal to improve the footway fronting his house. This is the most constrained area and an improvement here would provide continuity of the footway on the southern side. Depending on the availability of finance, we expect to carry out the works at Ivy Cottage in the next financial year.

We will be introducing speed activated signs and associated traffic calming patches on the carriageway within the next few weeks. We are not planning to carry out specific evaluation studies on their effectiveness, however nationwide experience is that they are effective in reducing the speed of traffic. As a follow up, we will review the speed limit in Llanddewi Velfrey against our new speed limit guidance document later this year.

I shall be announcing my decision on the preferred route for a bypass of Llanddewi Velfrey shortly and it is planned to publish draft Orders for the scheme in mid 2012. If the scheme passes through the statutory procedures and subject to availability of finance, construction could start in line with the draft National Transport Plan by 2014.

A handwritten signature in black ink, appearing to read 'Ieuan'.

Ieuan Wyn Jones

Gweinidog dros yr Economi a Thrafnidiaeth
Minister for the Economy and Transport

LLANDDEWI VELFREY COMMUNITY COUNCIL

Mr Carwyn Jones
First Minister
National Assembly for Wales
Cardiff Bay
CF99 1NA

25.2.10

Dear First Minister

Ref: Road Safety Concerns on the A40 in Llanddewi Velfrey, Pembrokeshire

I have been asked by the Community Council and local residents to contact you regarding our grave concerns, which we believe were raised by Nerys Evans AM recently in the Senedd.

We have been campaigning for many years in an attempt to resolve the serious and dangerous situation in our village which is located on the A40 between Whitland and the new by-pass being constructed at Robeston Wathen. Indeed, correspondence going back to 1986 now completely fills a 3 inch Lever Arch file. While some minor improvements have been made in that time, the main issue remains. Traffic travels too fast through the centre of our village with much of it disregarding the speed limit. The situation has worsened considerably over recent years with increasing traffic volumes. This includes a significant proportion of heavy goods vehicles on their way to the ferry at Fishguard or servicing retail outlets and the refineries further west. The matter has been with the Petitions Committee for several months and they, like us, are attempting to find answers and to reach some practical solutions.

Our requests are simple:

- that pavements alongside the A40 be widened sufficiently to meet current recommended standards and to ensure reasonable safety for pedestrians;
- that the speed limit be reduced from 40 to 30mph to protect pedestrians walking along the pavements and those having to cross the road; (the distance involved would mean no more than an extra minute or two on journeys)
- that a safe crossing be made for pedestrians especially for the dozen or so children who have to cross during the busy rush hour to catch their school bus.

As a result of our campaign, during which we have had the support of our Assembly Members Nerys Evans and Angela Burns, the Deputy First Minister made a site visit when he acknowledged that the pavements are unsafe. WS Atkins were asked to carry out a survey to confirm ownership of properties adjacent to the A40 and willingness of owners to release a strip of land needed to carry out the improvements. The surveyor told us that he was embarrassed that this was the third such visit he had made over the past few years. Land surveys have also been done several times and on the last occasion the surveyors said that they nearly refused to carry out the work alongside the A40 because it was so dangerous. Surely the cost of these repeated surveys would have gone some way towards carrying out the works which are acknowledged to be needed.

Only one landowner owner has said they are unwilling to cooperate and another two have expressed reservations. These fortunately relate to the wider sections of the pavement. Having originally been told that the scheme needed 100% cooperation from landowners, we were therefore relieved to hear that plans are being drawn up to improve the worst section at Ivy Cottage. The owners of Ivy Cottage, who have 3 young children, are cooperating fully and are keen for the work to be completed as quickly as possible. However the busiest sections of pavement will still be too narrow for safe use especially where space is further reduced by lamp standards (a dozen in total) installed in the pavement rather than on the verge. We would appreciate confirmation that work will proceed on those sections of the pavement for which permission has been given.

We have also been told that flashing speed limit warning signs are to be installed by the end of February. While these are very welcome measures they will by no means resolve the main issue. **Traffic needs to be slowed down.** A recent traffic survey showed an average speed of 46mph in a 40mph zone and that nearly half the 353 vehicles passing through when children were crossing exceeded the speed limit, 39 of them going 46-60mph. Accident statistics requested from Dyfed Powys Police showed when comparing 2005-6 to 2008-9 that speeding violations have nearly doubled. The level of speeding is such that we believe that while conscientious drivers may slow down, persistent offenders will not be sufficiently deterred by the speed warning signs alone. A previous survey carried out in 1996 when the limit was 50mph showed again that the average speed was 4-7mph over the limit. On that basis introducing a 30mph speed limit should reduce average speeds to 35-37mph, a far more acceptable and safe level.

The Deputy First Minister stated during his site visit that the Trunk Road Agency do not want to slow down traffic on a major road. Surely the top priority should be the safety of the residents of Llanddewi Velfrey and not the temporary slowing of traffic over a short distance. We do not want our residents to be at constant risk when walking to and from the post office/shop; we do not want our children taking their lives in their hands every morning when they have to cross the A40 at peak flow with only a small traffic island to protect them. It is a disgraceful situation acknowledged by all who have had first hand experience of it, including the Deputy First Minister, and who have been brave enough to stand for a few minutes on the edge of the A40.

For over 20 years we have been promised a by-pass so it is hardly surprising that we are sceptical when told that all will be well when the by-pass is built in 2014. It is completely unacceptable **now**. Lives are being put at risk **now**. We appreciate the pressure on budgets but feel that the measures we are asking for are long overdue, and will surely avoid death or serious injury. The reputation of the Highways Directorate will be seriously compromised if someone is killed, or seriously injured, after all our warnings. We are grateful for the recent action that has been promised but trust that it is just the first step, and urge you to support our demands.

Yours sincerely

Keith Thomas
Chairman of the Community Council

Cc Angela Burns AM, Nerys Evans AM, Welsh Assembly Petitions Committee, Nick Ainger MP

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



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-240
Ein cyf/Our ref DFM/00883/10

Christine Chapman AM
Chair – Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

05 May 2010

Dear Christine

I am responding to your letter of 31 March, on behalf of the Petitions Committee, about the A40 in Llanddewi Velfrey.

We aim to begin the work at 'Ivy Cottage' in September 2010.

All prioritised sites for speed limit review will take account of overall collision rates, existing speed limits and the potential for lower limits. My officials are in the early stages of prioritising sites for review. This list is still scheduled for summer 2010. I am not yet in a position to confirm when the speed limit in Llanddewi Velfrey will be reviewed.

I will write to the Committee when I have more details about the A40 in Llanddewi Velfrey.

Ieuan

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

Holding response from DFM

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



Llywodraeth Cynulliad Cymru
Welsh Assembly Government

Eich cyf/Your ref P-03-240
Ein cyf/Our ref MB DFM 0540-10
Christine Chapman
Chair of the Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

11 October 2010

Dee ddiste

I gave a commitment in my previous letter to you (5 May) to write to the Committee when I had more details of when the review of the speed limit would be undertaken on the A40 Llanddewi Velfrey.

My officials undertook the prioritisation process during the summer and plan to review the A40 in Llanddewi Velfrey during the next six months.

Ieuan

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

Bae Caerdydd • Cardiff Bay
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CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
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PS.DeputyFirstMinister@wales.gsi.gov.uk

Response from petitioner

Dear Sir/Madam

Ref: Petition for road safety improvements in Llanddewi Velfrey submitted in June 2009.

Over a year ago our Community Council registered a petition with the committee and were grateful for their support in attempting to improve the very dangerous state of the road safety on the A40 as it goes through the middle of Llanddewi Velfrey, in Pembrokeshire. In spite of the support from the Petitions Committee, progress has been negligible and the Community Council would be grateful if this matter could be pursued further.

We had asked for three improvements to be made:

- the speed limit reduced to 30mph (in an attempt to persuade traffic to travel within the current limit of 40mph)
- the pedestrian crossing improved to a safe standard bearing in mind the volume and speed of traffic
- the footpaths alongside the A40 be widened to meet current safe guidelines.

The only action taken so far by the Highways Directorate has been the installation of speed activated signs at both ends of the village. This merely serves to show us the high proportion of vehicles, especially heavy goods traffic, travelling over the speed limit. We are awaiting the results of a second speed survey which we presume will confirm this. We were told that a decision to lower the speed limit to 30mph was dependent on an overall review of speed limits in a number of other similar locations. Nothing has been done.

Although we asked for the entire length of footpath along the A40 to be widened, and the Deputy First Minister himself agreed on a site visit that this was needed, we were promised only a small section at the easterly end by a property called Ivy Cottage. We were told that this would be done in June. We were then given a revised date of September, legal documentation was sent to the owners during the summer which they have completed and returned. Nothing has happened.

Pedestrians still take their lives in their hands when using the footpath, those needing to cross the A40, especially children needing to catch their school bus, still take their lives in their hands and traffic overall travels at speeds through the village well in excess of safe limits. Even the surveyors sent out by the Highways Department have said that it was unsafe to carry out their work.

We realise that the recent budget cuts will have an impact on all highways improvements. However as the likely result of these cuts is that the long awaited by-pass for Llanddewi Velfrey is now likely to be well beyond the promised date of 2014 these safety improvements are even more critical.

We would very much appreciate the Petitions Committee following up these very real concerns on our behalf.

Yours sincerely
Lynda Hill
Clerk to the Community Council