

Meeting of:	<b>Cabinet</b>
Date of Meeting:	<b>Thursday, 05 February 2026</b>
Relevant Scrutiny Committee:	Place Scrutiny Committee
Report Title:	Objection Report: Proposed Traffic Regulation Order (TRO) to Amend the Speed Limits on Port Road West (part) Barry, Port Road (part) Rhoose, and Porthkerry Road, Rhoose
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward
Report Owner:	Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Chief Executive
Elected Member and Officer Consultation:	Committee Reports Operational Manger – Finance No Ward Member Consultation has taken place on the report as it is a strategic project, and its impact is Vale of Glamorgan wide
Policy Framework:	This report is a matter for Executive decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> <li>The proposal to amend the speed limits on Port Road West (part) Barry, Port Road (part) Rhoose, and Porthkerry Road, Rhoose was instigated following a review of road traffic collision data and the routes subsequently prioritised as a highway safety scheme, that formed part of a bid to Welsh Government (WG) for Road Safety Grant (RSG) funding.</li> <li>The initial assessment considered historic concerns, including speeding traffic in the general vicinity of the Cwm Ciddy Public House junction and the layby on Port Road travelling towards the Airport which proves challenging when manoeuvring in and out, with a 50mph speed limit.</li> <li>Additionally, an analysis of the three-year collision data over the entire route (30/06/2021 to 29/06/2024) at the time the Road Safety Grant (RSG) bid was submitted to Welsh Government in December 2024, identified eight involving personal injury of which three were serious and five slight.</li> <li>Traffic surveys undertaken between 8th and 14th March 2024, highlighted that the mean speed was 38mph and the 85th percentile speed was 44mph. These results suggest that the changes proposed, to reduce the speed limit to 40mph, would have high levels of compliance.</li> <li>The RSG bid was initially supported by South Wales Police, and it was subsequently submitted to WG, in December 2024. The WG applied their assessment and considered that this scheme was robust enough to award grant funding for the financial year, 2025/26.</li> </ul>	

- The Traffic Regulation Order statutory consultation commenced 13th November 2025 and concluded, 5th December 2025. During that period, 5 formal objections and 1 withdrawal of support from South Wales Police was received. Additionally, it should be noted that when the Delegated Authority Report for the TRO was produced, four local Members objected to the proposal and one Member was in support of a reduced speed limit.
- Members' approval is required to note the removal of support from South Wales Police, overrule the objections and implement the changes to the speed limits, as proposed.

## **Recommendations**

1. That Cabinet considers and overrules the objections and removal of support from South Wales Police for the reasons contained within this report and approves the proposed Traffic Regulation Order (TRO).
2. That the objectors and South Wales Police are advised of this decision.

## **Reasons for Recommendations**

1. To allow the Traffic Regulation Order to be made, and the changes to speed limits implemented.
2. To ensure that all those who took part in the Traffic Regulation Order consultation are advised of the outcome of the process

### **1. Background**

- 1.1 As a result of concerns, a review of the section of the A4226 Port Road West (part) Barry, Port Road, Rhoose and Porthkerry Road, Rhoose was instigated, where the speed limit is 50mph. To assess the current status, collision data was obtained to assess the safety record of this route.
- 1.2 The section of road in question is as identified on the map at Appendix A.
- 1.3 The most recent 3-year road traffic collection data over the entire route, for the period December 2021 (30/06/2021 to 29/06/2024), identified eight collisions involving personal injury, three serious and five slight.
- 1.4 Whilst eight collisions ostensibly occurred at irregular intervals along the route, two of the collisions were on Port Road at its junction with Blackton Lane (both serious) and two were on the Airport runway bend (both slight). The overall contributory factors were varied, however, a number were cited as careless/reckless, loss of control and exceeding the speed limit.
- 1.5 To identify and examine vehicle speed, traffic surveys were undertaken on Port Road and Porthkerry Road Rhoose between 8th and 14th March 2024. These surveys highlighted that the mean speed was 38mph and the 85th percentile speed was 44mph. The results suggest that there should be high levels of compliance, changing the speed limit from 50mph to 40mph.

### **2. Key Issues for Consideration**

- 2.1 Following an internal review of the data collated, a bid was prepared to Welsh Government (WG) for a Road Safety Grant (RSG) to amend the speed limit on this route. As part of the bid, formal approval from South Wales Police was sought and subsequently received, prior to the RSG bid submission in December 2024 (Appendix F).

- 2.2** Upon receipt of the Councils RSG bid, WG applied their own assessment and considered this scheme robust enough to award grant funding for the financial year, 2025/26.
- 2.3** The scheme included a proposal to amend the speed limits along the route from 50mph to 40mph, as well as an extension of the 30mph speed limit near Weycock Cross roundabout, to encompass the on-carriageway bus stops at the Cwm Ciddy Public House. The specific schedules of the proposal are attached at Appendix C.
- 2.4** Subsequently, a Statutory consultation process was undertaken to amend the existing speed limit through a Traffic Regulation Order (TRO). As part of the process, there were 5 objections received as well as a withdrawal of support from South Wales Police and these with officer responses are attached at Appendices D and E.
- 2.5** Additionally, it should be noted that local Member feedback was received, relevant to this proposal, whilst initially producing the Delegated Authority (DA) Report and those comments are attached at, Appendix B. Four local Members objected to the proposal and one Member was in support of a reduced speed limit.
- 2.6** The consultation process also consulted, the Airport, Flight Link Wales, and Cardiff Bus (the local public transport operator). The Council did not receive any comments or objections regarding any potential impacts to journey times, or any aspect of the scheme from these consultees.
- 2.7** The reduction in speed limit would improve highway safety for those accessing the adjacent bus stops near the Cwm Ciddy Public House, as well as providing a safer environment for cyclists and pedestrians to encourage more sustainable modes of transport.
- 2.8** The proposed speed limit will lead to a reduction in the severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards, if the road speed limit was reduced 40mph. A 30mph speed limit fronting the Cwm Ciddy Public House would also allow pedestrians to access the bus stops within the low-speed environment.
- 2.9** The route also provides immediate access to Cardiff Airport, adjacent businesses and the International Centre for Aerospace Training (ICAT), the nearby village of Rhoose, together with smaller hamlets in the immediate vicinity.
- 2.10** Other factors considered as part of the overall assessment, were an aspirational active travel scheme from Weycock Cross roundabout to the Airport, an identified LDP site immediately west of Weycock Cross roundabout, as well as a new Cardiff and Vale College (CAVC) campus located to the east of Cardiff Airport that will provide learning for 1,896 students and 85 members of staff. The site will be occupied from 2027.
- 2.11** As part of the proposal to amend the speed limit, there will be enhancements installed to create awareness to road users and ensure compliance. The scheme

includes a series of LED vehicle activated signs along the route reminding drivers of the new 40mph speed limit, as well as enhanced warning signs and road markings towards the bend at the Airport, targeted at improving the impending hazards.

- 2.12** Overall, there are a low number of formal objections arising from the consultation process but notably some local Member objections as well. Based on the officer responses, it is suggested that Cabinet consider all the objections and agree to the speed limit amendments as proposed and highlighted within the report.

### **3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?**

- 3.1** Long term - The proposed Order will assist in delivering the Council's aim to reduce injury collisions and the severity associated with collisions as well as contribute to providing a safe and secure environment for the Vale of Glamorgan's residents and visitors.
- 3.2** Integration – The introduction of the proposed Order demonstrates an integrated approach to manage safety on the Council's local highway network. It contributes to the longer-term policy of reducing traffic and its impacts on local communities by ensuring the appropriate and responsible use of the local highway network for the wellbeing of citizens.
- 3.3** Involvement – The process of developing this proposal involves communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda.
- Furthermore, it ensures that all of the Vale of Glamorgan Council's residents and visitors are involved regarding the management and safety of our local highway network.
- 3.4** Collaboration – The proposal will involve collaborative working in conjunction with Welsh Government, South Wales Police, local ward Members, Community and Town Councils and residents through public consultation to ensure that all parties have been considered in delivering the proposals described within the report.
- 3.5** Prevention - The proposal will contribute to reducing anti-social behaviour associated with inappropriate traffic speed and play a fundamental role in the well-being objectives by protecting and enhancing the natural and built environment.

### **4. Climate Change and Nature Implications**

- 4.1** The contractors appointed to carry out signing and road marking works on the Vale of Glamorgan local highway network, will be required to contribute to the Council's Project Zero to tackle the climate emergency and contribute to reducing the Council's carbon emissions to net zero by 2030 wherever practical.

- 4.2** A balanced introduction of speed limits is crucial to influencing a driver's decision on how to get around and could assist to changing driver behaviours and encouraging the use of alternate forms of transport resulting in an effective reduction in traffic. This would have a potential positive impact on the reduction of harmful Nitrogen oxides (NOx) and carbon monoxide (CO) emissions from vehicles which are fine particles and light hydrocarbons, which contribute to poor air quality. Any reduction in air pollutants will assist in addressing any local traffic impact on the environment and human health.
- 4.3** It is considered that well structure speed limits will help to promote sustainable mobility and encourage active travel options and therefore in the future potentially assist to reduce the number of journeys by private car. This would assist in an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.

## **5. Resources and Legal Considerations**

### **Financial**

- 5.1** Funding of £177,497 has been provided by a Welsh Government grant in the current financial year 2025/26. Under the grant conditions the spend must be fully incurred by 31st March 2026.

### **Employment**

- 5.2** The Traffic Regulation Order has been carried out by the Traffic Management team within Neighbourhood and Building Services, as well as the Legal Department.
- 5.3** The design and implementation of the signage and road markings associated will be progressed by the Council's in-house resource within its Design and Construction team, using appropriate term contracts in place as required.

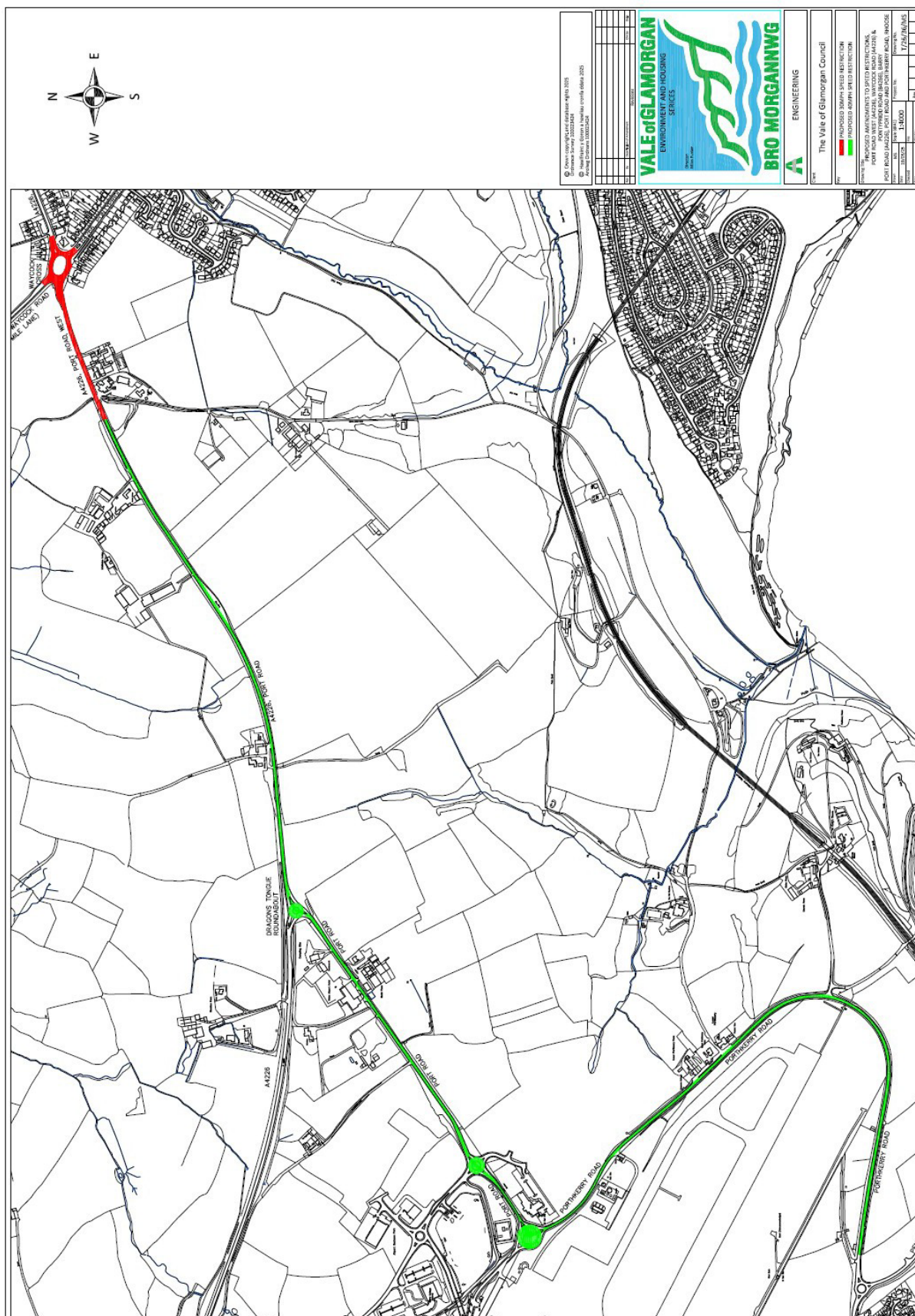
### **Legal (Including Equalities)**

- 5.4** There are no Human Rights implications regarding this report.
- 5.5** The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary Orders to regulate the movement of vehicular traffic and to improve the amenities of an area.
- 5.6** The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.

## **6. Background Papers**

Traffic Management Information File 990.

### Speed Restriction (T/25/36/MS)





THE VALE OF GLAMORGAN COUNCIL

CABINET MEMBER FOR NEIGHBOURHOOD AND BUILDING SERVICES AND HEAD OF NEIGHBOURHOOD SERVICES

PROPOSED TRAFFIC REGULATION ORDER REPORT

**A4226, PORT ROAD WEST (PART), PORT ROAD (PART) AND PORKERRY ROAD (PART), BARRY AND RHOSE – PROPOSED REVOCATION OF EXISTING 50MPH SPEED RESTRICTION AND PROPOSED INTRODUCTION OF A 30MPH AND 40MPH SPEED RESTRICTION TRAFFIC REGULATION ORDERS.**

Purpose of Report

1. To seek approval of the Cabinet Member for Neighbourhood and Building Services and the Head of Neighbourhood Services, to give public notice of a proposal to revoke the existing 50mph speed restriction on the A4226, Port Road West (part), Port Road (part) and Porthkerry Road (part), Barry & Rhose, and to introduce a proposed 30mph and 40mph speed restriction Traffic Regulation Orders.

Background

2. The section of Port Road (A4226) and Porthkerry Road used for this assessment, is approximately 4.35kms long and is subject to a speed restriction of 50mph. The route provides immediate access to Cardiff Airport, adjacent businesses and the International Centre for Aerospace Training (ICAT), the nearby village of Rhose, together with smaller hamlets in the immediate vicinity.
3. Whilst Port Road is lit from its junction with the Dragon's tongue roundabout, through to the roundabout serving the Airport cargo, there are no active travel facilities, even though surveys have shown that both pedestrians and cyclists are using the route.
4. Consequently, the Council has an aspirational active travel scheme, which includes a segregated active travel route, new/improved crossing facilities, bus stop upgrades and replacement shelters with electronic display information boards.
5. A new development is being proposed, for the construction of a new Cardiff and Vale College (CAVC) campus located to the east of Cardiff Airport and north of Port Road West. The site will provide learning for 1,896 students and will cater for 85 members of staff. It is recognised that not all of the students will be on site at the same time and courses will run varied throughout the day and week and shall include evening courses. 50% of the students are full time which will be 3 days a week and the remaining will either be one day a week or evenings. The site is not anticipated to be occupied until 2027, possibly 2028.

6. Whilst the majority of Porthkerry Road is unlit, it is furnished with active travel provision, in the form of an off-carriageway, shared-use facility, extending from the roundabout serving the cargo area for Cardiff Airport, to Rhoose, as well as through the village.

#### Relevant Issues and Options

7. A traffic survey was conducted on Port Road, in the vicinity of the Celtic International Hotel, between the 8<sup>th</sup> and 14<sup>th</sup> March 2024, yielded the following results:
  - Two-way (7-day ave): 10,139vpd.
  - 85<sup>th</sup> percentile speed: 44mph.
  - Mean speed: 38mph.
8. A review of road traffic collision data for the most recent three-year period (30/06/2021 to 29/06/2024), has identified eight involving personal injury, three serious and five slight.
9. Whilst the eight collisions ostensibly occurred at irregular intervals along the route, two of the collisions occurred on Port Road, at its junction with Blackton Lane (both serious) and two occurred on the Airport bend (both slight). The overall contributory factors were varied, however, a number were cited as careless/reckless, loss of control and exceeding speed limit.
10. The traffic data would support a 40mph speed limit being introduced, augmented with a series of speed limit vehicle activated signs, warning & chevron signs, road studs and bilingual “slow” road markings along the Airport bend, targeted at improving the conspicuity of impending hazards.
11. Details of the proposal are outlined in Appendix ‘A’ and shown on the attached drawings (T/25/36/MS), contained within Appendix ‘B’ to this report.

#### Resource Implications (Financial and Employment)

12. The cost of the speed restriction Traffic Regulation Order and implementation of the associated works, will be funded from the £177,497 Road Safety Grant allocation, awarded by the Welsh Government for the 2025/26 financial year.
13. The Council’s own administrative resources will be used to progress the legal matters should approval be given. The proposed works will be undertaken by the Council’s in-house construction unit.

#### Legal Implications (to Include Human Rights Implications)

14. The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Orders to regulate the movement of vehicle traffic and to improve the amenities of an area.

15. The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.
16. The procedure to be adopted when making the Traffic Regulation Order is set out in the Local Authorities' Traffic Order (Procedure) (England and Wales) Regulations 1996.
17. There are no human rights implications.

#### Crime and Disorder Implications

18. The proposal will improve highway safety, as well as the management of the highway network, which will reduce the potential for speeding and incidents of disorder.

#### Equal Opportunities Implications (to include Welsh Language issues)

19. The reduction in speed limit will create a safer environment for pedestrians as well as cyclists, which will further encourage active travel and healthier lifestyles.
20. All associated traffic signs, road markings and legal notices forming part of the scheme will all be in accordance with the Council's Welsh Language Policy and the Welsh Language (Wales) Measure 2011.

#### Corporate/Service Objectives

21. To manage and maintain a safe highway infrastructure.

#### Consultation (including Ward Member Consultation)

22. The Ward Members for Iltyd and Rhoose have been informally consulted and are not supportive of the proposal.

**Councillor Bruce:** *"I am still unable to agree to this proposal on the premise that the statistics do correlate with the number of accidents, being 12 over 3 year.*

*I am of the opinion that you will never stop people drinking and driving or taking drugs, and I believe two of the accidents were as a result of this.*

*I am also of the opinion that you cannot impose more restrictions on people, I believe that people should be allowed to make decisions for themselves, whether right or wrong.*

*The bus service has already been restricted/reduced through Rhoose and slowing traffic down again could cause further problems."*

**Councillor Campbell:** *"I'm a little confused as to where this has come from.*

*As much as the data taken over a period shows minimal incidents in the area, I don't believe these warrants these changes to the speed limit; especially given the cost implications associated. Other roads within the Vale would benefit much more from these funds.*

*As local Councillor, I have never received a complaint from my residents about the speed limits on these roads. As you are aware, these roads become heavily congested due to lack of infrastructure in the Rural Vale, hence the lower mean mph you have demonstrated.*

*I believe lowering the speed limits would simply increase driver frustration and possibly increase incidents on this road. Honestly, I don't see the need for this change."*

**Councillor Hennessy:** *"Like Cllr Campbell, I am bit confused why this is being proposed, as you know this is A road and probably one of the busiest roads in the Vale, so please explain to me why you believe this is necessary that the A4226 needs to be reduced from 50 miles an hour down to 30 & 40 miles per hour, as a constant user of this road, I believe this is unnecessary and will hamper members of the public traveling in and out of Barry, besides the thousands of pounds this will cost the Vale of Glamorgan Council, I can think of better ways to spend the money so, I have no hesitation in saying, I will not support this at all."*

**Councillor Charles:** no comments received.

**Councillor Dodd:** *"Thank you for including me in this discussion. After reviewing the proposal, I must express that I am against it for many reasons.*

*Firstly, I believe that residents in my ward, Illtyd, would be very displeased with these proposals. During my recent election campaign, many residents expressed strong dissatisfaction with the 20mph speed limit changes and made it clear they would like to see them scrapped.*

*As someone who uses these roads almost daily, I share their concerns. Lowering the speed limit further would, in my view, increase congestion in areas that already struggle with traffic flow at certain times of the day.*

*Thank you for allowing me to voice my concerns. Should you require any further details or wish to discuss this matter further, please don't hesitate to get in touch."*

**Councillor Marshallsea:** *"I have read through all the information provided. It appears the justification to the reduction in the speed limit is down to collisions on this stretch of road, including one fatality.*

*If a reduction in speed limit reduces the risk of accidents and death, then I can support this. I would also like to advocate for the reduction in speed limit east of Weycocks Cross to Colcot Road. This is currently 40MPH but has a large secondary school on it, and very close to another large secondary school."*

23. Stakeholder consultations will take place in accordance with the Road Traffic Regulation Act 1984 and The Local Authorities Traffic Orders (Procedure) (England and Wales) (Amendment) (Wales) Regulations 1996.

#### RECOMMENDATION(S)

- (1) That, subject to the views of the Chief Constable and other statutory consultees, approval is given to give public notice of the Vale of Glamorgan Council's intention to make a Traffic Regulation Order, the effect of which will be as shown in Appendices 'A' and 'B'.
- (2) That in the event of no objections being received, the Order be made.

#### Reason(s) for Recommendation(s)

- (1) To comply with the requirements of the Road Traffic Regulation Act 1984.
- (2) To allow the necessary works to be undertaken.

#### Background Papers

Traffic Management Information File No. IF990

#### Contact Officer

Mark Simpson, Principal Traffic Engineer (*Tel: 029 2067 3070*)

#### Officers Consulted

Operational Manager, Legal Services - (*Committee Reports*)

Accountant, Neighbourhood Services - (*Claire James*)

APPROVED	DATE
Head of Neighbourhood Services	
Cabinet Member Neighbourhood and Building Services	

Schedule 1

**Revoke the following speed restriction Orders in their entirety:**

TRO 937

The Vale of Glamorgan Council (A4226, Port Road (West) (Part) and Porthkerry Road (Part) Rhose Amendment to Existing 50mph Speed Restriction) Order 2014.

TROs 852 and 868 (duplicate)

The Vale of Glamorgan Council (Port Road (West) A4226 Barry Extension to 40mph Speed Restriction and New 50mph Speed Restriction) Order 2008.

Schedule 2

**No person shall cause or permit a vehicle to proceed at a speed greater than 30 miles per hour along the following lengths of road:**

Waycock Cross, Barry.

The entire circulatory carriageway of the roundabout, known as Waycock Cross.

A4226, Waycock Road (Five Mile Lane), Barry.

From the centre of its junction with Waycock Cross, north-westwards for a distance of approximately 61 metres.

A4226, Port Road West, Barry.

From the centre of its junction with Waycock Cross, eastwards for a distance of approximately 74 metres.

A4226, Port Road West, Barry.

From the centre of its junction with Waycock Cross, westwards for a distance of approximately 400 metres.

B4266, Pontypridd Road, Barry.

From the centre of its junction with Waycock Cross, south-eastwards for a distance of approximately 57 metres.

### Schedule 3

**No person shall cause or permit a vehicle to proceed at a speed greater than 40 miles per hour along the following lengths of road:**

(A4226), Port Road West, Barry and Port Road, Rhoose.

From a point approximately 400 metres west of the centre of its junction with Waycock Cross, westwards to the centre of its junction with Port Road (known as the dragon's tongue roundabout), a distance of approximately 1,340 metres.

Port Road, Rhoose.

From the centre of its junction with the A4226, Port Road (known as the dragon's tongue roundabout), in a generally southerly and westerly direction to a point 86 metres east of its roundabout junction with Pentir y De, a distance of approximately 2,716 metres.

**Objections and Comments**



[REDACTED]

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**Subject:**

RE: IF990

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**From** [REDACTED]

**Sent:** Friday, November 14, 2025 2:58 PM

**To:** networkmanagement [REDACTED]

**Subject:** IF990

oppose to Traffic order IF990

(A4226 PORT ROAD & PORTHKERRY ROAD 50MPH SPEED RESTRICTION) REVOCATION  
AND AMENDMENT ORDER 2025

What a ridiculous thing to do. There is a cycle lane and pedestrian lane there. The road  
should be a 60 not a 40. Absolutely ridiculous.

I am writing this email to object to these changes as I use the road every day and there  
is absolutely no reason for this or thought.

2.

[Redacted]

**From:** [Redacted]  
**Sent:** 15 November 2025 17:23  
**To:** Contact OneVale  
**Subject:** Change in speed limit Port Road and Porthkerry Road

You don't often get email from [Redacted]. [Learn why this is important](#)

To whom it may concern,

I object to the entirety of port road at waycock cross to Porthkerry road to become a 40mph speed zone. What I suggest is that Porthkerry road alone is reduced to 40mph. Historically they have been many near misses and people even going off the road on the "airport bend" as we locals call it. Port road should be left as a 50mph zone.

Kind regards

[Redacted]  
[Redacted]  
[Redacted]

Sent from [Outlook for iOS](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 17 November 2025 00:40  
**To:** Contact OneVale  
**Subject:** Port Road Speed Limit Changes.

[You don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

We do not need any more speed reduction measures on top of the UNWANTED 20mph fiasco that has affected Wales.

I for one will be voting against the Labour policy of clamping down on motorists.

Regards, [REDACTED].

**From:** [REDACTED]  
**Sent:** 18 November 2025 14:22  
**To:** Contact OneVale  
**Subject:** IF990 Proposal Objection

You don't often get email from [REDACTED] [Learn why this is important](#)

Dear Sir/Madam,

I wish to object to the proposed reduction in speed limit from 50mph to 40mph for the stretch of road between Barry and Rhoose. My objection is based on the following considerations:

- Non-residential area. The roads notified for change are not residential areas hence there is minimal footfall of pedestrians...indeed a significant proportion of the route does not have a footpath.
- Major commuter route. This route is the only major communication route across the east/west stretch of the Vale. By reducing the speed limit, the commuting time of residents would be disproportionately increased.
- No significant accident rate. The current speed limit has not correlated to a history of road traffic accidents, in fact, I cannot recall the last accident on this route. Consequently, I fail to see how reducing the speed limit will have a appreciable on accident rates.

In short, our community fails to understand why this has even been proposed. Travelling in the Vale is already difficult enough given the limited routes and significant residential and commercial development. Why are you making this even harder?

Regards

[REDACTED]  
[REDACTED]  
Sent from [Outlook for Android](#)

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 01 December 2025 09:47  
**To:** Contact OneVale  
**Subject:** IF990

[REDACTED]

[REDACTED]

[REDACTED]

Director of Environment & Housing,

I am writing to object to the proposals to reduce the speed limit to 50mph over much of the stated route. This is a further example of creeping gratuitous speed limits. For example, it was not long ago that it was reduced to 50mph, as my car's StaNav still shows 60mph for the U-shaped section around the East end of the airport.

There seems to be very little justification for reducing the speed below 50mph, as there are very few houses directly on the road, and only a small number of entrances to farms etc.

[REDACTED]

Gorsaf Heddlu Bae Caerdydd  
Stryd James  
Caerdydd  
CF10 5EW

Cardiff Bay Police Station  
James Street  
Cardiff  
CF10 5EW

Mewn argyfwng ffoniwch **999**  
fel arall, ffoniwch **101**  
[www.heddlu-de-cymru.police.uk](http://www.heddlu-de-cymru.police.uk)

In an emergency dial **999**  
Non-emergencies dial **101**  
[www.south-wales.police.uk](http://www.south-wales.police.uk)

17 November 2025

Neighbourhood Services and Transportation  
Vale of Glamorgan Council

**RE: (T-29-36-MS) The Vale of Glamorgan (A4226 Port Road & Porthkerry Road  
50mph Speed Limit) Revocation and Amendment Order 2025.**

I refer to your correspondence received on the 13th of November 2025 relating to the above scheme.

I am aware of the original correspondence in relation to this consultation which formed the basis of a Welsh Government Road Safety grant. I am advised that the consultation arrived with the team on the 19<sup>th</sup> December, with a deadline of the following day. Due to this tight turnaround, and to assist the local authority in what, in all appearances formed the basis of an enhancement to road safety, SWP agreed to the proposal. We acknowledge that we should've given diligence to this proposal and our response, even if that meant not meeting the deadline set.

Upon further review, we raise the following observations and concerns raised by the traffic management unit, which we feel necessary to include in our response

It is our firm belief that the reduction of the speed limit in isolation will have a very limited impact on safety for our vulnerable road user group namely pedestrians and cyclists, especially given the latest RTC data and vehicle speed data.

We note that traffic flow data recorded in the vicinity of the International Hotel, Port Road between the 8<sup>th</sup> and 14<sup>th</sup> March 2024, yielded a two-way traffic flow of 10,139 vehicles per day. The 85<sup>th</sup> percentile speed was 44mph and the mean speed was 38mph on a posted existed speed limit of 50mph

Continued....

Mae Heddlu De Cymru yn croesawu derbyn gohebiaeth yn Gymraeg a Saesneg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

South Wales Police welcomes receiving correspondence in Welsh and English. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

[south-wales.police.uk](http://south-wales.police.uk)     [swpolice](https://www.facebook.com/swpolice)

# CadwDeCymruYnDdiogel



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TO CONTACT US



SCAN WITH YOUR QR  
CODE TO CONTACT US



**HEDDLU  
DE CYMRU**  
**SOUTH WALES  
POLICE**

**Jeremy Vaughan.** Prif Gwnstabl | Chief Constable

**Page 2**

The road traffic collision (RTC) data from 30.6.21 to 29.06.24 identified EIGHT personal injury RTC's, TWO of which were serious. Of these two, the first was attributed to a pedestrian error with the injured person stepping out into the carriageway from behind a tractor, and the second involved an errant vehicle travelling at speed being driven by a male who was impaired and had had no documents.

These statistics fall below the thresholds for GoSafe to carry out enforcement duties along the proposed route.

Our view is that the proposed reduction in the speed limit would have little bearing on collisions of this nature and consequently little impact on the safety of our vulnerable road user group, especially in the absence of a footway and segregated cycle lane. Furthermore, any enforcement would become the responsibility of SWP and generate additional demand for the roads policing team that cover the east of the force. Should any complaint be received then expectations would need to be managed around future enforcement requests.

Given the information available to me in drawing up this response, I am not supportive of the proposed changes.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Geraint White', with a stylized, flowing script.

Geraint White  
*Chief Inspector*  
*Community Safety & Partnerships*

## **Appendix E**

### Objections to the proposed Speed Limit Amendments – Port Road and Porthkerry Road, Rhoose and Barry

#### **Objector 1:**

What a ridiculous thing to do. There is a cycle lane and pedestrian lane there. The road should be a 60 not a 40. Absolutely ridiculous.

I am writing this email to object to these changes as I use the road every day and there is absolutely no reason for this or thought.

#### **Officer response 1:**

The scheme proposed was identified following a review of the road traffic collision records, which showed personal injuries along the route between Waycock Road and Pentir Y De. A highway safety scheme was subsequently prioritised that formed a bid for Road Safety Grant funding from the Welsh Government (WG).

Unfortunately, no active travel (AT) route exists between Waycock Cross and the Airport, although an aspirational AT route has been identified for future grant funding. The only active travel facilities are located between the Airport cargo roundabout and Pentir Y De, Rhoose.

The reduction in speed limit would improve highway safety for those accessing the bus stops adjacent to the Cwm Ciddy, as well as providing a safer environment for cyclists and pedestrians who use the route on carriageway, which will hopefully further encourage such healthier modes of transport.

The measured mean speed of 38mph is in line with the current criteria for setting lower speed limits, i.e. the mean speed should be at, or below the proposed speed limit. Therefore, the outcome would suggest that there should be good compliance with a proposed 40mph speed limit.

The reduction in speed limit should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph.

#### **Objector 2:**

I object to the entirety of port road at Waycock cross to Porthkerry Road to become a 40mph speed zone. What I suggest is that Porthkerry Road alone is reduced to 40mph. Historically they have been many near misses and people even going off the road on the "airport bend" as we locals call it. Port road should be left as a 50mph zone.



**Officer response 2:**

The scheme proposed was identified following a review of the road traffic collision records, which showed personal injuries along the route between Waycock Road and Pentir Y De. A highway safety scheme was subsequently prioritised that formed a bid for Road Safety Grant funding from the Welsh Government (WG).

The reduction in speed limit would improve highway safety for those accessing the bus stops adjacent to the Cwm Ciddy, as well as providing a safer environment for cyclists and pedestrians who use the route on carriageway, which will hopefully further encourage such healthier modes of transport.

The measured mean speed of 38mph is in line with the current criteria for setting lower speed limits, i.e. the mean speed should be at, or below the proposed speed limit. Therefore, the outcome would suggest that there should be good compliance with a proposed 40mph speed limit.

The reduction in speed limit should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph.

**Objector 3:**

We do not need any more speed reduction measures on top of the UNWANTED 20mph fiasco that has affected Wales.

I for one will be voting against the Labour policy of clamping down on motorists

**Officer response 3:**

The 20mph default speed limit was a project entirely funded and promoted by the Welsh Government. The criteria they set for roads to default to 20mph were those already signed as 30mph by virtue of a system of street lighting i.e., a restricted road.

The scheme proposed was identified following a review of the road traffic collision records, which showed personal injuries along the route between Waycock Road and Pentir Y De. A highway safety scheme was subsequently prioritised that formed a bid for Road Safety Grant funding from the Welsh Government (WG).

The reduction in speed limit would improve highway safety for those accessing the bus stops adjacent to the Cwm Ciddy, as well as providing a safer environment for cyclists and pedestrians who use the route on carriageway, which will hopefully further encourage such healthier modes of transport.

The measured mean speed of 38mph is in line with the current criteria for setting lower speed limits, i.e. the mean speed should be at, or below the proposed speed limit.

Therefore, the outcome would suggest that there should be good compliance with a proposed 40mph speed limit.

The reduction in speed limit should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph.

**Objector 4:**

I wish to object to the proposed reduction in speed limit from 50mph to 40mph for the stretch of road between Barry and Rhoose. My objection is based on the following considerations:

- Non-residential area. The roads notified for change are not residential areas hence there is minimal footfall of pedestrians...indeed a significant proportion of the route does not have a footpath.
- Major commuter route. This route is the only major communication route across the east/west stretch of the Vale. By reducing the speed limit, the commuting time of residents would be disproportionately increased.
- No significant accident rate. The current speed limit has not correlated to a history of road traffic accidents, in fact, I cannot recall the last accident on this route. Consequently, I fail to see how reducing the speed limit will have an appreciable effect on accident rates.

In short, our community fails to understand why this has even been proposed. Travelling in the Vale is already difficult enough given the limited routes and significant residential and commercial development. Why are you making this even harder?

**Officer response 4:**

Whilst there is no footway, or off-carriageway cycle provision, the route is used by cyclists and pedestrians, which is one of the reasons why the Council has an aspirational AT scheme from Waycock Cross to the Airport.

Traffic surveys conducted between the 8th and 14th March 2024 showed that the mean speed was 38mph, which is 2mph below the proposed speed limit. Not only do the results suggest that there should be good compliance with a proposed 40mph speed limit, but also there would be negligible detriment to journey times for the short section between Waycock Cross and Pentir Y De, a distance of approximately 4.35kms.

The most recent collision in the assessed data, took place in May 2024, one-month within the 3-year data range. Speeding is rarely cited as a contributory factor in road traffic collisions, as it ostensibly needs to be proven during the time of the collision.

The reduction in speed limit should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph.

The proposed 40mph speed limit seeks to reinforce what the majority of drivers are already doing and not make the situation materially worse for the travelling public. The reduction in speed limit would improve highway safety for those accessing the bus stops adjacent to the Cwm Ciddy, as well as providing a safer environment for cyclists and pedestrians who use the route on carriageway, which will hopefully further encourage such healthier modes of transport.

**Objector 5:**

I am writing to object to the proposals to reduce the speed limit to 50mph over much of the stated route. This is a further example of creeping gratuitous speed limits. For example, it was not long ago that it was reduced to 50mph, as my car's StaNav still shows 60mph for the U-shaped section around the East end of the airport.

There seems to be very little justification for reducing the speed below 50mph, as there are very few houses directly on the road, and only a small number of entrances to farms etc.

**Officer response 5:**

The scheme proposed was identified following a review of the road traffic collision records, which showed personal injuries along the route between Waycock Road and Pentir Y De. A highway safety scheme was subsequently prioritised that formed a bid for Road Safety Grant funding from the Welsh Government (WG).

The reduction in speed limit would improve highway safety for those accessing the bus stops adjacent to the Cwm Ciddy, as well as providing a safer environment for cyclists and pedestrians who use the route on carriageway, which will hopefully further encourage such healthier modes of transport.

The measured mean speed of 38mph is in line with the current criteria for setting lower speed limits, i.e. the mean speed should be at, or below the proposed speed limit. Therefore, the outcome would suggest that there should be good compliance with a proposed 40mph speed limit.

The reduction in speed limit should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph.

## Withdrawal of Support from South Wales Police

### **Comment from South Wales Police:**

I refer to your correspondence received on the 13th of November 2025 relating to the above scheme.

I am aware of the original correspondence in relation to this consultation which formed the basis of a Welsh Government Road Safety grant. I am advised that the consultation arrived with the team on the 19th December, with a deadline of the following day. Due to this tight turnaround, and to assist the local authority in what, in all appearances formed the basis of an enhancement to road safety, SWP agreed to the proposal. We acknowledge that we should've given diligence to this proposal and our response, even if that meant not meeting the deadline set.

Upon further review, we raise the following observations and concerns raised by the traffic management unit, which we feel necessary to include in our response

It is our firm belief that the reduction of the speed limit in isolation will have a very limited impact on safety for our vulnerable road user group namely pedestrians and cyclists, especially given the latest RTC data and vehicle speed data.

We note that traffic flow data recorded in the vicinity of the International Hotel, Port Road between the 8th and 14th March 2024, yielded a two-way traffic flow of 10,139 vehicles per day. The 85th percentile speed was 44mph and the mean speed was 38mph on a posted existed speed limit of 50mph.

The road traffic collision (RTC) data from 30.6.21 to 29.06.24 identified EIGHT personal injury RTC's, TWO of which were serious. Of these two, the first was attributed to a pedestrian error with the injured person stepping out into the carriageway from behind a tractor, and the second involved an errant vehicle travelling at speed being driven by a male who was impaired and had had no documents.

These statistics fall below the thresholds for GoSafe to carry out enforcement duties along the proposed route.

Our view is that the proposed reduction in the speed limit would have little bearing on collisions of this nature and consequently little impact on the safety of our vulnerable road user group, especially in the absence of a footway and segregated cycle lane. Furthermore, any enforcement would become the responsibility of SWP and generate additional demand for the roads policing team that cover the east of the force. Should any complaint be received then expectations would need to be managed around future enforcement requests.

Given the information available to me in drawing up this response, I am not supportive of the proposed changes

**Officer response:**

It is interesting to note that South Wales Police acknowledge they should have given diligence to the proposal and their response, even if that meant not meeting the deadline set.

The measured mean speed of 38mph is in line with the current criteria for setting lower speed limits, i.e. the mean speed should be at, or below the proposed speed limit. The outcome would suggest that there should be good compliance with a proposed 40mph speed limit.

Whilst there is no footway, or off-carriageway cycle provision, the route is used by cyclists and pedestrians, which is one of the reasons why the Council has an aspirational AT scheme from Waycock Cross to the Airport.

The reduction in speed forms part of the overall scheme, with other measures including enhancements to signing and lining, the majority of which is centred on the Airport bend.

The highway safety scheme should also lead to a reduction in severity of road traffic collisions, as drivers and riders who see the current 50mph as a target speed to travel, will have additional time to react to prevailing hazards if the road was subject to 40mph

## APPENDIX F

### Road Safety Grant Bid – South Wales Police Support

Pencadlys Heddlu

Heol y Bont-faen

Penybont

CF31 3SU

Police Headquarters

Cowbridge Road

Bridgend

CF31 3SU

Mewn argyfwng ffoniwch **999**

fel arall, ffoniwch **101**

[www.heddlu-de-cymru.police.uk](http://www.heddlu-de-cymru.police.uk)

In an emergency dial **999**

Non-emergencies dial **101**

[www.south-wales.police.uk](http://www.south-wales.police.uk)

Your ref: Road Safety Grant Bid 2025/26

Date: 20<sup>th</sup> December 2024.

[REDACTED]  
[REDACTED]  
Neighbourhood Services and Transportation,  
Vale of Glamorgan Council.

Dear [REDACTED]

**Re: Port Rd and Porthkerry Rd, Rhoose. Highway Safety  
Improvement Scheme**

I refer to your correspondence received on the 19<sup>th</sup> of December  
2024 relating to the above scheme.

I am writing to inform you that the Police support these proposals.

Yours sincerely

[REDACTED]

[REDACTED]  
Chief Superintendent  
BCU Commander



SOUTH WALES  
**POLICE**  
**HEDDLU**  
DE CYMRU



[south-wales.police.uk](http://south-wales.police.uk)    [swpolice](#) [HeddluDeCymru](#)

Mae Heddlu De Cymru yn croesawu derbyn gohebiaeth  
yn Gymraeg a Saesneg. Byddwn yn ateb gohebiaeth a  
dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn  
Gymraeg yn arwain at oedi.

South Wales Police welcomes receiving correspondence  
in Welsh and English. Any correspondence received in  
Welsh will be answered in Welsh and corresponding in  
Welsh will not lead to a delay in responding.

**Jeremy Vaughan.** Prif Gwnstabl | Chief Constable