	Summary of Objection	Officer Response
1	 "I have been a resident in Pwll Trap for in excess of 30 years, and during that time can recall only three very minor road accidents on this particular road – not one of which appears to have been attributed to excessive speed". "A significant portion of the scheduled proposed affected lengths relate to the former A40 Trunk Road. Not only does this comprise wide carriageways enjoying excellent visibility, but it is also very well served by footpaths. This section, in the main, very rarely sees any vehicles parked at kerbside". "I am of the opinion that, with the possible exception of a minor extension of the existing 30mph speed limit in St. Clears along Ostrey Hill, as a result of the erection of housing at Cefn Maes, the section through the village of Pwll Trap is adequately served by the existing 40mph limit". Whilst I have no concerns over the sections of the order relating to the minor side roads such as Ffynnongain Lane or Bethlehem Road, the narrower nature of these roads has seen that excessive speed is not a problem on these lengths either". 	Speed limits play a fundamental role in effective speed management designed to encourage, help and require road users to adopt appropriate and safe speeds. A 30mph speed limit is recommended the norm in rural villages according to the Welsh Government guidance on 'Setting Local Speed Limits in Wales'. The construction of the housing developments over recent years in Pwll Trap has increased the numbers of likely vulnerable road users in the village. The needs of vulnerable road users must be fully taken into account in order to further encourage their mobility and improve their safety. As vehicle speeds are generally higher on rural roads, collision severity and the risk to vulnerable road users are also greater. The speed limit reduction is considered a necessary road safety measure to encourage sustainable travel through cycling and walking.



