

Friends of Llanspyddid
Notes of Public Meeting held on 19th August 2025 at 7pm
Organised by Councillor Raiff Devlin

Present:

Jane Dodds (JD) AM Mid and West Wales
Councillor Raiff Devlin (RD) PCC
Casey Dunn (CD) Welsh Government Development Control Manager, Mid and North Wales
John Forsey (JF) Head of Highways PCC
Dean Williams (DW) Mid and North Wales Manager Transport and Road Agency
Jackie Charlton (JC) Cabinet member PCC
The Committee and 40 residents of Llanspyddid

Apologies: Anne Roberts

Aims:

To discuss and propose solutions for:

- Reduction of the 50mph through Llanspyddid on the A40
- Enforcement of the speed limit
- Pedestrian crossing to the bus stop
- Active travel path to Brecon

Introduction:

JD chaired the meeting, thanking everyone for attending and introducing herself and her role in Welsh Government.

RD gave the background of the concerns of residents and advised a similar meeting had been held in Libanus the previous week.

CD explained how speed limits are set against certain criteria. These are currently under review and new guidance is expected later this year. The speed limit for Llanspyddid was reassessed in 2018 when it was decided that no further reduction was necessary. At present he could not say whether the new guidance would have a positive effect for Llanspyddid.

JF outlined his role and stated that PCC are in an interesting position at present ranking prioritisation of money. The new Transport and Traffic Guidance rules will mean that there is more devolved decision making. Very early indications are that Welsh Government is looking more favourably towards prioritising rural areas.

DW outlined his role and advised that the current “footpath” is not recognised by the Council as it is considered to be a “hardened verge”. It is not a recognised public footway. It’s surface has evolved through Council workmen tipping left over road surfacing materials when the A40 has been re-surfaced. In legal terms it does not exist.

JC outlined her role and confirmed that PCC and Ceredigion Council have worked hard to get funding for bus infrastructure. They are currently looking at making bus stops and timetables digital and improving their website.

Questions and points raised by residents:

1. Are we classed as a village, if so, would this automatically reduce the speed limit? Would street lights near the bus stops trigger a reduction? How can the

50 limit be justified when the main roundabout speed limit is 30? Motorbikes speed through the village causing noise disturbance. Reducing the limit would reduce noise and pollution in general. Do we have statistics of the number of vehicles exceeding the speed limit? Could we have average speed cameras? Why is evidence from residents not given the same value as evidence from official surveys? What are the current speed limit enforcements? Go Safe has been in the area but they are of little deterrent as motorists flash to warn of them. It is also well known that after 6pm they will not be present! Could we have average speed cameras installed or are there other processes such as double white lines? We used to have red tarmac but this was not replaced when the road was re-surfaced. People are very worried about crossing the road and feel the current deterrents are ineffective. Could we have pedestrian signs? How can we gain the criteria needed to ensure public safety when crossing the road?

Response:

CD: There are not enough houses on the A40 to class Llanspyddid as a village. Street lights are subject to certain criteria and we are unlikely to have them but he can brief the agency to look at a community safety scheme. This might trigger a lower speed limit. To justify spending everything has to be based on evidence. The agency relies on Go Safe. Any request would have to go directly to them. They are there as a deterrent. Criteria for average speed cameras or double white lines is very stringent and would need to be discussed with the police and Go Safe. As with many other possible solutions, signs are only used when all triggers are right.

There was no response to the query for replacing the red tarmac.

We cannot gain the necessary criteria until there are more houses on the main road.

JD: Speed limits and enforcement go together and the consensus is that 50mph is too fast so she will look into enforcements as well. Flashing signs with traffic speed in green or red have proved to be very effective.

JC: Flashing speed signs can be part funded by community councils giving them more control. The signs are mobile and can be moved to different sites on the road. This would mean the signs would be obtained more quickly. Residents agreed that these would be a good start.

2. Vulnerable road users need more consideration. Have any calculations been made regarding the time taken to cross the road by older people, parents with children, schoolchildren and those with mobility issues? A resident who was previously a Collision Investigator calculated that the minimum time is 3.5 seconds for an active user. The village has changed over the years and there are now more families with children of school age. The bus stop itself is not DDA compliant and there is not a deep enough lay by for the bus to get right off the road. The timetables are 6 years out of date. It is impossible to see the bus coming from the Senni direction without standing out in the road or 10m along the pavement. Bus drivers generally do not slow down unless they see someone at the stop, is there a system to signal to drivers that someone is waiting or should drivers stop automatically? Residents cannot take shelter from rain, wind or snow whilst waiting for a bus. Many parents drive their

children to school in preference to them crossing the road. Children who do catch the school bus run across the road. Who has responsibility for where bus stops are placed and can this be reviewed? A new shelter is needed and a shelter and bus stop sign are needed on the opposite side, in front of the church. People have sheltered inside the porch of the church on that side.

Response:

CD: Consultants have been to the site to check footfall and take speed surveys. Calculations for crossing are made on the maximum width of the road and the number of houses. The agency provides funding to PCC to look at bus stops. Any future surveys should be done at the right time of day, i.e. during rush hour. This again can be part of a community safety scheme.

JF: The view and legal advice is that it is the responsibility of parents to get their children to bus stops. However, PCC know how many children should be on the school bus versus how many actually are. This can be taken into consideration when assessing the bus stop. Risk assessments are made by bus companies and no companies have raised issues in relation to Llanspyddid. PCC are not aware of examples of other company operators claiming that it is unsafe. Drivers are consulted when the risk assessment is made. Regarding the responsibility for bus stops, this evolves over time. Although the community have painted and maintained it, PCC can review our case. There is a concept design for Llanspyddid to have a shelter on the church side of the road so the problems with the current shelter could be incorporated into that.

RD: The best evidence is the strong feelings of the residents and the excellent turnout. He was very alarmed that children feel they have to run across the road to get to the bus stop. Councils and Welsh Government are trying to encourage people to use public transport yet residents of Llanspyddid fear crossing the road to do so. He agreed the shelter is not fit for purpose, that a 2nd shelter is needed and the current shelter is danger to the public. It needs replacing and relocating and signs need to be installed on both sides. He praised JF's team for their design and said he will work with his team to address DDA compliancy. He is also looking to Welsh Government and Transport and Roads Agency to resolve the problems.

JC: Work is in progress to digitise all bus stops. These will be calibrated centrally.

JF: Google maps can be used to find timetables for all bus stops

3. There have been a number of accidents over the years and one fatality. Residents mentioned cars overtaking within the village limits, crashes into walls of houses and the bus stop itself. Buses have had many near misses with vehicles approaching from the Senni side. Cars also use the bus stop to undertake residents turning right into the village. One resident summed it up saying that all we want is a safe crossing point and safe bus stop.

Response:

CD: Everything has to be evidence based to justify spending. Justification is based on injuries, casualties and fatalities. Near misses, wall collisions, etc are not considered as evidence. The agency is moving to new systems which will possibly help us although it is very unlikely the speed limit can be reduced from 50mph to 30mph.

JD: It's sobering to hear about injuries. We need to take forward what the community wants us to take forward.

4. Residents are very keen to have an Active Travel Path to Brecon. Previous consultation with all residents resulted in Llanspyddid plan being written and adopted by Bannau Brechyniog National Park Planning Committee. This was agreed with the Council and is still in effect. The current "footpath" is not fit for purpose, there are places where it is too narrow to even walk in safety. It is impossible for disabled residents to use a wheelchair or scooter on the road as the road limit for such vehicles is 8mph! Some residents who work in Brecon do cycle to work but most drive due to the danger of fast traffic. Residents would like to use the path for exercise and running. People who holiday in the local bunkhouses have stated they would use the path to walk into town. A path would contribute to reducing carbon emissions as well as encouraging people to keep fit. Several residents work at the new developments at Ffrwdgrech estate and would happily walk or cycle to work in preference to driving, There are two hedges on one side of the road, if one was taken out this would help. Can the Council use a compulsory purchase order on the land that would be needed to widen the path? We have requested this for years but nothing has been done. Rubbish is dumped on the walkable parts of the path and it is overgrown with brambles. We regularly have a litter pick in the village but are not allowed to pick the path which is frustrating.

Response:

RD: This village is isolated. If people don't drive or can't access the bus how are they supposed to go into town? There is a campaign to establish an active travel route the 1.5 miles to the roundabout. A good permanent infrastructure is available from Llanfaes but of no use to residents who cannot get to it.

CD: On trunk roads the agency need to liaise with Local Authorities (LA). For active travel plans we could work with the LA to consider provision. A study done in 2013 considered improvements but it was not viable due to the necessity to purchase adjoining land. We do have powers for compulsory purchase but we would hope this would not be necessary.

JD: The fact is that in the future an active travel route to Brecon is needed. Lots of people want it and would use it and there is the added number of holidaymakers taking risks by using it as it is now. We must have priority for and active travel route. Many people have turned up tonight and it's clear they consider it a priority as should be pedestrian crossing signs.

JC: This is on the map so we need to make our thoughts known. There is a link for commenting on the Active Travel Path at:

<https://datamap.gov.wales/survey/Powys-AT-survey/> The alternative routes are unsuitable for walkers and cannot be considered accessible. The lane is too steep and narrow. More people are already using the path due to the make up of the village. Planning permission to extend the village is being looked into and this would mean more people and more cars on the road.

Action Plan, Jane Dodds will:

- Write to Welsh Government asking to amend the traffic order to amend the speed limit to 30mph. That will automatically bring in street lights
- Query budget costs for flashing speed lights
- Ask for an assessment of the crossing to make it safe
- Ask Go Safe for statistics on numbers exceeding the speed limit
- Ask for an assessment and formal revision of both bus stops highlighting the key issues of visibility, the need to be weather proof and properly signposted
- Query the cost of providing new shelters
- Make both shelters compliant for all users
- Mention that Libanus proposed a traffic island which will make cars slow down and trigger a lower speed limit. Residents of Llanspyddid would also consider this to be a good solution
- Query the cost or possibility of a pelican crossing or traffic island
- Write to the police to support double white lines
- Request that expert surveys are undertaken at school bus times
- Request that representatives from the community can also collect evidence that will be taken into consideration
- Write to PCC and Trunk Road Agency to ask that an Active Travel Path from the village is a priority and, if not, why not. Request that she wants to know future plans
- Ask for a robust pedestrian survey to ensure safety

JD ended the meeting by stating that we had raised serious issues involving public safety and thanked everyone for attending. She added that she would be happy to attend a further meeting if required and further communication on outcomes will be made via Raiff Devlin.