



Eich cyf/Your ref P-06-1319  
Ein cyf/Our ref LW/00860/23

Jack Sargeant MS  
Chair - Petitions committee

23 May 2023

Dear Jack,

Thank you for your letter of 26 April regarding Petition P-06-1319 - Provide a pedestrian crossing on the A4042 at Goytre Arms crossroads and reduce the speed limit to 20mph, and also enclosing further information the Committee has received from the Petitioner.

A pedestrian crossing assessment has already commenced at Penperlleni. The threshold for a crossing has been met and this work will establish the most appropriate form of crossing provision based on constraints at the site, such as junctions.

My officials will add the request for a pedestrian crossing near the bus stops at Llanover to the list of future schemes for consideration.

As previously advised we are updating the Setting Local Speed Limits in Wales guidance to reflect current Welsh Government policy including the national roll-out of [20mph speed limits](#) and to meet the ambitions highlighted in [Llwybr Newydd: the Wales Transport Strategy 2021](#). The new guidance will be published later this year and the work may see a change in the criteria for lower speed limits in Wales. The Welsh Government will review the speed limits across the Trunk Road Network following publication of the guidance and this will include the A4042.

Regarding the introduction of the 20mph speed limit, we are continuing to gather data from the first phase settlements. I recently issued a [written statement](#) with the first interim monitoring report from these areas and the very early data is extremely encouraging.

You can keep up to date with all of the latest information on our website at:  
[Introducing 20mph speed limits: frequently asked questions | GOV.WALES](#)  
[20mph speed limits | Sub-topic | GOV.WALES](#)

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Turning to bus services, the X3 bus service is operated commercially by Stagecoach South Wales, who have confirmed they will not be altering the X3 service in the short term as they will need to evaluate the entire network as part of the end of the Bus Emergency Scheme funding in July 2023. My officials have asked the Company's senior management team to consider the request to extend the 17.15 and 18.16 service X3 departures from Cardiff to serve Goytre Fawr in their longer-term plans.

I have asked Transport for Wales, local authorities and the Community Transport Association to establish regional network planning teams to understand the impact of the ending of the Bus Emergency Scheme and to resolve the network issues that are likely to arise from the change in funding regime.

We are proposing a new model for bus services in Wales, which will allow us to work with local authorities to design the bus networks their communities need and put contracts in place to deliver them.

This is the most far-reaching plan across the UK, and a vital step to reverse the damage of deregulation. We must make sure people have a bus service they can rely on, which is easy to use, and puts people before profit.

Legislation doesn't happen overnight, so, in the meantime, we're working with the industry to explore what quick improvements can be made to passenger's experience of our buses. We have also published [Bws Cymru](#), our bus plan which sets out some of these steps.

Rail infrastructure such as the re-instatement of stations is a reserved matter for the UK Government. Despite the compelling case for the full devolution of responsibilities for rail to the Welsh Government, alongside a fair funding allocation, the UK Government has refused Welsh Government calls for this. Full devolution will enable the transformational development of the railway across Wales needed to deliver the vision for rail set out in Llwybr Newydd, our Wales Transport Strategy, providing passengers with an accessible integrated and sustainable public transport system.

However, we and the UK Government currently do not have any plans for the reinstatement of a Station at Goytre.

Monmouthshire County Council (MCC) have identified a future cycle route in their recently published Active Travel Network Map (ATNM) connecting Little Mill with Penperlleni. There is yet no planned alignment for this route and it is unknown whether this route will interact with the trunk road. MCC would need to be contacted for further information, however, it is noted that the scheme is classed as low priority on the ATNM.

Regarding a cycle connection between Penperlleni and Llanover, this is also indicated on the MCC ATNM as a medium priority route. Again, no decisions have yet been taken regarding the alignment, though it is shown as following the A4042. This scheme is not currently a priority route for the Welsh Government and there are no current plans to develop an Active Travel scheme.

Yours sincerely,



**Lee Waters AS/MS**

Y Dirprwy Weinidog Newid Hinsawdd  
Deputy Minister for Climate Change