

**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR
ENVIRONMENT
12TH JULY 2018**

Executive Board Member:	Portfolio:	
Cllr. Hazel Evans	Environment	
Proposed Traffic Calming – Garreglwyd, Pembrey		
Purpose: To facilitate the provision of a safe footway link for pedestrians from the main A484 to the Garreglwyd estate		
Recommendations / key decisions required:		
That the Executive Board Member for Environment:		
<ul style="list-style-type: none"> I. Determine the objections II. Consider the proposals as described in Appendix 1 (Public Notice of Traffic Calming Measures) and alternative options suggested 		
Reasons:		
<p>The proposed narrowing of the carriageway is considered necessary in the interest of general road safety to facilitate the provision of a safe footway link for pedestrians from the main A484 to the Garreglwyd estate. The existing available carriageway width is insufficient to accommodate both footways for pedestrians and two-way flow for vehicles, a priority give way system is therefore required to manage safe traffic flow through the narrowing. Priority is given to vehicles travelling Northbound to protect the Strategic Highway Network.</p>		
Directorate: Environment	Designation:	Tel No.
Name of Head of Service: Mr Stephen Pilliner	Head of Highways and Transport	01267 228150
Report Author: Mr Martin Owen	Engineering Design Assistant	E Mail Address: SGPilliner@carmarthenshire.gov.uk

Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:**Signed:**

DATE: _____

EXECUTIVE BOARD MEMBER

The following section will be completed by the Democratic Services Officer in attendance at the meeting

Recommendation of Officer adopted	YES / NO
Recommendation of the Officer was adopted subject to the amendment(s) and reason(s) specified:	
Reason(s) why the Officer's recommendation was not adopted:	

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT
12TH JULY 2018

TRAFFIC CALMING – GARREGLWYD, PEMBREY

1. BRIEF SUMMARY OF PURPOSE OF REPORT.

- 1.1 The Authority has been approached by Persimmon to consider the proposal of a Priority Give Way System at Garreglwyd, the layout forming a potential access to a proposed residential development. To accept the proposal and recommend that it was conditioned in any planning approval could have been considered ultra-vires in nature and as such it was recommended that the consultation be undertaken in advance of the planning process.
- 1.2 The layout was scrutinised and considered in accordance with the applicable design guidance and the Traffic Calming Regulations.
- 1.3 Due to the narrow width of the existing public highway from the main A484 to Garreglwyd housing estate, there is insufficient width to accommodate both footways for pedestrians and maintain two-way flow for vehicles, a priority give way system was proposed to manage safe traffic flow through the narrowing. Priority is given to vehicles travelling Northbound to protect the Strategic Highway Network.
- 1.4 In accordance with the Highways (Traffic Calming) Regulations 1999 where a highways authority proposes to construct traffic calming work in a highway they shall consult the chief officer of the Police and consult persons or organisations who use the highway or are likely to be affected by the proposals.
- 1.5 The formal statutory and public consultations were undertaken by Carmarthenshire County Council (as the Highway Authority) on behalf of Persimmon.
- 1.6 Consultation with the statutory bodies on the traffic calming measures resulted in objections from both Local Members. Following this, the proposals were formally published in the local paper, notices erected on site and letters issued to local residents – copies of notices in Appendix 1.
- 1.7 Ten written objections were received following the formal public consultation process.
- 1.8 The objections and officer responses are summarised in Appendix 2.
- 1.9 This report seeks a decision on whether the original proposal is to proceed and conditioned in planning for the development.

2. OTHER OPTIONS AVAILABLE AND THEIR PROS AND CONS

Option	Description	Pros	Cons
1	Purchase and demolish property No. 38 adjacent to the existing access road to enable compliant highway to be constructed with footways and sufficient width for two-way traffic	Compliant design having footways both sides and two-way traffic flow eliminating concerns with traffic build-up and queuing	Private property – subject to land owner agreement
2	Provide 5.5m carriageway with narrow single footway on one side (approximately 1.2m wide footway)	Enable two way traffic flow	Single narrow footway

DETAILED REPORT ATTACHED ?

NO

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: S. G. Pilliner

Head of Highways and Transport

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
YES	YES	YES	NONE	NONE	NONE	NONE

1. Policy, Crime & Disorder and Equalities

Road Safety is one of the seven key priorities of Carmarthenshire Community Safety Partnership.

2. Legal

The County Council, as the Local Highway Authority, may exercise its powers under Section 90G and 90H of the Highways Act 1980 to construct traffic calming measures complying with the Highways (Traffic Calming) Regulations 1999.

3. Finance

The proposals are entirely financed by Developer Contributions via Section 278 Agreement.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S.G.Pilliner

Head of Highways and Transport

1. Scrutiny Committee

N/A

2. Local Member(s)

County Councillor Hugh Shepardson

Consulted as part of the Statutory Consultation and objects to the proposal. Cllr Shepardson considers the proposal to be an inadequate highway system to the site and would cause severe disruption to traffic on the already busy A484 road.

County Councillor Shirley Matthews

Shares the opinion of Cllr Hugh Shepardson and opposes the new road proposal.

3. Community / Town Council

Pembrey and Burry Port Town Council were consulted as part of the Statutory Consultation and no objection received.

4. Relevant Partners

The Police, other Emergency Services and bus services consulted as part of Statutory Consultations – No objections received.

5. Staff Side Representatives and other Organisations

Mike Jacob, Traffic & Road Safety Engineer confirmed that the existing pedestrian route from Garreglwyd would be classed as unavailable as pedestrians would need to walk on the highway with potential conflict with moving vehicles. The provision of the PGW would allow a continuous footway to be constructed thereby providing an available Walking Route to School.

**Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:**

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
DfT Traffic Calming	LTN 1/07	Parc Myrddin Offices
The Highways (Traffic Calming) Regulations 1999	Statutory Instrument 1999 No. 1026	Parc Myrddin Offices
The Highways Act 1980		Parc Myrddin Offices

APPENDIX 1

STATUTORY CONSULTATION

List of Consultees:

- 1 Carmarthenshire Roads Policing Unit
- 2 Mid and West Wales Fire Brigade
- 3 Welsh Ambulance Services NHS Trust
- 4 County Councillor Shirley Matthews
- 5 County Councillor Hugh Shepardson
- 6 Pembrey & Burry Port Town Council
- 7 Freight Transport Association
- 8 Road Haulage Association Limited
- 9 Carmarthenshire Disabled Access Group
- 10 Firstgroup Buses
- 11 Traffic Management & Road Safety (CCC)
- 12 Transport Services (CCC)

Dear Councillor/Sir/Madam,

Proposed Priority Give Way System – Garreglwyd, Pembrey - STATUTORY CONSULTATION

It is proposed to introduce a priority give way system on Garreglwyd to facilitate the provision of safe footway links for pedestrians from the main A484 to the Garreglwyd estate and proposed new housing development.

The existing available carriageway width is insufficient to accommodate both footways for pedestrians and two-way flow for vehicles, a priority give way system is therefore required to control traffic flow through this narrowed section of carriageway.

The priority has been given to vehicles travelling Northbound entering the residential area to reduce the risk of queuing traffic back on to the main A484.

Please see attached PDF drawing illustrating the proposed measures, if you require a paper copy please reply to this email.

I would be grateful to receive your views on these proposals by **Friday 10th November, 2017**. If I have not received a reply by this date, I will assume you have no objection.

PUBLIC CONSULTATION

Letter to Residents:

Dear Owner/Occupier,

PUBLIC CONSULTATION - Proposed Priority Give Way System – Garreglwyd, Pembrey

Carmarthenshire County Council in exercise of its powers under Section 90G of the Highways Act 1980 propose to construct a road narrowing complying with the Highways (Traffic Calming) Regulations 1999 on Garreglwyd in Pembrey.

The proposed narrowing of the carriageway is considered necessary in the interest of road safety to facilitate the provision of a safe footway link for pedestrians from the main A484 to the Garreglwyd estate.

The existing available carriageway width is insufficient to accommodate both footways for pedestrians and two-way flow for vehicles, a priority give way system is therefore required to control traffic flow through this narrowed section of carriageway.

The priority has been given to vehicles travelling Northbound entering the residential area to reduce the risk of vehicles queuing back on to the main A484 road.

Please see attached drawing illustrating the proposed footways, road narrowing and priority give way.

If you wish to object to the proposals you should send the grounds for your objection in writing to the undersigned by no later than **Friday 15th December 2017**.

PUBLIC NOTICE

CARMARTHENSIRE COUNTY COUNCIL CONSTRUCTION OF ROAD NARROWING GARREGLWYD, PEMBREY

1. NOTICE IS HEREBY GIVEN that Carmarthenshire County Council in exercise of its powers under Section 90G of the Highways Act 1980 propose to construct a road narrowing complying with the Highways (Traffic Calming) Regulations 1999 on Garreglwyd in Pembrey.

2. The proposed nature, dimensions and location of the road narrowing is as follows:-

Type	Dimensions	Location
Road Narrowing	Proposed Carriageway width 3.5 metres	Garreglwyd From a point 42 metres North of its junction with the A484 Danlan Road for a distance of 20 metres in a Northerly direction

3. Full details of the proposal together with a plan may be examined at the offices of the Carmarthenshire County Council, Customer Services Centre, 3 Spilman Street, Carmarthen or The Hub, Stepney Street, Llanelli during normal office hours.
4. The proposed narrowing of the carriageway is considered necessary in the interest of road safety to facilitate the provision of a safe footway link for pedestrians from the main A484 to the Garreglwyd estate.
5. The existing available carriageway width is insufficient to accommodate both footways for pedestrians and two-way flow for vehicles, a priority give way system is therefore required to control traffic flow through this narrowed section of carriageway.
6. The priority has been given to vehicles travelling Northbound entering the residential area to reduce the risk of vehicles queuing back on to the main A484 road.
7. If you wish to object to the proposed narrowing you should send the grounds for your objection in writing to The Head of Administration and Law, County Hall, Carmarthen. SA31 1JP by no later than the 29th December 2017.

DATED the 6th December, 2017
File Reference: RWJ/HTTR-1481
Direct Line: (01267) 224074
email: rwjones@carmarthenshire.gov.uk

MARK JAMES
Chief Executive
County Hall
Carmarthen

APPENDIX 2

Summary of Objections

	Summary of Objections	Officer Response
1	<ul style="list-style-type: none"> • <i>“there is insufficient traffic using the road at the present time as it only serves as an access road for the residents of Garreglwyd”</i> • <i>“this would be an extravagant expenditure outlay by the council of council tax payers money”</i> • <i>“it is already a two lane road with a pavement for pedestrians, all be it only on the west side at the southern end of the road”</i> • <i>“it would be more pertinent to install double yellow lines on the south of the junction to ensure better safety for all users”</i> • <i>“the distance from the A484 to where the new road layout commences is short and that volume of traffic will inevitably cause tailbacks and create traffic congestion on the already busy A484”</i> 	<p>The existing layout and narrow carriageway width along Garreglwyd is such that vehicles must currently give way to pass each other without mounting the existing footway to pass – which itself is detrimental to the safety of pedestrians. The proposal will therefore formalise the existing arrangement and give opportunity to provide a continuous footway link.</p> <p>The direction of the priority give way provides vehicles travelling northbound priority to protect the Strategic Highway Network and eliminate the risk of traffic queuing back on to the A484.</p> <p>The existing carriageway width on Garreglwyd is approximately 3.7m with a single footway on the west side which varies in width from 0.6m to 0.9m.</p> <p>The minimum carriageway width for two way traffic flow with a centreline marking is 5.5m. The desirable minimum footway width for two wheelchairs to pass is 1.8m.</p>
2	<ul style="list-style-type: none"> • <i>“this road is already busy enough with parking from the garage and other residents”</i> • <i>“visibility getting on to this road is very poor”</i> • <i>“having more traffic on this road due to possible housing developments will be a mistake”</i> 	<p>There is therefore insufficient width available within existing highway limits to accommodate two-way traffic flow and compliant footways.</p> <p>The provision of waiting restrictions along the narrowing will need to be considered to maintain forward visibility and clearance for through traffic.</p> <p>The proposal includes road markings to formalise the priority and give way lines for the junctions of Danlan Road with Garreglwyd.</p> <p>The existing junction of Garreglwyd with the main A484 has in excess of 90m visibility to the East and 90m visibility to the West. The desirable minimum visibility for a 30mph road to the nearside kerb from a point 2.4m back from the give way line is 70m. The junction visibility therefore complies with the</p>
3	<ul style="list-style-type: none"> • <i>“the entry road is extremely narrow as it is, due to garage, offices and resident parking”</i> • <i>“if this narrowing of the road happens it is a worry how emergency vehicles and larger vehicles will get through as the businesses and residents will still have to park, making it single passing”</i> • <i>“I welcome the proposed safe footway if it is to be of reasonable width for prams and wheelchairs as there are quite a lot of elderly residents in the area but worry this would make the road even narrower”</i> • <i>“I see on the plan that provisions have been made for an access road for the possible 100 dwellings, this small road and junction simply will never cope”</i> • <i>“extra traffic trying to get onto the A484 and more importantly off the A484 just after a bend will make this area extremely dangerous”</i> • <i>“we would agree with these proposals if it was for the current residents of Garreglwyd, but to consider it for the 100 new dwellings which means 200 extra cars it would be dangerous and detrimental to the current local residents”</i> 	<p>The provision of waiting restrictions along the narrowing will need to be considered to maintain forward visibility and clearance for through traffic.</p> <p>The proposal includes road markings to formalise the priority and give way lines for the junctions of Danlan Road with Garreglwyd.</p> <p>The existing junction of Garreglwyd with the main A484 has in excess of 90m visibility to the East and 90m visibility to the West. The desirable minimum visibility for a 30mph road to the nearside kerb from a point 2.4m back from the give way line is 70m. The junction visibility therefore complies with the</p>

4	<ul style="list-style-type: none"> • <i>“why is Garreglwyd considered suitable for access and egress for the 100 private homes on planning ref S/2197?”</i> • <i>“the traffic generated by the proposed development (100 private homes S/21597) would use an existing access from Garreglwyd, which is unsuitable because there is “restricted visibility at the junction with the A484””</i> • <i>“does the publication of the Priority Give Way within Garreglwyd indicate that the County does not consider that Garreglwyd access and egress unsuitable – due to restricted visibility – at its junction with the A484?”</i> 	<p>current design guidance.</p> <p>The existing footway on Garreglwyd terminates at a point 39m north of its junction with the A484 and there is approximately 24m of missing footway to link the existing footway on Danlan Road.</p> <p>The existing pedestrian access from Garreglwyd to the A484 would therefore be classed as unavailable for a Walked Route to School (WRtS) due to the need for the learner to walk on the highway with potential conflict with moving vehicles. The provision of the proposed PGW would allow a footway to be constructed thereby providing an available WRtS.</p>
5	<ul style="list-style-type: none"> • <i>“the layout does not take into consideration our driveway. Vehicles parked in the roadway below the giveaway will impede the flow of traffic”</i> 	
6	<ul style="list-style-type: none"> • <i>“this is an attempt by the council to make the proposed private housing development more viable”</i> • <i>“the concerns raised by opponents to this development have included those in relation to the volume/flow of traffic. Those concerns focused on the junction between Garreglwyd and the A484”</i> 	
7	<ul style="list-style-type: none"> • <i>“this will cause so much upheaval & stress to the residents living in 28 to 38A Danlan Road as the persons working in the businesses, Garage, Carpet & Flooring park on Garreglwyd and in Danlan Road. They will if this goes ahead be parking in Danlan Road instead, thus causing the residents concerns as to where we will park”</i> • <i>“there will be queues on the main road and cause so much disruption why on earth if the houses are to go ahead would you put one way in and out”</i> • <i>“I wish to ask for residents parking to be considered”</i> 	
8	<ul style="list-style-type: none"> • <i>“have a daily struggle getting in and out to the main road especially pedestrians”</i> • <i>“we have to deal with traffic coming in and out from Garreglwyd, A484, Danlan Road, plus from and to the Garage, Carpet shop, also the cars for sale in front of the carpet shop & delivery vans. The traffic that will be in and out of the proposed new site not forgetting the extra 14 houses intended for the bottom of Garreglwyd beggars belief that such plans should go ahead”</i> 	

<p>9</p>	<ul style="list-style-type: none"> • “there has never been a request from the residents of Garreglwyd to alter the layout of the stretch of road in question, on the grounds that it is either unsafe to use the road and/or pavement, or to improve traffic flow” • “the only reason this alteration is being considered now is that Persimmon have identified it as a possible obstacle to their being granted planning permission” • “construction of this narrowing is more likely to have a negative effect on the stretch of road, what with the recent introduction of double yellow lines adjacent to the two businesses on Danlan Road which will restrict customer parking and force it elsewhere; or if cars park outside the houses on the left hand side of the road approaching the band, reducing the width of the road even further” • “construction of this road narrowing will create more problems than it will apparently solve” • “if the Highways Dept does consider the alterations necessary, they should be done after and not before planning permission for the proposed housing development is granted” • “it is quite clear that this change would not benefit local community, it is being considered for the benefit of a commercial organisation’s bank balance” 	
<p>10</p>	<ul style="list-style-type: none"> • “the road narrowing would cause inconvenience and delay to residents of Garreglwyd driving in and out of their estate” • “there has been no call from Garreglwyd residents for an additional footway” • “the proposed link from the new affordable houses at the eastern end of Garreglwyd to the cycle/footway will also give residents and additional pedestrian exit from the estate, I therefore see no reason to pursue this scheme which in my view would be a waste of limited council resources” 	