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County Hall, Carmarthen. SA31 1JP

FRIDAY, 8 JULY 2016

I HEREBY SUMMON YOU TO ATTEND A MEETING OF THE **EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR TECHNICAL SERVICES** WHICH WILL BE HELD IN **ROOM 65, COUNTY HALL, CARMARTHEN** ,AT **10.00 AM, ON FRIDAY, 15TH JULY, 2016** FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA

Mark James

CHIEF EXECUTIVE



PLEASE RECYCLE

Democratic Officer:	Martin S. Davies
Telephone (direct line):	01267 224059
Fax:	(01267) 224911
E-Mail:	MSDavies@carmarthenshire.gov.uk
Ref:	AD016-001

A G E N D A

1. DECLARATIONS OF PERSONAL INTEREST
2. DECISION RECORD - 26TH MAY 2016 3 - 4
3. PROPOSED 30MPH SPEED LIMIT- PWLL TRAP, ST. CLEARS
SPEED LIMIT REDUCTION FROM 40MPH TO 30MPH 5 - 16

**EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR
TECHNICAL SERVICES****THURSDAY, 26 May 2016****PRESENT: Councillor:** H.A.L. Evans (Executive Board Member).**The following officers were in attendance:**

S. Pilliner, Head of Transport & Engineering
J. McEvoy, Road Safety & Traffic Manager
M.S. Davies, Democratic Services Officer

Room 65, County Hall, Carmarthen 10.00 a.m. – 10.30 a.m.**1. DECLARATIONS OF PERSONAL INTEREST**

No declarations of personal interest were made.

2. DECISION RECORD - 1ST MARCH 2016

RESOLVED that the Decision Record of the meeting held on the 1st March, 2016 be signed as a correct record.

3. PROPOSED INTRODUCTION OF A ONE WAY TRAFFIC ORDER AT GILBERT CRESCENT AND PROSPECT PLACE, LLANELLI

The Executive Board Member considered a report detailing comments/objections and responses received on a proposal to introduce a one way system at Gilbert Crescent and Prospect Place, Llanelli, following the publication of the draft parking regulation orders in the local press. It was considered that the proposal would complement the existing one way systems in the surrounding area and reduce traffic conflict along these streets. The Statutory consultees' had offered no objection. The County Council considered the measures to be desirable in the interest of road safety.

RESOLVED

3.1 that the objections, as detailed within the report, be noted;

3.2 that the proposals as detailed in Appendix 1 to the report be implemented;

3.3 that the objectors and local Members be informed accordingly.

4. PROPOSED INTRODUCTION OF PARKING CHARGES IN THE LEISURE CENTRE CAR PARK, LLANELLI

The Executive Board Member considered a report detailing comments/objections and responses received, following publication in the local press, on a proposal to introduce parking charges to regulate the use of the Llanelli Leisure Centre car park which was also used by people not using the Leisure Centre such as businesses and commuters. In light of the objections received it was considered that, for a trial period, parking could remain free, under the proposals for the first *three* hours for the benefit of Leisure Centre users.

RESOLVED

4.1 that the objections, as detailed within the report, be noted;

4.2 that the proposals, as detailed in Appendices 1 and 2 to the report, be implemented subject to the first 3 hours being free and a review in 6 months;

4.3 that the objectors and local Members be informed accordingly.

5. ONE WAY TRAFFIC RESTRICTION ON NORTH PARADE AND THE AVENUE, CARMARTHEN

The Executive Board Member considered a report detailing comments/objections and responses received following preliminary consultation with statutory consultees on a proposal to introduce a one way traffic restriction on North Parade and The Avenue, Carmarthen. It was considered that the proposal would create a new vehicular access to facilitate the conversion of the listed former infirmary site.

RESOLVED

5.1 that the objections, as detailed within the report, be noted;

5.2 that the Traffic Regulation order be advertised;

5.3 that the objectors and local Members be informed accordingly.

6. LLANELLI SHOPMOBILITY

With reference to minute 2 of the meeting held on the 17th September 2015 the Executive Board Member considered a report detailing a request from Llanelli Shopmobility for further financial support from the Council for the current year, amounting to £12,500.00.

RESOLVED that Llanelli Shopmobility be supported with a further grant of £12,500.00 from the Bus Service Support Grant for the current financial year subject to the conditions detailed in the report.

7. CARMARTHEN SHOPMOBILITY

With reference to minute 3 of the meeting held on the 17th September 2015 the Executive Board Member considered a report detailing a request from Carmarthen Shopmobility for further financial support from the Council for the current year, amounting to £13,596.00.

RESOLVED that Carmarthen Shopmobility be supported with a further grant of £13,596.00 from the Bus Service Support Grant for the current financial year subject to the conditions detailed in the report.

CHAIR

DATE

EXECUTIVE BOARD MEMBER DECISION 15TH JULY 2016

Executive Board Member:	Portfolio:
Cllr. Hazel Evans	Technical Services

Proposed 30mph Speed Limit- Pwll Trap, St. Clears Speed limit reduction from 40mph to 30mph

Recommendations / key decisions required:

That the Executive Board Member for Technical Services:

- i. Determine the objection
- ii. Approve the proposals as described in Appendix 1 (Public Notice of the speed limit schedule)

Reasons:

The speed limit reduction is considered necessary in the interest of general road safety following the increased traffic and pedestrian movements attributed by the new housing developments and subsequent rise in population through Pwll Trap.

Directorate: Environment	Designation: Head of Transport & Engineering Engineering Design Assistant	Tel No. 01267 228150 E Mail Address: SGPilliner@carmarthenshire.gov.uk
Name of Head of Service: Mr. Stephen Pilliner		
Report Author: Martin Owen		

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
15th July 2016

30MPH SPEED LIMIT – PWLL TRAP, ST. CLEARS

1. BRIEF SUMMARY OF PURPOSE OF REPORT.

- 1.1 The Wales Government Guidance on setting local speed limits (01/2013) sets out Government policy and reaffirms the Government Policy on the speed limits through villages in rural areas. The guidance states that a 30 mph speed limit should be the norm through villages. The definition of a village is based on criteria related to frontage development and distance, where there are 20 or more houses and minimum length of 600 metres.
- 1.2 The report seeks approval to introduce a 30 mph speed limit through the village of Pwll Trap. Pwll Trap has 41 properties fronting the main road through the village spread over a distance of approximately 850 metres. The village has also seen new housing development. A planning application was submitted by Redrow Homes Ltd for a new housing site totalling an additional 48 houses in the centre of the village. A planning condition was granted to facilitate a recommended reduced speed limit and include associated traffic calming under a Section 278 agreement. (Planning No. W/27422 and W/29040)
- 1.3 The proposal to reduce the existing 40mph speed limit to 30mph was originally vetted by Carmarthenshire's Speed Limit Working Group prior to the recent housing developments, where the speed limit reduction was recommended in view of the above criteria.
- 1.4 Consultation with the statutory bodies, on the Traffic Regulation Order proposed, to reduce the speed limit to 30mph resulted in no objections being received. Following this, the Order was formally published in the local newspaper and public notices erected on site (attached at Appendix 1).
- 1.5 One written representation was received dated 20th March 2016 following the advertised proposals.
- 1.6 The objection and officer responses are summarised in Appendix 2.

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 Transport & Engineering

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

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

2. Legal

The County Council, as the Local Highway Authority, may exercise its powers in relation to the introduction of reduced speed limits under Sections 82(2) and 83(2) of the Road Traffic Regulation Act 1984("the Act") as amended and The Traffic Management Act 2004.

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 Transport & Engineering

1. Scrutiny Committee - N/A

2. Local Member(s) County Councillor Phillip Morris Hughes

Consulted as part of Statutory Consultation and expressed his support for the proposals in writing via email.

3. Community / Town Council St. Clears Town Council were consulted as part of the Statutory Consultation and no objection received.

4. Relevant Partners Emergency services and bus services consulted as part of statutory consultations – No objections received.

5. Staff Side Representatives and other Organisations Traffic Management and Speed Limit Working Group – Support proposed 30mph speed limit reduction.

**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
Road Traffic Regulation Act 1984	Section 84	Parc Myrddin Offices
Village Speed Limits	TAL 1/04	Parc Myrddin Offices

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PUBLIC NOTICE**THE COUNTY OF CARMARTHENSHIRE (RESTRICTED ROADS) ORDER 2016
(IMPOSITION OF 30 M.P.H SPEED LIMIT AT PWLL TRAP, ST CLEARS)**

NOTICE is hereby given that the Carmarthenshire County Council propose to make an Order under Sections 82(2) and 83(2) of the Road Traffic Regulation Act 1984("the Act") as amended and The Traffic Management Act 2004.

The effect of this Order will be:-

- (1) That the length of road specified in the Schedule to this Notice will become a restricted road and subject to a speed limit of 30 m.p.h.
- (2) To revoke in part "The County of Carmarthenshire (Unclassified Road at Pwll Trap/Ostrey Hill and Ffynnongain Lane/Bethlehem Road, Pwll Trap, St Clears) (Imposition of 40mph Speed Limit) Order 1998" insofar as it relates to the length of road specified in the Schedule hereto

The draft Order together with a map showing the length of road concerned and a Statement of the Council's reasons for proposing to make the Order may be examined at the offices of Carmarthenshire County Council at the Customer Services Centre, at 3 Spilman Street, Carmarthen during the usual office hours.

If you wish to object to the proposed Order you should send the grounds for your objection in writing to, The Head of Administration and Law by the 25th of March, 2016.

DATED the 2nd March, 2016.

Reference: RWJ/HTTR-1367

Direct Line: (01267) 224074

e-mail address: rwjones@sirgar.gov.uk

MARK JAMES
Chief Executive
County Hall
CARMARTHEN

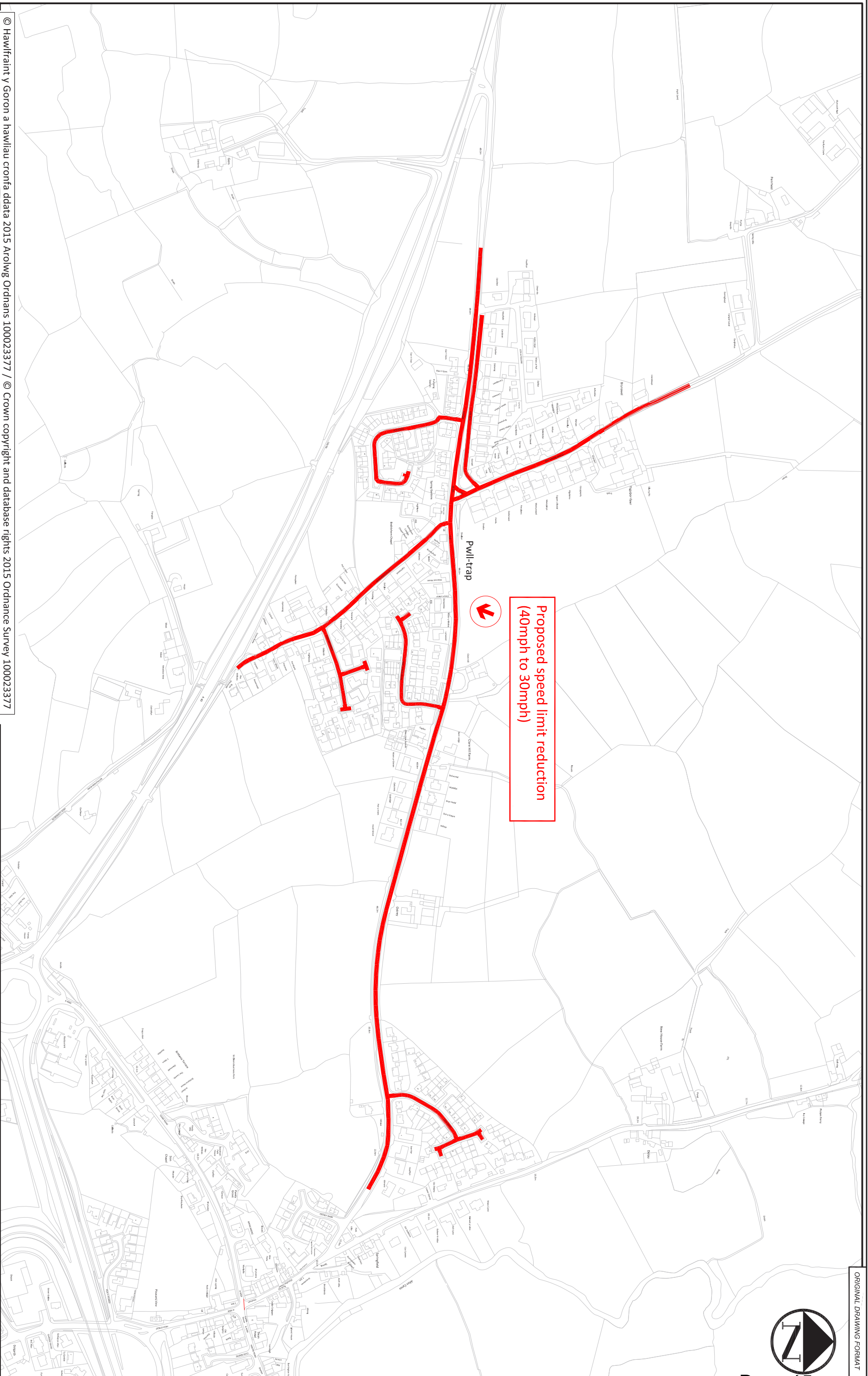
**PROPOSED '30 MPH SPEED LIMIT' PWLL TRAP, ST CLEARS
SCHEDULE**

<u>Name of Road</u>	<u>Length Affected</u>
Pwll Trap/Ostrey Hill, St. Clears (U6217)	From a point 267 metres north west of its junction with the A4066, for a distance of 1,333 metres in a general westerly direction.
Ffynnongain Lane (U6216)	From its junction with the U6217 at Pwll Trap, for a distance of approximately 375 m in a general northerly direction
Lon Wen	From its junction with Ffynnongain Lane, for its entire length
Gorsfach	From its junction with the U6216, for its entire length.
Bethlehem Road	From its junction with the U6216, for its entire length.
Clos Nathanlel	From its junction with Bethlehem Road, for its entire length.
Parc Llwyn Celyn	From its junction with the U6216, for its entire length.
Cefn Maes	From its junction with the U6216, for its entire length.

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	Summary of Objection	Officer Response
1	<ul style="list-style-type: none"> • <i>“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”.</i> • <i>“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> • <i>“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”.</i> • <i>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”.</i> 	<p>Speed limits play a fundamental role in effective speed management designed to encourage, help and require road users to adopt appropriate and safe speeds.</p> <p>A 30mph speed limit is recommended the norm in rural villages according to the Welsh Government guidance on ‘Setting Local Speed Limits in Wales’.</p> <p>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.</p>

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C. Hahnyr MPA BSc(Hons), CEng, FICE, FCIHT, CMgt, CMICS
 Cyfarwyddwr yr Amgylchedd
 Trafnidiaeth a Phreifatmeg,
 Adran Amgylchedd,
 Parc Myrddin, Waun Dew,
 Caerfyrddin,
 Sir Caerfyrddin SA31 1HQ

Director of Environment
 Transport and Engineering Division,
 Environment Department,
 Parc Myrddin, Richmond Terrace,
 Carmarthen,
 Carmarthenshire SA31 1HQ

REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CHD

Project
PWLL TRAP, ST. CLEARS
 Title
**PROPOSED 40MPH TO 30MPH
 SPEED LIMIT REDUCTION**

Made By	Date	Checked	Date	Authorised	Date
Scale	1:5000		Project no.	80/00 80/579	
			Drawing no.	SL-01	
			Revision	-	

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