

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

25TH JUNE 2021

Executive Board Member:	Portfolio:
Cllr. Hazel Evans	Environment

THE COUNTY OF CARMARTHENSIRE (DAFEN – FELINFOEL, LLANELLI NORTH) (IMPOSITION OF 20 M.P.H. SPEED LIMIT) ORDER 2021

Purpose:

To consider an objection to the proposals advertised within a draft Traffic Regulation Order

Recommendations / key decisions required:

That the Executive Board Member for Environment:

1. Determine the objection.
2. Agree to introduce the proposals as described in Appendix 1.
3. Inform the objector accordingly.

Reasons:

To introduce a 20mph speed limit in north Llanelli to enhance road safety for all road users along predominantly residential streets.

Directorate Environment Name of Head of Service: Stephen Pilliner Designation Head of Transportation & Highways	E Mail Address: sgpilliner@carmarthenshire.gov.uk
Report Author: Mike Jacob	E Mail Address: mjacob@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 BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

EXECUTIVE SUMMARY

25TH JUNE 2021

THE COUNTY OF CARMARTHENSHIRE (DAFEN – FELINFOEL, NORTH LLANELLI) (IMPOSITION OF 20 M.P.H. SPEED LIMIT) ORDER 2021

1. BRIEF SUMMARY OF PURPOSE OF REPORT.

This report is to determine the objection received to the proposed 20mph Speed Limit along various residential streets in North Llanelli. Locations and details of the streets in question are contained within Appendix 1 (Traffic Regulation 1st Public Notice) and Illustrated in Appendix 2 (plan of proposed 20mph limit) of the report.

The proposed 20mph speed limit envelops a predominantly residential area where pedestrian volumes are high and where more vulnerable road users are likely. The 20mph speed limit will regulate vehicle speeds and facilitate safer and effective movement of traffic, pedestrians and other vulnerable road users in this area by creating a safer environment within the local community.

The proposals are part of a Welsh Government Pilot, with further information being provided by following link:

<https://gov.wales/written-statement-pilot-schemes-bring-20mph-step-closer>

Funding for the introducing the changes to the speed limit is being provided by Welsh Government.

Consultation

The proposed 20mph limits were subject to consultation with emergency services, local members and both Llanelli Town and Rural Councils, no objections were received. Key stakeholder groups were also consulted such as the Road Haulage and Freight Associations and bus operators and again no objections were received.

The advertised proposals are listed in Appendix 1.

Objection and Discussion

During the consultation period, the Council's Head of Administration and Law received one objection against the advertised proposals. The objection received is

The Objector wished to object on the following basis:

1) The roads in Dafen are already adequately covered by the previous order made in 2010 by means of speed humps and 20mph speed limits. I notice that certain roads that are the main thoroughfares to Dafen such as Dafen Road, Capel Road, Frondeg Terrace, Capel Isaf Road, and Glyncoed Terrace will be reduced to 20mph. They all have speed humps on them at present and certainly slow the traffic and do not need to be reduced.

Discussion: The existing 20mph Traffic Regulation Orders are to be revoked in favour of an area wide 20mph. The lengths of road in question are heavily used by pedestrians and recognised walked routes to nearby schools.

The introduction of the 20mph will serve to support the existing traffic calming measures and improve road safety. The area wide limit will also allow for the rationalisation of traffic signs. The road safety benefits of reducing traffic speeds in urban areas to 20mph are well researched and indicate that the frequency of collision decreases in such restricted areas and also the severity of any personal injuries which are sustained are less.

2) I have attached a copy of a written statement made by, Lee Waters MS, Deputy Minister for Economy and Transport, to the Senedd on 17th February 2021 where he clearly states that the rest of Llanelli will become a monitoring settlement where the speed limit remains unchanged. Carmarthenshire Council has not followed this because you have made The County of Carmarthenshire (Llanelli South) (Imposition of 20mph Speed Limit) Order 2021, coming into force 29th March 2021. How can any comparisons be made when Llanelli South and Llanelli North will have the same rules!!

Discussion: The 20mph speed limit proposed for the northern area of Llanelli is part of a series of pilot projects around Wales which is being funded by Welsh Government and will inform on future potential legislation. The projects are being developed and brought forward with continuing discussion with Welsh Government. Monitoring of these projects is an integral part of the pilot projects.

The southern area of Llanelli is also subject to a 20mph speed limit project which is being funded through a Road Safety Grant from Welsh Government. Monitoring of this project is also to be undertaken. Other areas of Llanelli to the east and west are also being discussed with Welsh Government as part of an holistic overview of the town and the impact of changing speed limits.

3) Another thing that he states in his written statement is that Llanelli North is one of eight pilot areas where we will trial 20mph. If that is the case shouldn't the order have a starting and finishing date, until the national roll out when the whole country will have a compulsory 20mph speed limit in April 2023 if approved.

Discussion: It is not proposed that the Traffic Regulation Order will be subject to a finish date. The road safety benefits of reduced speed limits in urban areas is well documented. However, should there be a necessity at a future date the Traffic Regulation Order potentially can be revoked, subject to consultation.

Recommendation

Implement the proposals as described in Appendix 1 (Traffic Regulation Order Notice).

2. OTHER OPTIONS AVAILABLE AND THEIR PROS AND CONS

No other options to consider

DETAILED REPORT ATTACHED ?	NO
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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 Transportation and Highways

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

1. Legal

If approval is given to proceed a Traffic Regulation Order would be made by the Council's Head of Administration and Law and implemented by the Environment Department.

2. Finance

Funding for introducing the changes to the speed limit is being provided by Welsh Government.

3. Risk Management Issues

The council has a statutory duty to promote road safety and to secure the expeditious movement of traffic.

20mph limits are a recognised option for improving road safety in appropriate areas.

CONSULTATIONS

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

Signed: Stephen Pilliner Head of Transportation & Highways

1. Scrutiny Committee

N/A

2. Local Member(s)

Cllr Rob Evans

Cllr Rob James

Cllr Shahana Najmi

Cllr Bill Thomas

No objections received

3. Community / Town Council

Llanelli Town Council – No objection received

Llanelli Rural Council – No objection received

4. Relevant Partners

Roads Policing Unit – No objection received

Mid and West Wales Fire and Rescue Service – No objection received

NHS Wales Ambulance Service – No objection received

Carmarthenshire Disability Partnership – No objection received

5. Staff Side Representatives and other Organisations

Road Haulage Association - No objection received

Freight Transport Association - No objection received

Bus Operators – No objection received

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

THERE ARE NONE