

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