

DYDD IAU, 7 MEDI 2023

**AT: YR AELOD O'R CABINET DROS WASANAETHAU
TRANIDIAETH, GWASTRAFF A SEILWAITH**

**YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD
O'R YR AELOD CABINET DROS WASANAETHAU
TRAFNIDIAETH, GWASTRAFF A SEILWAITH A GYNHELIR YN
YSTAFELL BWYLLGOR GWASANAETHAU DEMOCRATAIDD,
NEUADD Y SIR, CAERFYRDDIN, SA31 1JP AM 10.00 YB, AR
DYDD IAU, 14 MEDI, 2023 ER MWYN CYFLAWNI'R MATERION A
AMLINELLIR AR YR AGENDA ATODEDIG.**

Wendy Walters

PRIF WEITHREDWR

| | |
|-------------------------------------|---------------------------------|
| Swyddog Democrataidd: | Janine Owen |
| Ffôn (llinell uniongyrchol): | 01267 224030 |
| E-bost: | JanineOwen@sirgar.gov.uk |

Wendy Walters Prif Weithredwr, *Chief Executive*,
Neuadd y Sir, Caerfyrddin. SA31 1JP
County Hall, Carmarthen. SA31 1JP

AGENDA

1. DATGAN BUDDIANNAU PERSONOL.
2. LLOFNODI YN GOFNOD CYWIR GOFNODION Y CYFARFOD PENDERFYNIDAU AELOD Y CABINET DROS WASANAETHAU TRAFNIDIAETH, GWASTRAFF A SEILWAITH A GYNHALIWYD AR 11 AWST 2023 3 - 6
3. CYFLWYNO MESURAU ARAFU TRAFFIG AR HEOL PENDDERI, BYNEA 7 - 20

Sylwer: - Nid oes hawl gan y wasg a'r cyhoedd fynychu'r cyfarfod. Bydd y cofnod penderfyniad yn cael ei gyhoeddi fel arfer o fewn 3 diwrnod gwaith.

YR AELOD CABINET DROS WASANAETHAU TRAFNIDIAETH, GWASTRAFF A SEILWAITH

11 AWST 2023

YN BRESENNOL: Y Cyngorydd: E.G. Thomas (Aelod o'r Cabinet)

Roedd y swyddogion canlynol yn bresennol:

R. S. Waters, Rheolwr Gwasanaethau Priffyrdd a Thrafnidiaeth;
M.E. Owen, Peiriannydd Diogelwch Ffyrdd;
J. Owen, Swyddog Gwasanaethau Democrataidd.

Rhith-Gyfarfod: 2.00yp - 2.25 yp

1. DATGAN BUDDIANNAU PERSONOL.

Ni ddatganwyd unrhyw fuddiannau personol.

**2. LLOFNODI YN GOFNOD CYWIR GOFNODION Y CYFARFOD
PENDERFYNIDAU AELOD Y CABINET DROS WASANAETHAU
TRAFNIDIAETH, GWASTRAFF A SEILWAITH A GYNHALIWDYD AR 15 MAI
2023**

PENDERFYNWYD bod Cofnod Penderfyniadau cyfarfod yr Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith, a gynhaliwyd ar 15 Mai 2023 yn cael ei lofnodi gan ei fod yn gywir.

**3. GORCHYMYN RHEOLEIDDIO TRAFFIG AR GYFER TERFYNAU CYFLYMDER
O 20MYA**

Bu'r Aelod Cabinet yn ystyried adroddiad a oedd yn darparu'r gwrthwynebiadau a dderbyniwyd mewn ymateb i'r Gorchymyn Rheoleiddio Traffig drafft canlynol a hysbysebwyd ar gyfer sylwadau a gwrthwynebiadau:

- **GORCHYMYN SIR GAERFYRDDIN (GOSOD TERFYN CYFLYMDER O 20 MYA) 2023**

Eglurodd yr adroddiad mai diben y Gorchymyn oedd cyflawni dyletswydd statudol yr Awdurdod wrth weithredu terfynau cyflymder o ganlyniad i Orchymyn Ffyrdd Cyfyngedig (Terfyn Cyflymder 20mya) (Cymru) 2022' Llywodraeth Cymru a fyddai'n dod i rym ar 17 Medi 2023.

Dywedwyd bod y Gorchymyn arfaethedig i raddau helaeth yn ddarostyngedig i ffyrdd trefol eu natur, sydd heb systemau goleuadau stryd a fyddai'n rhoi statws ffyrdd cyfyngedig iddynt. Felly, byddai'r Gorchymyn arfaethedig yn darparu cysondeb i gymunedau lleol a defnyddwyr ffyrdd. Yn ogystal, roedd y Gorchymyn arfaethedig yn dirymu nifer o Orchymynion Rheoleiddio Traffig ar gyfer terfynau cyflymder 20mya presennol a oedd yn ffyrdd cyfyngedig. Byddai'r ffyrdd hyn yn parhau i fod yn destun terfyn o 20mya oherwydd eu statws ffyrdd cyfyngedig.

Nodwyd y lleoliadau yn yr atodlen arfaethedig a'r cynllun a atodwyd i'r adroddiad. Dywedwyd bod Pennaeth Gweinyddiaeth a Chyfraith y Cyngor wedi derbyn pedwar gwrthwynebiad yn ystod y cyfnod ymgynghori, fel y nodwyd yn yr adroddiad.

Rhoddodd yr Aelod Cabinet ystyriaeth i'r cynnig ynghyd â'r gwrthwynebiadau a gafwyd.

PENDERFYNWYD:

- 3.1 nodi'r gwrthwynebiadau, fel yr oeddent yn yr adroddiad;**
- 3.2 bod Gorchymyn Sir Gaerfyrddin (Gosod Terfyn Cyflymder o 20 MYA) 2023 yn cael ei gwneud yn unol â'r atodlen a nodir yn yr adroddiad.**

4. GORCHYMYN RHEOLEIDDIO TRAFFIG AR GYFER TERFYNAU CYFLYMDER O 30MYA.

Bu'r Aelod Cabinet yn ystyried adroddiad a oedd yn darparu'r gwrthwynebiadau a dderbyniwyd mewn ymateb i'r Gorchymyn Rheoleiddio Traffig drafft canlynol a hysbysebwyd ar gyfer sylwadau a gwrthwynebiadau:

- **GORCHYMYN SIR GAERFYRDDIN (GOSOD TERFYN CYFLYMDER O 30 MYA) 2023**

Nododd yr Aelod Cabinet mai pwrpas y Gorchymyn arfaethedig oedd cyflwyno terfynau cyflymder o 30mya i fynd i'r afael â'r sefyllfaoedd canlynol:

1. Fel eithriadau i 'Orchymyn Ffyrdd Cyfyngedig (Terfyn Cyflymder 20 mya)(Cymru) 2022' Llywodraeth Cymru.
2. I gefnogi terfynau 'clustogi' wrth ddynesu at derfynau cyflymder o 20mya.
3. Ffyrdd cyfyngedig nad ydynt yn destun terfynau cyflymder lle byddai terfyn o 30mya yn adlewyrchu defnydd o'r ffyrdd a'r datblygiadau cyfagos.

Roedd yr adroddiad yn esbonio y bydda'r Gorchymyn yn cefnogi newid deddfwriaethol Llywodraeth Cymru sydd ar ddod a fydd yn cyflwyno terfynau cyflymder o 20mya ar ffyrdd cyfyngedig drwy 'Orchymyn Ffyrdd Cyfyngedig (Terfyn Cyflymder 20mya) (Cymru) 2022' a ddaw i rym ar 17 Medi 2023.

Dywedwyd bod y Gorchymyn arfaethedig hefyd wedi dirymu nifer o Orchymynion Rheoleiddio Traffig ar gyfer terfynau 30mya presennol ar ffyrdd a fyddai'n cael eu disodli gan ddeddfwriaeth a Gorchymynion Rheoleiddio Traffig newydd. Eglurwyd y byddai'r cyfyngiadau arfaethedig o 30mya a gynigiwyd naill ai'n eithrio ffyrdd cyfyngedig rhag symud yn ddiodyn i 20mya, yn darparu terfyn 'clustogi' i'r terfyn 20mya, neu'n cael eu hystyried yn briodol i natur y ffordd. Mae'r cynigion yn darparu parhad o ran terfyn cyflymder i fodurwyr ac yn helpu i ddiogelu cymunedau lleol.

Nodwyd y lleoliad yn yr atodlen arfaethedig a'r cynllun a atodwyd i'r adroddiad. Dywedwyd bod Pennaeth Gweinyddiaeth a'r Gyfraith yn y Cyngor wedi derbyn deuddeg gwrthwynebiad yn ystod y cyfnod ymgynghori, fel y nodwyd yn yr adroddiad.

Rhoddodd yr Aelod Cabinet ystyriaeth i'r cynnig ynghyd â'r gwrthwynebiadau a gafwyd.

PENDERFYNWYD:

- 4.1 nodi'r gwrthwynebiadau, fel yr oeddent yn yr adroddiad;**
- 4.2 bod gwrthwynebiadau rhif 2, 3, 4, 5, 6, 7, 8, 9 a 10 yn cael eu cadarnhau a bod y cynigion ar gyfer y terfyn cyflymder o 30mya yn y lleoliadau dan sylw yn cael eu tynnu'n ôl.**
- 4.3 bod Gorchymyn Sir Gaerfyrddin (Gosod Terfyn Cyflymder o 30 MYA) 2023 ar gyfer gwrthwynebiadau Rhif 1, 11 a 12 yn cael eu gwneud.**

5. SHOPMOBILITY LLANELLI

Bu'r Aelod Cabinet yn ystyried adroddiad ynghylch cefnogi Shopmobility Llanelli drwy grant pellach o £16,000 ar gyfer blwyddyn ariannol 2023/24 gan gychwyn ym mis Awst, 2023. Esboniwyd er bod Cyngor Sir Caerfyrddin wedi cefnogi cynllun Shopmobility ers 2011 a'i fod wedi cael incwm drwy godi tâl a thrwy gynnal gweithgareddau i godi arian, roedd yn dibynnu'n bennaf ar gefnogaeth ariannol gan y Cyngor.

Mae Shopmobility yn un o nifer o fentrau sy'n cael eu hannog gan yr Awdurdod i gefnogi tref Llanelli ac mae'n elfen bwysig o sicrhau bod mynediad i siopau, busnesau a gwasanaethau yn Llanelli yn gynhwysol ac yn darparu ar gyfer unigolion sydd ag anableddau symud.

Dywedwyd bod Shopmobility yn darparu cyfleusterau megis llogi cadeiriau olwyn a sgwteri symudedd i siopwyr ac i ymwelwyr eu defnyddio yn y dref. Yn ogystal, byddai'r grant yn cael ei ariannu gan elfen Trafnidiaeth Gymunedol y Cyngor Sir o'r Grant Cymorth Gwasanaethau Bysiau a ddarperir gan Lywodraeth Cymru.

Roedd yr Aelod Cabinet yn cydnabod y pwysau gweithredol cynyddol a nododd fod cynnig i gynyddu'r grant ychydig dros 5% am y cyfnod sef cyfanswm grant o £16,000 a fyddai'n daladwy yn 2023/24.

PENDERFYNWYD darparu grant o £16,000 i gefnogi Shopmobility yn Llanelli o fis Awst 2023 i Awst 2024

6. SHOPMOBILITY CARMARTHEN

Bu'r Aelod Cabinet yn ystyried adroddiad ynghylch cefnogi Shopmobility Caerfyrddin drwy grant pellach o £16,000 am gyfnod o 12 mis gan gychwyn ym mis Medi 2023. Esboniwyd er bod Cyngor Sir Caerfyrddin wedi cefnogi cynllun Shopmobility ers 2011 a'i fod wedi cael incwm drwy godi tâl a thrwy gynnal gweithgareddau i godi arian, roedd yn dibynnu'n bennaf ar gefnogaeth ariannol gan y Cyngor.

Mae Shopmobility yn un o nifer o fentrau sy'n cael eu hannog gan yr Awdurdod i gefnogi'r dref ac roedd yn elfen bwysig o sicrhau bod mynediad i siopau, busnesau a gwasanaethau yng Nghaerfyrddin yn gynhwysol ac yn darparu ar gyfer unigolion ag anableddau symud.

Dywedwyd bod Shopmobility yn elusen gofrestredig yng Nghanol Tref Caerfyrddin sy'n darparu cyfleusterau fel cadeiriau olwyn a sgwteri symudedd i ymwelwyr eu defnyddio yn y dref. Yn ogystal, byddai'r grant yn cael ei ariannu gan elfen Trafnidiaeth Gymunedol y Cyngor Sir o'r Grant Cymorth Gwasanaethau Bysiau a ddarperir gan Lywodraeth Cymru.

Roedd yr Aelod Cabinet yn cydnabod y pwysau gweithredol cynyddol a nododd fod cynnig i gynyddu'r grant ychydig dros 5% am y cyfnod sef cyfanswm grant o £16,000 a fyddai'n daladwy yn 2023/24.

PENDERFYNWYD darparu grant o £16,000 i gefnogi Shopmobility yng Nghaerfyrddin rhwng Medi 2023 a Medi 2024

AELOD O'R CABINET

DYDDIAD

**CYFARFOD PENDERFYNIADAU AELOD Y CABINET DROS
WASANAETHAU TRAFNIDIAETH, GWASTRAFF A
SEILWAITH**

14 MEDI 2023

| | |
|----------------------------|--|
| Yr Aelod Cabinet: | Y portffolio |
| Y Cynghorydd Edward Thomas | Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith |

**CYFLWYNO MESURAU ARAFU TRAFFIG AR
HEOL PENDDERI, BYNEA.**

Y Pwrpas:

Mae'r mesurau arafu traffig arfaethedig yn cynnwys tri twmpath ffordd. Mae'r twmpathau ffyrdd wedi cael eu hysbysebu o ran derbyn sylwadau gan y cyhoedd a derbyniwyd pedwar gwrthwynebiad. Mae'r adroddiad hwn yn ystyried y gwrthwynebiadau hynny.

Argymhelliad:

Argymhellir bod y gwrthwynebiadau'n cael eu nodi a bod y cynllun arafu traffig yn mynd rhagddo gan gynnwys y tri twmpath ffordd.

Y rhesymau:

Bydd cyflwyno mesurau arafu traffig yn mynd i'r afael â phryderon hirsefydlog yn y gymuned leol ynghylch cyflymder amhriodol y traffig ar hyd Heol Pendderi, Bynea.

Cafwyd deiseb gyda 242 o lofnodwyr yn gofyn am gyflwyno mesurau arafu traffig ar Heol Pendderi a chefnogir hyn gan y ddau aelod lleol.

| | | |
|--|--|--|
| Enw Pennaeth y Gwasanaeth: Steve Pilliner | Pennaeth y Gwasanaeth: Priffyrdd a Thrafnidiaeth | E-bostsgpilliner@sirgar.gov.uk |
| Awdur yr Adroddiad: Nicola Smith | Swyddog Polisi a Rhaglen Trafnidiaeth | E-bost NJSmith@sirgar.gov.uk |

EXECUTIVE SUMMARY
CABINET MEMBER DECISION MEETING FOR
TRANSPORT, WASTE AND INFRASTRUCTURE SERVICES

14TH SEPTEMBER 2023

INTRODUCTION OF TRAFFIC CALMING ON
PENDDERI ROAD, BYNEA.

Brief Summary of Purpose of Report

The purpose of this report is to consider the objections received to the inclusion of three road humps within a proposed traffic calming scheme on Pendderi Road, Bynea. There is a statutory requirement to advertise proposals for road humps for public comment and objection. The proposals for Pendderi Road received four objections from three households.

Background

Pendderi Road is a popular residential road set within the Bynea area. The road forms a short-cut between the areas of Bryn / Llangennech to the north and Bynea / Swansea to the south and provides a convenient link towards the A484 and Loughor Bridge. As a result of this, the road attracts extraneous traffic which can be unsympathetic to the local residential surroundings.

The road has 'Restricted Road' status and as such subject to national legislation with regards its speed limit. Up to 17th September 2023 restricted roads are limited to 30mph, unless signed otherwise, which reduces to 20mph after the 17th September.

Notwithstanding the speed limit in place, there have been longstanding concerns from the local community regarding inappropriate vehicle speeds along the road. In 2021 the County Councillor received a petition with 242 signatures requesting the installation of traffic calming on Pendderi Road.

Dyfed Powys Police's Go Safe Partnership operate regular safety camera operations along the road and have expressed particular concerns regarding driver behaviour on Pendderi Road.

Whilst the speed limit will change to 20mph in September, the actual level of compliance with the current 30mph limit is a concern and it is suggested that the lower limit will not curb driver behaviour without the introduction of supporting traffic calming.

To the southern end of the Pendderi Road, there is some traffic calming in place which includes one speed hump and one set of speed cushions. Community concerns focus towards the area to the north of these features where there are bends in the road.

There have been instances of road traffic collisions along Pendderi Road and, whilst these have not resulted in recorded personal injuries, they have exacerbated local concerns regarding safety, particularly along the northern end where there are bends which limit forward visibility.

Traffic Calming Proposal – Funding

The County Council received frequent requests for highway improvements and in particular traffic calming. These requests far exceed the budget available and, as a consequence, the Council has adopted an assessment policy to prioritise resources to areas of greatest need. Sites which do not have an evidenced history of recorded personal injury collisions would not normally be taken forward.

However, in this instance, there is Section 106 funding from a nearby development site which is available to introduce traffic calming.

Traffic Speed Surveys

Traffic surveys were undertaken in 2017 and again in 2021. The locations of the survey sites are shown on the plan presented as Appendix 1 and the results are as follows.

Traffic Surveys 2017

| | | Traffic Vol. (Ave. Daily) | Mean speeds | 85%ile speeds |
|---------------|----------|------------------------------|----------------|------------------|
| SITE 1 | N-bound | 5361 | 27.7 | 31.9 |
| | S-bound | 5664 | 25.1 | 29.3 |
| SITE 2 | N-bound | 3977 | 32 | 36.2 |
| | S-bound | 3948 | 36.2 | 41.2 |
| SITE 3 | NW-bound | 5494 | 20.5 | 23.3 |
| | SE-bound | 5297 | 19.6 | 22.2 |

Table 1. Traffic Survey 2017

Traffic Surveys 2021

| | | Traffic Vol. (Ave. Daily) | Mean speeds | 85%ile speeds |
|---------------|---------|------------------------------|----------------|------------------|
| SITE 1 | N-bound | 1463 | 26.5 | 30.6 |
| | S-bound | 1374 | 27.3 | 32.1 |
| SITE 2 | N-bound | 1506 | 26.6 | 31.4 |
| | S-bound | 1523 | 25.1 | 29.2 |
| SITE 3 | N-bound | 1080 | 34.2 | 40.2 |
| | S-bound | 1119 | 30.3 | 34.8 |

Table 2. Traffic Survey 2021

The traffic surveys confirm inappropriate traffic speeds along certain sections of Pendderi Road and this information has been utilised to develop traffic calming proposals to target the areas of greatest concern.

Traffic Calming Proposals - Initial Design

Initial proposals for traffic calming were prepared which included four road hump locations. These are shown as Appendix 2. The original proposals were advertised in 2020 and attracted comments which were reviewed and as a result of feedback received the proposals were subsequently modified in discussion with the local members and the number of proposed road humps reduced to three.

Traffic Calming Proposals – Current Design

Following comments received during the initial consultation, and in liaison with the local members, the traffic calming proposals were modified to the current scheme (as presented in Appendix 1). The proposals include the following range of measures:

- Centreline hatch markings on bends to raise driver awareness and reduce carriageway lane width to influence a decrease in traffic speeds.
- Driver feedback signs to encourage compliance with the speed limit (example shown on drawing in Appendix 1).
- Enhanced bend warning signs on yellow backing boards and hazard marker posts.
- Three road humps with associated warning signs.

Traffic calming proposals which include road humps must be advertised for public comment and objection in accordance with the Highways (Road Humps) Regulations 1999. Four objections were subsequently received from three households. These are discussed below.

Discussion of Objections

During the statutory consultation period the Council's Head of Administration and Law received four objections from three households. These are discussed below with the removal of personal details. Full copies of the objections will be available at the Cabinet Member meeting.

Summary of Objections Received

| Objection | Discussion |
|---|---|
| <p>Objection 1a</p> <p>The Objector's property is in the vicinity of one of the proposed road humps. The objector is concerned about the traffic noise and air pollution having an adverse impact.</p> <p>The objector is also concerned that the location of the hump, near to Clos Pendderi, will cause accidents. The Objector raises family health concerns and explains that the road was brought closer to their property by a road improvement scheme.</p> <p>The Objector highlights concerns regarding traffic speeds from Heol y Mynydd into the bends along Pendderi Road and suggests the humps should be located elsewhere.</p> <p>The Objector asks the County Council to reconsider the location of the proposed hump and to consider introducing a 20mph speed limit in place of humps.</p> | <p>Objection 1a & 1b</p> <p>The original proposal for a road hump in this area was modified as a result of the initial consultation with the hump moved southwards, away from the residence.</p> <p>The hump is not considered to be located where it will cause any particular difficulties for accessing the driveway of the property.</p> <p>The speed limit for the road is set to reduce to 20mph but concerns remain that compliance will nevertheless continue to be a challenge. Road humps are known to be very effective in reducing traffic speeds and can be expected to reduce traffic flows by around 20%. Traffic Calming (publishing.service.gov.uk)</p> <p>Air Quality</p> <p>Carmarthenshire County Council has a declared Air Quality Management Area in Llanelli which does not include Pendderi Road or the Bynea area.</p> <p>The NICE report referenced in the objection notes:</p> <p>Recommendation 1.5.2</p> <p><i>Some evidence on physical speed reduction measures like humps and bumps suggested that individual measures may increase motor vehicle emissions by encouraging decelerations and accelerations. But evidence from area-wide schemes does not back this up. Air pollution: outdoor air quality and health (nice.org.uk)</i></p> <p>A study undertaken by the TRL also concluded that:</p> <p><i>Urban traffic calming measures have been mainly introduced on residential roads with low traffic flows. Consequently, even though traffic calming generally results in increased emissions per vehicle it is very unlikely that that it would result in poor local air quality. TRL482.pdf</i></p> |
| <p>Objection 1b (received from same Objector as 1a)</p> <p>The Objector understands the need to reduce vehicle speeds but maintains the view that the placement of road humps is not the best way to achieve this.</p> <p>The Objector reiterates their concern regarding air pollution and references a study by King's College and the National Institute of Clinical Excellence (NICE) regarding braking vehicles causing air pollution in terms of particulate matter and diesel fumes and its link to cardiovascular, respiratory disease and cancers and references this to the Objector's own ill health.</p> <p>The Objection also mentions the detrimental impact of noise pollution. The Objector also expresses the concern that the location of the humps will make access into the property driveway difficult.</p> | <p>(This column continues the discussion from the previous row, as indicated by the 'Objection 1a & 1b' header.)</p> |

| | |
|---|---|
| | <p>This potential increase in vehicle emissions should be considered in the context of air quality within the area, the creation of lower speed environments which encourage more walking and cycling and a reduction in traffic flows, and balanced with the wider community concerns regarding road safety.</p> <p>Traffic Noise</p> <p>A study undertaken by the Department for Transport found that: <i>Based on an assumed reduction in vehicle speed, estimates of the change in traffic noise levels following the installation of cushions or humps showed that, where the traffic flow consists of all cars, substantial reductions would be expected. As the percentage of commercial vehicles increases to 10 per cent, together with an increase in the percentage of buses to 1 per cent, these reductions deteriorate dramatically.</i> Traffic Calming (publishing.service.gov.uk)</p> <p>There is a 7.5 tonne weight restriction on Pendderi Road which should minimise heavy goods vehicles.</p> |
| <p>Objection 2</p> <p>Objector considers that vertical measures are ineffective and cause vehicular damage</p> | <p>Objection 2</p> <p>Traffic calming scheme at Pendderi Road incorporates various features including three road humps. Studies confirm road humps to be very effective at reducing vehicle speeds and vehicles travelling over road humps at appropriate speeds should not suffer damage provided the humps conform to regulations. Traffic Calming (publishing.service.gov.uk)</p> |
| <p>Objection 3</p> <p>Objector considers vertical measures cause unnecessary deceleration / acceleration causing NOx and particulate emissions and unlikely to deter those drivers who have no regard in terms of damage to their vehicle.</p> | <p>Objection 3</p> <p>The impact of road humps on air quality and traffic speeds is discussed above.</p> |

Road Safety Audit

A Stage 2 Road Safety Audit has been undertaken for the proposed traffic calming and no adverse comments were made with regard to the scheme design. Should the scheme progress to implementation a Stage 3 Road Safety Audit would be undertaken following completion.

Recommendation

It is recommended that the objections be noted and that the Order be made.

| | |
|-----------------------------------|---|
| DETAILED REPORT ATTACHED ? | Appendix 1 - Scheme Plan & Traffic Survey Locations Appendix 2 – Original Consultation plan with four road humps. Full details of the objections will also be available at the meeting. |
|-----------------------------------|---|

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 Service Highways & Transportation**

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

Policy, Crime & Disorder

The Objectors (referenced 1a and 1b) have highlighted their health concerns and the perceived impact of road humps.

Due consideration needs to be given of our responsibilities under the Public Sector Equality Duty of the Equality Act (2010) and specifically in terms of Age and Disability. This will be raised specifically with the Cabinet Member and any mitigation measures will also be discussed.

Legal

The proposals have been formally published in accordance with the Highways Act 1980 and Highways (Road Humps) Regulations 1999.

Finance

The proposal has been developed and will be delivered via secured S106 Agreement Contribution (S/18218).

Physical Assets

Traffic calming features will be maintained through normal service budgets.

CONSULTATIONS

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

Signed: S. G. Pilliner

Head of Service Highways & Transportation

1. Scrutiny Committee – N/A

2. Local Member(s) - County Councillors Deryk Cundy and Michelle Donoghue support the proposals.

3. Community / Town Council – Llanelli Rural Council - No objections received

4. Relevant Partners - key stakeholder groups consulted as part of the Traffic Order process are listed below - no objections received.

- Carmarthenshire Roads Policing Unit
- Mid and West Wales Fire Brigade
- Welsh Ambulance Services NHS Trust
- Freight Transport Association
- Road Haulage Association Limited
- Carmarthenshire Disabled Access Group
- Bus Operators: First Bus, 1st Choice, Gwynne Price, Alan Davies Coaches, M. Hayward, Lewis Rhydlewis.

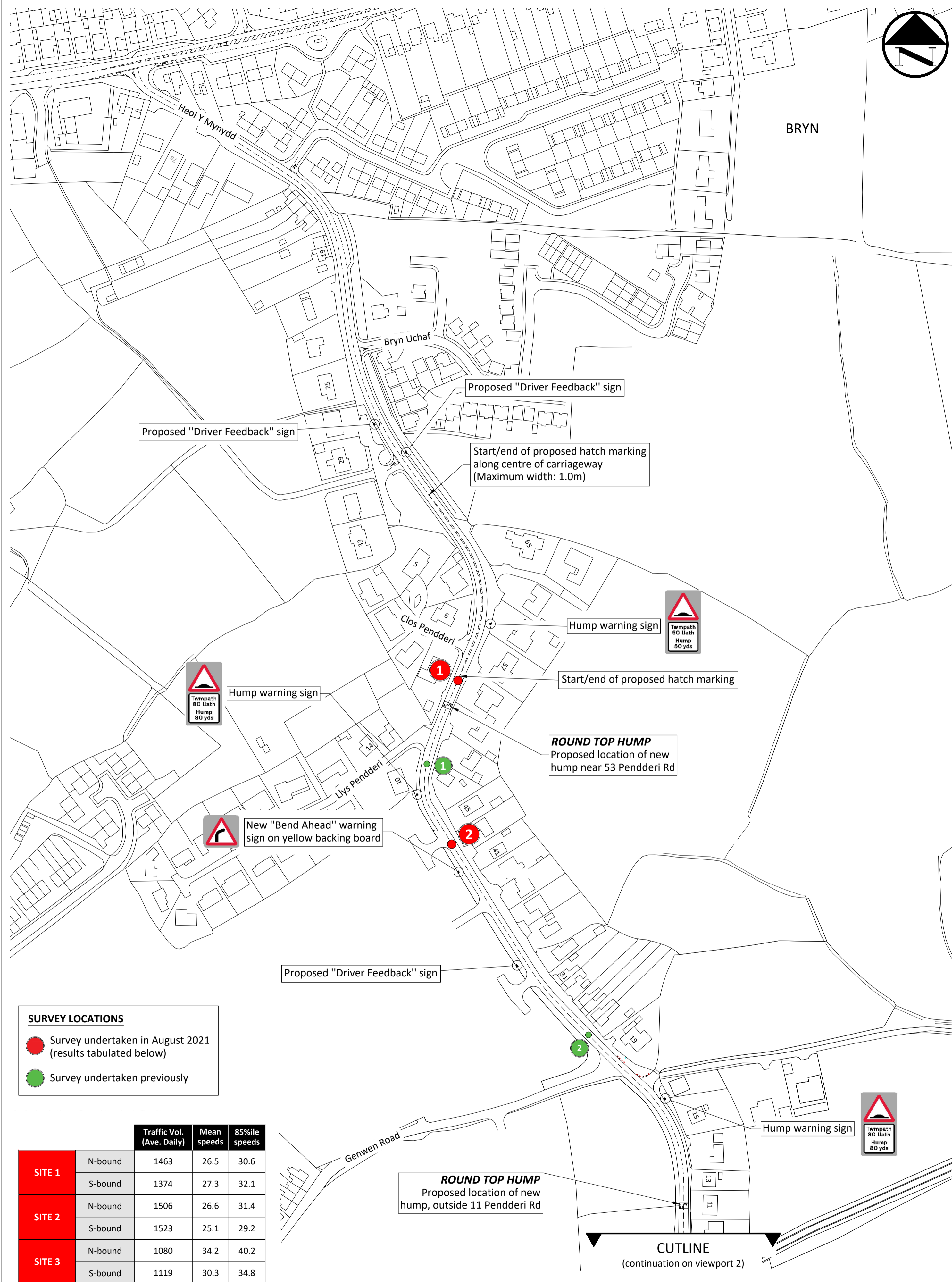
5. Staff Side Representatives and other Organisations - N/A

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

There are none

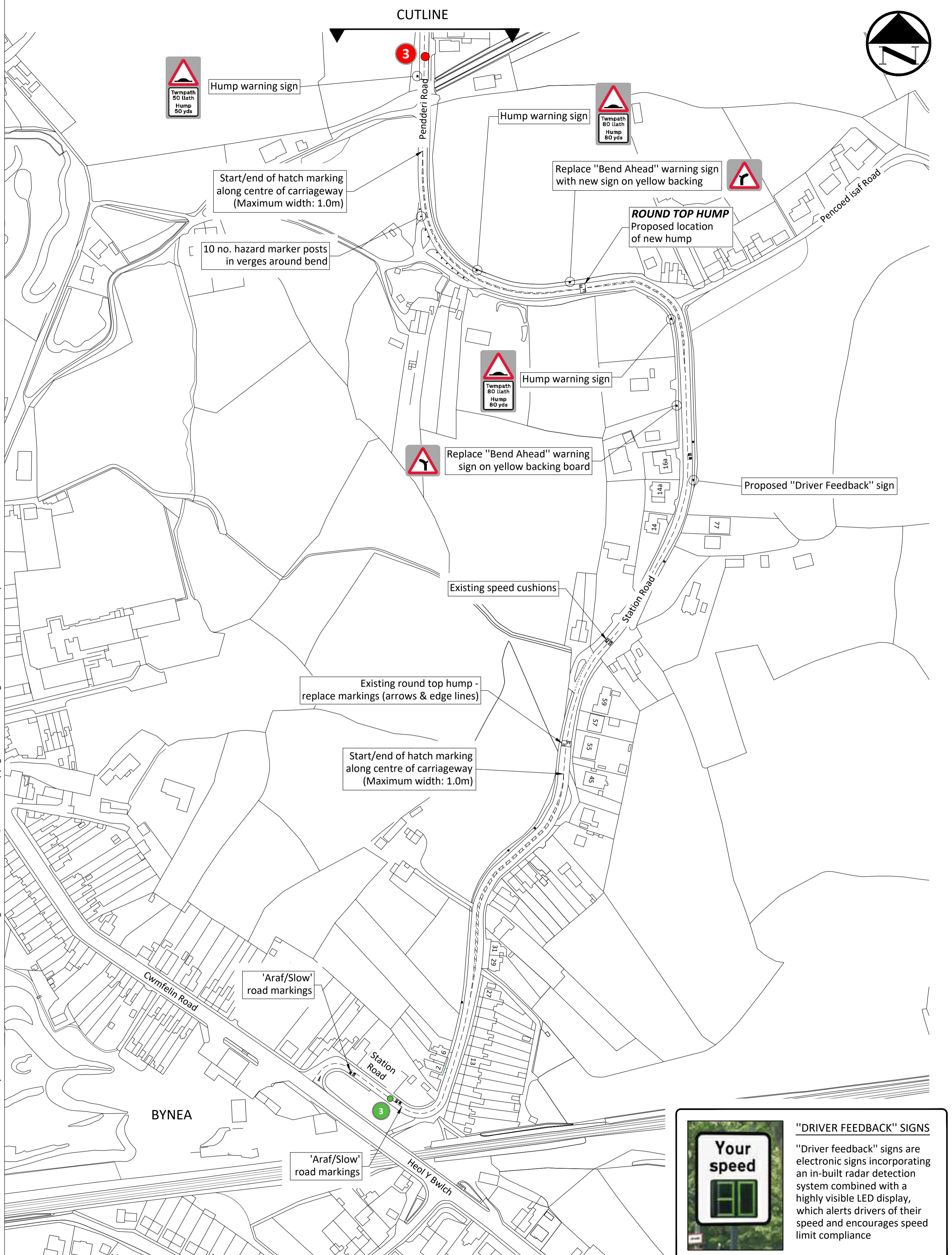
Mae'r dudalen hon yn wag yn fwriadol




SURVEY LOCATIONS

- Survey undertaken in August 2021 (results tabulated below)
- Survey undertaken previously

| | | Traffic Vol. (Ave. Daily) | Mean speeds | 85%ile speeds |
|--------|---------|------------------------------|----------------|------------------|
| SITE 1 | N-bound | 1463 | 26.5 | 30.6 |
| | S-bound | 1374 | 27.3 | 32.1 |
| SITE 2 | N-bound | 1506 | 26.6 | 31.4 |
| | S-bound | 1523 | 25.1 | 29.2 |
| SITE 3 | N-bound | 1080 | 34.2 | 40.2 |
| | S-bound | 1119 | 30.3 | 34.8 |





"DRIVER FEEDBACK" SIGNS

"Driver feedback" signs are electronic signs incorporating an in-built radar detection system combined with a highly visible LED display, which alerts drivers of their speed and encourages speed limit compliance

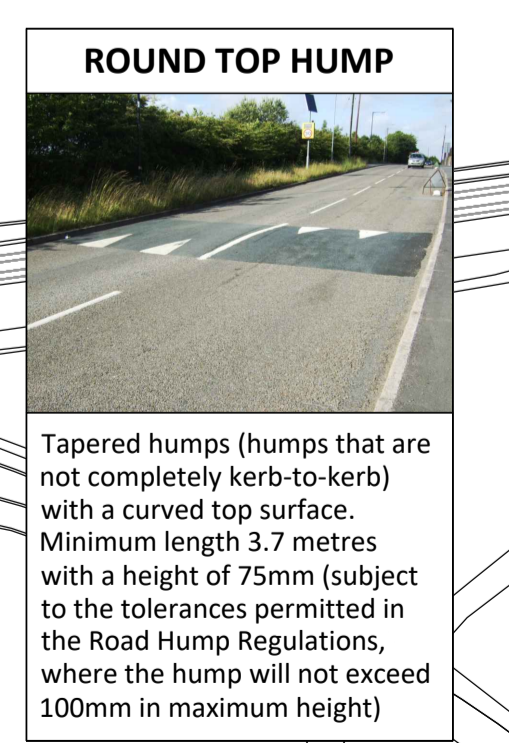
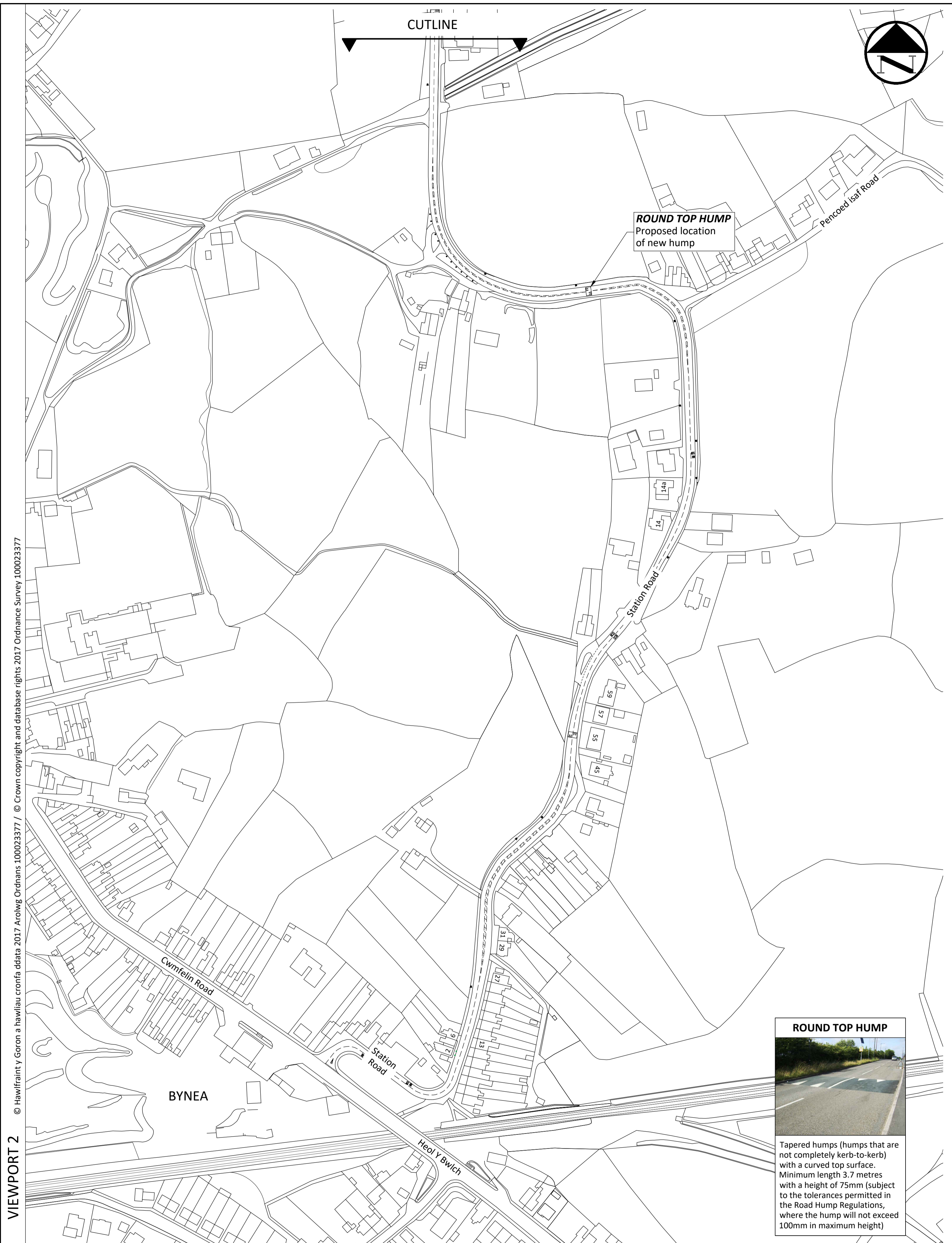
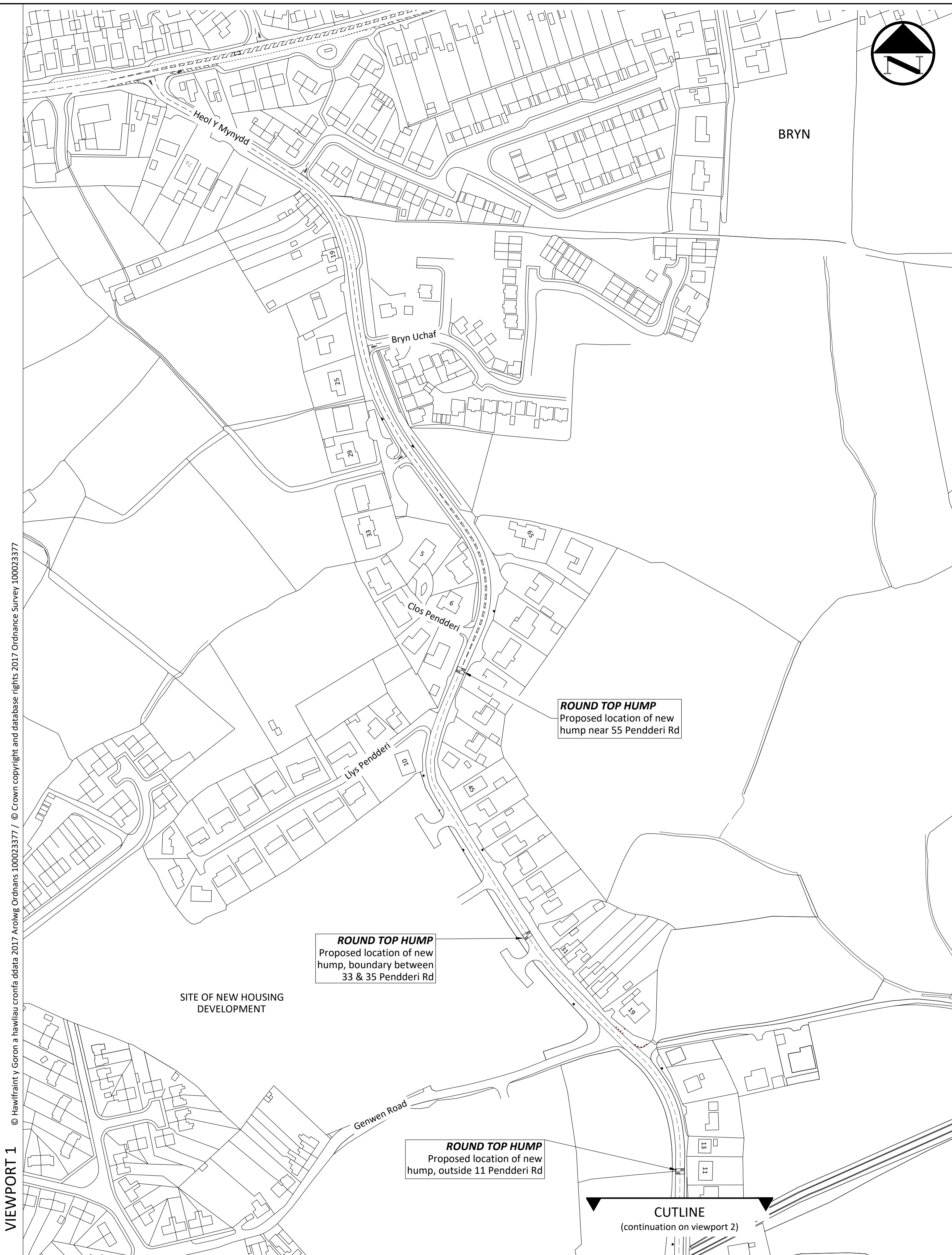
| REV | DATE | REVISION DESCRIPTION | REV BY | CHECKED | DATE CHTD |
|-----|------|----------------------|--------|---------|-----------|
| | | | | | |

ISSUED FOR THE PURPOSE SHOWN ONLY

| | |
|---------|--|
| Project | PENDDERI ROAD / STATION ROAD, BYNEA |
| Title | APPENDIX 1 TRAFFIC DATA (SPEEDS AND VOLUME) |

| | | | | | | | | | | | |
|---------|--------------|------|----------|-------------|-------------|------|---|-------------|-----|------|---|
| Made By | JM | Date | 19/11/21 | Checked | * | Date | * | Authorised | * | Date | * |
| Scale | NOT TO SCALE | | | Project no. | 80/0040/385 | | | Drawing no. | 001 | | |

Mae'r dudalen hon yn wag yn fwiadol



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Carmarthenshire
County Council

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S. Pilliner PgDIP, CMLT, MCM
Pennaeth Traffidiaeth a Pheiliaeth, Adran Gwasanaethau Technegol, Parc Myrddin, Waun Dew, Caerfyrddin, Sir Caerfyrddin SA31 1HQ

Head of Transport and Engineering Division, Technical Services Department, Parc Myrddin, Richmond Terrace, Carmarthen, Carmarthenshire SA31 1HQ

| | | | | | |
|-----------------------------------|---------|--|--------|---------|----------|
| REV | DATE | REVISION DESCRIPTION | REV BY | CHECKED | DATE CHD |
| A | 23.9.19 | Round top hump added outside No.11 Pendderi Lane | | | |
| Status | | | | | |
| CONSULTATION | | | | | |
| ISSUED FOR THE PURPOSE SHOWN ONLY | | | | | |

| | |
|---------|---|
| Project | PENDDERI ROAD / STATION ROAD, BYNEA |
| Title | APPENDIX 2 PROPOSED TRAFFIC CALMING MEASURES |

| | | | | | | | | | | | | |
|-------------|--------------|----------|----------|---------|---|------|---|------------|---|------|---|--|
| Made By | JM | Date | 08/04/13 | Checked | * | Date | * | Authorised | * | Date | * | |
| Scale | NOT TO SCALE | | | | | | | | | | | |
| Project no. | 80/0040/385 | | | | | | | | | | | |
| Drawing no. | 001 | Revision | A | | | | | | | | | |

Mae'r dudalen hon yn wag yn fwiadol