

Highway Route Review :- BOAT 57/74, Carmel Chapel, Burry Port to Penymynydd

Site Meeting / Safety Assessment (4th December 2014)

Attendees

1. Darren King (Highways Service Manager)
2. Gary Baxter (Acting Assistant Area Manager)
3. Cliff Cleaton (Streetworks & Adoptions Manager)
4. Jonathan Tudor (Countryside Access Manager)
5. Alan Warner (Countryside Operations Manager)
6. Anna Owens (H&S Advisor)
7. Mark Milward (H&S Advisor)
8. Mark Hadley (Llanerchindda Outdoor Pursuits / Green Lane Association (GLASS) Member)
9. Andrew Hadley (Llanerchindda Outdoor Pursuits / Green Lane Association (GLASS) Member)

Purpose of Site Meeting

The byway review team and Health & Safety advisors met to undertake a safety assessment of the byway to assist the process of reviewing the future proposals for the route and in particular to determine the suitability of the route for all users and whether a Traffic Regulation Order would be appropriate to safeguard the welfare and safety of highway users.

The meeting was also attended by Mark and Andrew Hadley from Llanerchindda Farm who run an outdoor activities centre which includes quad bike treks and 4x4 courses and driving experiences. Following a byway user group meeting on 2nd December attended by Mark Hadley in which the byway at Burry Port was discussed Mark was asked to attend the site meeting to offer his knowledge and experience concerning byways and off road routes used by 4x4 vehicles. Mark is also a member of GLASS ~ Green Lanes Association ~ and his attendance would provide a very valuable appraisal of the byway route having had extensive experience of driving byways and other off road terrain around the Llandovery area.

Assessment

(This assessment which runs north to south should be read in conjunction with the diagramatic Survey Form)

• **Chainage 964m – 1323m ~**

Open grass field with evidence of wheel tracks which follow the route of byway as indicated on plan. A stream needs to be traversed with approaches to both sides steep in gradient with increasing crossfall. Vertical alignment steepens as you travel through the stream with both approaches very muddy.

There are no hedge boundaries at this location only the presence of a wooden post and wire mesh stockproof fencing to the westerly side. The byway beyond Ch.1323m then traverses open fields with a very steep gradient to the easterly side.



- **Chainage 1323m – 1528m ~**

From this chainage point the byway proceeds downhill at a very steep gradient and crossfall along the entire length of route to its end point adjacent the chapel. The route is located on an open grass field with no side boundary hedge protection and the field slopes steeply down to a river some 100 metres below. This section of the route was deemed a red zone or very high risk area for motorised vehicles due to the gradient and crossfall of the route.

The egress / access point of the byway is via a field gate directly onto the unclassified road and is approx 1 metre below carriageway level. Maintenance work would be needed at this point to allow safe access for highway users.



Conclusion

The consensus of the entire group of officers and representatives from Llanerchindda / GLASS was that the route is deemed too dangerous for access by motorised vehicles due to the gradient and crossfall of the route at the chapel end and between the chainages identified above. Furthermore the route is not afforded protection from any boundary hedges or embankments and vehicles could quite easily lose control and run down the steep field to the water course below.

The survey group were unanimous in their conclusion that the route is unsafe for vehicular traffic and as such consider it appropriate to restrict use by motor cars. This conclusion has been reached by evidence on the ground and it is not the case that the route has fallen into disrepair but that the gradient of the route and adjacent open field terrain are deemed to be dangerous for motor vehicles to access. The group also agreed that the byway is safe for pedestrians, horse riders and motorbikes and that a Traffic Regulation Order reflecting this should now be implemented.

Recommendation

Implement a permanent Traffic Regulation Order restricting access by motorised vehicles. Access to be permitted for pedestrians, horse riders and motorcycles only. Meeting to be arranged with Transportation colleagues to discuss recommendations and process for implementation.