

**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
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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: <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><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: <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>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.
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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 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