

Cyfarfod Penderfyniadau yr Aelod Cabinet

07/02/24

Yr Aelod Cabinet:	Y Portffolio	
Y Cyngorydd Edward Thomas	Aelod Cabinet dros Wasanaethau Trafnidiaeth, Gwastraff a Seilwaith	
Pwnc CYFLWYNO TWMPATHAU ARAFU ARFAETHEDIG YM MHONT-HENRI.		
Y Pwrpas: Mae'r mesurau arafu traffig arfaethedig yn cynnwys dau dwmpath crwn a dau dwmpath estynedig. Mae'r mesurau arafu traffig wedi cael eu hysbysebu o ran derbyn sylwadau gan y cyhoedd a chafwyd un gwrthwynebiad. Mae'r gwrthwynebiad ynghylch un twmpath yn benodol. Mae'r adroddiad hwn yn ystyried y gwrthwynebiad hwnnw.		
Argymhelliad: Argymhellir bod y gwrthwynebiad yn cael ei nodi a bod y cynllun arafu traffig yn mynd rhagddo gan gynnwys yr holl dwmpathau ffordd a restrir uchod.		
Y rhesymau: Bydd cyflwyno mesurau arafu traffig yn mynd i'r afael â phryderon sydd wedi hen fodoli o ran cyflymder traffig a diogelwch cerddwyr a godwyd fel rhan o'r gwaith ymgynghori a wnaed yn y gymuned leol wrth ddatblygu/gweithredu y cynllun Llwybrau Diogel mewn Cymunedau. Mae'r aelod lleol yn cefnogi cyflwyno mesurau arafu traffig ym Mhont-henri.		
Enw Pennaeth y Gwasanaeth: Daniel W John	Pennaeth Seilwaith Amgylcheddol	E-bost dwjohn@sirgar.gov.uk
Awdur yr Adroddiad: Thomas Evans	Cynlluniwr Trafnidiaeth – Strategaeth a Seilwaith	E-bost tjevans@sirgar.gov.uk

Declaration of Personal Interest (if any):

Dispensation Granted to Make Decision (if any):

(If the answer is yes exact details are to be provided below:)

DECISION MADE:

That the objections be noted, and the traffic calming scheme proceed with all vertical measures as proposed.

Signed:

DATE: _____

CABINET 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:	

Cabinet Member Decision Meeting

Date: 07/02/24

EXECUTIVE SUMMARY

Proposed Speed Humps at Ponthenri.

Brief Summary of Purpose of Report

The purpose of this report is to consider the objection received to the inclusion of a road top hump on (B4317) Myrtle Hill. This hump was put forward as part of a series of measures to slow traffic speeds and enhance pedestrian safety throughout the village of Ponthenri.

There is a statutory requirement to advertise proposals for road humps for public comment and objection. The proposals for Ponthenri received one objection from one household.

Background

Myrtle Hill is a well-used residential road that connects Ponthenri with Pontyberem to the North. The section where the hump is planned to be located is at the bottom of a steep hill that leads directly into the most densely populated area of this section of Ponthenri.

Since 17th September 2023 the road has been reduced to a 20mph limit and there are Driver Feedback Signs (DFS) located at certain points along the road to remind drivers of their current speed.

Notwithstanding the speed limit in place, there have been longstanding concerns from the local community regarding inappropriate vehicle speeds along the road. Something that was voiced during public consultations events for the development of the Safe Routes in Communities funding bid and supported by the local member during ongoing discussions.

Traffic Calming Proposal - Funding

The County Council submitted the speed humps/plateaus as part of the Safe Routes in Communities funding bid (the bid includes a wide range of measures to enhance and encourage active travel within Ponthenri) and were successful in receiving the full allocation of funds from Welsh Government for the implementation of all measures contained within the scheme bid drawing plan.

This funding must be spent in the 23/24 financial year otherwise it will be returned to Welsh Government.

Traffic Calming Proposals – Current Design

Following comments received during the initial consultation, and in liaison with the local member, the traffic calming proposals were put forward and split into 2 location plans (as presented in Appendix 1 and Appendix 2).

The only objection was to the introduction of the proposed round top hump situated near 48 Myrtle Hill. The plan for this is contained with Statutory consultation 1 or Appendix 1 in relation to this document.

Traffic calming proposals which include road humps must be advertised for public comment and objection in accordance with the Highways (Road Humps) Regulations 1999. One letter of objection with a list of reasons was subsequently received from a singular household. This is discussed below.

Discussion of Objections

During the statutory consultation period the Council’s Head of Administration and Law received one objection letter from one household. 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 1 Not a good idea at the bottom of a hill</p>	<p>The hump is not considered to be located where it will cause any difficulties for residents accessing the driveway of local properties. It is also located just prior to the main residential area of Ponthenri (along Myrtle Hill and is situated to slow traffic prior to them entering this more populated area.</p> <p>The speed limit for the road 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. Traffic Calming (publishing.service.gov.uk)</p> <p>In addition, the hump will be located where lighting is sufficient to illuminate the measure along with all relevant warning signs. Drainage will also be considered prior to construction to ensure the current situation is not worsened.</p> <p>Air Quality In response to the objection regarding air quality I can confirm the following:</p> <p>The NICE report referenced in the objection notes: Recommendation 1.5.2 <i>Some evidence on physical speed reduction measures like humps and bumps suggested that</i></p>
<p>Objection 2 More noise and pollution after hump</p>	
<p>Objection 3 Drains are not good enough in wet weather</p>	
<p>Objection 4 Animals transported by tractor or horse lorry may be injured.</p>	
<p>Objection 5 Pollution from fumes can cause health problems</p>	
<p>Objection 6 Hump may cause reversing issues</p>	
<p>Objection 7 This is a main road to the M4 not a village street</p>	

<p>Objection 8 What happened to a bypass scheme that was muted in the 60's that would bypass Ponthenri and link to Cwmmawr.</p>	<p><i>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>Objection 9 A minibus has overtaken me in Carway near speed humps.</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 10 Although we have 20mph now I still see cars and motorbikes overtaking over speed limits.</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 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. Traffic Calming (publishing.service.gov.uk)</i></p>
<p>Objection 11 If it was dark motorists and motorbikes would not be able to see the humps.</p>	<p>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>Speed Data Recent speed survey data (January 2024) has recorded an average speed of 28.4mph (currently a 20mph zone) in the proposed hump location with the 85th percentile measuring 35.6mph. The speed data has been included as an attachment to this report.</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 – Statutory Consultation 2 plan detailing location of other proposed speed humps in Ponthenri.
Appendix 2 – Statutory Consultation 1 plan detailing location of road hump being objected to.
Appendix 3 – Full Safe Routes in Communities scheme plan.
Appendix 4 – Speed results data.**

IMPLICATIONS

ALL IMPLICATIONS REQUIRE SIGN OFF BY THE DIRECTOR OR HEAD OF SERVICE

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:

Head of Environmental Infrastructure

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets	Bio-diversity & Climate Change
YES	YES	YES	NONE	NONE	NONE	YES	NONE

Policy, Crime & Disorder

The Objector has highlighted 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 Transport for Wales Safe Routes in Communities grant and must be spent within the 23/24 financial year.

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: D.W.John Head of Environmental Infrastructure

1. Scrutiny Committee – N/A

2. Local Member(s) - Cllr. Alex Evans (local member for Glyn ward) supports 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: None