

CYNGOR SIR POWYS COUNTY COUNCIL

BRECKNOCKSHIRE COMMITTEE
11th October 2017

REPORT AUTHOR: Derek Price, Senior Engineer (Structures)

SUBJECT: B4560 Llangorse – Traffic Calming

REPORT FOR: **Decision**

1. Summary

The Local Member and Llangorse Community Council have expressed concerns regarding traffic speeds entering the village from the Bwlch direction.

Earlier traffic calming measures have reduced speeds to a certain extent (40mph to 35mph), but there is a feeling that more needs to be done to bring speeds to an acceptable level.

2. Proposal

Chicanes have been installed in a number of locations in the County, and have proved successful in reducing speeds to just below 30mph, without the use of vertical deflection methods such as speed cushions or humps. It is therefore proposed to provide a chicane in the southern area between Bryncelyn and the Lake View Close Junction.



3. One Powys Plan

The proposal will address concerns of the Community and provide an effective feature to reduce traffic speeds to the required limit without incurring the inherent noise problem of acceleration and deceleration experienced with speed humps & cushions.

It will also show support for a proactive Community seeking to improve their existing environment.

4. Options Considered/Available

There are several forms of traffic calming which were considered in addition to the existing red surfacing.

4.1 **Interactive speed indicator signs**: Effective with some drivers, for a short period of time, but less responsible drivers tend to ignore, as they know they have no legal impact.

4.2 **Speed humps/ cushions**: Very effective, but not recommended for through routes. Disadvantages for emergency vehicles and future highway maintenance.

4.3 **30mph interactive reminder sign**: Similar effect to speed indicator signs

4.4 **Rumble Strips**: Not recommended for residential areas.

4.5 **Priority Build Out**: Insufficient traffic flow to make the feature effective, and may lead to vehicles travelling too fast on the wrong side of the road to beat the oncoming vehicle.

5. Preferred Choice and Reasons

A chicane is the preferred choice, as they only require the driver to lift off the accelerator briefly, to negotiate the feature comfortably (approx.. 28mph). This is recognised as a 'calming' feature, whereas speed humps, whilst being effective, tend to irritate drivers and penalise responsible drivers unnecessarily.

6. Sustainability and Environmental Issues/Equalities/Crime and Disorder,/Welsh Language/Other Policies etc

The permanent feature will result in speeds in accordance with the mandatory speed limit, hence providing a safer environment for residents of the Community

7. Children and Young People's Impact Statement - Safeguarding and Wellbeing

Reduction of speeds will result in safer routes to school and other facilities in the village.

8. Local Member(s)

The Local Member is supportive of the Community Council's request to extent of jointly initiating the proposal to be progressed.

9. Other Front Line Services

HGSS have indicated their support of the proposal, and have no adverse comments.

10. Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)

The Finance Business Partner notes the content of the report and can confirm there is no allocation in the 2017/18 programme for this scheme. If the Committee support this application, it will need to be included in future Capital bids for consideration.

No further comments have been received from other support services.

11. Local Service Board/Partnerships/Stakeholders etc

There are no comments from the above parties.

12. Corporate Communications

The Senior Communications Manager has not expressed any comments on the proposal

13. Statutory Officers

(The Strategic Director Resources (Section 151 Officer) and the Monitoring Officer have not expressed any views on the proposals.

14. Members' Interests

(To be completed by the Monitoring Officer)

The Monitoring Officer advises that Members may have an interest in this item if

or

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If Members have an interest they should

declare it at the start of the meeting and complete the relevant notification form.

15. Future Status of the Report (N/A)

(This section must be completed if the report is a confidential/exempt report)

Members are invited to consider the future status of this report and whether it can be made available to the press and public either immediately following the meeting or at some specified point in the future.

The view of the Monitoring Officer is that:

Recommendation:	Reason for Recommendation:
That the scheme be approved for inclusion in the Capital Programme for Road Safety and Small Schemes	Highway Safety

Relevant Policy (ies):			
Within Policy:	Y	Within Budget:	Y

Relevant Local Member(s):	Emily Durrant
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Person(s) To Implement Decision:	Brecknock Committee
Date By When Decision To Be Implemented:	11th October 2017

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