

CYNGOR SIR POWYS COUNTY COUNCIL

MONTGOMERYSHIRE COMMITTEE

13th April 2016

REPORT AUTHOR: Derek Price, Principal Engineer (Roads)

SUBJECT: B4385 Castle Caereinion, Footway Provision, Traffic Calming & 20mph Zone.

REPORT FOR: **Decision / Discussion / Information**

1. Summary

- 1.1 The Community Council has raised concerns about perceived inappropriate vehicle speeds, and have requested the installation of speed cushions and a 20mph zone.
- 1.2 A site visit ascertained that speeds were not abnormally high, but the combination of lack of pedestrian facilities and large agricultural vehicles, resulted in an uncomfortable intimidating situation.

2. Proposal

- 2.1 Provision of minimum width footway between junction to Tegfan and junction to Maesgarmon to establish continuous footway link through the majority of the village.
- 2.2 Introduction of a 20mph zone from a point 20m South of the shop to a point 20m North of the junction to the school.
- 2.3 Construct chicane traffic calming features at the extents of the 20mph zone.
- 2.4 The scheme which is estimated to cost £39390 has been assessed and ranked in accordance with current guidelines and is the second highest ranked scheme in the programme.

3. One Powys Plan

- 3.1 The proposal demonstrates the Authority's commitment to the provision of 20mph zones near primary schools, hence safety in the community.
- 3.2 It also demonstrates a response to communities concerns and the ability to provide satisfactory solution to a problem.
- 3.3 The provision of additional pedestrian facilities will establish a stronger community with the construction of continuous footway, enabling members of the community of all ages to access its facilities without having to resort to the use of motor vehicles.

4. Options Considered/Available

- 4.1 The initial request was for the provision of speed cushions as a traffic calming measure.

5. Preferred Choice and Reasons

- 5.1 Consultation with the Community Council outlined the alternatives where the provision of speed cushions would certainly reduce speeds and would cost less, the scheme ranking system would not score it as high, because there were very little additional benefits.
- 5.2 The proposal for using chicanes would enable to provision of pedestrian facilities to be incorporated with the calming measures.
- 5.3 Chicanes are considered more beneficial when considering future maintenance (eg. Resurfacing or snow clearing).
- 5.4 They are also considered to have a reasonable calming effect in reducing speeds, rather than harsh speed cushions which tend to irritate.
- 5.5 Chicanes are also considered to be safer from an emergency vehicle point of view, particularly with ambulances which may be carrying spinal injury patients.

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

The measures of providing a continuous pedestrian link through the village may encourage residents to walk between facilities, hence reducing vehicular travel and introducing sustainable active travel, albeit on a small scale.

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

The facility will provide a safer route to school for parents and primary school children.

8. Local Member(s)

The measures are in line with the policy to provide 20mph zones to all primary schools and safer routes wherever possible, hence will be comparable to many other locations.

9. Other Front Line Services

The measures are in preference to the provision of speed cushions from a highway maintenance view, as resurfacing will be a relatively straight forward operation whereas cushions need to be removed and reinstalled, adding considerable cost to the operation.

Similarly, snow clearing can be difficult when encountering speed cushions which may damage plough blades.

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

There are no comments from Support Services

11. Local Service Board/Partnerships/Stakeholders etc

The proposals do not have implications or need the involvement of the LSB, partner body or stakeholder.

12. Corporate Communications

The Senior Communications Manager has not expressed any views on the matter

13. Statutory Officers

The Strategic Director Resources has stated that the scheme should be funded and carried out from the Capital programme in 2016/17.

14. Members' Interests

15. Future Status of the Report

Recommendation:	Reason for Recommendation:
That the scheme be approved and included in the Capital Programme for 2016/17	Highway safety

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

Relevant Local Member(s):	County Councillor David Jones
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Person(s) To Implement Decision:	
Date By When Decision To Be Implemented:	

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