

CYNGOR SIR POWYS COUNTY COUNCIL
PORTFOLIO HOLDER DELEGATED DECISION
by
COUNTY COUNCILLOR PHYL DAVIES
(PORTFOLIO HOLDER FOR HIGHWAYS)
January 2019

REPORT AUTHOR: Area Traffic Officer South

SUBJECT: Presteigne Active Travel Scheme

REPORT FOR: Decision / Discussion / Information

1. Summary

1.1 In March 2018, the first phase of an ambitious project to upgrade active travel facilities in the Powys market town of Presteigne, was completed. Funded by Welsh Government Safe Routes in Communities grant and Powys County Council, a 1.5km long shared use facility was constructed. The new shared use paths created a county leading active travel facility connecting key destinations on the southern side

1.2 Presteigne phase II will complete the active travel network in the town, fulfilling the desire of stakeholders, as identified in the Integrated Network Map. It will connect all areas of the town to key destinations, and, once fully completed, will serve as a template for other designated localities and as an example of how active travel can transform a settlement and its population. Through the INM stakeholders asked for these routes to be upgraded to provide an active travel walking facility. However, following the completion of the 2017/18 SRIC scheme, residents have shown their desire for such routes in the town to all be shared use. PCC engineers have conducted preliminary design surveys and believe that it may be possible to build many of the routes proposed by stakeholders in the INM to shared use standards.

1.3 Many elements of the scheme will be challenging due to the existing layout and structures. For this reason it is vital to develop phase II whilst community enthusiasm and support is high. The town council have already been heavily involved with the route design, and have shared their enthusiasm and support for what some residents have described as 'the best thing to happen to the town in decades'.

1.4 From completed surveys it is estimated that once this network has been completed, up to 3 in every 4 residents in Presteigne will take to active travel for short journeys within the town. This will have a profound effect on the settlement, improving air quality, reducing carbon emissions, and improving health and well-being in a town which has a high percentage of residents with

long term illness or disability². It will also help to continue to develop behaviour change

1.5 This entire scheme is funded from WG grant awarded specifically for these works and finance have copies of all the grant letters. The total scheme costs and grant funding awarded by WG are £400k. The cost of the works will be the same as the capital grant which can only be spent on the scheme as approved by WG as their funding is ring fenced for specifically approved schemes.

2. Proposal

2.1 It is proposed to introduce further parking restrictions to protect junctions and narrow sections of the routes. They will enhance the safety of the active travel route users whilst minimising the use of on street parking within the town.

2.2 There is also a 20mph zone proposed, which will have traffic calming within it, making the zone self-enforcing, and keeping traffic speeds low.

2.3 Within the 20mph zone, at the location where most of the pedestrians and cyclists would cross to access the school or leisure centre, it is proposed to install a raised zebra crossing. This will create a safe crossing point for all users of the active travel route and also act as part of the traffic calming within the 20mph zone.

3. Options Considered / Available

3.1 The options considered were

1. Do nothing – leave the existing road network as existing
2. Introduce the proposals – allowing a comprehensive active travel route throughout Presteigne, enhancing walking and cycling routes, reducing inconsiderate parking, reducing speed limits and creating a safe crossing point for the leisure centre and high school.

4. Preferred Choice and Reasons

4.1 The preferred option would be option 2. This would ensure that inconsiderate parking is reduced, safer walking and cycling routes are available, vehicular speeds are reduced and a safe crossing point is created.

5. Impact Assessment

5.1 Is an impact assessment required? No

5.2 If yes is it attached? N/A

6. Corporate Improvement Plan

6.1 N/A

7. Local Member(s)

7.1 Cllr Beverley Baynham - Phase 1 of the active travel route in Presteigne has been a huge success and an asset to the community. To be able to complete phase 2 would be fantastic for the not only the town and its residents but also the environmental. I fully support phase 2 of the active travel route in Presteigne.

8. Other Front Line Services

Does the recommendation impact on other services run by the Council or on behalf of the Council? No

If so please provide their comments

9. Communications

Have Communications seen a copy of this report? Yes

Have they made a comment? The report is of public interest and requires use of news release and social media to publicise the decision.

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

10.1 Finance –.The Finance Manager Environment and Resources notes the contents of the report, the cost of the works will be funded from capital funding.

10.2 The Highways and Enforcement Solicitor - The Highways and Enforcement Solicitor has reviewed the proposal and has no comment to make.

10.3 Corporate Property (if appropriate)

10.4 HR (if appropriate)

10.5 ICT (if appropriate)

11. Scrutiny

Has this report been scrutinised? No

If Yes what version or date of report has been scrutinised?

Please insert the comments.

What changes have been made since the date of Scrutiny and explain why Scrutiny recommendations have been accepted or rejected?

12. Statutory Officers

The Solicitor to the Council (Monitoring Officer) commented as follows :
“ I note the legal comments and have nothing to add to the report.”

13. Members' Interests

The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If the Portfolio Holder has an interest, he/ she should declare it, complete the relevant notification for and refer the matter to Cabinet for decision.

Recommendation:	Reason for Recommendation:
1. To initiate the Traffic Regulation Order consultation procedure in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. 2. The Portfolio Holder is asked to resolve that consultation procedures be initiated and if no substantive objections are received the proposal be implemented.	To prevent inconsiderate parking, reduce vehicular speeds and create a safe crossing point.

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

Relevant Local Member(s):	Cllr Beverley Baynham
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Person(s) To Implement Decision:	Jo Lancey
Date By When Decision To Be Implemented:	

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Background Papers used to prepare Report:

