

Document Pack



Mark James LLM, DPA, DCA
Prif Weithredwr,
Chief Executive,
Neuadd y Sir, Caerfyrddin. SA31 1JP
County Hall, Carmarthen. SA31 1JP

MONDAY, 4 FEBRUARY 2019

TO: THE EXECUTIVE BOARD MEMBER FOR

I HEREBY SUMMON YOU TO ATTEND A MEETING OF THE **EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT** WHICH WILL BE HELD IN **MEETING ROOM 6, BLOCK 2, PARC MYRDDIN, CARMARTHEN**, AT **11.00 AM**, ON **TUESDAY, 12TH FEBRUARY, 2019** FOR THE TRANSACTION OF THE BUSINESS OUTLINED ON THE ATTACHED AGENDA.

Mark James CBE

CHIEF EXECUTIVE



PLEASE RECYCLE

Democratic Officer:	Janine Owen
Telephone (direct line):	01267 224030
E-Mail:	JanineOwen@carmarthenshire.gov.uk
Ref:	AD016-001

A G E N D A

1. DECLARATION OF PERSONAL INTEREST
2. TO SIGN AS A CORRECT RECORD THE DECISION RECORD OF THE MEETING HELD ON THE 28TH JANUARY 2019 3 - 4
3. OBJECTION TO THE PROPOSED ROAD HUMP ON THE B4312, LLANSTEFFAN ROAD, JOHNSTOWN 5 - 20
4. PROPOSED CONTRAFLOW CYCLING - CAERSALEM TERRACE, LLANELLI 21 - 32

Note:- The press and public are not be entitled to attend the meeting. The decision record will be published normally within 3 working days.

Agenda Item 2

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

MONDAY, 28 January 2019

PRESENT: Councillor: H.A.L. Evans (Executive Board Member).

The following officers were in attendance:

R. W. Waters, Highways and Transportation Manager

A.J Morgan, Traffic Engineer

E. Bryer, Democratic Services Officer

Regeneration Meeting Room, County Hall, Carmarthen - County Hall, Carmarthen. SA31 1JP. - 2.00 - 2.15 pm

1. DECLARATION OF PERSONAL INTEREST

There were no declarations of personal interest.

2. TO SIGN AS A CORRECT RECORD THE DECISION RECORD OF THE MEETING HELD ON THE 12TH JULY 2018

RESOLVED that the decision record of the meeting of the Executive Board Member for Environment held on the 12th July, 2018 be signed as a correct record.

3. OBJECTIONS TO THE COUNTY OF CARMARTHENSHIRE - WAITING RESTRICTIONS AND STREET PARKING - (LLANELLI) (VARIATION 33)

The Executive Board Member considered a report on proposals to make an Order varying waiting restrictions and street parking (Llanelli) (Variation 33).

It was reported that following initial consultation on the proposals with statutory consultees, eight objections/submissions and a petition against the advertised proposals had been received, as detailed within Appendix 3 (Objections and Comments) of the report together with the officer responses thereto. It was recommended the proposals, as detailed in Appendix 1 (Public Notice) and Appendix 2 (Plans) be proceeded with and the objectors be informed accordingly.

RESOLVED that the objections/submissions received to the proposed variation of waiting restriction and street parking at various locations, as detailed in Appendix 1 to the report, subject to the amendments thereto detailed in section 3.2 be noted, but that the Orders be confirmed and the objectors be informed accordingly.

EXECUTIVE BOARD MEMBER

DATE

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EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

12TH FEBRUARY 2019

Executive Board Member:	Portfolio:
Cllr. H Evans	Environment

OBJECTION TO THE PROPOSED ROAD HUMP ON THE B4312 LLANSTEFFAN ROAD, JOHNSTOWN

Recommendations / key decisions required:

That the Executive Board Member for Environment:

- i. determine the objections.
- ii. approve the proposals as described in Appendix 1 (Public Notice of the schedule of locations)

Reasons:

To reduce traffic speeds where there is proven evidence of vehicles travelling in excess of the speed limit within an existing 20mph speed limit.

Directorate: Environment		
Name of Head of Service: Stephen G. Pilliner	Designation Head of Highways & Transport	Tel No. / Email Address: 01267 228150 SGPilliner@carmarthenshire.gov.uk
Report Author: Mike Jacob	Traffic Engineer	01267 228242 MJacob@carmarthenshire.gov.uk

Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD 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:	

EXECUTIVE SUMMARY
EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR
ENVIRONMENT
12TH FEBRUARY 2019

OBJECTION TO THE PROPOSED ROAD HUMP ON THE B4312
LLANSTEFFAN ROAD, JOHNSTOWN

1. BRIEF SUMMARY OF PURPOSE OF REPORT

1.1 The B4312 Llansteffan Road at its southern end has been the subject of local concerns regarding speeding issues outside Rhydygors and QE High school.

This location has been provided with numerous measures to support the existing 20mph speed limit and it has also been the subject of enforcement by both Dyfed Powys Police and GoSafe (Safety Camera Partnership), despite these measures and enforcement, speeding remains an issue, as do local concerns. The County Council was successful in securing a Road Safety Capital Grant from the Welsh Government for 2018-19 for the B4312 Llansteffan – Johnstown.

Working in partnership with the Police a scheme of measures was developed for the route, which included Llansteffan Road. It was decided that the only option that would result in satisfactory reduction in speeds at the southern end of Llansteffan Road would be an additional vertical measure in the form of a round top hump and to replace the existing speed cushions with a round top hump. The notices have been formally published Appendix 1.

1.2 Two representations have been received to the advertised proposals.

1.3 The objections and officer responses are summarised in Appendix 2.

2.0 The following recommendation is made which is supported by the Local elected Member.

It is recommended that the Executive Board Member for Environment:

- i. determine the objections.
- ii. approve the proposals as described in Appendix 1 (Public Notice of the schedule of locations).

DETAILED REPORT ATTACHED?

NO, attached appendices are as follows:-

- **Appendix 1 – Public Notice**
- **Appendix 2 0 - Summary of objections**
 - Appendix 2(i) – Copy of objection letter 1
 - Appendix 2 (ii) – Copy of objection letter 2
- **Map**

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 Transportation & Highways

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
YES	YES	YES	NONE	NONE	NONE	NONE

1. Policy, Crime & Disorder and Equalities

Road safety is one of the seven key priorities of the Carmarthenshire Community Safety Partnership.

2. Legal

Exercise its powers under Section 90A of the Highways Act 1980 to construct road humps complying with the Highways (Road Humps) Regulations 1999.

3. Finance

All associated costs will be borne by the Welsh Government's Road Safety Capital Grant.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S.G. Pilliner

Head of Transportation & Highways

1. Scrutiny Committee - N/A

2. Local Member(s)

Cllr. Gareth John – No objection

Cllr Alun Lenny – No objection

3. Community / Town Council

Carmarthen Town Council – No objection.

4. Relevant Partners

The following statutory consultees were consulted and no objections were raised:-

Chief Fire Officer, Regional Ambulance Officer, Freight Transport Association, Road Haulage Association, Dyfed Powys Police Roads Policing Unit, GoSafe, Ffoshelig Coaches and Morris Travel.

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:

THESE ARE DETAILED BELOW

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Road Humps Regulations 1999		Environment Dept, Parc Myrddin, Carmarthen
Highways Act 1980		Environment Dept, Parc Myrddin, Carmarthen
Local Transport Note 01/07 – Traffic Calming		Environment Dept, Parc Myrddin, Carmarthen

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HYSBYSIAD CYHOEDDUS

GORCHYMYN SIR GAERFYRDDIN (TRE IOAN A LLANDYBÏE) (GOSOD TWMPATHAU Ffordd) 2018

HYSBYSIR trwy hyn, yn unol ag Adran 90C o Ddeddf Priffyrdd 1980, fod Cyngor Sir Caerfyrddin, gan ddefnyddio ei bwerau o dan Adran 90A o Ddeddf Priffyrdd 1980, yn bwriadu creu twmpathau ffordd sydd yn cydymffurfio â Rheoliadau Priffyrdd (Twmpathau Ffyrdd) 1999 ym mhentrefi Tre Ioan a Llandybïe yn Sir Gaerfyrddin.

Mae math, mesuriadau a lleoliadau'r twmpathau ffordd arfaethedig fel a ganlyn:-

Math	Mesuriadau	Lleoliad
Twmpath ffordd â brig crwn	75mm o uchder (yn amodol ar yr amrywiadau a ganiateir yn y Rheoliadau cysylltiedig). Lled y ffordd. Lleiafswm hyd: 3.7 metr	<u>Y B4312, Heol Llansteffan, Tre Ioan</u> Y tu allan i Ysgol Rhyd-y-gors Y tu allan i eiddo rhif 152 <u>Heol Woodfield, Llandybïe</u> Y tu allan i eiddo rhif 11 Y tu allan i ffin eiddo rhif 27/29

Mae manylion llawn y cynnig, ynghyd â'r cynllun, ar gael i'w harchwilio yn swyddfeydd Cyngor Sir Caerfyrddin, yn y Ganolfan Gwasanaethau Cwsmeriaid yn 3 Heol Spilman, Caerfyrddin ac yn Neuadd y Dref, Heol Iscennen, Rhydaman yn ystod oriau arferol y swyddfa.

Ystyrir bod darparu'r twmpathau ffordd ar hyd y B4312 yn angenrheidiol er mwyn gwella diogelwch ffyrdd drwy reoli cyflymder y traffig lle mae terfyn cyflymder o 20mya ar waith a gwella diogelwch i gerddwyr y tu allan i'r ysgolion presennol a fydd yn rhan annatod o gynllun lleihau anafiadau ffyrdd a gyllidir gan Lywodraeth Cymru ar gyfer y B4312 rhwng Tre Ioan a Llansteffan. Bydd y twmpathau ffordd â brig crwn arfaethedig y tu allan i Ysgol Rhyd-y-gors yn cymryd lle'r sgwariau arafu presennol gan felly arafu'r holl gerbydau.

Bydd y twmpathau ffordd â brig crwn arfaethedig yn Heol Woodfield yn cymryd lle'r sgwariau arafu presennol gan felly arafu'r holl gerbydau i wella diogelwch ffyrdd y tu allan i neuadd gymunedol/ardal hamdden.

Os dymunwch wrthwynebu'r cynlluniau a gynigir, dylai eich rhesymau dros wrthwynebu gael eu cyflwyno'n ysgrifenedig i'r Pennaeth Gweinyddiaeth a'r Gyfraith, Neuadd y Sir, Caerfyrddin. SA31 1JP erbyn 8 Medi, 2018

DYDDIEDIG y 15^{fed} o Awst, 2018
Cyfeirnod y Ffeil: HTTR-1513
Llinell Uniongyrchol: (01267) 224074
e-bost: rwjones@sirgar.gov.uk

MARK JAMES
Y Prif Weithredwr
Neuadd y Sir
Caerfyrddin.

PUBLIC NOTICE

**THE COUNTY OF CARMARTHENSHIRE
(JOHNSTOWN AND LLANDYBIE)
(IMPOSITION OF ROAD HUMPS) ORDER 2018**

NOTICE is hereby given in accordance with Section 90C of the Highways Act 1980 that Carmarthenshire County Council in exercise of its powers under Section 90A of the Highways Act 1980 proposes to construct road humps complying with the Highways (Road Humps) Regulations 1999 in the villages of Johnstown and Llandybie in Carmarthenshire.

The proposed nature, dimensions and location of the road humps are as follows:-

Type	Dimensions	Location
Round Top Hump	75mm high (subject to the tolerances permitted in the associated Regulations). Width of road. Minimum length of 3.7metres	B4312 Llansteffan Road, Johnstown Outside Rhydygors School Outside property no. 152 Woodfield Road, Llandybie Outside property no. 11 Outside the boundary of property nos. 27/29

Full details of the proposal together with a plan may be examined at the offices of the Carmarthenshire County Council, Customer Service Centre, 3 Spilman Street, Carmarthen and the Town Hall Iscennen Road, Ammanford during the usual office hours.

The provision of the road humps along the B4312 are considered necessary to improve road safety by controlling traffic speeds in an existing 20mph speed limit and improve pedestrian safety outside the existing schools which will form an integral part of a road traffic casualty reduction scheme funded by the Welsh Government for the B4312 Johnstown to Llansteffan. The proposed round top humps outside Rhydygors School will replace the existing speed cushions thereby reduce speeds of all vehicles.

The proposed round top humps at Woodfield Road will replace the existing speed cushions thereby reduce speeds of all vehicles to improve road safety outside a community hall/recreational area.

If you wish to object to the proposals you should send the grounds for your objection in writing to the Head of Administration and Law, County Hall, Carmarthen. SA31 1JP by the 7th September, 2018

DATED the 15th August, 2018
File Reference: HTTR-1513
Direct Line: (01267) 224074
email: rwjones@carmarthenshire.gov.uk

MARK JAMES
Chief Executive
County Hall
Carmarthen.

Appendix 2

Summary of Objections and Officer Responses in relation to the proposed road hump on the B4312 Llansteffan Road, Johnstown

Objection No.	Summary of Objection	Officer Response
1.	<p>A. The area floods and the flow of water must not be obstructed.</p> <p>B. The additional road hump should be provided south of the school not north of the school as speeds are faster to the south.</p>	<p>A. The proposal is to provide a round top hump which does not run full height from kerb to kerb and therefore does stop the flow of water along the kerb line.</p> <p>B. It is proposed to replace the cushions south of the school to that of a round top hump which reduces all traffic speeds more effectively. The additional road hump to the north is being proposed to control speeds within the 20mph speed limit and to reduce speeds on the approach to a proposed uncontrolled crossing point.</p>
2.	<p>A. The additional road hump should be provided south of the school not north of the school as speeds are faster to the south.</p> <p>B. Cameras should also be provided.</p>	<p>A. It is proposed to replace the cushions south of the school to that of a round top hump which reduces all traffic speeds more effectively. The additional road hump to the north is being proposed to control speeds within the 20mph speed limit and to reduce speeds on the approach to a proposed uncontrolled crossing point.</p> <p>B. The location does not meet the criteria for a fixed speed camera.</p>

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Head of Administration and Law
County Hall
Carmarthen
SA31 1JP

Llys y Coed
Llanstephan Road
Johnstown
Carmarthen
SA31 3NW
16/08/18

RWD

CARMS C.C.

Dear Sir

Ref HTTR-1513

17 AUG 2018

PRIF WEITHREDWR
CHIEF EXECUTIVE

I wish to object to your proposal to provide speed humps outside the above property.

There is a major problem in this area due to the culvert running down from the hills above Ystrad Farm, which is the boundary of the property, and goes under the road at the corner of the property. In the winter when heavy rains persist, the pipe work is not big enough to take all the water. This results in water flooding on to the B4312 and runs both ways to road gullies in this area. The water is some 9 to 12 inches deep at times and is of extreme danger to road traffic.

I am surprised that you are not aware of this problem, as over the years many meetings have been held regarding this issue. The County Council has spent considerable sums in changing the Rhydygors School Sewerage outlet, which affected the culvert and have also at another time put in another road gully to help take the water away. Also my own insurance company paid for a collapse in the road drainage as it affected my property. I understand the rules have been changed since, and even as a single property the County Council is responsible from now on. I am available to show any of your staff the extent of the problem, as any obstruction to the water flow on these occasions is quite dangerous.

I fully accept the need to reduce speed in this area. I did write to you when Q. E. School was extended to suggest the 20 mph limit should only apply at school opening and closing times. The 20 mph is not complied with by the majority of motorists and evidence of this can be confirmed by the Police Authority.

The main people (mostly children) and vehicle traffic in the area is due to Rhydygors School. Any speed restriction must be before traffic reaches this school from the Llanstephan side. Therefore, if you believe in speed humps, your proposals must be to provide another speed hump before the existing site, not after it. Unfortunately the acceleration away from these speed humps by some drivers has to be seen to be believed. I still believe the sensible solution would be to provide speed cameras at this end of the village as is the case at the other end.

I would be obliged if you could inform me of your final decision on this matter.

Yours Faithfully



Graham Harries

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151 Llansteffan Road,
Johnstown
CARMARTHEN
SA31 3NW

CARMS C.C.

13 SEP 2018

PRIF WEITHREDWR
CHIEF EXECUTIVE

Head of Administration and Law
County Hall
Carmarthen
SA31 1JP

29/08/18

Dear Sirs,

ews

Re: HTTR-1513

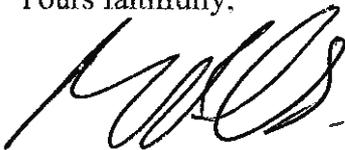
I am in receipt of your Notice Ref HTTR-1513 dated 15th Aug.2018, regarding Speed Road Humps on the B4312 Llansteffan Road, Johnstown.

I would note that the speed needs to be restricted before Rhydygors School when travelling from Llansteffan, and two sets of speed humps prior to the restricted speed area (rather than after) would be preferable to protect the children of the School.

I believe it has been suggested before that the answer may be to install speed cameras as a deterrent to speeding, and this should be considered.

I therefore object to this proposal and would welcome notice of your decision

Yours faithfully,

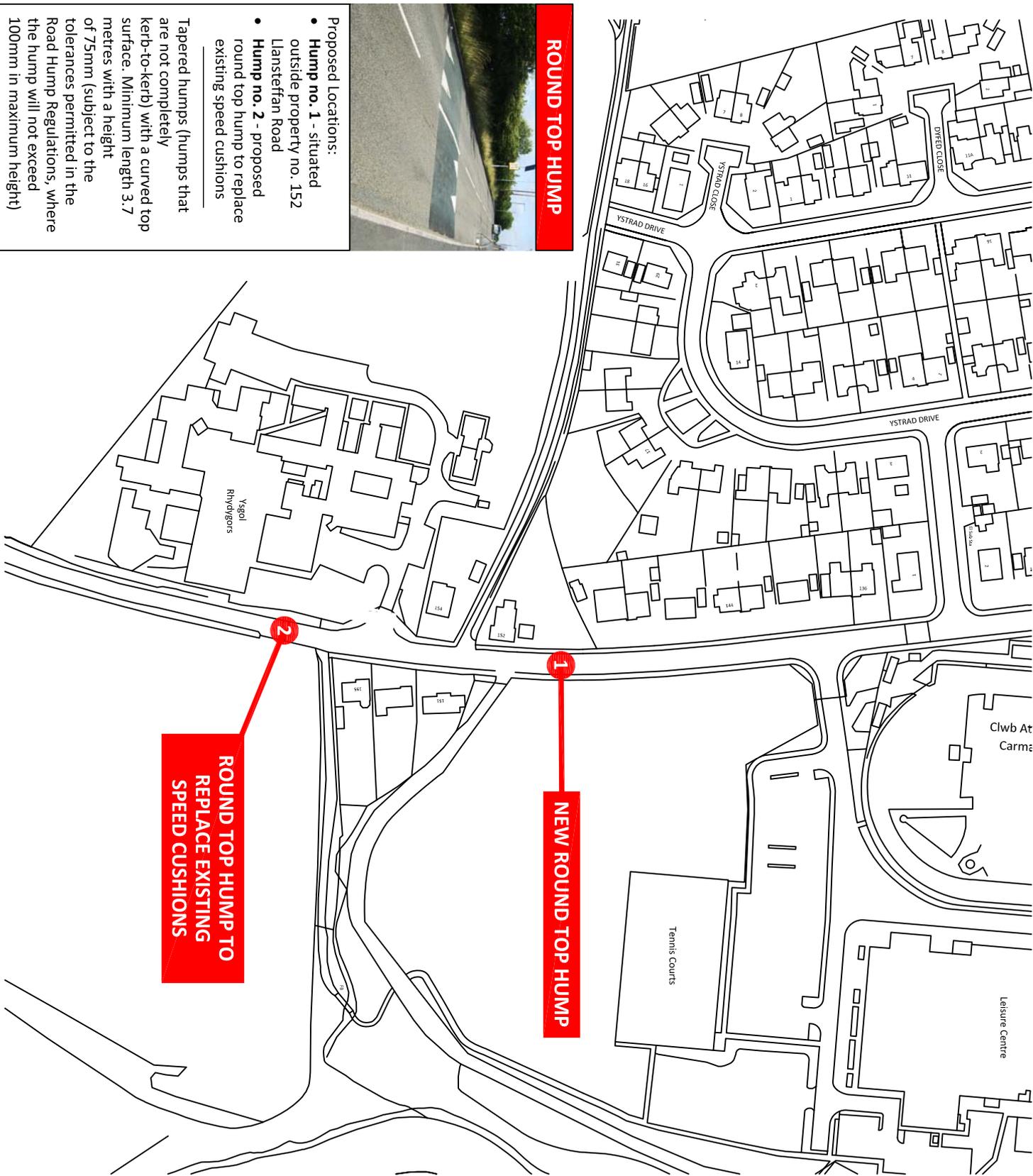


Martin Ricketts.
151 Llansteffan Road.

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ROUND TOP HUMPS



Proposed Locations:

- **Hump no. 1** - situated outside property no. 152 Lansteffan Road
- **Hump no. 2** - proposed round top hump to replace existing speed cushions

Tapered humps (humps that are not completely kerb-to-kerb) with a curved top surface. Minimum length 3.7 metres with a height of 75mm (subject to the tolerances permitted in the Road Hump Regulations, where the hump will not exceed 100mm in maximum height)

ROUND TOP HUMPS TO REPLACE EXISTING SPEED CUSHIONS

NEW ROUND TOP HUMPS

<p>Stephen G Pilliner Penmaeth Traridlaeth a Pherianeg, Adran Amgylchedd, Parc Wyrddin, Waun Dew, Caerfyrddin Sir Caerfyrddin SA31 1HQ</p>		<p>EICH CNGOR ar-leihmddani www.eichgorn.gov.wales YOUR COUNCIL doffronline www.carmarthenshire.gov.wales</p>	
<p>RSG 2018-19 B4312 JOHNSTOWN TO LLANSTEFFAN</p>			
<p>Proposed vertical measures on Lansteffan Road, Johnstown (near Ysgol Rhydygors)</p>			
Made By	Date	Checked	Date
JM	8.5.18		
Scale	1:2,000		
Project no.	80/0041/283		
Drawing no.	JLL/VM-01		
Revision	-		

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Declaration of Personal Interest (if any):

None

Dispensation Granted to Make Decision (if any):

N/A

DECISION MADE:

Signed:

DATE: _____

EXECUTIVE BOARD 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:	

EXECUTIVE SUMMARY

EXECUTIVE BOARD MEMBER DECISIONS MEETING FOR ENVIRONMENT

12TH FEBRUARY 2019

PROPOSED CONTRAFLOW CYCLING – CAERSALEM TERRACE, LLANELLI

1. BRIEF SUMMARY OF PURPOSE OF REPORT

The Llanelli masterplan aims to create and enhance active travel infrastructure around the town in line with our adopted Integrated Network Map. The creation of this contraflow will facilitate multi modal travel by improving links to Llanelli Railway Station and further afield to places such as Parc Trostre. The plan is to create active travel links to Llangennech (via previous works along the A4138) and down to the Millennium Coastal Path.

Welsh Government Active Travel Funding has been secured to deliver the contraflow and enhanced cycling provision on adjoining roads with the contraflow being the subject of this report. Additionally a funding bid has recently been submitted to complete additional works in the area as outlined on the plan attached to this report (Appendix 2).

The proposal would allow cyclists to travel against the flow of vehicular traffic along Caersalem Terrace (approx. 100m) and has been designed using Active Travel Guidelines. It would also prevent cyclists having to travel up Station Road to a Roundabout and back down Marsh Street in order to get to the same point (approx. 450m).

A statutory consultation exercise was undertaken from the 21st December 2018 to the 18th January 2019. Following the statutory public consultation period an objection was received on the 15.1.19 from Llanelli Town Council which states concerns over:

- The development by encouraging cyclist to travel in both directions along a one way lane, will bring bicycles into direct possible collision with vehicles travelling in the opposite direction. Vehicle drivers will not anticipate individuals travelling in that direction leading to increased accident likelihood. The road safety report provided as part of the consultation does not provide detail on consideration of this matter and has not decreased the concern of Committee members.
- There are businesses located along Caersalem Terrace who have loading and offloading in the area proposed for the cycling lane, vehicles parking will therefore encourage cyclists to take to the middle of the road increasing the likelihood of the problems noted above. It is also noted that attempted enforcement to prevent parking on the cycle lane would have a detrimental impact upon business and would not be supported by the Council.
- The proposal as set out appears unnecessary as alternative routes are available that should be considered in preference to Caersalem Terrace.

An email has been received from Carmarthenshire Cycling Forum as a direct response to these concerns and has been included in the appendices of this report (Appendix 3).

2. OTHER OPTIONS AVAILABLE AND THEIR PROS AND CONS

Following the recent objection and subsequent discussions within the project team two options are presented for consideration. The advantages and disadvantages of the proposals have been outlined below:

Option 1- Proceed with the introduction of contraflow cycling on Caersalem Terrace, Llanelli

Option 1 is to proceed with the contraflow measures as set out in the attached plan (Appendix 1).

Advantages of this option have been mentioned previously in this report but include:

- Fulfilling County Council duties under the Active Travel Act (Wales) 2013 to develop, maintain and improve infrastructure that encourages active travel journeys;
- Improving links between Llanelli Railway Station and active travel routes;
- Forms part of the overall Llanelli Masterplan;
- A shorter, safer link for cyclists.

Disadvantages of the introduction of the contraflow cycling measures are that it is contrary to the wishes of Llanelli Town Council.

Option 2 – Do not proceed with the introduction of contraflow cycling on Caersalem Terrace, Llanelli

Option 2 is to not proceed with the introduction of contraflow cycling. Advantages include:

- Heeding the wishes of Llanelli Town Council;
- No alteration or disruption to existing provision or businesses.

Disadvantages of option 2 are being forced to give money back to Welsh Government as the scheme will no longer be able to proceed. Additionally as it has been included as part of the Llanelli Masterplan it may jeopardise future bids.

It is requested that **Option 1** is considered for approval.

Each specific objection has been considered below and a response to each is set out in the appendices of this report (Appendix 3).

DETAILED REPORT ATTACHED?

NO, the following appendices are attached:

Appendix 1 – Caersalem Terrace
Appendix 2 – Llanelli Cycling Masterplan
Appendix 3 – Objections, Comments and responses

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 Highways and Transport

Policy and Crime & Disorder	Legal	Finance	ICT	Risk Management Issues	Organisational Development	Physical Assets
YES	YES	YES	NONE	YES	NONE	YES

1. Policy, Crime & Disorder and Equalities

Road safety is one of the seven key priorities of the Carmarthenshire Community Safety Partnership.

Improving walking and cycling links is highlighted as a policy in the Joint Local Transport Plan for South West Wales (2015/2020)

2. Legal

The County Council has a duty under the Active Travel Act (Wales) 2013 to develop, maintain and improve infrastructure that encourages active travel journeys

3. Finance

The proposed contraflow is due to be constructed via funding from Welsh Government as part of our 'Carmarthenshire Walking and Cycling Linkages' under the Active Travel Fund. These monies have to be spent in full before the end of the FY 18/19 or will be returned to Welsh Government.

5. Risk Management Issues

Risk of collision between traffic and cyclists during early adoption of the scheme.

7. Physical Assets

N/A

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S G Pilliner

Head of Highways and Transport

1. Scrutiny Committee - N/A

2. Local Member(s)

Cllr. Andre McPherson and Cllr. Suzy Curry consulted via email on the 21.12.18. No response received.

3. Community / Town Council

Llanelli Town Council consulted via email on the 21.12.18. Objection received.

4. Relevant Partners - N/A

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

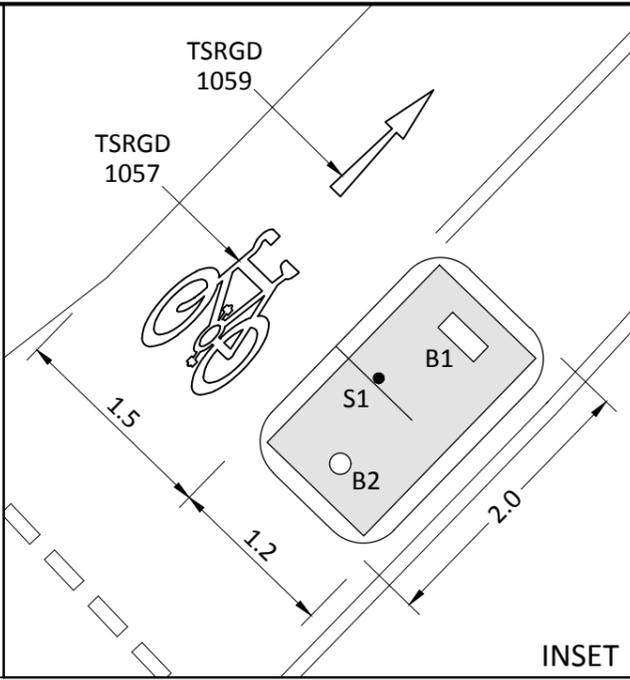
TRAFFIC ISLAND

1.2m wide x 2.0m long with precast kerbs and concrete infill. Following sign and bollards to be installed:

- NO ENTRY sign (ref: S1)
- Rebound bollard with KEEP LEFT arrow (ref: B1)
- Sign-carrying bollard with sign to TSRGD no. 955 on one aspect (ref: B2)

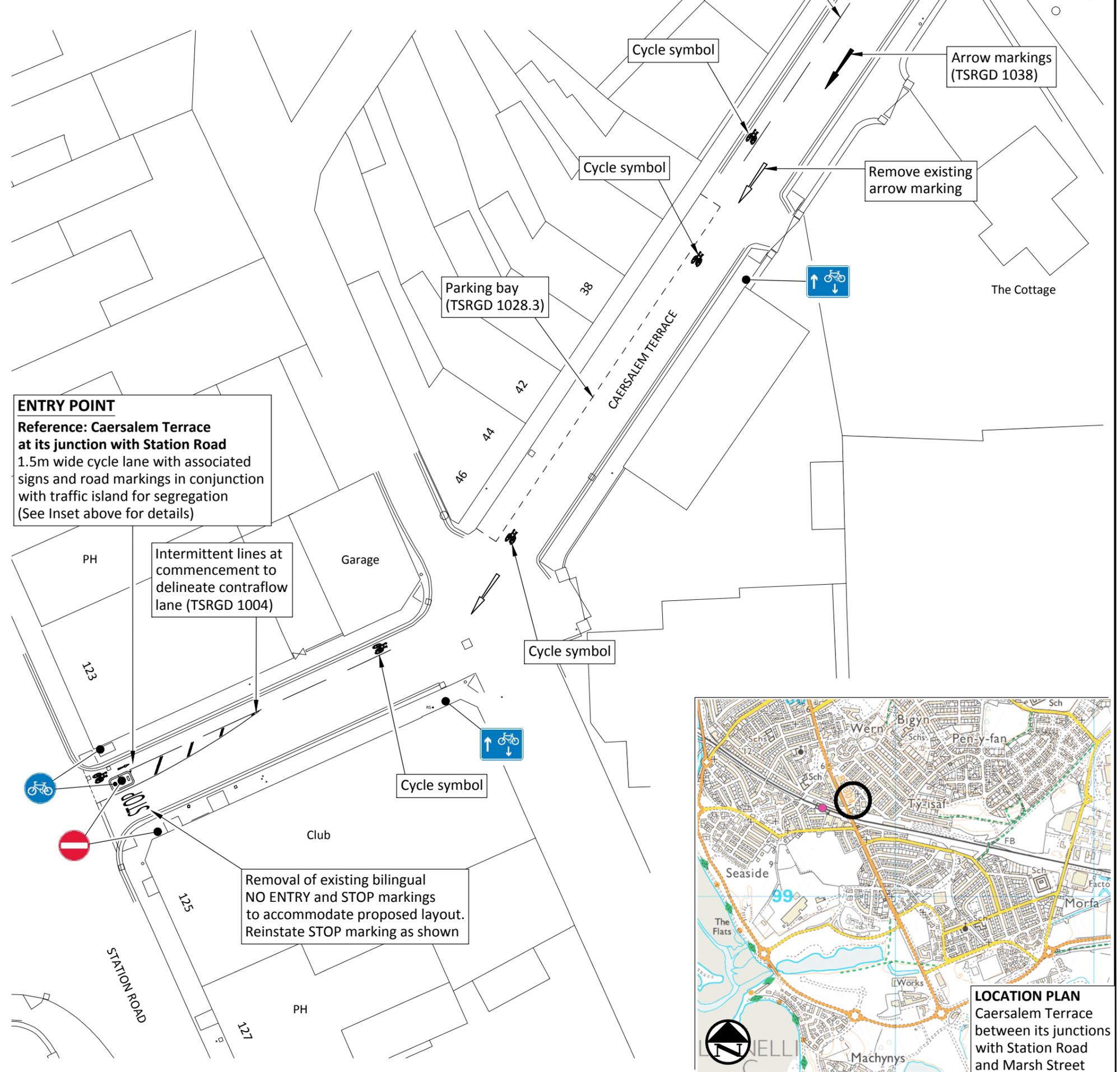
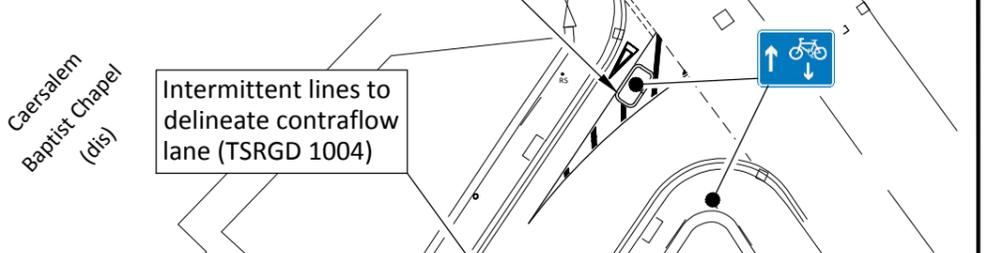
ROAD MARKINGS

All road markings to be laid in accordance with the Traffic Sign Regulations and General Directions, and to the guidance provided in chapter 5 of the Traffic Signs Manual ('TSRGD number' is a reference to these regulations)



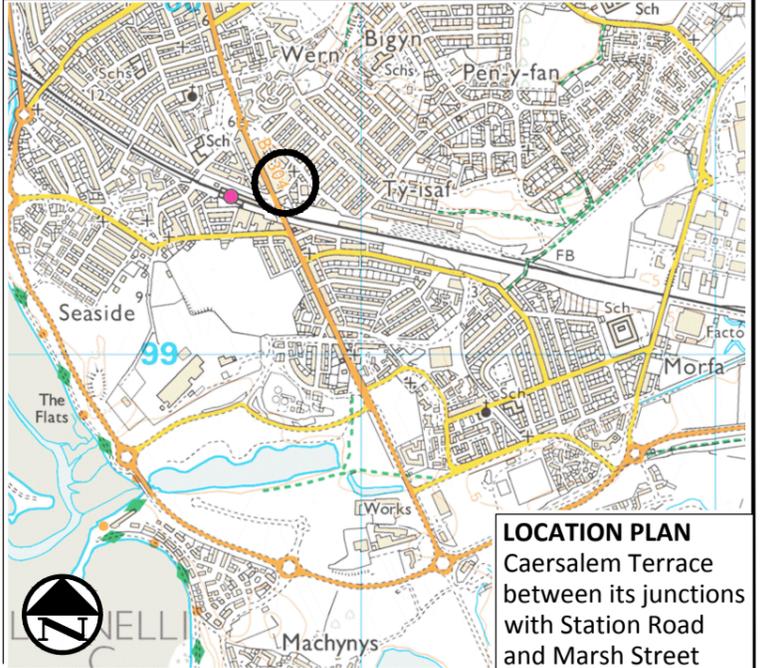
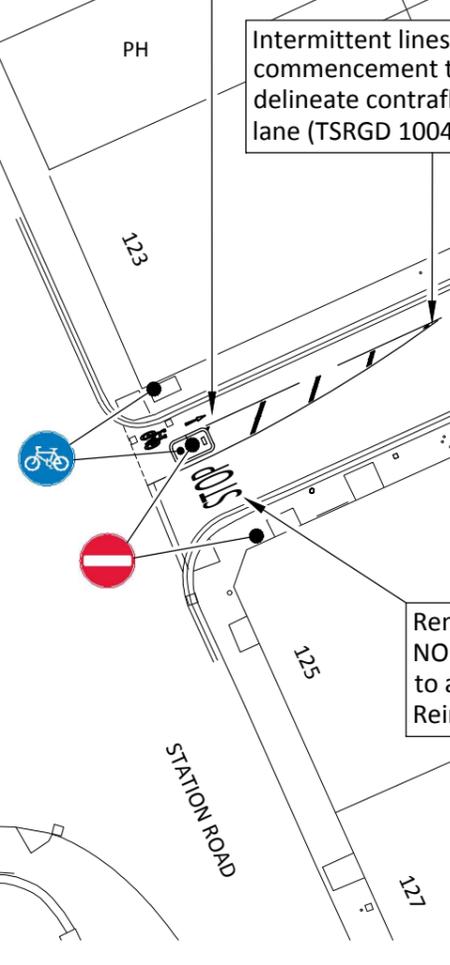
EXIT POINT

Reference: Caersalem Terrace at its junction with Marsh Street
Proposed traffic island for segregation with associated signs and road markings at exit point of contraflow



ENTRY POINT

Reference: Caersalem Terrace at its junction with Station Road
1.5m wide cycle lane with associated signs and road markings in conjunction with traffic island for segregation (See Inset above for details)



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Stephen G Pilliner
Pennaeth Trafnidiaeth a Pheirrianneg,
Adran Amgylchedd,
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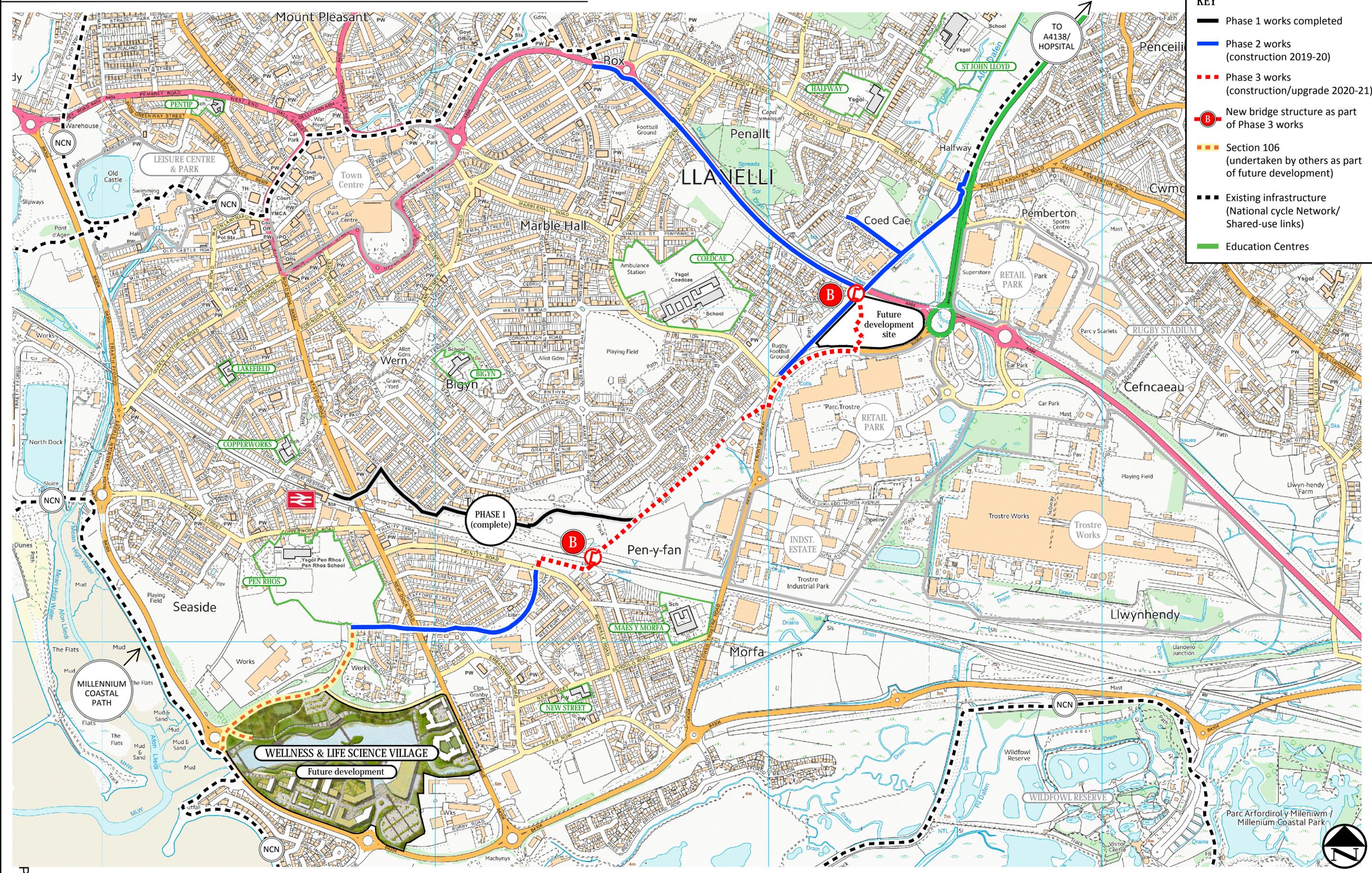
REV	DATE	REVISION DESCRIPTION	REV BY	CHECK BY	DATE CHD

Project
LLANELLI SPINAL CYCLE ROUTES

Title
PROPOSED CONTRAFLOW CYCLING ON CAERSALEM TERRACE

Status					
FEASIBILITY					
ISSUED FOR THE PURPOSE SHOWN ONLY					
Made By	Date	Checked	Date	Authorised	Date
JM	24.10.18	NG	8.11.18	VP	8.11.18
Scale			Project no.		
NOT TO SCALE			80/0040/432		
			Page 27		
			40432/FEAS		

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KEY

- Phase 1 works completed
- Phase 2 works (construction 2019-20)
- Phase 3 works (construction/upgrade 2020-21)
- B New bridge structure as part of Phase 3 works
- Section 106 (undertaken by others as part of future development)
- Existing infrastructure (National cycle Network/ Shared-use links)
- Education Centres

Sir Gâr Carmarthenshire County Council
EICH CYNGOR arleinamdani
 YOUR COUNCIL doitonline
www.carmarthenshire.gov.wales

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REV	DATE	REVISION DESCRIPTION	REV BY	CHECKED	DATE CH'D

ISSUED FOR THE PURPOSE SHOWN ONLY

Project **LLANELLI MASTERPLAN**
 Title **FEASIBILITY**

Made By	Date	Checked	Date	Authorised	Date
JM	03.07.18	SNG	16.01.19	VP	16.01.19
Scale	NOT TO SCALE		Project no.	80/0040/432	
Drawing no.			Revision		
40432/FEA01			-		

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Comments and responses in respect of the Proposed Contraflow Cycling – Caersalem Terrace, Llanelli

Ref	Comments	Response
1	The development by encouraging cyclist to travel in both directions along a one way lane, will bring bicycles into direct possible collision with vehicles travelling in the opposite direction. Vehicle drivers will not anticipate individuals travelling in that direction leading to increased accident likelihood. The road safety report provided as part of the consultation does not provide detail on consideration of this matter and has not decreased the concern of Committee members.	The flow and speed of traffic in Caersalem Terrace means cyclists can negotiate these potential issues. We will also be installing signage and entrance points to further enhance safety. Contraflow cycling has been implemented successfully throughout the UK. A Stage 2 Road Safety Audit has been completed for this scheme with no issues raised.
2	There are businesses located along Caersalem Terrace who have loading and offloading in the area proposed for the cycling lane, vehicles parking will therefore encourage cyclists to take to the middle of the road increasing the likelihood of the problems noted above. It is also noted that attempted enforcement to prevent parking on the cycle lane would have a detrimental impact upon business and would not be supported by the Council.	Cyclists taking to the middle of the road will be more visible for slow moving vehicle drivers. There are no plans for enforcement to prevent parking on the advisory cycle lane.
3	The proposal as set out appears unnecessary as alternative routes are available that should be considered in preference to Caersalem Terrace.	Only alternative route is to travel up Station Road and then back down Marsh Street. This is more dangerous to cyclists.

Cont.....//

Responses received from

- **Carmarthenshire Cycling Forum:**

Formal response to the Consultation and Design:

"The Forum welcomes this first for Carmarthenshire and is pleased that cyclists concerns following the one way order several years ago have been heeded and accepted.

The design follows the Active Travel design criteria and both the flow and speed of traffic in Caersalem Terrace means cyclists can, with the signage and entry points, be able to safely negotiate between Station Road and Marsh Street.

The link fits into the wider vision for Llanelli which the Town Council had specifically supported three years ago. Their concerns are both unfounded and unfortunate and no doubt based on a lack of experience of such road layouts which are common across the rest of the United Kingdom. It is not uncommon for cyclists to have to negotiate oncoming traffic on two way streets where parking restricts the street to a single carriageway and given the conditions of Caersalem Terrace we see no increased risk in this scheme. Indeed, the link would mean cyclists avoiding Station Road and a roundabout thus providing a more direct and safer route".

- **Carmarthenshire Cycling Forum / Beic Fforwm Gar**

Because it should be as Easy As Riding A Bike!