

CYNGOR SIR POWYS COUNTY COUNCIL
PORTFOLIO HOLDER DELEGATED DECISION
by
COUNTY COUNCILLOR HEULWEN HULME
PORTFOLIO HOLDER FOR ENVIRONMENT
JANUARY 2021

REPORT AUTHOR: Traffic Engineer North, Highways & Technical Services

REPORT TITLE: Melin y Ddol and Berriew – Speed limit modifications

REPORT FOR: Decision

1. Purpose

To introduce a permanent 40mph Speed Limit Traffic Regulation Order along the developed frontage of the B4385 through Melin y Ddol; and to modify the permanent speed limit through parts of Berriew to take into account concerns raised by the local community.

2. Background

- 2.1. Full planning consent has been secured by a developer to construct a 26-pitch static caravan park at Banwy Mill, Melin Y Ddol. One of the developer's obligations with respect to this planning consent is to fund a traffic order to introduce a 40mph speed limit along part of the B4385 that passes through Melin y Ddol. This obligation was secured as planning gain in response to concerns expressed by residents about the speed of traffic travelling through Melin Y Ddol over a number of years.
- 2.2. Traffic speed and volume data through Melin Y Ddol has been collected and scrutinised, and the area traffic engineer has discussed and agreed the extents of the speed limit modifications with the developer's agent.
- 2.3. The developer has already paid the Council's fee to consult, advertise and bring into effect the traffic regulation order.
- 2.4. The developer will also be funding the required speed limit signage and carriageway markings within Melin y Ddol to bring the speed limit into effect as part of their development works; and it is anticipated that these works will be carried out some time between March and July 2021 if no substantiated objections are received during the traffic regulation order public consultation process that may prevent the Order being made.
- 2.5. As part of the same traffic regulation order proposal, the local highway authority is seeking to make modifications to the existing speed limit traffic regulation order for the village of Berriew to take into account

traffic speed concerns raised by Berriew Community Council and Berriew Recreation Association.

- 2.6. As the speed limit modification proposals for both Melin y Ddol and Berriew can be made under a single traffic regulation order, there are no additional costs for the consultation process to Powys County Council.
- 2.7. A number of the existing 30mph speed limit signs at Berriew are faded and therefore need to be replaced by Powys County Council as part of its normal highway maintenance responsibility. The traffic order proposals do not seek to modify the extents of the existing 30mph speed limits along the class 2 county highways or the class 3 county highway covered by the proposed Order for Berriew, therefore there are no additional costs that would be incurred by Powys County Council relating to the 30mph speed limit proposals along those roads.
- 2.8. A small number of new signs will need to be erected and existing signs relocated to implement the proposed 30mph extension along the Aqueduct Road past the recreation fields, and the 40mph buffer zone along the Welshpool Road over the canal bridge to Lower Rectory farm. However, both Berriew Community Council and Berriew Recreation Association have agreed to fund up to £500 each (i.e. a total of £1000) to meet the costs of these signing works, therefore it is not anticipated that there will be any additional financial burden on Powys County Council to implement the proposed traffic regulation order.
- 2.9. The existing speed limit extents along the affected roads within the village of Berriew are identified on the plan attached to this report at Appendix A.
- 2.10. The proposed speed limit modification proposals for Melin y Ddol and Berriew are attached to this report at Appendix B.
- 2.11. The proposed speed limit modifications are compliant with the Welsh Assembly Government Circular No. 24/2009 "Setting Local Speed Limits in Wales", and the proposed speed limit modifications are supported by the police, the town/community councils and the local ward county councillors.

3. Advice

- 3.1 No other options are available for consideration at this stage of the Traffic Regulation Order proposal process.
- 3.2 The County Council has engaged with the local communities and stakeholders who will be affected by the proposal. The delivery of this traffic regulation order consultation process is required to deliver the planning obligation of the developer at Melin y Ddol, and to address legitimate safety concerns relating to vulnerable road users at Melin y Ddol and Berriew.

3.3 The proposals support the CIP priority of improving our transport infrastructure by making it safer for people to use the highways within Melin y Ddol and Berriew and to encourage active travel movements.

4. Resource Implications

4.1 All costs associated with legal consultation process, the implementation of the Traffic Regular Order and the manufacture/erection of the associated signage will be funded by third parties with the exception of the replacement 30mph signage in Berriew that is due to be replaced by Powys County Council out of our existing highway maintenance budget regardless of whether the traffic regulation order is implemented or not.

4.2 The Head of Financial Services (Section 151 Officer) notes the above and can support the recommendation.

5. Legal implications

5.1. The Principal Legal Assistant (North) has reviewed the proposals and confirms it is within our powers.

5.2. The Head of Legal and Democratic Services (Monitoring Officer) has commented as follows: "I note the legal comment and have nothing to add to the report".

6. Data Protection

6.1. The proposal does not require the processing of personal data, therefore comments from the Data Protection Officer are not required.

7. Comment from local member(s)

7.1. The proposal affects a number of county highways located within the communities of Llanfair Caereinion and Berriew. The local members have expressed support for the proposals, as have the affected community and town councils and Dyfed-Powys Police.

8. Integrated Impact Assessment

8.1. An impact assessment is not required.

Recommendation:	Reason for Recommendation:
To resolve that the Traffic Regulation Order consultation procedure is initiated in accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996; and if no substantive objections	To modify the extents of the existing 30 mph speed limit, and introduce new 40 mph speed limits to mitigate speed concerns and secure the planning gain element of the caravan park development, in the interests of

are received the proposal be implemented.	highway safety.
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Relevant Policy:	Welsh Assembly Government Circular No. 24/2009 – Setting Local Speed Limits in Wales		
Within Policy:	Y / N	Within Budget:	Y / N

Relevant Local Member(s):	Cllrs Gareth Jones and Dai Davies, members for Llanfair Caereinion and Berriew wards.
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Person(s) To Implement Decision:	Chris Lloyd
Date By When Decision To Be Implemented:	As soon as possible

Is a review of the impact of the decision required?	Y / N
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Background Papers used to prepare Report:

- **Appendix A – Existing speed limits at Berriew.**
- **Appendix B - Proposed speed limit modifications.**