

**CYNGOR SIR POWYS COUNTY COUNCIL.**

**Delegated Decision Report  
08 February 2021**

**REPORT AUTHOR: County Councillor Heulwen Hulme  
Portfolio Holder for Highways**

**REPORT TITLE: Various Streets, Llangattock 40mph and 30mph Speed  
Limits**

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**REPORT FOR: Decision**

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**1. Purpose**

1.1 The purpose of this report is to seek permission to commence the legal procedures to implement a 30mph speed limit at the Dardy, and to introduce 40mph 'buffer zones' on the approaches to the 30mph speed limits at The Legar and Hillside.

**2. Background**

The Llangattock County Councillor and Community Council have expressed concerns regarding the speed of traffic in The Legar and Hillside areas of the community. They also felt that the Dardy should be subject to a 30mph speed limit.

There have been a number of speed surveys carried out and it is considered that 40mph speed limits in advance of the 30mph speed limits on The Legar and Hillside would be beneficial. These limits would encourage drivers to slow down in advance of the 30mph speed limit and help ensure that the 30mph limit is adhered to.

The Dardy is a small residential area that would benefit from a 30mph speed limit. However, there is no street lighting within this area to make the road subject to a limit of 30mph as a restricted road, therefore it would be necessary to impose a 30mph limit by a Traffic Regulation Order.

**3. Advice**

3.1 The proposed 30mph speed limit at The Dardy and the proposed 40mph speed limit 'buffer zones' would be beneficial in reducing the speeds of traffic in these areas and improve road safety. Therefore, it is recommended that the legal procedure is followed to instigate these changes.

**4. Resource Implications**

- 4.1 All of the works regarding the TRO process will be financed by Llangattock Community Council. This will include officer time and press notices and signing
- 4.2 The Head of Finance (Section 151 Officer) notes section 4.1 above and can support the recommendation on that basis.

## **5. Legal implications**

- 5.1 Legal : The recommendation can be supported from a legal point of view
- 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 This doesn't involve any personal data

## **7. Comment from local member(s)**

- 7.1 Cllr Jackie Charlton

Since becoming a councillor, residents at all of the three sites have been talking to me about their concerns about speeds on these roads. In 2017 residents on The Dardy asked if the unrestricted speed limit in a built up area could be reduced to 30 mph, indeed no none could understand why the 30 mph zone stopped where it did. After investigation by the Highways Officer it was agreed it could be reduced but there was no funding available. After continued discussion with the Portfolio holder it was agreed to put it forward for a Road Traffic Order and wait. In the meantime two other areas were brought to my attention. The Legar and Beaufort Road. At this stage the Highways officer was again in agreement that it would fall within the realms of the RTO. It was suggested that Llangattock Community Council may wish to contribute to the cost of the RTO to move this forward. A consultation exercise was undertaken and agreed that the Community Council would pay for the RTO. This would enable the 3 designated sites to be put forward under one RTO.

I am delighted that we were able to negotiate and deliver this outcome to support the real concerns of road safety at all three sites and know the whole community are behind these reductions in speed to enable a sense of security at all sites for residents.

## **8. Integrated Impact Assessment**

8.1 There is no assessment required, This proposal has no adverse impact since speed limits are being lowered and considered as an overall improvement to road safety for all road users.

**9. Recommendation**

- 1. To initiate the Traffic Regulation Order 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 as proposed.**

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