



Llanfrynach Community Council

Note on traffic safety related to A40 in Llanhamlach

Paper supporting Community Council Action Plan - 2013/14

1. Purpose of note

This note summarises the safety issues related to traffic on the A40 that are a concern to people living or working in or visiting Llanhamlach. The Community Council considers that the national speed limit in place on the A40 in Llanhamlach fails to take the needs of this community into account. The note is presented as a starting point for proper community engagement in considering what the highway authorities can do to reduce the risks on the A40 to Llanhamlach road users.

2. Who are the 'Llanhamlach road users'?

For the purposes of this note, the term 'Llanhamlach road users' applies to A40 road users who live or work in or visit the Llanhamlach community shown on the attached 1:5,000 scale plan. This comprises 20 residences (including a holiday let), Greenway Farm, The Old Ford Inn, Llanhamlach Church, and Peterstone Court Hotel. These are all within 1 km of each other.

The A40 bisects this community. Llanhamlach road users mainly travel in motor vehicles, but pedestrians must also be considered. Only a handful of Llanhamlach road users are cyclists.

3. What are the traffic safety issues?

The traffic safety issues of concern to Llanhamlach road users are largely caused by the speed and/or lack of care of through traffic on the A40. At present, national speed limits apply in Llanhamlach - i.e. 70mph on the dual carriageway and 60mph on the single carriageway. Also, because of the dual carriageway leading into Llanhamlach and the straight 600m of single carriageway through it, drivers frequently exceed the speed limit and/or overtake slower vehicles in the village.

Through traffic is a hazard to Llanhamlach road users in two ways:

1. Road users in vehicles Llanhamlach road users slowing down and turning off the A40, particularly turning right, are at risk of being struck from behind by a faster or overtaking vehicle. Turning onto the A40 in some places can also be risky due to restricted line of sight.
2. Road users as pedestrians There is a section of the A40 between the Peterstone and Old Ford junctions with rough, often overgrown, grass verges on both sides of the carriageway. Llanhamlach road users have no reasonably level and safe place to walk (see photo). If they decide to walk on the carriageway, they are at risk of being struck by a vehicle.

4. Turnings off and onto the A40 in Llanhamlach

Over a 700m length of the A40 in the village, there are six road or driveway junctions that serve more than one residence or business where vehicles turn off or onto the A40. These are marked A to F on the attached plan and described in the table below.

Llanhamlach junctions on A40 used by more than one residence or business

Point	Users	
A	Greenway Farm, 3 houses	Private road
B	6 houses	Driveway
C	Peterstone Court Hotel, Church, 2 houses	Unclassified road
D	2 houses (1 is holiday let)	Driveway
E	Pennorth road traffic	C Road
F	The Old Ford Inn, 2 houses	Unclassified road
Note: 3 more houses have their own driveways which join the A40 directly		

The Pennorth turning (E) is the most used and least risky as it is well located in terms of road geometry and visibility. The Peterstone (C) and Old Ford (F) junctions, which both lead to popular visitor destinations, are less well located and due to their high use have greatest attached risk. The number of vehicles turning off the A40 at either of these junctions can exceed 100 on a busy day (and a similar number turn back out onto the A40 at each). Over the 700m length of concern, a further three houses have access onto the A40 via individual driveways and also some farm gateways give access to fields.

A related issue of concern to Llanhamlach road users is that road traffic signs obstruct the view of oncoming traffic for drivers turning onto the A40 at some of these junctions.

5. Measures currently in place to reduce risk

There are double white lines on the approach to the Peterstone junction (C) from the end of the dual carriageway. The North & Mid Wales Trunk Road Agency (NMWTRA) has recently installed a high friction road surface here in order to assist braking for vehicles leaving the dual carriageway should a vehicle in front be turning right. In addition, the Police regularly station a speed camera van in Llanhamlach to deter or catch drivers breaking the speed limit (see photo).

6. Accident record

Accidents have occurred on the A40 in Llanhamlach involving deaths of both pedestrians and the occupants of vehicles. The Community Council does not have a record of all fatalities or serious accidents. Several Llanhamlach residents have been involved in traffic accidents or near misses due to the hazards described in Section 3 of this note.

7. Views and level of awareness of Llanhamlach road users

The local community is fearful of accidents on the A40 in the village. Traffic safety was the main issue raised by the Llanhamlach community in the Community Council's consultation survey carried out in 2013. There is a general feeling that the highway authorities are either unaware or dismissive of the situation with Llanhamlach road users and the level of community severance that the A40 causes.

Some regular Llanhamlach road users take defensive actions to reduce their risk of an accident (for example by avoiding turning right close to the end of the dual carriageway). However, the highway authorities need to understand that many Llanhamlach road users are visitors, in particular to Peterstone Court, the Old Ford Inn and the Church, and this sub-group is far less aware of the risks. It is not uncommon for visitors staying at the Old Ford Inn to walk to Peterstone Court or vice versa. Our community recognises these visitors as an essential part of our local economy.

8. Actions to be considered by highway authorities

The Community Council requests that the wellbeing of all Llanhamlach road users is fully considered by the highway authorities in reviewing the traffic safety issues on the A40 in Llanhamlach. The continued use of the camera van and the recent high friction surfacing is evidence that the highway authorities recognise that unacceptable speeds and dangerous conditions exist.

The Community Council recommends that a local speed limit of 40mph or 50mph is set over the 700m stretch of the A40 identified in this note. A framework for doing this exists under the Welsh Government Guidance on *Setting Local Speed Limits in Wales* (2009). Paragraph 3.4 of the Guidance states that '...community concerns should also be considered'. We are aware that consultants have been appointed by NMWTRA to review the speed limits on the A40 between Bwlch and Sennibridge but the community has not yet been consulted. The Community Council wants the concerns outlined in this note to be fully and transparently considered and the highway authorities to take a joined-up approach in considering a local speed limit.

The Community Council also requests that a proper footpath is provided along the 350m length of the A40 shown as 'pedestrian route' on the attached plan. There is also a need to reposition those road traffic signs in Llanhamlach that currently obstruct drivers' views of oncoming traffic.

