

[REDACTED]

Kayleigh Imperato,
Deputy Clerk, Petitions Committee,
Senedd Cymru / Welsh Parliament

By email.

Dear Kayleigh,

Thank you for your email informing me the petition will be considered by Petitions Committee on 22nd September and also enclosing the letter from Ken Skates MS.

We appreciate the suggested extra measures, namely ARAF/SLOW markings; enhanced road signage; large static bollards. We hope they will better highlight the junction to all road users as was stated in the meeting held on 29th July with Welsh Government officials and a SWTRA representative. Any measures to prevent accidents and possible fatalities at this junction are worthwhile.

The letter from Ken Skates MS states that vehicle volume does not indicate a need for street lighting – we would like to know when exactly volume monitoring has been carried out. The A477 is a major holiday route as well as serving the local and regional community, and so the traffic pattern during a typical November week will be very different from that during July and August. Monitoring should take into account the traffic patterns for that junction throughout the year.

Could we be given clarity on the type of monitoring that has happened, and what will be as part of the continued monitoring at this location, please? In the meeting we were informed a full road width pressure strip would be logistically difficult to install and remove, but a light beam system could be installed. Is that going to happen? Would there be other methods as well such as camera tracking from a raised vantage point such as the nearby bridge?

It is hoped that the funds and land will be available to install a layby for speed monitoring as soon as possible in this financial year – we welcome that.

We maintain that there is a need for lighting because it would increase both visibility and safety during any periods of poor visibility which do occur during daylight hours, not just at night. Please see enclosed images of an accident in June 2021 which happened I understand between 9.00am and 10.00am in just such a situation. This is one of several times when the road sign has been damaged. I do not know if all such incidents are reported to the police.

This leads onto the ‘recorded collision data’ that is used by the Welsh Government as a metric. The incident referred to above does not seem to appear on Crashmap – which

suggests relying on purely collision data reported to the police, and not also sign damage incidents from SWTRA or Carmarthenshire CC, reports of minor shunts or near misses, insurance company data etc. means the data set is incomplete.

We appreciate that the junction was built in accordance with the DMRB at the time, although we just do not understand how a 90 degree turn off a main A road, at the bottom of a hill, does not require a slip road of some sort to enable traffic to pull off the main carriageway out of the way of the main traffic flow to slow down safely. Perhaps work could also be done to 'cut off the corner' of the left hand turn, pushing back the verge to enlarge the left hand turning area, thus reducing the abrupt 90 degree turn and increasing safety. Has this been considered?

Thank you to the Committee for considering this petition on a matter that has concerned this community since the bypass was opened in 2014. We welcome your input and hope things can be improved.

Yours sincerely,

V. Mitchell

Mrs. Vicky Mitchell
Clerk - Eglwyscummin Community Council.



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