



[REDACTED]
Pennaeth Prifffyrdd, Trafnidiaeth & Ailgylchu
Head of Highways, Transport & Recycling

HMC Andrew Barkley
Her Majesty's Coroner
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Dyddiad / Date: 12 February 2015

Dear Mr Barkley

Brendan Owain Ryan (deceased)

I refer to your letter dated 19th December 2014 enclosing the regulation 28 form for which I wish to make the following response. I apologise for the delay in providing this response.

Highway Authorities should pay regard to guidance from the Welsh Government on the setting of local speed limits [WG Circular No 24/2009]. This is to ensure speed limits are imposed in a consistent manner across Wales. The guidance makes it clear that speed limits should not be used to attempt to solve the problem of isolated hazards.

Following the fatal collision on the 6th August 2013 a number of measures were taken at this site. This initially consisted of temporary traffic management measures until detailed surveys could be undertaken to establish the road conditions.

The surface grip test indicated that the surface was fine but a topographical survey noted a small area of concern to the northwest of the bridge. As a result of the survey, a reprofiling scheme was identified and works were completed during summer of 2014 following a successful bid to the Welsh Government for grant funding.

An accident analysis of the recorded personal injury collisions was undertaken and did not highlight any patterns which would have identified this site as being of concern. However due to the anecdotal evidence of the number of damage only collisions it was considered prudent to implement additional engineering solutions to provide further warnings to motorists.

Surveys into the signing and lining resulted in sections of double solid white centre line being introduced though the bends and additional series of bends warning signs being erected on both approaches. The solid centre lines were considered appropriate not just because of the reduced forward visibility but also from concerns raised by the Community Council of poor overtaking manoeuvres. Verge marker posts have also been added adjacent to the bridge parapet to highlight its presence and assist in denoting the road alignment.

These engineering measures are considered appropriate measures to meet the duty of this Authority under Section 122 of the Road Traffic Regulation Act 1984 as amended. Given this and the Welsh Government guidance not recommending speed limits for individual hazards it is not considered appropriate to impose a lower speed limit at this location.

Yours sincerely



Road Safety and Traffic Systems Manager