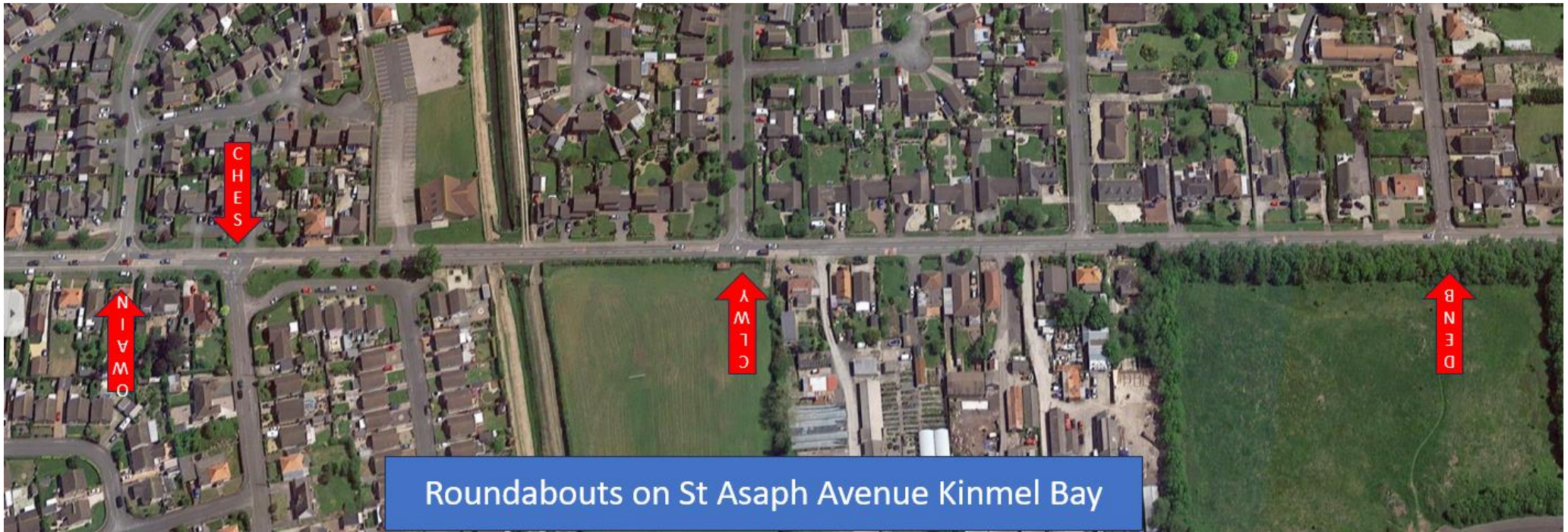


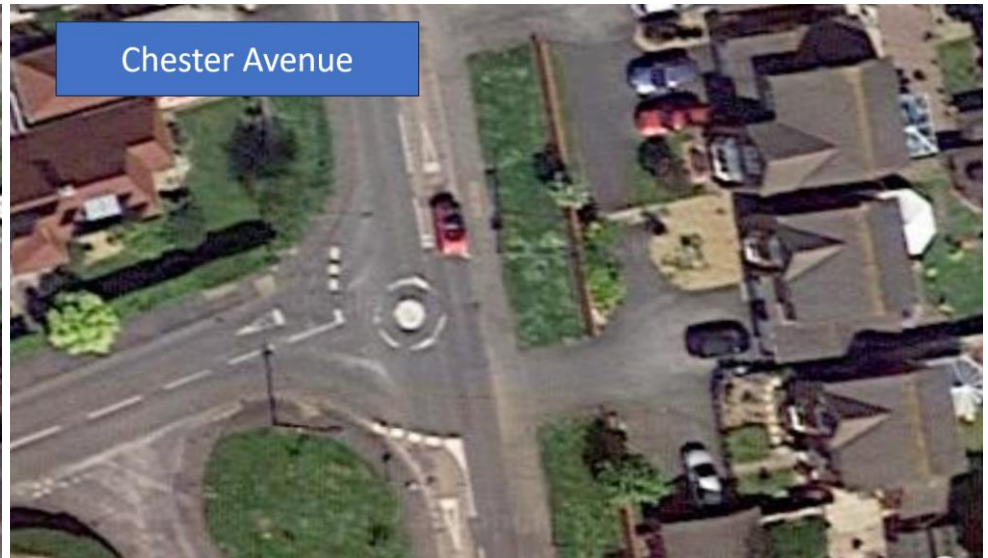
TKBTC Agenda 3 Jan 2024 – Mini Roundabouts in Kinmel Bay



We hear that the mini roundabouts along St Asaph Avenue are allegedly dangerous and to be removed very soon. This document attempts to present the position **to allow residents and town council members to express a view**. I have lived in Dulas Avenue for 45yrs, and I favour our mini roundabouts, there is no evidence that they are more dangerous than junctions, to the contrary the official view appears in favour of mini roundabouts. All roads are dangerous; our traffic is increasing; we only need look at the ratios of visitors to residents. I have been forced off my bike when slowly crossing Chester Ave roundabout, this was caused by a bad driver, not a fault of the roundabout which does provide access.

Mini roundabouts are widely used for over 50yrs in the UK. Department for Transport Good Practice Guidance states (DTIG) ***“most local authorities have developed their use to address other issues such as casualty reduction and as a speed-reducing feature within traffic-calmed areas”*** <https://assets.publishing.service.gov.uk/media/5a75806ae5274a1622e224ab/mini-roundabouts-report.pdf>

Compared to the DTI standard our min roundabouts (below) appear typical, they enable side road residents to join the main traffic and they calm traffic along the avenue.



Used correctly in accordance with the Highway Code and Department for Transport guidelines mini roundabouts are a safety and access improvement. Yes, side road residents can join the flow at give way junctions if they wait and take some risk; the mini

roundabouts also calm traffic flow which even at 20mph is increasing in volume; and we know from our own experience of recent weeks that 20mph does not reduce traffic.



Mini roundabouts were initially developed as a method of improving safety at existing junctions but are now increasingly included as part of new development proposals.

Mini roundabouts may be introduced at junctions that experience problems with safety or side road delay.

They can be used at junctions to break up long, straight sections of road. DTIG

We need also to consider our road conditions, large seasonal traffic expansion and peak using times (school traffic). Winter nights and visibility.

To my knowledge this is the first-time plans to remove the mini roundabouts have been on our TKBTC agenda. Decisions are being made regionally with no democratic opportunity to consult with those most affected.

No evidence has been presented to establish any greater RTA risk from mini roundabouts while there is clear evidence of the access and calming benefit from roundabouts. There is nothing to suggest that give-way signs instead of mini roundabouts will reduce the collision risk at junctions involved.

In Summary.

Department for Transport support Mini roundabouts.

Vehicles entering the junction must give way to vehicles approaching from the right.

No evidence of Mini roundabout's being dangerous or more dangerous than junctions.

Mini roundabouts calm traffic and enable side road resident's access.

20mph has not reduced the need for mini roundabouts.

Traffic is increasing and with our tourism seasonally.

Highway Code

172 Junction

You **MUST** give way to traffic on the main road when emerging from a junction.

188 Mini-roundabouts.

Give priority to traffic approaching from your right. This effectively halves the traffic and doubles the opportunity to enter the avenue.

The avenue is busy all day but there are times when the need for access and calming is greatest; school times, restricted visibility / weather, increasing seasonal and business traffic.

I ask members to consider on behalf of the community directly affected and if the feeling is to keep MR's we should write so to CCBC.

Cllr. Barry Griffiths. Dec 2023.