

APPENDIX E

Y

642589

Mrs K Ralph

TE//KR/KD/T1772

20 October 2005

Mr T Cahill
5 Mallard Way
PORTHCAWL
Bridgend
CF36 3TQ

Dear Mr Cahill

PROPOSAL TO CONTROL SPEED OF TRAFFIC

I refer to your letter dated 19 July 2005 regarding the proposal to construct a traffic calming 'plateau' at the junction of Sanderling Close/The Whimbrels/Tern Road, Porthcawl.

Your concerns have been noted and along with those of other objectors will be included in a report, which is currently being prepared. The report, which will include copies of all relevant correspondence including written objections and any representations supporting the traffic calming, will be presented in due course to nominated Members of the Authority's Objections and Appeals Panel, who will determine the way forward.

I trust that the above information is of interest to you.

Yours sincerely



For Executive Director – Environment

Copy Mr J Dover
Mrs K Ralph

Legal and Property Department

5 Mallard Way
Porthcawl,
Mid Glamorgan,
CF36 3TQ
19th July 2005

Dear Sirs

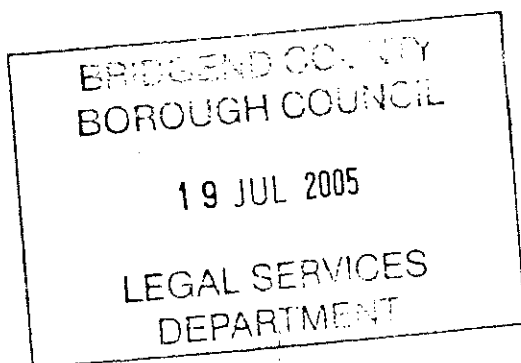
Proposal to Disrupt Traffic

With reference to the notice pinned to a lamp post in the Whimbrels indicating that you propose to introduce a raised plateau at the junction of Tern Road, Sanderling Close and the Whimbrels, I was under the impression from studying the original plans that a roundabout was planned for this area. Could I enquire, why the proposed downgrading to a potential vehicle damaging device?

This area of Tern Road and the Whimbrels has of course functioned successfully for 40 years without a single incident associated with speed. Problems have only arisen since the ill judged decision to construct dozens of densely packed houses on a site that just cried out for a scheme to enhance rather than ruin the remaining beauty of Porthcawl

It was pointed out to the planners that directing the resultant traffic from these houses, through a narrow road in the wrong direction (i.e. away from Porthcawl) to the existing junction at the Whimbrels, would cause both congestion and inconvenience to existing residents in Tern Road and the Whimbrels. Although the comments were said to have been noted, it is obvious that in fact they were totally ignored. The latest suggestion of a plateau junction, appears to be yet another cobbled together scheme to try to solve a problem of your own making. This will do nothing other than add to maintenance costs of vehicles passing over it including those that have no connection with the Locks Common site.

For this reason I object to the proposed scheme and suggest that the planners go back to the drawing board and try to come up with a plan that will aid and assist existing residents rather than introducing further problems



Yours faithfully,

T. Cahill

P.A. Jolley, Head of Legal Services
Legal and Property Department
Corporate Services
Civic Offices
Angel Street
Bridgend
CF31 4WB
21st. July 05

6 The Whimbrels
Porthcawl
CF36 3TR

Objections to Road Humps Notice 2005

Dear Sir

Having lived for the past 28 years at the junction of the Whimbrels and Sanderling Close, I wish to object to your proposal to construct an elevated road hump plateau for the following reasons.

1. I have never known there to be any problem with traffic at this junction or anywhere on the roads listed, and as over the years on-road parking has increased with the growth in car ownership the speed of traffic using these roads has decreased. Thus achieving what you would term as traffic calming.
2. The advent of the new road at Sanderling Close which is a straight road the length of 6 houses is experiencing large powerful lorries who mainly seem to be in a hurry. This construction traffic is temporary and will obviously come to an end and with it the problem, which requires road calming. You refer in your notice to traffic calming measures at appropriate intervals along Sanderling Close, which if included at the junction of The Whimbrels would suffice. Prior to the new road there was a large parking bay for Sanderling Close which had such a restricted width at the point of entrance and it proved very successful since the 1960s.
3. The 10 properties accessed by Tern Road have no history of problems joining The Whimbrels junction and do so successfully like hundreds of others in the area with a degree of caution.
4. Whilst Redrow may be paying for its construction the scale of the proposal seems that of a sledge hammer to crack a nut, with a resemblance to New Road, Porthcawl and the problems associated with its traffic calming installation. An ambulance recently called to my neighbour or any emergency vehicle would find unnecessary difficulties with an elevated road surface, as would any unfamiliar traffic in poor visibility.

Conclusion: The existing roads of The Whimbrels and Tern Close have never had a need for traffic calming. The advent of Sanderling Close traffic can be easily dealt with by restricted widths, road marking and coloured painting etc, all simple and in-scale with the traffic volume. I would be very interested to see the justification for this proposal as it seems so antiquated and excessive.

Yours sincerely

J & G Victor
c.c. Councillor Gerald Davies
Mrs E Bishop BCBC Legal Services

6 The Whimbrels
Porthcawl
CF36 3TR
25th. July 05

Mrs E Bishop
Head of Legal Services
Bridgend County Borough Council
Bridgend

Dear Mrs. Bishop

Further to our conversation on Friday concerning Highways proposal for road humps notice 2005, following which I emailed my objection and I have enclosed the following objections as per our arrangement for me to deliver by hand today.

B. Rosser Smith 2, Fulmar Road
S. Daniel 1 Tern Road
J & C Morgan 5 Sanderling Close
N. Morgan 7 Sanderling Close
R. & M. Williams 1 Sanderling Close
S. Domachowiki 4 Shearwater Close
M. P. Morgan 8A The Whimbrels
S. Williams 10 The Whimbrels
M. Hughes 8 The Whimbrels
E. T. Williams 2 Mallard Way

I would like to forward the comment that a number of people have mentioned to me regarding the Council's lack of information to residents on the proposed development. To expect people to journey to Bridgend Civic Offices for a plan and the detailed reasons for the proposal is unnecessary, as these should be available at Porthcawl Council Offices.

I would like to thank you for all your help in this matter.

Yours sincerely



G. Victor

cc. Councillor Gerald Davies

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

Objections to Road Humps 2005

As a resident and user of the roads listed in this proposal I would like to object for the following reasons.

Unsafe for road users including riders in bad weather.

yes

~~Unsafe for vehicles and bicycles as accepted at New Road.~~

Noise disturbance of vehicles mounting and dismounting ramps.

✓ yes

~~This plan is out of scale with intended purpose.~~

Simple traffic calming system more appropriate.

Once construction vehicles cease, traffic calming is not required.

Simple high profile road markings would be sufficient.

yes

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Unsuitable for ambulances and emergency vehicles

✓ yes

Further comments:

Name *(Mrs) Sarah Daniel*

Address *Flat 1 The breakers Telur R Porthcawl*

P S. Please delete//endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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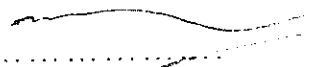
Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Further comments:

Name

Mr. J. Jones



24/7/2005

Address

2 Mellard Way Porthcawl

P.S. Please delete/endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Once construction vehicles cease, traffic calming is not required.

~~Simple high profile road markings would be sufficient.~~

Other streets of 40 houses do not have traffic calming.

~~Current "on road parking" sufficiently slows traffic.~~

Details of "In the interest of highway safety" required.

Further comments:

Quite unsuitable for Emergency
Vehicles - Ambulances in particular, my wife only
very recently used the ambulance service

Name

Martin Hughes

Address

8 THE WHIMBRELS

P.S. Please delete/endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Once construction vehicles cease, traffic calming is not required.

Simple high profile road markings would be sufficient.

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Further comments:

Name MR/S WILLIAMS

Address 10 The Whimbrels, West Bay, Port Talbot

P.S. Please delete/endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Simple traffic calming system more appropriate.

Once construction vehicles cease, traffic calming is not required.

Simple high profile road markings would be sufficient. *YES*

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Further comments:

Name *High ramps as in "New Road" totally inappropriate.*

Address *8A The Whimbrels* *A.P. Morgan*

P.S. Please delete/endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Unsafe for vehicles and bicycles.

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Simple traffic calming more appropriate.

~~Once construction vehicles cease traffic calming is not required.~~

Simple road markings would be sufficient.

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Comments:

Name S M DOMACIOWSKI

Address 4 STEAKWATER CLOSE WEST BAY

P.S. Please delete/endorse or add any further comments you may have.

1 Sanderling Close,
PORTHCAWL, CF36 3TT.

25th July, 2005.

Mr. P.A.Jolley,
Legal and Property Department,
Corporate Services,
Bridgend County Borough Council,
Angel St., BRIDGEND, CF31 4WB.

Dear Sir,

We wish to object to the proposed road hump plateau at the junction of Tern Road, Sanderling Close and The Whimbrels in Porthcawl. If traffic calming measures are to be introduced, we feel that a mini-roundabout with a slightly raised disc at the centre (similar to the one in South Cornelly) would be far more suitable on the following grounds:

1. It would be much less costly to build and cheaper to maintain. Other raised hump plateaux in the area seem to be often in need of maintenance and this would be an on-going cost for BCBC.
2. It would achieve the required effect with less vehicle noise disturbance for the residents living near the junction.

Yours faithfully,



Roger and Margaret Williams.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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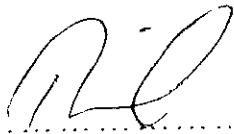
Simple high profile road markings would be sufficient.

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Further comments:

Name NEIL MORROW 

Address 7 SANDRING CLOSE

P S. Please delete/endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Simple high profile road markings would be sufficient.

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Details of "In the interest of highway safety" required.

Further comments:

Name J+ Morgan

Address 5 Sanderling Close, Porthcawl

P.S. Please delete//endorse or add any further comments you may have.

P.A. Jolly, Head of Legal Services
Bridgend County Borough Council
Bridgend

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Once construction vehicles cease, traffic calming is not required.

Simple high profile road markings would be sufficient.

Other streets of 40 houses do not have traffic calming.

Current "on road parking" sufficiently slows traffic.

Unsuitable for ambulances and emergency vehicles + also RNLI crew members who attend shouts.

Further comments:

Name B Rosser-Smith

Address 2 Eolmar Rd Nottage Porthcawl
CF36 3UL

P.S. Please delete//endorse or add any further comments you may have.

6 The Whimbrels
Rest Bay
Porthcawl
CF36 3TR

30th November 2005

E-mail

Mr John Duddridge
Transport and Engineering Department
Bridgend County Borough Council
Morien House
Bridgend Industrial Estate
CF31 3SH

Dear Mr Duddridge

I would like to thank you for your detailed letter received 3/10/05 in reply to my letter dated 21/7/05 concerning objections made by residents to the proposed **choice** of traffic calming measures for the The Whimbrels, Sanderling Close and Tern Road junction. However, you may have been misinformed regarding my enquiry which I shall address in the same order as your reply.

Consultation Process: My telephone enquiry was to establish if the Borough Highways department had a policy of consultation with residents when a new development was planned and would impact on their local area. Everyone I spoke to seem to confuse the attaching of a statutory notice of intent to street lighting posts as consultation with residents, which it plainly is not.

Consultation with residents would be an opportunity to understand their viewpoints and concerns, whilst your concerns and viewpoints could be explained and understood by them. They often have a great deal of local knowledge, which could also be helpful.

Question: Is there a policy of consultation with Borough residents on such matters?

As a manager of a large administration, you seem surprised at my concern with the way the highways department communicates with residents. Sending managers like Mr Taylor out from Bridgend to sellotape small notices onto street lighting posts and then collect them, seems an expensive and antiquated system. Statutory considerations aside, if departments want to inform residents of developments that concern them, most administrations would also use the post.

Your point that it succeeded and I did see the notice is correct, but only on the last day and I then had to ring Mrs Bishop in Legal Services to find out if email objections were acceptable.

Cont'd/...

2/...

No one doubts that the various statutory consultations have not been made; however you mention no concerns were raised by the ambulance service. Residents are concerned at the very painful experience road humps can cause the ill patient inside the ambulance. My neighbour and my wife have both been rushed into hospital and every bump in the road can be painful. Paramedics have told me road humps are thoroughly disliked by crews as they delay response times and in the extreme situation of broken necks or spines the bump effect could cause death. I feel this is a very serious observation, which should be further investigated.

Question: Could I have a copy of the Ambulance Service reply to your enquiry for this plan

Justification: You state the scheme is designed to reduce speed on all roads leading to this junction! Are you aware of the following?

- Entry from Fulmar Road to this junction is only 30m, resulting in slow traffic.
- No speed is possible from the opposite end either, as it is a bend and being a semi-circle side road, the many-parked cars often makes through traffic difficult and slow.
- Tern Road is a cul-de-sac of ten houses and because of its dog -leg shape is only the length of three houses. Again too short for any speeding problems.
- Having lived on the corner of these roads since 1978 I am unaware of any accident on these roads and speed has decreased in this time because of additional road parking.

Questions: Please advise why you need to slow the traffic on these two very short roads? Do you have records of any accidents? What are the benefits of this massive construction that cannot be obtained by simpler methods which also require a lot less maintainance?

The new road at Sanderling Close is also a cul-de-sac, six houses in length with width restrictions yet to be built to inhibit speed. Most residents think this would be sufficient to achieve slow traffic at the junction, as demonstrated by the recognised problem of summer visitors parking in all these roads to avoid charges (yet dismissed from the final plan). Commercial vehicles delivering to the Redrow site have to mount the new pavements at times because the street parking congests the road, thus making speed impossible.

The large Broadlands Estate with miles of roads and much greater volumes of traffic than this area, focuses on width restricted roads for traffic calming, plus cobbled areas and high surface texture, which are all very practical and have good appearance.

Question: Please advise why this is not a suitable solution for such short and cul-de-sac type roads?

3/...

Road Humps: You mention where there is a known problem with speed causing accidents, most people welcome traffic calming measures, they also expect roads to have well maintained safe surfaces for all users including cyclists. Local experience with road humps I am told is not good with New Road Porthcawl awaiting removal and three sets having been removed from Brackla. They create noise and excessive vehicle wear and are often poorly maintained as in New Road where the special surface tiles go missing and are not replaced, yet at one time these expensive mistakes seemed a good idea.

Objections and Appeals Panel: Thank you for your detailed explanation on this subject as I am trying to understand the council's procedures as well as how your department arrives at its decision.

Question: Please advise if emails such as this are also forwarded to the Appeals Panel and can you inform me the date of their meeting to decide on this system?

Conclusion: Although the cost of the construction of this plan will be born by Redrow Ltd, its maintenance over the years will not. The feeling of residents is that the scheme proposed is of an unnecessary magnitude, will be poorly maintained and have various detrimental effects for residence, such as creating night noise disturbance etc. When I spoke to Mr Dover, he said he had not looked at the issues or written his report giving the departments final recommendation to the council and I believe a mini island was also considered and is preferred by some. I suggested the most dangerous time for local road users is the two years of construction traffic, yet no traffic calming measures were thought necessary. I had to telephone a request for a Give Way sign be erected at the junction, obviously even this small measure was considered unnecessary at one time yet this bears little resemblance to what is now being proposed.

Questions: Could I request a copy of Mr Dover's report of your departments final proposal to the council and ask why traffic calming is deemed unnecessary for the 'always in a hurry large commercial and construction site vehicles' yet necessary for residential traffic?

I hope some of my comments have been helpful and I would like to suggest a site meeting with you to illustrate some of them.

Thanking you for your help in this matter

Yours sincerely

G Victor Tele 783491

Cc Councillor G Davies.