

APPENDIX F

642535

Mr J Z Duddridge

TE/TT/T1772

27 September 2005

Mr G Victor
6 The Whimbrels
Porthcawl
CF36 3TR

Dear Mr Victor

**Sanderling Close, The Whimbrels and Tern Road, Rest Bay, Porthcawl -
Traffic Calming**

I refer to your letters of the 21/25 July 2005 and your recent telephone conversations with my Transportation Department objecting to the proposed traffic calming plateau at the junction of The Whimbrels, Sanderling Close, and Tern Road, Porthcawl and also voicing your concerns at the consultation process.

The consultation process was carried out in line with the directions given in the Highways (Road Humps) Regulations 1999 and none of the emergency services who were required to be contacted, including the ambulance service, to whom you and other objectors have alluded to in your letters, raised any concerns.

In addition to this and in accordance with the requirements of The Highways Act 1990, notices were placed on strategic street lighting columns in the area on the 4th July 2005, 21 days before the closing date for responses. The proposals were also published in the Western Mail.

It is apparent that even though in your telephone conversations you have criticised what you consider to be an antiquated system, the system has worked as you yourself read one of the notices.

I would agree that the above junction does not have a history of personal injury road accidents and the traffic calming proposed was intended to hopefully maintain this status quo in view of the anticipated increased traffic flow from the new development. Although you have described the straight road as only being the length of six houses, given the power and acceleration ability of today's modern vehicles this will

be sufficient for a vehicle to build up a substantial speed. The unfortunate situation is that there will always be a minority of motorists who will drive their vehicles at speeds which are inappropriate for the nature of the road and when an opportunity arises to prevent this occurring either at present time or in the future traffic calming proposals are included particularly where new developments may alter a situation that has been the norm.

What is ironic in this case is that where you and a small number of other residents are objecting to this traffic calming, residents in other areas of this part of Porthcawl are requesting similar forms of traffic calming. Unfortunately because of current Council policy of utilising the limited Traffic Management budget to address existing areas with a record of high casualty figures, requests like this are added to a substantial list of areas within the County Borough until funding is available. Given the amount of requests we receive for traffic calming many areas on this list are likely to have to wait some years before these problems can be addressed.


The proposed scheme was considered by its design to reduce traffic speed on all of the roads leading to the junction as opposed to individual measures in each road.

As you were informed the matter will now pass to the Objections and Appeals Panel. The Objections and Appeals Panel consists of 11 Councillors some from Porthcawl who were approved by the Full Council as their representatives deemed suitable to decide on issues such as this. The Panel receives written representations and your correspondence and those of the other objectors will be forwarded along with the representations supporting the traffic calming. Providing the report is not confidential you would be allowed to attend the meeting and observe the proceedings, but would not be allowed to speak or give evidence. The minutes of the meeting once completed will be available for perusal. However, having consulted with my Highways Estates Development Officer in view of workload and prioritisation it is anticipated that this issue will not be before the appeals panel until late 2005 or early 2006.

With regard to enquiry regarding Council Structure I would suggest that your best avenue is to visit the Bridgend County Borough Council web site (www.bridgend.gov.uk) which if you do not have access to a personal computer can be viewed at Porthcawl library.

I trust that the above information is of assistance.

Yours sincerely


For Executive Director - Environment

Copy Councillor Mrs P A Hacking
Councillor G Davies
Mr J Dover
Mrs K Ralph
Consultation File

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

642535

Mr J Z Duddridge

TE/TT/T1772 ✓
(61745)

4th January 2006

Mr G Victor
6 The Whimbrels
Porthcawl
CF36 3TR

Dear Mr Victor

**Sanderling Close, The Whimbrels and Tern Road, Rest Bay, Porthcawl
Traffic Calming**

I refer to your previous representations, particularly your e-mail which was received on 19 December 2005, in connection with the above.

I would wish to respond to your questions as follows:

Question 1

With regard to consultation when considering a highway improvement, although not mandatory, extensive consultation takes place with Council Members, Community and Town Councils and those whose properties are in close proximity to any proposed works. The extent of this as you would imagine will vary with the scale and nature of the works proposed.

However, when considering planning applications related to development, due to the legislation and the timescales imposed upon the Authority there is usually little or no opportunity for consultation related to the required and associated highway improvements which will form part of the planning permission. Wherever possible a condition is imposed for a scheme to be submitted for approval, which then provides an opportunity for consultation. However, in planning law this can be considered as vague, therefore, when a developer questions this we are put in a position where we have to be more prescriptive in what is required.

Question 2

Although they were consulted, the Ambulance Service did not respond.

Question 3

Due to the historical design of highways, many accidents occur on the highway network generally. It is the Council's policy to design new highway in such a way as to prevent vehicles from reaching speeds where accidents may occur. Wherever possible, that rationale is extended to require developers to provide speed reducing features on existing highway affected by their proposals. (Raised features are an extremely effective, self enforcing means of achieving slow speeds). It is extremely rare for residents to complain of such enhancements.

I confirm that there are no recorded personal injury accidents at the junction of Sanderling Close, Tern Road and The Whimbrels.

Question 4

The traffic calming on Broadlands Estate consists of raised features, speed cushions, awareness strips, horizontal buildouts etc. Given the nature of the roads leading to the above junction, a raised plateau is considered to be the most appropriate form of calming.

Question 5

All written forms of communication, including your e-mail, will be brought to the attention of the Members of the Objections and Appeals Panel.

Question 6

Further to your request for a copy of the report which will be presented to the Objections and Appeals Panel, I can advise you that it is not yet complete. Unless it contains confidential information, which seems unlikely, the report will be a public document and as such, will be available for inspection prior to the meeting taking place.

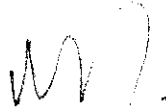
I accept what you say about the desirability of slowing construction traffic as well as general traffic. However, should the plateau be introduced prior to the commencement of the site works, the daily use of the route by heavy construction traffic would be likely to severely damage the structure and necessitate remedial works. If the Objections and Appeals Panel decide that the plateau should be constructed, it will be necessary for the developers to complete the works to the agreed specification and to a standard satisfactory to the Highway Authority prior to the site roads being adopted.

In view of the fact that your objections/queries are clearly defined within your correspondence, a summary of the views expressed will be included in the report. Copies of the actual documents will also be made available should members of the Objections and Appeals Panel wish to peruse them in order for them to decide on

the way forward. Therefore at this time I do not consider that it would be of benefit to hold a site meeting.

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

Yours sincerely

A handwritten signature in black ink, appearing to be 'M. J.', written in a cursive style.

FOR EXECUTIVE DIRECTOR - ENVIRONMENT