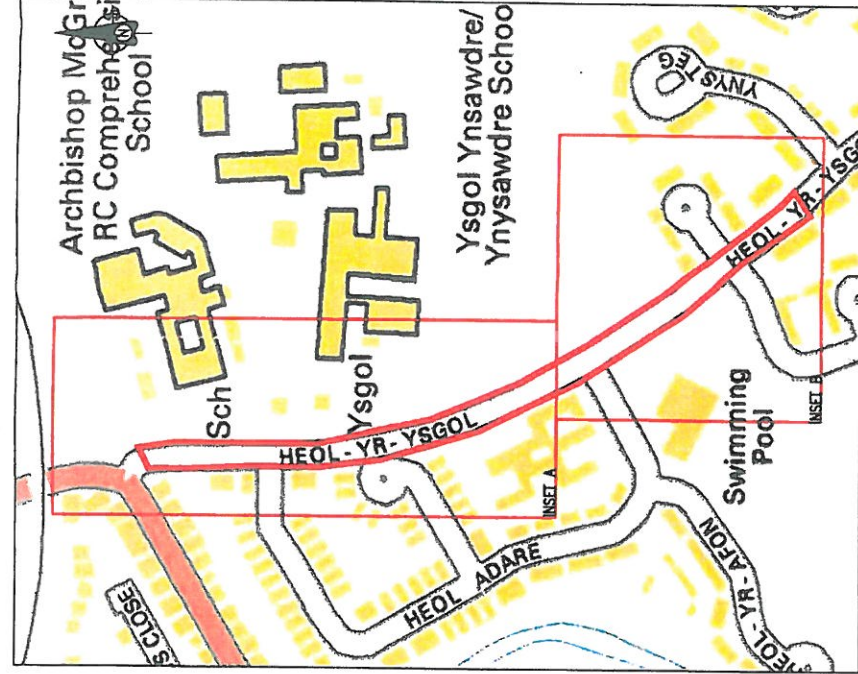


APPENDIX A

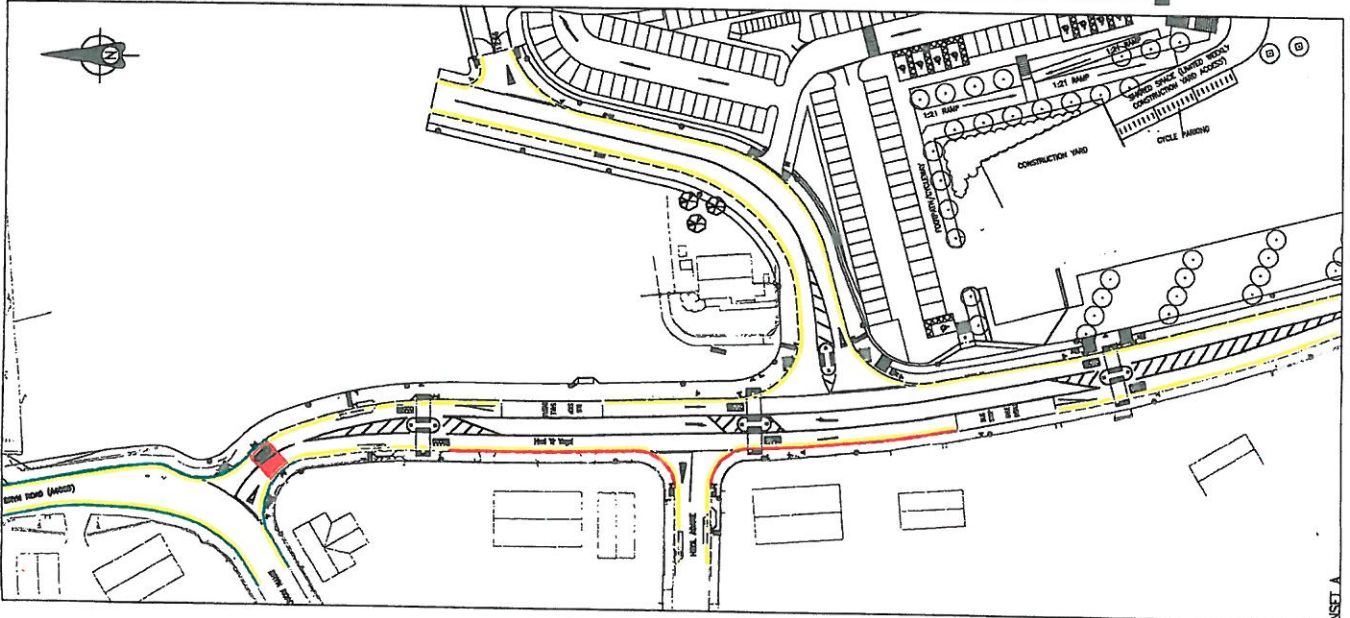
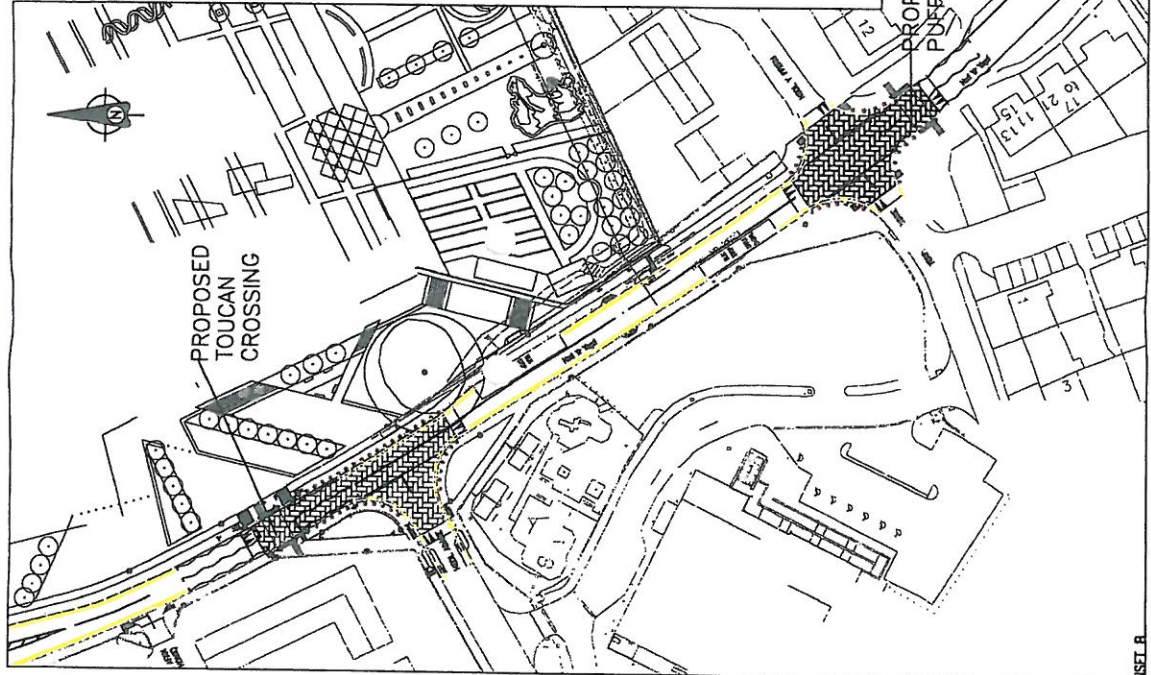


PROPOSED 20mph ZONE

PROPOSED PLATEAUX

- PROPOSED NO WAITING AND LOADING AT ANY TIME
- EXTENT OF EXISTING; NO WAITING OR LOADING AT ANY TIME
- EXTENT OF EXISTING; MON-FRI 8:30-9:30 3:30-4:30 RESTRICTIONS

REV	DATE	DESCRIPTION	DRN	CHK	ENG
C	18.07.12	KEY EXTENDED	GH	IH	MH
B	28.06.12	LINING REVERSED	GH	IH	MH
A	27.06.12	FIRST ISSUE	GH	IH	MH



Job
GATEWAY TO THE VALLEYS
TONDU
PLAN SHOWING EXTENT OF
PROPOSED 20mph ZONE

Detail
 Scale @ A3 1:1000 Job No. C93663 Dwg No. 543 rev. C

subb
 CONSULTING ENGINEERS LIMITED

BRISTOL FARNBOROUGH CARDIFF PLYMOUTH

Issue Status

CONCEPT CONSTRUCTION

PRELIMINARY H&S FILE ISSUE

TENDER

INSET A

Y Gyfarwyddiaeth Cymunedau
Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Sw. ddfeydd Dinesig
Stryd yr Angel
PEN-Y-BONT AR OGWR
CF31 4WB

Ffôn 01656 642541
Ffacs 01656 642580

Rhowch 18001 cyn unrhyw un o'n rhifau ffon ar
gier y gwasanaeth cyflwynid testun



Communities Directorate
Bridgend County Borough Council
Civic Offices
Angel Street
BRIDGEND
CF31 4WB

Telephone: 01656 642541
Fax: 01656 642580

Put 18001 before any of our telephone
numbers for the text relay service

APPENDIX
B

Gwefan: www.bridgend.gov.uk

Website: www.bridgend.gov.uk

As per attached list

Direct line/ Deialu Uniongyrchol: 642523

Ask for / Gofynnwch am : Mr A H Godsall

Our Ref / Ein cyf: TE/TT/MEL/T1740

Your Ref / Eich cyf:

Date / Dyddiad: : 24th July 2012

Dear

TRAFFIC ORDERS

**Associated with the new Coleg Cymunedol Y Dderwen
(Gateway to the Valleys) Scheme, Heol Yr Ysgol, Ynysawdre**

As part of the Planning Conditions for the construction of the new Coleg Cymunedol Y Dderwen, Heol-Yr-Ysgol, Ynysawdre, there is a requirement for the Developers to install a traffic calming scheme to restrict traffic speeds on Heol-Yr-Ysgol to approximately 20 mph.

The scheme proposed to meet the planning condition will introduce two bus friendly raised plateaus with signalised pedestrian crossings thereon, three uncontrolled crossing points with central refuge islands and off set traffic calming cushions, holding lanes for right turning traffic, additional waiting restrictions, additional cycle routes, improved bus stops and enhanced signing.

The addition of the above-mentioned features on Heol-Yr-Ysgol provides an opportunity to introduce a new 20mph zone. This will extend along Heol-Yr Ysgol from near the junction with Bryn Road to near the junction with Ynysteg. The zone is designed to reinforce the requirement for people to drive slowly in this residential area thereby improving safety for both pedestrians and cyclists, particularly near the new school.

The proposals mentioned above together with the 20 mph zone are indicated on the attached Drawing No. 543.

In accordance with the Highways (Road Humps) Regulations 1999 and the Local Authorities Traffic (Procedure) (England and Wales) Regulations 1996, I shall be glad to receive your observations within three weeks of the date on this letter.

Yours sincerely

Traffic and Transportation Manager

Corporate Director – Communities
Corfforaethol – Cymunedau
Louise Fradd

Head of Street Scene - Communities Directorate
Pennaeth y Gwasanaethau Stryd - Y Gyfarwyddiaeth Cymunedau
Chris Howell

c.c. Councillor P White
Councillor L Morgan
File T1740
Consultation file
M/s K Woolley
Gaynor Thomas, Education Section

Address	Salutation	Contact details
BCBC Local Member(s) for Ward(s) within which the proposed scheme is located Councillor Lyn Morgan Councillor P White		
Clerk to Ynysawdre Community Council		
Chief Constable South Wales Police Police Headquarters Cowbridge Road BRIDGEND CF31 3SU	Sir	01656 655555
Traffic Management Officer c/o Safety Camera Partnership Traffic Management Unit Forest Grove Treforest CF37 1UB	Sir	
Chief Fire Officer Fire Service Headquarters Forest View Llantrisant CF72 8LX For the attention of Mr D Jones	Sir	01443 232908 01443 232900
Officer in Charge South Wales Fire and Rescue Fire Station Angel Street Bridgend CF31 3AE	Sir	
Locality Ambulance Officer Bryncethin Ambulance Station Bridgend Road Bryncethin Bridgend CF32 9TG	Sir/Madam	01656—720153 01656—722802
Regional Director Welsh Ambulance Services NHS Trust Regional Ambulance Office Vantage Point House Ty Coch Way Cwmbran NP44 7HF	Sir/Madam	

Address	Salutation	Contact details
Chief Executive Abertawe Bro Morgannwg University Health Board One Talbot Gateway Baglan Energy Park Baglan Port Talbot SA12 7BR	Sir/Madam	Tel: (01656) 752752 Fax: (01639) 687675 or 687676
Freight Transport Association Regus House Falcon Drive Cardiff Bay Cardiff. CF10 4RU.	Sir/Madam	Tel 029 20 504070 Fax 029 20 504224 www.fta.co.uk
Road Haulage Association Roadway House Cribbs Causeway BRISTOL BS10 7TU	Sirs	
Head of Public Affairs Automobile Association Fanum House Basing View Basingstoke Hants RG21 4EA	Sir/Madam	
RAC Motoring Services (Head Office) 8 Surrey St Norwich Norfolk NR1 3NG	Sirs	
Secretary Bridgend Driving Instructors Association Glan-Nant, Heol Las Coity Bridgend CF35 6BS	Sir/Madam	
Julie Thomas Bridgend Visually Impaired Society 1 Gwaun Coed Brackla Bridgend E mail	Madam	SGTMGF@aol.com Telephone: 766240 07823 771471
Bridgend Coalition for Disabled People 14 Heol-y-ffin Bryntirion Bridgend CF31 4DN	Sirs	TEL: 01656 658242 / 07719 889364 simoncgreen@hotmail.com
Director Sustrans Cymru,	Sir/Madam	

Corporate Director – Communities
Corfforaethol – Cymunedau
Louise Fradd

Head of Street Scene - Communities Directorate
Pennaeth y Gwasanaethau Stryd - Y Gyfarwyddiaeth Cymunedau
Chris Howell

Address	Salutation	Contact details
123 Bute Street, Cardiff, CF10 5AE		
Regional Secretary Confederation of Passenger Transport (Wales) 1 Lewis Terrace Darren Parc Pontypridd CF37 2AF	Sir/Madam	
Licensing and Registration Officer Bridgend County Borough Council E mail to: licensing@bridgend.gov.uk		
Transport Co-Ordinating Manager Bridgend County Borough Council 2 nd Floor, Civic Offices		
Principal Conservation and Design Officer Bridgend County Borough Council Civic Offices		
Group Manager – Street Works Street Scene Bridgend County Borough Council Civic Offices		
Countryside and Tourism Manager Communities Directorate Bridgend County Borough Council Innovation Centre Bridgend Science Park Bridgend CF31 3NA		
Highways Network Manager Bridgend County Borough Council Waterton		
Asset Management Engineer Bridgend County Borough Council Highways Maintenance Waterton		

The Occupiers of Numbers 1,3,5,7,9, Heol Yr Ysgol, Tondu CF32 9EG

Numbers

11,13,15,17,19,21,23,25,27,29,31,33,35,37,39,41,43,45,47,49,51,53,55,57, Heol Yr Ysgol,
Tondu, CF32 9ET

Numbers 6,8,10,12,14,16,18,20, Heol Yr Ysgol, Tondu, CF32 9ET

Ynysteg, Tondu, CF32 9EU numbers 1, 2, 3 and 53

Heol Y Fferm, Tondu, CF32 9ES numbers 1 and 12

Adam Parry 1 Heol Gelli, Lodrau, Llangeinor, CF32 8PS
 Graham Thomas, Greyfriars Bungalow, 88, Coity Road, Bridgend CF31 1LT
 Peyton Travel, Peyton House, Dunraven Business Park, Bridgend, CF31 3AP
 Parish Cars, 40, Glanafon Terrace, Nantyffyllon, Maesteg CF34 0SE

Stephen Wren Commercial Manager Stagecoach Rhondda Ltd Aberrhondda Road Porth CF39 0LN	Sir	
Mr J Davies First Cymru Buses Ltd. Heol Gwyrosydd Penlan Swansea SA5 7BN	Mr. Davies	
Mr Richard Hall Operations Director Transport Cymru Unit 1 Heol Crochendy Parc Nantgarw Cardiff CF15 7QT	Sir	
Mr Doug Evans Express Motors 37 Commercial Street Kenfig Hill Bridgend CF33 6DH	Mr Evans	
Mr Ray Hemming MoveReturn 190 Oxford Street Pontycymer Bridgend CF32 8DG	Mr Hemming	
Mr Keith Jones Travel Final 2 Bridge Street Blaengarw Bridgend CF32 8 AY	Mr Jones	
Eamonn Potts Office Manager Easyway Minicoach Hire Ltd Kent Road Bridgend Industrial Estate Bridgend CF31 3TU	Sir	

NOT PROTECTIVELY MARKED



APPENDIX C

COMMUNITIES DIRECTORATE
DIRECTORATE OF CIVIL CONSTRUCTION & PLANNING SERVICES
20 AUG 2012
TRANSPORTATION & ENGINEERING DEPT

OSD/TM/54926/423/2012
01443 660468

14 August 2012

PLEASE QUOTE OUR REFERENCE ON ALL CORRESPONDENCE

Communities Directorate - Street Scene
Bridgend County Borough Council
Angel Street,
Bridgend
CF31 4WB

Dear Sir,

**GATEWAY TO THE VALLEYS SCHEME
HEOL YR YSGOL, YNYSAWDRE**

I refer to your letter concerning the above.

I have visited the location and have examined the new proposals.

I have also discussed the proposal with Inspector Steve Rees of Maesteg Police Station. There are no objections and the proposal is fully supported.

I formally reply on behalf of the South Wales Police.

Yours sincerely,

**PETER DAVID HAMBLIN
TRAFFIC MANAGEMENT AND
CASUALTY REDUCTION OFFICER
SOUTH WALES POLICE**

SOUTH WALES POLICE HEDDLU DE CYMRU

South Wales Police Headquarters, Cowbridge Road, Bridgend CF31 1ES | Penrhyl Heddlu De Cymru, Heol y Bont-faen, Penybont CF31 3SU
Telephone: 01656 655555 Facsimile: 01656 869399 Telifon: 01656 655555 Facsimili: 01656 869399

Trevor Taylor

From: Gwyn Smith <gwyn.smith@sustrans.org.uk>
Sent: 10 December 2012 12:31
To: Trevor Taylor
Subject: Heol Yr Ysgol 20mph zone

Trevor,
thanks for your call this morning.

Sustrans supports all the work Bridgend CBC are doing to reduce traffic speeds. However we do recognise that this work comes at a cost.

With regards to my comments on this scheme please accept them as a suggestion for future work if funding become available. Please note that i am not objecting to the scheme as laid out in your letter of the 5th of December.

Best wishes

Gwyn

Gwyn Smith

Rheolwr Rhanbarthol, De Ddwyrain Cymru

Area Manager, South East Wales

Sustrans Cymru

123 Bute Street / 123 Stryd Bute

Cardiff / Caerdydd

CF10 5AE

Tel / Ffôn: 029 2065 0602

Mobile / Symudol: 07917 730844

Sustrans believes every child deserves to be free range, with freedom from their front door to explore, play outdoors, and make their own way to school and beyond. Join in and add your voice at www.sustrans.org.uk/freerangekids

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Mae'r e-bost hwn ac unrhyw atodiadau wedi cael eu sganio gyda 'MessageLabs SkyScan' -

<http://www.messagelabs.com/>



APPENDIX E

4 Penybryn Road
Brynmenyn
Bridgend
CF32 9HT

21 December 2012

Mr P A Jolley
Assistant Chief Executive
Legal and Regulatory Services
Bridgend County Borough Council
Civic Offices Angel Street
Bridgend
CF31 4WB

Dear Sir
TRAFFIC ORDERS ASSOCIATED WITH THE NEW COLEG CYMUNEDOL Y
DDERWEN SCHEME

In response to the 3 legal notices published in the Western Mail on 5 December 2012 I called at your offices and was given copies of -

- Statement of Reason
- Drawing No. 543C
- Bridgend County Borough Council (Various Roads, Ynysawdre, Bridgend) (Revocation)(Prohibition of Waiting/Loading) Traffic Order 201-
- Bridgend County Borough Council (Heol yr Ysgol, Ynysawdre, Bridgend) 20MPH Speed Limit Zone) Traffic Order 201-

The Statement of Reason ends by saying "The proposals mentioned above together with the limits of the 20 mph zone are indicated on the attached Drawing No. 543C.". On comparing, however, Drawing 543C with the legal notice regarding speed humps, I find that there are discrepancies, viz:-

- The 2 uncontrolled crossing refuges furthest from Bryn Road are shown on the drawing at distances that are different to those stated in the legal notice.
- The lengths of the 2 road plateaux are shorter on the drawing than stated in the legal notice.

This is misleading for anyone wishing to make representations on the proposals. I am assuming that the legal notice is correct and my comments are made on that basis. Presumably there is a later drawing showing the layout proposed by the legal notice and if so I would like to have a copy.

I have some objections to the No Waiting/ Loading Order and the Road Humps notice and these are shown in appendices 1 and 2 attached.

As a general observation, I note that the orders refer to the roads as being in Ynysawdre as well as a reference to "Bryn Road, Ynysawdre". I understand that the postal addresses of the roads concerned is Tondy. Also there is neither a place name sign nor any road direction signs showing Ynysawdre. Should not the proposed orders indicate Tondy rather than Ynysawdre, as indeed does the present Mid Glamorgan County Council (Heol-Yr-Ysgol, Tondy) Prohibition of Waiting) Order 1976?

Yours faithfully

(Mr) S F Loosmore

Appendix I

BRIDGEND COUNTY BOROUGH COUNCIL (HEOL YR YSGOL, YNYSAWDRE, BRIDGEND) (ROAD HUMPS) NOTICE 2012

The main reason for the installation of the 2 new plateaux and 6 speed cushions appears to be to encourage motorists to adhere to the proposed 20 mph speed limit. I have no objection to the proposed speed limit or the 2 "bus friendly" plateaux. My objections relate to the 6 speed cushions and are as follows: -

1. Location of Pair of Cushions Nearest to Bryn Road

The Drawing 543C indicates that the current means of access to the parking area opposite Ynysawdre Community Centre is to be stopped up but does not show where the new means of access will be. The options are to keep the present access open (no order for stopping up of a highway has been publicised) or make a new access. Before the location of this pair of speed cushions can be decided the location of the access road to the parking area needs to be determined.

2. Limitations on Effectiveness of Speed Cushions

- a. Larger vehicles are able to straddle the cushions and are not forced to reduce speed.
- b. The distance between the most northerly point of the 20 mph limit and the nearest plateau is about 270 metres and each cushion is 1.9 metres long. It is quite possible, for someone so minded, to cross each of the cushions at say 10 mph and yet exceed 20 mph for about 250 metres (or about 93%) of the length of the restricted road.

3. Unwelcome or Dangerous Side Effects of Speed Cushions

- a. Even when negotiated at slow speeds they can lead to damage to car suspensions and tyres, which, in the long term can have possible fatal consequences.
- b. They cause discomfort to car occupants especially those who suffer with back problems.
- c. They increase vehicle exhaust emissions and noise as drivers brake on approach to and accelerate away from the speed cushions.
- d. Vehicles passing over them produce vibrations that can cause damage to nearby properties. There are old mine workings in the area and a property in the nearby Heol Cae Glas has suffered from subsidence. Have the finding of Transport Research Laboratory Report TRL235 been considered? (The highest cushion they considered was 74mm rather than 100mm proposed under this notice.)
- e. Will snowploughs still be allowed to clear the road or will they be banned due to the risk of damage to the speed cushions or the equipment?
- f. They are a trip hazard for pedestrians crossing the road.
Ideally all pedestrians would use the uncontrolled crossing refuges adjacent to the speed cushions but in practice there are going to be a significant number of students (particularly at school starting/ finishing times) who will dash across the road when there are gaps in the traffic, ignoring the refuges. For such students the speed cushions are a trip hazard.

4. There are Alternative Ways of Enforcing the Speed Limit

The overall distance between first and last speed cushion is about 180 metres. A suitably located speed camera should be able to deter drivers from exceeding the speed limit over such a length of road. Alternatively a pair of average speed cameras could be used to cover the length of Heol yr Ysgol from the northern end of the 20 mph zone to say the northern end of the Heol Adare plateau, a distance of about 270 metres. Either of these arrangements would, I think, be more effective in enforcing the proposed speed limit than speed cushions nor would they have any of the disadvantages of the latter. I also imagine they would cost less to install.

Appendix 2

BRIDGEND COUNTY BOROUGH COUNCIL (VARIOUS ROADS, YNYSAWDRE, BRIDGEND) (REVOCATION) (PROHIBITION OF WAITING/LOADING) TRAFFIC ORDER 201-

I object to certain aspects of the proposed order for the following reasons: -

1. Loading or Unloading Restrictions

According to the Highway Code (page 116) loading restrictions do not prohibit stopping to set down or pick up passengers. The only drivers likely to be affected by the restrictions are those who have an important reason for wanting to load or unload ie they have goods to pick up or deliver to premises adjacent to the road. The exemptions from the order do not cover such drivers, apart from postal services.

The order includes 2 sections of roads that border residential properties viz the northern part of Heol yr Ysgol (west side) and Heol Adare (both sides) at its northern junction with Heol yr Ysgol. The order would mean that a driver wishing to deliver goods (eg furniture) to any of these properties could not park by them but instead unload some distance away.

In view of the fact that there are 4 bus stops on the section of Heol yr Ysgol covered by the order, motorists will be quite accustomed to dealing with stationary vehicles. I do not see that drivers making necessary deliveries to properties should be prevented from doing except perhaps during school starting/finishing times. The loading/unloading aspect of this order seems to me to serve little purpose, ie it will not prohibit the setting down/picking of passengers and, apart from the 2 sections of road mentioned above, no one is likely to want to load/unload. On the other hand the order will cause inconvenience to drivers wanting to make deliveries to the properties bordering those 2 sections of road.

If it is decided to proceed with this aspect of the order, the loading /unloading restriction for the sections of road mentioned above, should, in my view, only apply from 8.00am to 9.00am and 3.00pm to 4.00 pm Monday to Friday. Would not a better option be, however, to make the lengths of Heol yr Ysgol, nearest to the pedestrian entrance of the school, a School Clearway as has been done recently for Heol Eglwys Penyfai?

2. No waiting On Heol Adare (Northern Junction) For 30 Metres Westwards From The Junction With Heol Yr Ysgol

The usual restriction on waiting where side roads meet main roads appears to be 10 metres and I have no objection to that being applied here. It appears unnecessary though to extent the restriction to 30 metres and as there are residential properties bordering this section of road it will cause some inconvenience.

If the intention of the 30 metres restriction is to prevent parking by drivers who wish to pick up schoolchildren then I think it will be ineffective and only result in such drivers parking further down the street or other streets nearby eg Heol Cae Glas.

If however a no waiting restriction for 30 metres rather than 10 metres is considered necessary, I think the restriction on the section of Heol Adare 10 to 30 metres west of Heol yr Ysgol should only apply 8.00am to 9.00am and 3.00pm to 4.00pm Monday to Friday.

BRIDGEND COUNTY BOROUGH COUNCIL
(HEOL YR YSGOL, YNYSAWDRE, TONDU, BRIDGEND)
(ROAD HUMPS) NOTICE 2013

NOTICE IS HEREBY GIVEN that Bridgend County Borough Council as the Highway Authority for Ynysawdre, Tondy propose to undertake the following measures under Sections 90(A), (C), (D), (E) and (F) of the Highways Act 1980, the Highways (Road Humps) Regulations 1999, Section 23 of the Road Traffic Regulation Act 1984, and all other enabling powers to construct road humps in the lengths of road specified in the Schedule below.

SCHEDULE

Heol Yr Ysgol, Ynysawdre, Tondy.

The six speed cushions on Heol Yr Ysgol are situated on the approaches to the three uncontrolled crossing refuges approximately 43 metres(47 yards), 108 metres(118 yards) and 180 metres (197yards) south of its junction with Bryn road.

The Speed Cushions are approximately 1.750 metres in width 1.9 metres in length and 70 mm in height.

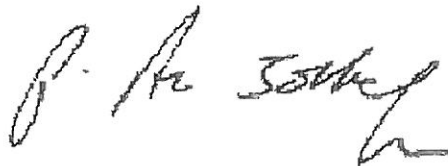
Road Hump Plateaux, Heol Yr Ysgol, Ynysawdre, Tondy.

The full road width plateaux at the junctions of Heol Y Fferm and Terfyn with Heol Yr Ysgol, Ynysawdre, Tondy, will be approximately 75mm high, 37 metres(40.5 yards) long and extend into both Heol y Fferm and Terfyn for a distance of approximately 10 metres(11yards). The plateau will include the installation of a signalised Puffin pedestrian crossing.

The full road width plateaux at the southern junction of Heol Adare and Heol yr Ysgol, Ynysawdre, Tondy, will be approximately 75mm high, 50 metres long (55 yards) and will extend approximately 15 metres (16.5 yards) into Heol Adare. The plateau will include the installation of a signalised Toucan pedestrian crossing.

A copy of the Council's reasons for proposing to carry out the works and a plan showing the roads to which the proposal relates may be inspected at the address below during normal office hours.

Objections to the proposal, together with the grounds on which they are made may be sent in writing to the undersigned by the 20th February 2013.



Dated this 24th day of January 2013

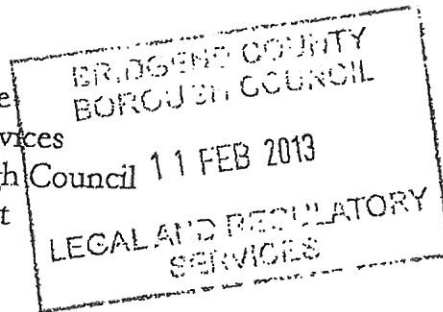
P A Jolley
 Assistant Chief Executive
 Legal and Regulatory Services
 Bridgend County Borough Council
 Civic Offices
 Angel Street
 BRIDGEND
 CF31 4WB

P A Jolley
 Prif Weithredwr Cynorthwyol
 Gwasanaethau Cyfreithiol a Rheoleiddiol
 Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
 Swyddfeydd Dinesig
 Stryd yr Angel
 PEN-Y-BONT AR OGWR
 CF31 4WB

4 Penybryn Road
Brynmenyn
Bridgend
CF32 9HT

8 February 2013

Mr P A Jolley
Assistant Chief Executive
Legal and Regulatory Services
Bridgend County Borough Council
Civic Offices Angel Street
Bridgend
CF31 4WB



Dear Sir
TRAFFIC ORDERS ASSOCIATED WITH THE NEW COLEG
CYMUNEDOL Y DDERWEN SCHEME
BRIDGEND COUNTY BOROUGH COUNCIL (HEOL YR
YSGOL, YNYSAWDRE, TONDU, BRIDGEND) (ROAD HUMPS)
NOTICE 2013

I refer to the above order that was published on 24 January 2013.

I have some objections to the order and the grounds on which they are made are given in the attached appendix.

Please acknowledge receipt of this letter.

Yours faithfully

(Mr) S F Loosmore

Appendix

BRIDGEND COUNTY BOROUGH COUNCIL (HEOL YR YSGOL, YNYSAWDRE, TONDU, BRIDGEND) (ROAD HUMPS) NOTICE 2013

The main reason for the installation of the 2 new plateaux and 6 speed cushions appears to be to encourage motorists to adhere to the proposed 20 mph speed limit. I have no objection to the proposed speed limit or the 2 "bus friendly" plateaux but I object to the installation of any speed cushions on the following grounds: -

Comments applicable to all 3 Pairs of Speed Cushions

1. Limitations on Effectiveness of Speed Cushions

- a. Larger vehicles are able to straddle the cushions and are not forced to reduce speed.
- b. The distance between the most northerly point of the 20 mph limit and the nearest plateau is about 270 metres and each cushion is 1.9 metres long. It is quite possible, for someone so minded, to cross each of the cushions at say 10 mph and yet exceed 20 mph for about 250 metres (or about 93%) of the length of the restricted road.

2. Unwelcome or Dangerous Side Effects of Speed Cushions

- a. Even when negotiated at slow speeds they can cause damage to car suspensions and tyres, which in the long term, can have possible fatal consequences.
- b. They cause discomfort to car occupants especially those who suffer with back problems.
- c. They increase vehicle exhaust emissions and noise as drivers brake on approach to and accelerate away from the speed cushions.
- d. Vehicles passing over them produce vibrations that can cause damage to nearby properties. There are old mine workings in the area and a property in the nearby Heol Cae Glas has suffered from subsidence. Have the finding of Transport Research Laboratory Report TRL235 been considered?
- e. The smaller vehicles used by the emergency services (eg police and paramedics cars) are forced to slow down and so are delayed on their way to emergencies.
- f. There is a tendency for drivers who are in a hurry to get frustrated by having to negotiate the cushions at a very slow speed and they then seek to make up for "lost" time once past the cushion. The effect of the cushions is to encourage such drivers to exceed the speed limit on adjacent sections of the road. In the absence of cushions the maximum speed that such drivers reach is likely to be lower.
- g. They are trip hazard for pedestrians crossing the road. Ideally all pedestrians would use the uncontrolled crossing refuges adjacent to the speed cushions but in practice there are going to be a significant number of schoolchildren (particularly at school starting/ finishing times) who will dash across the road when there are gaps in the traffic, ignoring the refuges. For such schoolchildren the speed cushions are a trip hazard.
- h. Many drivers by concentrating on the least damaging and discomforting way of negotiating a speed cushion pay insufficient attention to other potential hazards in the vicinity and create a risk to pedestrians and other road users.

3. There are Alternative Ways of Enforcing the Speed Limit

There are many 20mph zones in South Wales (including some outside schools) that do not use speed cushions as a way to control traffic speed. It cannot be said therefore that

Continued overleaf

speed cushions are an essential part of the scheme. Some alternative ways that could be used are as follows: -

- a. Speed indicator signs activated by traffic sensors on road.
- b. Flashing amber warning lights and a school warning sign similar to that installed outside Cefn Cribwr Primary School.
- c. 20mph repeater markings on the road surface.

These arrangements would, I think, be just as effective as speed cushions in enforcing the proposed speed limit but they would not have any of the disadvantages of the cushions.

Comments Regarding Pair of Speed Cushions on Approaches to Uncontrolled Crossing Refuge Approximately 108 Metres South of Bryn Road Junction

The position of the pair of speed cushions is of course related to the location of the crossing refuge and I am concerned about the location of the refuge. The refuge is sandwiched between the school access road and the northern junction of Heol Adare with Heol yr Ysgol. The space available for the refuge and associated cushions is so restricted that (according to Drawing No. 543C) the tactile paving and drop kerbs on the eastern side of Heol yr Ysgol are partially on the curve of the school access road.

For buses and other long vehicles approaching from the north, the turning into the school access road is going to be difficult to negotiate with there being refuges adjacent to the turning on both Heol yr Ysgol and the school access road, limiting the room to manoeuvre. Any misjudgement by drivers of such vehicles can easily result in their rear wheels running over the pavement. To have pedestrians standing at this point clearly places them in danger of being injured. (Pedestrians using the uncontrolled crossing refuge on the school access road face the same if not greater danger.) Also to have pedestrians standing at this point counteracts the intention of Planning Condition 13 that requires a vision splay of 2.4 metres by 43 metres at this junction.

The proposed refuge is in my view badly sited. It would be slightly better if it was located a few metres further north so it was no longer on the curve of the school access road. This would also mean moving the speed cushions. However to locate a cushion any further north on the eastern side of Heol yr Ysgol would make it a hazard for traffic making a right turn out of Heol Adare so I suggest that if the proposed refuge is relocated, no cushion is placed on the eastern side of Heol yr Ysgol.

SFL

8 February 2013