

MINUTES OF A MEETING OF THE APPEALS PANEL HELD IN CIVIC OFFICES ANGEL STREET BRIDGEND CF31 4WB ON THURSDAY, 26 JULY 2018 AT 10:00

Present

Councillor JE Lewis – Chairperson

N Clarke JC Radcliffe

Apologies for Absence

Officers:

Greg Lane	Head of Democratic Services
Andrew Rees	Democratic Services Manager
Jane Dessent	Solicitor
Allen Lloyd	Principal Engineer
Kathryn Mountjoy	Traffic Management Technician
Kevin Mulcahy	Group Manager - Highways Services
Keith Power	Traffic Management Officer
Phillip Angell	Traffic Management and Parking Team Leader

25. DECLARATIONS OF INTEREST

None.

26. APPROVAL OF MINUTES

RESOLVED: That the minutes of the meeting of the Appeals Panel of 26 October 2017, continued on 13 November 2017 be approved as a true and accurate record.

27. PROPOSED INTRODUCTION OF A PEDESTRIAN CROSSING ASSOCIATED WITH PROPOSED PRIMARY SCHOOL ON PENPRYSG ROAD PENCOED

The Chairperson welcomed all to the meeting and outlined the procedure to be adopted.

The Legal Officer informed the Panel that the objector, Mr H Guilford further to his formal objection had submitted a response to the report before the Panel for the Panel's consideration.

The Panel adjourned to consider the response submitted by Mr Guilford. On reconvening, the Panel determined that it would take into account Mr Guilford's submission when making its decision.

The Group Manager Highways presented the report of the Corporate Director Communities which sought a resolution to the formal objection received in relation to the proposal at Penprysg Road, Pencoed for the establishment of a pedestrian crossing in connection with the new Pencoed Primary School.

He reported that the Panel met on 26 October 2017 to consider objections to the traffic calming measures and to the location of the pedestrian crossing which the objector believed to be incorrect. The Panel rejected the objection received to the proposed raised traffic calming scheme on Penprysg Road and authorised the implementation of the traffic calming scheme, excluding the pedestrian crossing and adjourned to consider the objection received in respect of the proposed pedestrian crossing on Penprysg Road following a further site visit and verification of the distance specified in the Notice. He stated that following an internal meeting, officers determined that as there was a

potential ambiguity in respect of the description of the location of the crossing in the public notice, a further notice would be published. Due to the above, officers considered that the site visit would be cancelled as it would serve no purpose.

The Group Manager Highways reported that the Panel met on 13 November 2017 and resolved that due to the ambiguity of the distance specified in the Public Notice, the Notice be re-advertised with an amended description to remove any ambiguity in respect of the location of the proposed crossing. The Panel resolved to adjourn to consider any objection received in respect of the proposed pedestrian crossing on Penprysg Road following re-advertisement of the proposal.

The Group Manager Highways reported that public notice was published on 31 January 2018 requiring objections in writing by 1 March 2018. He stated that one representation in writing was received from the resident who had objected to the initial proposal. The Group Manager Highways outlined to the Panel the points made in the objection together with the responses to the points of objection. Further letters were received from the objector on 16 March and 30 May 2018. The Group Manager Highways stated that in view of the lack of any objection from the emergency services, bus companies, disabled groups and any other individual, it appeared that the views of the objector were not widely supported in such an important area outside a school.

The Group Manager Highways informed the Panel that officers are satisfied that the appropriate public notice has been given with accurate measurements and that all the appropriate consultation and procedure has been followed in accordance with the relevant legislation. He stated that officers had considered that the crossing location is the most effective as the safe walking route to the school from the Minffrwd Road area is via Wimborne Road, Wimborne Crescent onto Penprysg Road and across Penprysg Road into the school access road and is located on the "desire line". Additionally, the current location of the crossing is on the gable end of 30 Penprysg Road where it has the minimum visual impact as the gable end of that property does not have any windows. He also stated that the current crossing location provides reasonable queuing length for vehicles exiting left out of the school access road.

The Group Manager Highways requested the Panel consider the need for the establishment of a formal crossing on Penprysg Road which will enable children to cross the road safely to and from school which will form part of the Learner Travel Route to the school.

The Panel requested clarification of point 5 of the objector's letter of 26 February 2018 wherein the objector referred to the dimension of 65 metres shown on the scheme drawing and in the Notice being incorrect. The Group Manager Highways stated that it was unclear in the letter in what way the distance is incorrect, but officers had measured from the junction of Wimborne Road which is 65 metres to the location of the crossing as indicated in the Notice and drawings.

The Panel questioned the dimensions and location of the traffic control boxes. The Group Manager Highways stated that the provision of traffic control boxes is necessary and situated towards the back of the footway and the location provides a suitable distance for pedestrians to pass. The Panel noted that a photograph of the boxes was shown in Appendix G of the report pack. He stated the traffic control boxes are located near to the boundary wall of the objector's property however are located in such a way so as not to obstruct driveways and are positioned safely.

The Panel questioned whether any other objections or comments to the proposals had been received. The Group Manager Highways confirmed that one objection had been received to the proposals.

The Panel questioned whether noise or vibration emanates from the traffic control boxes. The Principal Engineer confirmed that no noise or vibration emanates from traffic control boxes.

The Panel questioned whether a traffic and vibration analysis had been carried out. The Group Manager Highways confirmed that a traffic and noise survey had been carried out and the results of which are available to the objector, however a traffic and noise surveys would not be carried out for individual properties as a matter of standard practice.

The Panel questioned whether speed cushions had been installed and what road safety features are in the location to notify that there is a 20 mph speed limit in place. The Traffic Management Officer informed the Panel that the speed cushions have been installed. The nearest feature to the pedestrian crossing is a 20 mph roundel situated approximately 40metres away from the crossing. One speed cushion had been removed following an objection and a 20 mph roundel had been installed in its place. The Panel questioned if the new 20mph speed limit was mandatory and the Traffic Management Officer confirmed that the speed limit had been introduced by Order and was mandatory.

The Panel questioned whether noise and vibration from traffic would reduce if the speed limit was lowered. The Group Manager Highways stated that noise and vibration was dependent on individual circumstances and varied such as in the instance of rumble strips of indeed road surface condition

The Panel questioned in the event of the pedestrian crossing being allowed, would the traffic signals be activated immediately. The Principal Engineer informed the Panel that some electrical work would need to be commissioned prior to the traffic signals being activated; however this would only take approximately one day to complete.

The Panel asked the Group Manager Highways to sum up.

The Group Manager Highways in his summing up considered that the pedestrian crossing is essential as there have been a number of road traffic accidents on this section of Penprysg Road in the recent past. He stated that officers have tried to balance the needs of users and believe that the correct processes have been followed with regard to public consultation which resulted in one objection being received and which has been considered. He informed the Panel that the proposal for the introduction of a pedestrian crossing at Penprysg Road meets legislative requirements.

The Panel adjourned at 10.52am and reconvened at 11.04am.

The Panel noted that the objector believed that he had been misrepresented and had he attended the meeting would have asked the objector the reason why he believed that he had been misrepresented.

RESOLVED: That the Panel rejected the objection received to the proposed Pelican Crossing on Penprysg Road and authorised the implementation of the Pelican Crossing as detailed in Appendix C of the report.

The meeting closed at 11:06