

25 January 2017

Bridgend County Borough Council

Communities Directorate

Civic Offices

Angel Street

Bridgend

CF31 4WB

For the attention of Mr. A Godsall – Traffic and Transportation Manager

Dear Sir

Traffic Orders – Pencoed Primary School Penprysg Road

Consultation Plan

30 Penprysg Road

Thank you for your letter to The Occupier dated 9 January 2017, with respect to traffic calming to be constructed at Penprysg Road.

I enclose a copy of my letter to Ms. Kate Millard, PTA Chairperson of the above school, dated 28 January 2014. My letter refers to the congestion associated with the school opening and closing times, and the necessity for a 20mph speed limit.

Currently there are school hazard lights at the junction of Wimborne Road with Penprysg Road and on Penprysg Road at St. David's Church. These locations are above and below the proposed school entrance and speed cameras at these points would deter speeding, provide revenue, and save on the cost and maintenance of the proposed speed humps.

An alternative and more positive solution would be the provision of Traffic Lights at the new school entrance.

The speed of traffic entering Penprysg Road from Penybont Road is controlled prior to crossing the railway bridge with traffic lights, again on the bridge at the link road to Hendre Road, at the entrance to the car park, at the staggered junction of Wimborne Road and Pentre Howell, and again at the bus stop.

With the above in view why is the major road calming construction adjacent to my home and extending the full width of my property necessary? The Consultation Plan does not indicate a similar speed calming construction to the St. David's side of the new school entrance where the cottages conceal the entrance. The speed humps from St. David's Church to the Minffrwrd junction will not deter motor cyclists.

I note that the Consultation Plan does not indicate an upgrade to the pavement width that is situated to the Eastern side of Penprysg Road, and extending from the new school entrance to my home. I regard that the pavement should be widened to deter children and their escorts from walking in the road – as this will form the main pedestrian route to the school.

The Consultation Plan makes no reference to traffic associated with the "recently" constructed Infants School and the new privately owned Toddler Centre – that during school times limit traffic movement to Penprysg Road.

30 Penprysg Road "The Chain" was a Toll House. The garden to 30 Penprysg Road was the toll road that linked Ton-Bach with Bont-newydd. The Chain ceased to be a Toll House at around 1860 when the railway was constructed. The subsequent road improvements to what is now Penprysg Road have resulted in the North West corner of the property being 0.8 metre (31.5 inches) below pavement level. This salient item is not included in the Capita Condition Survey that includes other assumptions. I enclose a Part Copy of an Ordnance Survey Plan circa 1875.

With the above in mind, it should be noted, that during even moderate storms the accumulated highway drainage that occurs over runs the catchment gully situated at the South Boundary to my property. The proposed traffic calming construction as shown on the Consultation Plan in effect creates a dam that will impede the storm flow and has every possibility of causing flooding, and/or extreme dampness to my Home that has been in existence for at least 200 years.

What contingency cost factor will be applied that considers hand excavation, a tanking membrane with structural support, and amendments to the road drainage and possible rerouting of services?

Please note that prior to my purchase of the property, 1972, flooding had occurred on two occasions due to the lack of maintenance of the highway storm drainage ditch that is located within the Southern Boundary. When I became the owner of the property I made a request to Mid Glamorgan County Council to upgrade the ditch to a piped storm drain – I received a visit but the request was denied. Please note that at my expense the current 9" storm drain was laid from the highway gully chamber, including catch pits, a length of approximately 117m, and a further 14m of ditch maintained to the Eastern Boundary. Since about 1995 jetting of the manhole chamber to the front courtyard has been included with the road gully together with occasional root cutting.

The Consultation Plan indicates that the bus stop should be relocated, and I would disagree with this proposal, and as previously stated above - the bus stop is a means of traffic calming. The Public and School Bus Stop is currently located at the widest point of Penprysg Road, and I can only assume that the proposed relocation would be contained within the redundant school playing yard – I consider that this would conflict with the new school entrance.

Are double yellow lines intended for both sides of Penprysg Road that will be included in the 20mph speed limit?

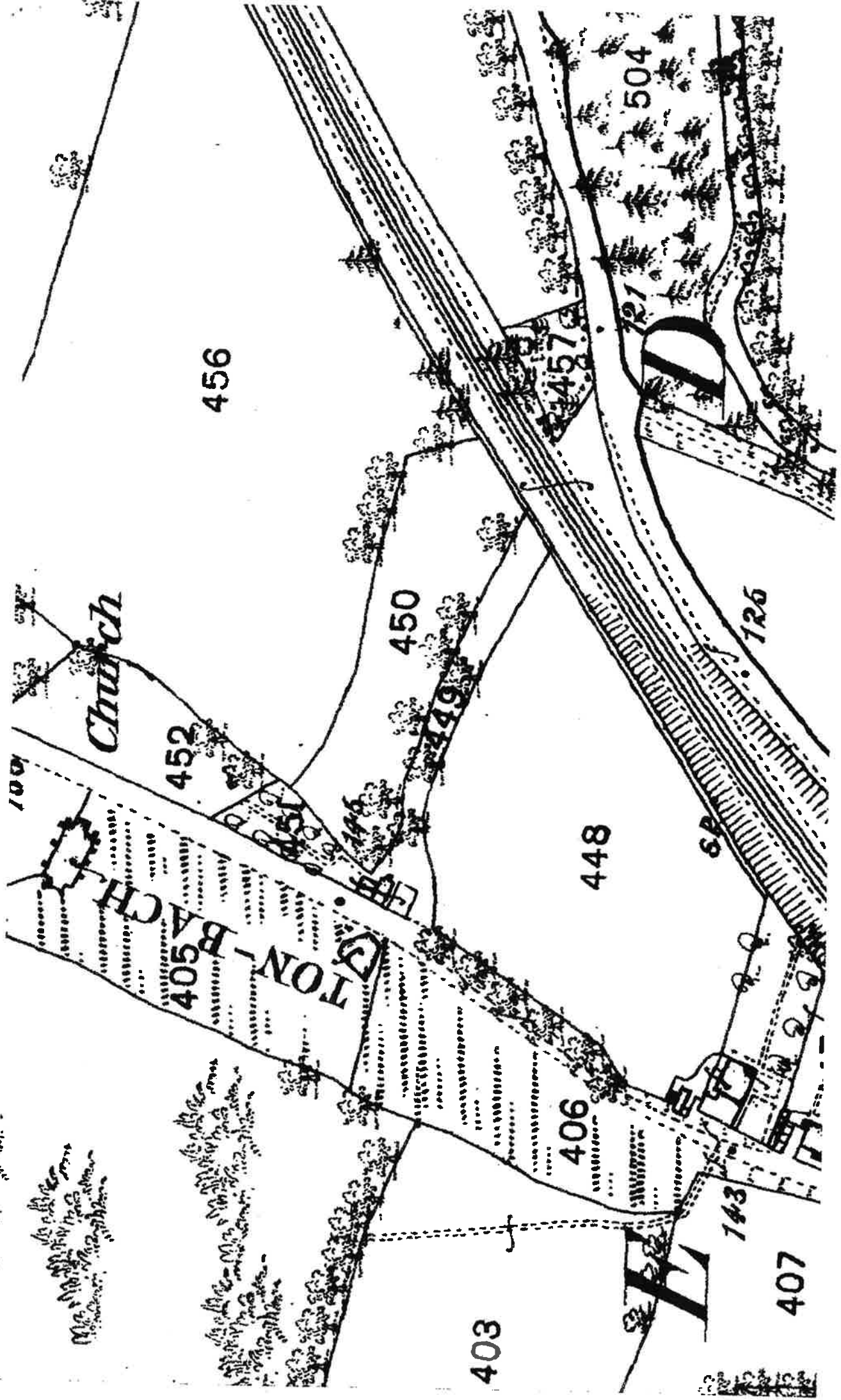
One further item with respect to the proposed car parking to be constructed within the current playing field. The made-up ground level that forms the hard play area below the gym drains into my garden. During resurfacing of this area I requested that adequate surface drainage may be applied to prevent runoff into my garden - the ineffective drainage items as constructed are not a solution and I assume never maintained.

I would appreciate receiving details of the proposed carpark surface water drainage.

Obviously I have a vested interest, and I shall be prepared to meet and discuss proposals accordingly.

Yours sincerely

my letter to Mrs. Kate Millard, PTA Chairperson, dated 28 January 2014
Part Copy of an Ordnance Survey Sheet circa 1875 that shows The Chain



Circa 1875

28 January 2014

Pencoed Primary School
Penprysg Road
Pencoed
Bridgend
CF35 6RH

For the attention of Ms. Kate Millard – PTA Chairperson

Dear Ms. Millard

Car Parking Congestion at School Start and Finishing Times

Thank you for your notice of the proposed meeting to be held at the school on Thursday, 30 January 2014.

I regret that I am unable to attend due to prior meeting arrangements.

If I wish to drive from my home prior to 9:00AM it is necessary to park my car on the road at about 8:15 AM. To drive from my home during the afternoon requires parking on the road by 2:30PM, and not to consider returning before 4:00PM. The above is due to Parents and/or Family bringing their children to school and collecting them from school.

On 17 December 2013, I appreciated the help given to me by the Ladies at the school with respect to a car parked across the entrance to my home. The driver of the car in question was visiting the dentists, and it should be noted that opposite the Dental Practice is a Public Car park.

The above should indicate that the parking with respect to the school is not the only cause of anti-social and careless parking, and the Crèche, Hairdressers, Dentists, Takeaway, and 12 new Flats all contribute; and highlights the "Planning Considerations".

The Bus Stop and parking of Authorised School Vehicles on Penprysg Road, adjacent to the School, conflicts with the parked vehicles opposite in reducing the road width to a single lane. The above presents a danger to both parents and children wishing to cross the road, and a hazard to any vehicle wishing to exit from the properties opposite the school.

The possibility of providing designated road markings to the property entrances may be considered as a solution – but to those who have no regard for the residents of the neighbourhood the markings would be quite meaningless.

CCTV camera coverage to the local public car park may encourage less on road daytime parking, and therefore less congestion at school start and finishing times.

With the safety of the parents, children, and residents in mind a Speed Limit of 20 mph be applied from the commencement of Penprysg Road (the railway bridge) to a point above the bend at the junction with Minffrwd Road.

Cc Ms. S. Sarjeant – Head Teacher