

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO THE APPEALS PANEL

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

5 DECEMBER 2017

INTRODUCTION OF A ONE-WAY TRAFFIC SYSTEM ON CRESCENT ROAD, SARN TO COMPLEMENT THE INTRODUCTION OF A SIGNALISED JUNCTION ON HEOL GANOL, HEOL CWRDY, HEOL CANOLA AND BRYNCOCH ROAD, SARN

**1.0 Purpose of Report**

1.1 To seek a resolution to the formal objection received in relation to the proposal to introduce a One-Way traffic system on Crescent Road, Sarn.

**2.0 Connection to Corporate Improvement Objectives / Other Corporate Priorities.**

2.1 The current Corporate Plan 2016-2020 has three Priorities. The first of these is "Supporting a successful economy". In order to do this, it is necessary to have a functioning, well-maintained highway network to facilitate movement of people and goods. The measures considered in this report are to further the council's duty of care to its highway users, its commitment to achieving casualty reduction and improve the free flow of traffic.

**3.0 Background**

3.1 A statutory public notice, in respect of the proposed closure of the existing Brynmenyn Primary School and the establishment of a new school to serve its traditional catchment areas was published on 25<sup>th</sup> June 2015. The notice was displayed on BCBC's website and at the schools affected by the proposal. This process was in accordance with legislation and follows the Welsh Government's School Organisation Code guidance in dealing with the statutory process.

3.2 One representation was received during the consultation period that expressed concerns in respect of highway issues surrounding the proposed site. The Authority provided a written response to the representation advising that their comments would be included in the report to Cabinet of the 16<sup>th</sup> June 2015 and the response set out the proposals to highway access and parking on street adjacent to the new school, car parking for Ynysawdre Community Hall, Public transport and pedestrian routes. Consequently, on 1st September 2015, Cabinet considered the published proposal, in accordance with the School Standards and Organisation (Wales) Act 2013 and decided to approve the proposal to relocate Brynmenyn Primary School to a new build school on land adjacent to Coleg Cymunedol y Dderwen and make a

regulated alteration in the form of an enlargement with effect from 1st January 2018.

- 3.3 The existing school will operate until the replacement school construction is completed, commissioned and formal handover takes place. The enlarged school is being constructed on the nearby Coleg Cymunedol Y Derwen site off Heol-Y-Ysgol in Brynmenyn. The works associated with the new school are currently ongoing and the new school is programmed to be handed over to the Authority in January 2018.
- 3.4 As part of the proposals to site the new Brynmenyn Primary School, planning consent was granted on the 30th September 2016 and was subject to a number of planning conditions (P/16/578/BCB).
- 3.5 The condition that has led to the objection is Condition 19 of the planning consent notice which states;

*No development shall commence until details of the extended access road into the school site from the junction with the access to Coleg Cymunedol y Dderwen and improvements to the Heol yr Ysgol/Bryn Road and Heol Cwrdy/Heol Canola junctions have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details and the school shall not be brought into beneficial occupation until the improvement works have been implemented.*

*Reason: In the interests of the safety and free flow of traffic.*

- 3.6 The purpose for Condition 19 of the planning consent is to improve the strategic junctions to the school so to improve the free flow of traffic and improve pedestrian safety at those junctions. The junction that is relevant for this Appeals Panel is the Heol Cwrdy/Heol Canola junction, Sarn.
- 3.7 It is proposed that the new school will accommodate 420 pupils (plus a 60 place nursery) whilst the existing school accommodates 136 pupils (plus a 26 place nursery). The new school access road will operate as a one way system and under an advisory 10 mph speed limit. There will be a pupil drop off zone within the grounds of the school and a staff car park.

#### **4.0 Current situation / Proposals**

- 4.1 As outlined above, Condition 19 of the planning consent provides that there was a requirement for the developers to carry out road improvements at a number of road junctions, including the junction of Heol Cwrdy/Heol Canola junction, Sarn. In order to comply with the above condition, a variety of configurations were considered and the final scheme proposed at the junction of Heol Cwrdy, Heol Canola, Heol Ganol and Bryncoch Road will include traffic signals to control traffic, together with pedestrian crossing facilities. In order to facilitate the safe operating of the traffic signals it was proposed that a one way system would be implemented on the eastern end of Crescent

Road from its junction with Heol Ganol to its junction with Heol Ynysawdre from southeast to west (**See Appendix A1**).

- 4.2 There is no requirement to consult on the erection of traffic signals at the above location as the Highways Act 1980 permits highway authorities to undertake work on the highway network without the need to formally consult. There is however a requirement to consult in order to implement the one way system in Crescent Road under the Road Traffic Regulation Act 1984.
- 4.3 In accordance with The Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 a letter outlining the proposal to introduce a one-way traffic system on Crescent Road was sent to statutory consultees in June 2017 (**APPENDIX A**). At the same time, the letter was sent to a wide range of additional persons/organisations, including all frontage properties on Crescent Road and properties likely to be affected in Heol Ganol, Heol Ynysawdre, Heol Cwrdy and Bryncoch Road. This was an attempt to prompt objections/comments on the proposal at a stage where it would be possible with focussed discussion to design out any potential objections during the formal consultation stage. The covering letter requested that any written comments should be submitted within 21 days of the date of the letter, being 15<sup>th</sup> June 2017. Therefore submissions needed to be received by the 6<sup>th</sup> July 2017.
- 4.4 **Appendix A1** is a plan showing the location of the proposal as well as the properties that were consulted in respect of the one-way system in yellow but this plan was not sent as part of the consultation letter referred to paragraph 4.3 above.
- 4.5 As a result of the initial consultation for the proposed scheme no representations were received.
- 4.6 Subsequently, and in accordance with the requirements of the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996 in August 2017 consultation letters and notice were sent to statutory consultees and those affected residents in Heol Ganol, Heol Ynysawdre, Heol Cwrdy and Bryncoch Road. In addition notices of the proposal were exhibited at key locations on site (**APPENDIX B and C**). A copy of the proposed Order is contained in **Appendix C1**.
- 4.7 As a result of the formal consultation for the scheme 3 representations were received, these being as follows:-
- A letter of support from South Wales Police (**APPENDIX D**)
  - Two letters of objection from affected residents (**Objector No 1-APPENDIX E and Objector No 2-APPENDIX F**)
- 4.8 The points raised by Objector No 2 are in respect of the following points and Officers comments on these points are shown in bold:
- "Safe entering and exiting of the property – I always reverse into the drive and am concerned at being able to do this safely/without a collision due to

the space given to carry out the manoeuvre with the traffic flowing quickly behind me re: pressure of lights changing”. **In respect of this comment it is considered that the proposed one way system in Crescent Road will not affect this manoeuvre.**

- “The physical positioning of the lights and whether this will affect my ability to manoeuvre in and out of my driveway”. **In respect of this comment, the traffic signals are not being installed as part of the legal process under consideration to implement a one-way traffic Order on Crescent Road.**
- “The likelihood of losing parking spaces outside the property (to the right as you look at the road from the front gate), which will have a knock-on effect of other residents along Heol Ganol as parking spaces are often at a premium and so could increase tensions amongst neighbours”. **The location of the traffic signals are not related to the one way system in Crescent Road**
- “The loss of parking spaces affect family members visiting me – particularly my mother who has COPD, bronchitis, diabetes, and partial removal of one lung and who is a blue badge holder. This issue will also be relevant and apply to other residents living on Heol Ganol”. **This relates to the introduction of traffic signals.**
- “People already park over the drive, I anticipate that this will increase in frequency once parking space is reduced along Heol Ganol – I will not be going from door to door finding out which house the perpetrator is visiting and will be forced to use 101 to deal with the matter. Again, an issue that could increase tensions amongst neighbours on Heol Ganol”. **This relates to the introduction of traffic signals.**
- “Depreciation of the value of my property – who would choose to live right by traffic lights??” **This relates to the introduction of traffic signals.**
- “Would there be increased CCTV in the area, (where would they be mounted, and field of view)?” **There is no benefit in utilising CCTV for the Traffic Signals as they work off detector loops in the highway..**
- “Would there be increased lighting for all 4 crossings (where would they be mounted)?”. **This relates to pedestrian crossing points and not the proposed traffic Order.**
- “Has there been an environmental impact survey carried out ? If so are there any results?” **No environmental impact survey was required in respect of the proposals.**
- “Has there been a traffic flow modelling survey? If so are there any results?” **A traffic Signal Analysis was undertaken on this junction which stated that that traffic signals would provide a safer option, especially from a pedestrian point of view.**
- “Reroute traffic from the school onto the Aberkenfig Bypass via Bryn Road and use traffic management systems there.” **It would be difficult to insist that highway users travel along the route described especially as there are congestion issues along Bryn Road itself which could not be rectified without removing all residents parking along that**

**road. From the traffic modelling that was undertaken as part of the school planning application there was a need to upgrade the Heol Ganol, Heol Ynysawdre, Heol Cwrdy and Bryncoch Road junction**

- “No need for 4 way full time traffic signals as congestion only lasts for 2 short periods and that a Puffin Crossing would suffice on Heol Ganol (outside Filco)”. **In respect of this statement, it is considered that these measures will improve pedestrian safety on all 4 arms of the junction especially children traveling to and from the schools together with improve road safety issues that are currently being experienced at the junctions.**

4.9 The representations indicated above were considered by officers of the Communities Directorate and a decision was made that officers should meet with the objectors concerned, in an attempt to identify a resolution. An initial meeting with both objectors took place on 26<sup>th</sup> September 2017.

4.10 Following the visit and a subsequent further visit on 27<sup>th</sup> September 2017, Objector No 1 submitted an e-mail dated 28<sup>th</sup> September 2017, withdrawing their objection to the proposal as a result of an agreement to extend the dropped kerbs in front of the objector’s driveway. **(APPENDIX G).**

4.11 In relation to Objector no 2, a follow up e-mail on 3<sup>rd</sup> October was sent and a further visit to the objector was made by an Officer on 3<sup>rd</sup> October 2017 **(APPENDIX H).**

4.12 This resulted in Objector No 2 sending a further letter of objection dated 4<sup>th</sup> October 2017 **(APPENDIX J)** in respect of the following points and Officers comments on these are shown in bold:

- The objector will not be able to reverse into their driveway due to the positioning of the traffic stop area. **This comment relates to the introduction of traffic signals.**
- If the proposals for traffic signals are enacted there will be an issue for vehicles passing each other particularly if there are parked vehicles on the road such as large recycling vehicles. **This comment relates to the introduction of traffic signals.**
- Value of the objector’s house will depreciate. **This comment relates to the installation of traffic signals.**
- Loss of on road parking spaces on Heol Ganol as a result of the proposed traffic signals. **This comment relates to the introduction of traffic signals.**
- Rat run traffic will not decrease as a result of the traffic signals. **This comment relates to the introduction of traffic signals.**
- The objector would like to know what options have been explored. **In respect of this comment it is advised that the issues at this junction have been considered over many years and the options considered have been numerous. These include widening of Heol Cwrdy, blocking off Crescent Road to facilitate traffic signals, realignment of**

**the road to make Bryncoch Road and Heol Cwrddy as the main route and the provision of a mini roundabout at this location**

- If there are any issues following the establishments of the lights and pedestrian crossings that I could contact you and that there would be further remedial action to alleviate any issues. **In respect of this comment the Panel are advised that this process is standard practice on any new works undertaken by the Highway Authority.**

4.13 Officers of the Communities Directorate gave further consideration to Objector No 2's letter dated 4<sup>th</sup> October 2017 and took into considerations other possible options such as widening Heol Cwrddy, blocking off Crescent Road to facilitate traffic signals, realignment of the road to make Bryncoch Road and Heol Cwrddy as the main route, the provision of a mini roundabout at this location and the introduction of a 5 arm traffic signal junction. The conclusion reached was that the proposal was the most effective method of improving pedestrian safety on all 4 arms of the junction especially children traveling to the schools together with improve road safety issues that are currently being experienced at the junctions and consequently there was no latitude to agree an alternative compromise solution with Objector No 2 and consequently, the unresolved objection would need to be determined by the Appeals Panel.

4.14 A further letter dated 11<sup>th</sup> October 2017 (**APPENDIX K**) was sent to Objector No 2 informing of the decision to implement the Appeals Panel process.

4.15 Objector No 2 sent a third letter in dated 7<sup>th</sup> November 2017 (**APPENDIX L**).

4.15.1 In respect of the following points made in that letter, these are not matters for determination by the Panel as they relate to the installation of traffic signals / temporary works / temporary traffic management issues:

- Lack of privacy for the objector as a result of the traffic signals.
- There will be an increase in noise pollution, air pollution and light pollution.
- The temporary traffic signals causing congestion at the junction.
- Residents parking on the pavements during the construction works.
- Drivers ignoring red lights on temporary traffic signals.
- Buses adding to congestion on Heol Ganol.
- The work on site has started early than originally planned.
- The one-way system on Crescent Road only lasting for one day.

4.15.2 In respect of the comment made that the objector will be unable to reverse into their driveway due to the positioning of the traffic stop area, this relates to the introduction of traffic lights and not the proposed one way traffic order under consideration.

4.16 Officers of the Communities Directorate assessed the content of the above letter and considered that the issues raised fell into two different categories:-

- Issues associated with the Appeals Panel process
  - Issues associated with the contract management of adjacent works
- This resulted in an e-mail response to Objector No 2 (**Appendix M**) and an e-mail to the Officer controlling the contract works (**APPENDIX M1**)

4.17 Given that there have been no other objections from emergency services, bus companies, disabled groups and particularly the residents of Crescent Road, it would appear that the views of Objector No 2 are not widely supported in respect of the proposal to introduce one way traffic system on Crescent Road between Heol Ganol and Heol Ynysawdre.

#### **4.18. Conclusion**

4.18.1 To summarise, Officers fully accept that the objector has a right to object to the proposed introduction of one way traffic system on Crescent Road and that the objectors concerns need to be considered by the Appeals Panel.

4.18.2 As stated above the issues at this junction have been considered over many years and various options considered. These include widening Heol Cwrdy, blocking off Crescent Road to facilitate traffic signals, realignment of the road to make Bryncoch Road and Heol Cwrdy as the main route and the provision of a mini roundabout at this location.

4.18.3 After due consideration of the above it was felt that the most appropriate improvement at this junction would be to provide a set of traffic signals. This type of facility would increase child safety when travelling to the schools together with improvement for road safety issues that are currently being experienced at the junctions. As a result a 4 arm set of traffic signals including a one way street for Crescent Road was considered or a 5 arm set of traffic signals with leaving two-way traffic in Crescent Road. As a result of further consultation with the council's traffic signal engineer it was agreed that a 4 arms signalised junction was the best option to optimise free flow of traffic.

4.18.4 Officers, however, remain satisfied that the proposal to introduce one way traffic system on Crescent Road is an appropriate solution to complement the proposed traffic signals at the Heol Ganol, Heol Ynysawdre, Heol Cwrdy, Crescent Road and Bryncoch Road to ensure the best available free flow of traffic and the safety of pedestrians.

4.18.5 The panel is asked to take into consideration that there are no other unresolved objections to the proposal to introduce one way traffic system on Crescent Road.

4.18.6 The Panel is also asked to take into consideration in its determination that the police fully support the scheme and that no other objections have been received from any person residing in the vicinity of the proposed scheme or from the other emergency services or bus companies.

#### **5. Effect upon Policy Framework & Procedure Rules**

5.1 This report has no effect upon the Policy Framework or the Procedure Rules.

#### **6. Equality Impact Assessment**

6.1 There are no negative equality implications.

**7. Financial Implications.**

7.1 The cost of the proposed scheme will be funded from the capital budget allocated for highway works for Brynmenyn Primary School.

**8.0 Recommendations**

The Members of the Panel are therefore recommended:-

8.1 to reject the objection submitted by Objector No.2 in respect of the proposed introduction of one way traffic system on Crescent Road between Heol Ganol and Heol Ynysawdre and;

8.2 approve the making of the Order contained in Appendix C1 to this report.

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**November 2017**

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