

30 October 2017

Ms. J.P. Dessent
Solicitor for Corporate Director
Operational and Partnership Services
Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend
CF31 4WB

Dear Madam

Appeal Panel Traffic Calming Penprysg Road
Meetings Thursday 26 October 2017

Please receive a copy of my File Note with respect to the above meetings.

Yours sincerely

**BRIDGEND COUNTY BOROUGH COUNCIL - TRAFFIC CALMING
APPEAL PANEL MEETINGS - THURSDAY 26 OCTOBER 2017**

Site Visit - Meeting at Penprysg Road

Present :- Councillor (Mrs.) N. Clarke
Councillor (Mrs.) J.E. Lewis
Councillor (Mr.) J.C. Radcliffe
Council Mr. A. Godsall, Mr. K. Power, Mr. J.A. Lloyd

An inspection of the completed and proposed Traffic Calming works with respect to Penprysg Road was undertaken; commencing at the traffic lights controlling the junction of Penprysg Road with Penybont Road, and locations of intended works to provide Traffic Calming cushions – Capita A3 Schematic Plans dated 20.12.16 and 29.03.17 refer.

Of note and as referred to in my letter to Council dated 25 January 2017, the road features that exist and require cautious traffic flow commencing at the above junction :-

Junction Penprysg Road with Penybont Road – Traffic Lights

Railway bridge hump – former two way traffic

New Road Junction – Penprysg Road to Hendre Road

Carpark entrance

Junction with Wimbourne Road – bus route – entrance narrowed

Junction with Heol Pentre Howell

Bus Stop – School and Public

Traffic Lights erected at my home No. 30 Penprysg Road – Controlled Crossing – location not as shown on the above Capita Plans - brought to the attention of the meeting.

Proposed locations of Traffic Calming Cushions

Junction with Minffrwd Road – bell mouth amended to prevent vehicle turn around

Meeting at Civic Offices

Present As above
Council Legal Ms. J. P. Dessent, Mr. A. Rees
Council Highways Ms. ?

On Tuesday Morning 24th. October I received a Council Public Document Pack amounting to 62 pages. The Pack contains copies of my letters to Council, and

copies of Council Notices, Planning Notices, and the "Illegal Notice" typed on plain paper as served on me by Mr. Lloyd at 4:00 PM on Wednesday 30TH. August 2017.

I read and wrote my comments with respect to the items contained in the Pack with the view that such items would be considered in detail at the Appeal Meeting. My notes amounted to 5 written pages, and highlighting Pack items and adding margin notes. The Appeals Panel made no attempt to consider the content of the Pack item by item.

Councillor Mrs. J.E. Lewis (Chair Lady) provided a general introduction.

Mr Godsall referred to the Council's intent with respect to Traffic Calming at Penprysg Road and referred to the Appendices contained in the Pack – namely Council's Notices and my letters.

I was not permitted to discuss items as referred to by Mr. Godsall – my first and only such attempt had been with regard to "Formal Objection" – Council's Interpretation.

Following Mr. Godsall's global review of the Pack items I was permitted to present my opinion. The Demolition of the new Infants School, adding 2 additional class rooms to the existing school to accommodate the 60 additional pupils, and the siting of the New School – were NOT permitted as items regarding Traffic Calming.

Speed Cameras were not within the Council's authority – my considered simplistic solution in conjunction with a controlled crossing at the entrance to the New School.

Speed Cameras required approval from the Consortium of the 4 Police Authorities in Wales. Speed Cameras were generally authorised in areas where Fatal Accidents had occurred.

Speed Humps/Cushions contributed to Noise, Vibration my concerns with respect to the older properties – St. David's Church, Penuel Chapel, the Cemetery Wall, and the Cottages adjacent to the Road. More recent consideration regarding speed cushions resulting in - Congestion, Stop-Start driving – Air Pollution.

The inclusion of Speed Cushions approved by the South Wales Police Authority - Appendix C1.

The Appeal Panel concluded that Speed Cushions were the only option available. Further to the visit made to my home on Wednesday 1 March 2017, I visited the Bridgend Police Authority who advised that all Highway Matters were the Bridgend Council's responsibility.

The Controlled Crossing located adjacent to 30 Penprysg Road – my home.

It should be noted that I had not received a reply to my letters. I was aware that a Neighbour had made a comment regarding the siting of the traffic lights near his house - Mr. Lloyd stated that as the objection was not received in writing it was not acceptable. So were the traffic lights re-sited to No. 30?

During the Site Visit - I requested that the Panel Members viewed the traffic lights from within the entrance to my home.

The Controlled Crossing has NOT been constructed in accordance with the Capita A3 Plans dated 20 December 2016 and 29 March 2017 – the only Legal Documents of significance.

Appendix F refers to the Councils Legal letter dated 5th. June 2017 stating that the Pedestrian Crossing shall be at a point approximately 65 Metres (71 yards) north east of the junction with Wimbourne Road.

The above does not define whether the dimension is from the junction "Point" prior to amendment or since amendment. The dimension shown in Appendix F has No finite starting point or finishing point.

Both the above plans refer to the same location. The Centre Line of the Crossing coincides with the Centre of the Gable Wall to my home that is immediately adjacent to the footpath.

It should be noted that Mr. Lloyd advised the Appeal Panel that the Crossing was within 300mm of the detailed location – deformation of my Professional Character!

The Crossing Centre Line is located at least 1.5 metres out of position with respect to the above Fixed Centre Line Location Point.

The Appeal Panel accepted Mr. Godsall's suggestion to verify the location of the Crossing and the dimensions as shown in Appendix F.

The Appeal Panel agreed to re-visit the Site on Monday 13th. November at 09:30 AM and consider the details of the above Survey at the Council Offices at 10:30 AM.

My request for a definition regarding Learner Travel Route was permitted – on the demolition of the existing school – it represents the most direct walking route to the New School. Therefore the intended planning of the proposed development of the site is known - otherwise such a Route is arbitrary.

The inclusion of Appendix M in the Pack indicates the Council's endorsement of the letter on plain paper and dated 30th. August 2017, and signed by Mr. Lloyd. It should be noted that Mr. Lloyd entered into my garage in order to serve me with the letter – I did not hear or see him enter – I was standing on a step ladder with my back to the door – my attention was suddenly drawn to the loud knocking on the garage door.

Mr. Lloyd angrily thrust the letter to me – I refused to take the letter - my letter dated 31st. August 2017 to Mr Lloyd and copied to Mr. P. A. Jolley Legal refers. With respect to Mr. Lloyd's continued discussion refer to the Development Traffic and Control Officer's Memorandum dated 19 September 2016.

Council's Development Group Notice dated 31 January 2017 - response to be received within 21 days – my response has not been included.

I regard that the above is a true and accurate account of the Appeal Panel Meeting – it should be noted that the detailed items as contained in the Public Document Pack were not considered at the above meeting.

Date – 30 October 2017