

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment and Highways Cabinet Board

28 January 2016

Report of the Head of Engineering & Transport

D. W. Griffiths

Ward Affected: Coedffranc West

Proposed Traffic Orders – Jersey Marine Village

Purpose of Report

- 1 To consider the objections received following the advertisement of the proposals as indicated in Appendix A.

Executive Summary

- 2 Nine letters were received in respect of the proposal.
- 3 The report outlines the objections and the recommendations for the scheme

Background

- 4 The Authority was successful in its bid to obtain Welsh Government funding to implement a road safety scheme in Jersey Marine Village.
- 5 In September 2015 the proposals were advertised and at the same time a consultation exercise was undertaken to all properties directly affected by the scheme Appendix B
- 6 Screening Assessment has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. After completing the assessment it has been determined that this function does not require an Equality Impact Assessment.

Financial Impact

- 7 The work will be funded by the Welsh Government Road Safety Grant.

Equality Impact Assessment

- 8 It is envisaged that the proposals will provide a safer environment for residents, pedestrians and motorists.

Workforce Impact

- 9 Not applicable

Legal Impact

- 10 The scheme has been advertised for a 21 day period.

Risk Management

- 11 There are no service risk management issues associated with this scheme.

Consultation

- 12 This item has been subject to external consultation.

List of consultees:-

Councillor H Bebell
Residents affected by the scheme

- 13 As part of the consultation exercise a letter drop was undertaken to all residents within the immediate vicinity of the proposals. During the consultation process nine letters were received in respect of the proposals.
- 14 It is noted that no objections were received in respect of the speed limit order proposed on the approach to Jersey Marine Village from Llandarcy.
- 15 Letter 1 – Appendix C
The Authority is not removing any measures currently in place. A decision has been made not to relocate the priority island located north east of Allt y Grug.

16 Letter 2 – Appendix C

A decision has been made not to relocate the priority island located north east of Allt y Grug. There is no proposal to implement speed cushions in Jersey Marine Village other than the ones by the priority islands.

A mobile speed camera unit operates on New Road opposite Allt y Grug.

17 Letter 3 – Appendix C

New Road does not meet current criteria to qualify for a zebra crossing or a pelican crossing.

18 Letter 4 – Appendix C

It was noted during site visits that vehicles were parking close to the School Road / New Road junction. Therefore, yellow lines are required from a Road Safety perspective.

The proposed speed cushions are made of a softer compound and therefore have less impact on vehicles' suspension. An ambulance wheelbase is wider than the speed cushions, therefore, does not have any impact when driving over them. Speed cushions along with the existing priority build outs will slow vehicles down to the necessary speed limit before they enter the village.

19 Letter 5 – Appendix C

The Authority placed a speed visor in the vicinity of 21 New Road to record the actual speed of vehicles travelling through the village. The speed visor recorded vehicles over a 10 day period. The average speed of vehicles travelling northbound was 35mph, with the average speed of vehicles travelling southbound was 34mph.

Four central islands with associated road markings will be implemented to restrict the road width and the ability for an overtaking manoeuvre.

Parking on pavements is an obstruction matter and should be reported to the police who are able to resolve matters amicably.

The road width is not adequate to provide a safe pedestrian refuge at the location near the bus stops, which require sufficient depth for a pedestrian and children's wheeled pushchair/pram.

The 7.5 tonne weight restriction can only be enforced by the police.

The proposed 30mph vehicle activated sign located in the vicinity of 21 New Road will be back to back.

There was a general consensus that speed cushions were not wanted by the residents this was confirmed by the local member. Traffic islands will therefore be implemented along New Road to deter overtaking manoeuvres.

A mobile speed camera unit operates on New Road opposite Allt y Grug.

The 7.5 tonne weight restriction order is adequately signed and can be enforced by the police.

20 Letter 6 – Appendix C

The Authority placed a speed visor in the vicinity of 21 New Road to record the actual speed of vehicles travelling through the village. The speed visor recorded vehicles over a 10 day period. The average speed of vehicles travelling northbound was 35mph, with the average speed of vehicles travelling southbound was 34mph.

The Authority does not propose to remove any measures currently in place. A decision has been made not to relocate the priority island located north east of Allt y Grug.

Several site visits were made by traffic engineers to assess vehicle and driver behaviour on New Road, a speed visor was also placed to record the actual speeds of vehicles before any proposals were designed.

21 Letter 7 – Appendix C

This is a photocopy of letter 6 signed by different residents.

22 Letter 8 – Appendix C

This is a photocopy of letter 6 signed by a different resident. The letter states that they have emailed and spoken to my Traffic Engineer, however, the engineer has not had any conversation or correspondence from this resident.

23 Letter 9 – Appendix C

I note that the Chief Inspector of police is supportive of the proposals.

Recommendations

It is recommended that:-

- 24 The objections be upheld in part in so far as it relates to the relocation of the priority build out north east of Allt y Grug and the proposed speed cushion be located next to the existing priority build out, illustrated at Appendix D.
- 25 That central islands and the associated road markings be implemented as part of the scheme; also illustrated at Appendix D.
- 26 That all other Traffic orders set out in the circulated report be implemented as previously advertised with the exception of the priority build north east of Allt y Grug.
- 27 That objectors be advised accordingly.

Reasons for Proposed Decisions

- 28 To reduce speed and prevent indiscriminate parking in the interest of road safety.
- 29 The decision is proposed for implementation after a three day call-in period.

Appendices

Appendix A - Proposed Plan
Appendix B - Consultation Letter
Appendix C - Letters
Appendix D - Amended Plan

List of Background Papers

- 30 File TR14

Officer Contact

- 31 Mr J C Davies – Senior Engineer Traffic
Tel.No. 01639 686479
email: j.davies15@npt.gov.uk
- 32 Mr M Brumby – Project Manager Highways
Tel No. 01639 686013
email: m.brumby@npt.gov.uk

Appendix A



NOTES

1 THIS IS A C.A.D. DRAWING AND SHOULD NOT BE AMENDED BY HAND.

2 All dimensions in millimetres unless otherwise stated.

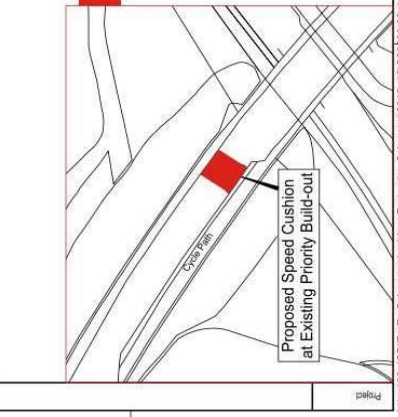
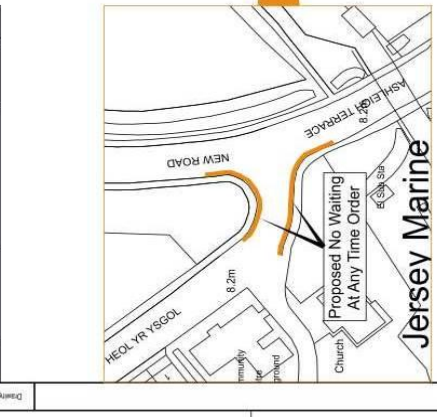
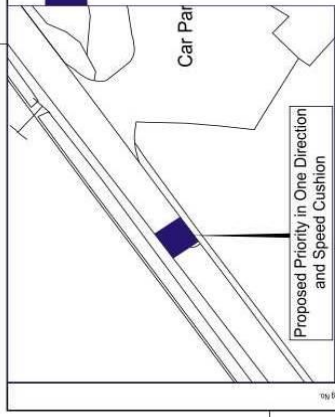
Rev	Details	Dr	Ch	Ap	Date

Neath Port Talbot
Castell-nedd Port Talbot
Local Business Centre, Cwpi Industrial Estate
ENGINEERING AND TRANSPORT

GARETH NUTT
CORPORATE ENGINEERING
THE QUAYS, BRUNEL WAY
BAGLAN ENERGY PARK
NEATH SA11 2AG

Project: **APPENDIX A**
Proposed Traffic Orders
Road Safety Scheme
Jersey Marine Village

File No. TR14	Financial Code No. 26.007500.0004.26229
Drawn	2CD
Checked	INCB
Approved	HM
Date	Aug 15
Date	Aug 15
Date	Aug 15
Scale	NTS
Drawing No.	C20290.02



Appendix B



APPENDIX B

3rd September 2015
01639 686479
j.davies15@npt.gov.uk

Date Dyddiad
Direct Line Rhif Ffôn
email ebostr

Mr J C Davies

Contact Cyswllt
Your Ref Eich Cyf
Our Ref Ein Cyf

TR14/JCD/JW

The Occupier

Dear Sir/Madam

RE:- Proposed Traffic Orders – Jersey Marine Village

Neath Port Talbot County Borough Council intend to advertise the above scheme. A copy of the plan is attached.

A copy of the proposed Order, Statement of Reasons and an appropriate plan may be inspected during normal working hours at the main reception desks in the Civic Centres at Neath, Port Talbot and The Quays, Baglan.

Any objections/support or comments should be forwarded as soon as possible in writing to the address below and must be received no later than 24th September 2015.

Yours faithfully


For HEAD OF ENGINEERING & TRANSPORT

Environment
Yr Amgylchedd

www.npt.gov.uk

David W Griffiths
Head of Engineering & Transport
The Quays, Brunel Way, Baglan Energy Park,
Neath SA11 2GG
Tel: 01639 686868 Fax: 01639 686100

The Council welcomes
correspondence in English or Welsh

David W Griffiths
Pennaeth Peirianeg a Chludiant
Y Ceiau, Ffordd Brunel, Parc Ynni Baglan,
Castell-nedd SA11 2GG
Ffôn 01639 686868 Ffacs 01639 686100

Mae'r Cyngor yn croesawu gohebiaeth
yn y Gymraeg neu'r Saesneg



Appendix C

Can you

Thank:
Jason

From:

Sent: 21 September 2015 18:47

To: Jason C. Davies

Subject: Proposed alterations for jersey marine village

LETTER 1

APPENDIX C

Hello Mr Davies, We are writing with feedback following the proposals for Jersey Marine village. We have been residents living on New Road in excess of 26 years. We can go back to the days before the traffic measures were introduced witnessing bad accidents. On one occasion a serious accident with a bike and car and another where a car came around the bend knocked my front wall down and damaged two vehicles on my drive. We welcomed the measures at the time and are of the opinion if it is not broke don't fix it. Removing these measures on either or on both sides of the village would in my opinion be disastrous. As we are all aware there is a natural increase in volume of traffic without the extra traffic we might face with the development of the nearby campus and the proposed barrage. I understand all of this is progress. We need to tighten up measures with the expectation of more traffic not relax it as the council proposals indicate. Offering a longer straight will encourage speed. It might also encourage the return of vehicles in excess of 7.5 ton as a straight road might offer a quicker route. There is quite an elderly contingent of neighbours on our road and we ourselves have small grandchildren. We don't want to be rushing to cross the road being unable to judge the speed of traffic. We feel the proposed flashing signs will offer little or no deterrent neither will a raised cushion further out than the measure we already have. If we have misinterpreted the plans I welcome correction from yourself. If our prose is a condensed version of the proposal we would like to oppose your plan and would welcome a meeting with representatives of the council to discuss further. We are sure this would be well attended if offered. We await your response, regards

Sent from my iPad

REPLY RECEIVED BY
20 SEP 2015
NEATH PORT TALBOT
COUNCILS BOROUGH COUNCIL
DIRECTORATE OF ENVIRONMENT
REC'D 18 SEP 2015
ACK'D
ANS'D

LETTER 2
APPENDIX C

TR14/JCD/JWP926090

PROPOSED TRAFFIC ORDERS JERSEY MARINE
DEAR SIR,

THANK YOU FOR YOUR LETTER CONCERNING THE ABOVE, I SUPPORT IN GENERAL THE IDEA WITH THE EXCEPTION OF REMOVING THE EXISTING ISLAND AS THIS WOULD ALLOW TO GET TO EVEN GREATER SPEED ENTERING THE VILLAGE, BUT EVEN SO I DOUBT THESE MEASURES WILL HAVE ANY EFFECT, AND I WOULD NOT WANT THE NOISE POLLUTION THAT WOULD DEVALUE PROPERTY IF YOU WERE TO PUT CUSHIONS ON NEW ROAD LIKE SOME ARE SUGGESTING

P.T.O.

I BELIEVE THE ONLY REAL DETERRANT IS A SPEED CAMERA WHICH I AM TOLD IS TO EXPENSIVE AND I AM NOT SURE THE PROBLEM WARRANTS THAT COST ANYWAY.

YOURS
AND WALKER

Can you

Thanks
Jason

LETTER 3

APPENDIX C

From:

Sent: 21 September 2015 14:34

To: Jason C. Davies

Subject: Proposed Traffic Orders-Jersey Marine

Dear Mr J C Davies

We would like to object to the proposed new road alterations at new road Jersey Marine.
However We would support the measures if there was a zebra crossing or pelican crossing for
children to cross safely.

~~Kind regards~~

REPLY REQUIRED BY
05 OCT 2015

NEATH PORT TALBOT
COUNTY BOROUGH COUNCIL
DIRECTORATE OF ENVIRONMENT

23 SEP 2015

REC'D
ACK'D
ANS'D

P 926277

H114 ✓
LETTER 4
APPENDIX C

22nd September 2015

Mr David Griffiths

Head of Engineering and Transport

The Quays, Brunel Way

Baglan Energy Park

Neath SA11 2GG

Reference Number TR14/JCD/JW-Proposed traffic orders

Jersey Marine.

Dear Mr Griffiths

With reference to the above and your letter dated 3rd September 2015 to residents of Jersey Marine, please find below my comments and objections to the implementation of the scheme as outlined in your proposed order. I have lived at the above address for over 25 years and have witnessed several improvements to road safety carried out such as the weight limitation placed on the bridge across the canal which prevented heavy goods vehicles from driving through the village. With the closure of the British Petroleum plant at Llandarcy, the amount of traffic has slowed significantly. The peak times for heavy traffic flow is, as expected early morning and at 5pm. The congestion does not seem to have increased as a result of the road improvements at Llandarcy although some motorists still use New road as a short cut to Neath rather than use the A483/M4/A465 where there are roundabout delays. Hopefully there will be an improvement when the current improvements are complete at Llandarcy.

In relation to your proposal I object to the following:

1. Proposed no waiting at any time order. There currently no yellow lines in Jersey Marine village. There is, in my opinion, no requirement for there to be any. There isn't a problem with parking in this area and the area concerned does not suffer from motorists parking in the area of the junction of School road/ New road. Any roadside marking would need to have suitable signposting (more potentially dangerous street furniture), which again is unnecessary. This work would have a serious

environmental impact on the uniqueness of Jersey Marine, and its status as a semi-rural community, with at present no yellow lines to detract from its unique heritage.

2. Proposed speed cushion at existing priority build out. The current traffic calming measures are adequate for this road. The introduction of speed cushioning would be an unnecessary measure as the purpose is to slow down traffic either entering or while in a built up area, or subject to a 30 mph restriction. Traffic negotiating the speed cushioning would need to slow down to be able to safely drive over them without causing damage to the vehicles. This would result in an increase in pollution/car emissions as a result of vehicles slowing down to an almost stop then accelerating back up to speed. There is no need for the speed cushion at Ashley terrace, as the B4290 is already subject to 30 mph from its junction with the A483.

The existing priority in one direction build out at either end of Jersey Marine village appear to work adequately, with most traffic being able to take turns without any build up of traffic which I suspect will occur if speed cushioning is implemented. Additionally, residents who travel to and from Jersey Marine are going to have to contend with potentially persistent suspension damage from these hazards.

Has there been any consultation with the nearby ambulance depot who use New road and would have to negotiate the speed cushions?

3. Proposed 30 mph speed limit. I have no objection to this being implemented. I suspect that it can be enforced by the mobile speed camera which is usually sited at the lay-by constructed for it at the Jersey Marine side of the present build out.

4. Proposed 40 mph and 50 mph speed limits. I can understand that you would wish traffic to be slowing down before entering a 30 mph limit, however, this road (B4290) is presently subject to the national speed limit which is 60 mph. There will always be motorists who drive too fast and lose control of their vehicles. You cannot prevent this by the imposition of speed limits which I suspect, knowing the layout of the road is impossible to enforce. I cannot see where a mobile speed camera would be situated to enforce these restrictions. Similarly, I note there is no proposal to reduce the speed with any measures from the end of the proposed 50 mph to the 30 mph at the B4290 where it joins the road to Llandarcy village near the Virgin/Glamorgan health club.

5. Proposed priority in one direction and speed cushion. The present system works well and there is rarely a problem or delay in either direction. The construction of a speed cushion at the location near to the car park is in my opinion a clear danger to traffic which could potentially strike it at 40mph.

In conclusion, the above scheme is unnecessary in regard to road safety and traffic calming measures and a waste of money, which I believe is sourced from Welsh Government grants. If there isn't a problem then don't try to fix it by a scheme that is only paying 'lip service' to road safety. The proposals appear to be nothing more

than a table top exercise in how to spend available grant money, rather than looking seriously at road safety issues. Use the money and the expertise in your department to address serious road safety concerns for example the merging of traffic in the fast lane of the A483 near to the Amazon warehouse.

(I have sent a copy of my objections to Edwina Hart AM, the Minister for Economy, Science and Transport at the Welsh Government)

Yours sincerely



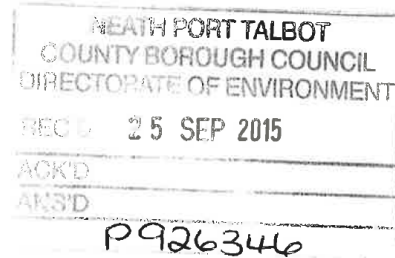


LETTER 5
APPENDIX C

H11
MB

23 September 2015

David W Griffiths
Head of Engineering and Transport
Neath Port Talbot CBC
The Quays, Brunel Way
Baglan Energy Park,
Neath SA11 2GG



Your Ref :- TR14/JCD/JW

Dear Mr Griffiths,

RE:- Proposed Traffic Orders - Jersey Marine Village - Public Consultation

Overview

This well known route on the B4290 is a short cut between Llandarcy and Swansea and as the Local Highway Authority you have responsibility, and the opportunity, to improve overall Road Safety through Jersey Marine.

Your proposal to place calming measures at the village extremities and close to existing Priority points will not reduce vehicle speeds through Ashleigh Terrace or the whole length of New Road.

Despite previous correspondence, newspaper coverage, recent evidence provided by South Wales Police, NPT CBC, AM's, County Councillors and residents you are ignoring the Combined Approach Speed, by vehicles, which averages 80 to 100 mph. There are some cars travelling along New Road at speeds in excess of 60 mph. Dangerous high speed overtaking in both directions puts school children, pedestrians and cyclists at risk. Vehicles do not reduce their speed at times of adverse weather and the pavement along New Road becomes impassable following heavy rain.

High speed traffic flows from 0600 - 0930 then lull until lunchtime when it again increases until around 1900. Amazon employees race through the village when their shift's finish. Over the weekend late night Taxi drivers tear through to collect fares.

No thought appears to be given to vehicles attempting an exit from Pant y Sais and regular on pavement parking occurs close to the corner between No 21 New Road and this cul de sac, severely restricting a clear view. Nearby residents also risk crossing the highway at this location to reach an exposed bus shelter which lacks a pedestrian safety refuge.

Vehicles over 7.5 tonnes are ignoring the large Access Only signs placed at both Llandarcy and the Amazon traffic lights. Private Coaches, Skip Hire and Private Refuse and Large Utility vehicles are all guilty.

A Flashing 30mph Speed Advisory Sign is not a Deterrent. Why is there only one ?
What is planned for the opposite direction ?

Additional Proposals

A pedestrian crossing close to the School Road bend is understandably **not** a practical solution but a Traffic Island located near the entrance to the SSSI boardwalk and nearby pavement with a second Traffic Island located near the Tenant Canal Bridge would offer local residents some protection without interfering with bus stops. The inclusion of speed cushions to reduce West bound traffic velocity approaching Ashleigh Terrace would also be beneficial.

Calming Measures / Traffic Islands close to the junction with Pant y Sais and the two nearby Bus stops.

No Waiting At Any Time Order (Double Yellow Lines) from corner of Pant y Sais to driveway of No 21 New Road with 4 bollards along pavement edge to protect utility manholes and vital underground services.

A permanent Speed Camera positioned half way along New Road - This does not have to contain a camera ! (This was suggested recently by a Police Traffic Officer)

7.5 Tonne Restriction - New signs immediately to the North of Towers Hotel gateway and at entrance to Utility and LPG depot, as indicated on plan numbers C20290.01/02

As a NPT CBC tax payer I am disheartened by the lack of forward thinking with this scheme and look forward to receiving your valued response to my proposals and, as previously requested, a meeting with your Officers' before any decision is made.

Yours sincerely,



LETTER 6
APPENDIX C

David W Griffiths
Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL DIRECTORATE OF ENVIRONMENT	
REC'D	16 SEP 2015
ACK'D	
ANS'D	
P 926089	

Dear Sir,

RE: Proposed Traffic Orders – Jersey Marine Village

I respond to the above proposed traffic order and requests for residents' views. Living at 20 New Road, I have witnessed in the last few years a significant increase in traffic through Jersey Marine village, particularly high speed driving and overtaking at times at motorway speeds. This is an everyday occurrence and with more traffic than ever given the development of the new university campus, Llandarcy housing scheme and the possibility of the Barrage project, I think you must act to protect the residents, allowing people to drive in and out of their homes in safety.

I **strongly disagree** with the proposal to remove the Priority in One direction measure at the Neath end of the village. This will only increase the speed problem **greatly** in what is a 30 mph zone. Placing flashing speed signs is good but they will in no way stop the problem as the existing sign has had limited effect when working.

In my opinion and the opinion of Mr Harry Babbell our councillor, further Priority in One direction measures are badly needed as the only way to stop high speed dangerous driving, ideally placed before the bend near the bus stop and before the entrance (Neath end) to Pant-y-Sais Road. This will cut the distance of the straight stretch of road and make it difficult for high speed driving in a shorter defined space.

Having spoken to many residents, most do not like the speed cushion idea in the village itself; however, proposed speed cushions outside of the village as indicated are a good idea.

I have spoken to and emailed Jason Davies over the last year or so to ask for measures to be taken to reduce the high speed dangerous driving. It is disappointing that no one has come to see for themselves the problem that is obvious to residents or even discussed the issues with residents, particularly as they are obviously concerned.

No amount of data can truly explain this problem unless witnessed or experienced at first hand.

I noticed that on the morning of Thursday 10th October surveyors were assessing the road between the Priority in One direction and the entrance to the car park (Neath end). Discussions revealed that Jason Davies asked for the survey. My question is: why survey if you are asking for residents views? Surely a decision needs to be made first and the views you have requested taken into account before costs are incurred.

Yours faithfully



REPLY REQUIRED BY
28 SEP 2015

David W Griffiths
Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG

01 OCT 2015
15:57

NEATH
COUNCIL
DIRECTOR
OF ENVIRONMENT

REC'D 21 SEP 2015
ACK'D
ANS'D

P 926201

LETTER 7
APPENDIX C

Dear Sir,

RE: Proposed Traffic Orders – Jersey Marine Village

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Yours faithfully

[Faint signature and stamp area]

LETTER 8
APPENDIX C

David W Griffiths
Head of Engineering & Transport
The Quays
Brunel Way
Baglan Energy Park
Neath
SA11 2GG

Dear Sir,

RE: Proposed Traffic Orders – Jersey Marine Village

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Yours faithfully

David W Griffiths



LETTER 9
APPENDIX C

Your ref: MAS/D58-2100

Date: 16TH September 2015

Mrs M Stevenson
Legal and Democratic Services
Civic Centre
Port Talbot
SA13 1PJ

Dear Mrs M Stevenson

PROPOSED TRAFFIC ORDER – JERSEY MARINE VILLAGE

I refer to your correspondence dated 2nd September 2015, relating to the above matters.

I am writing to inform you that the Police support these proposals.

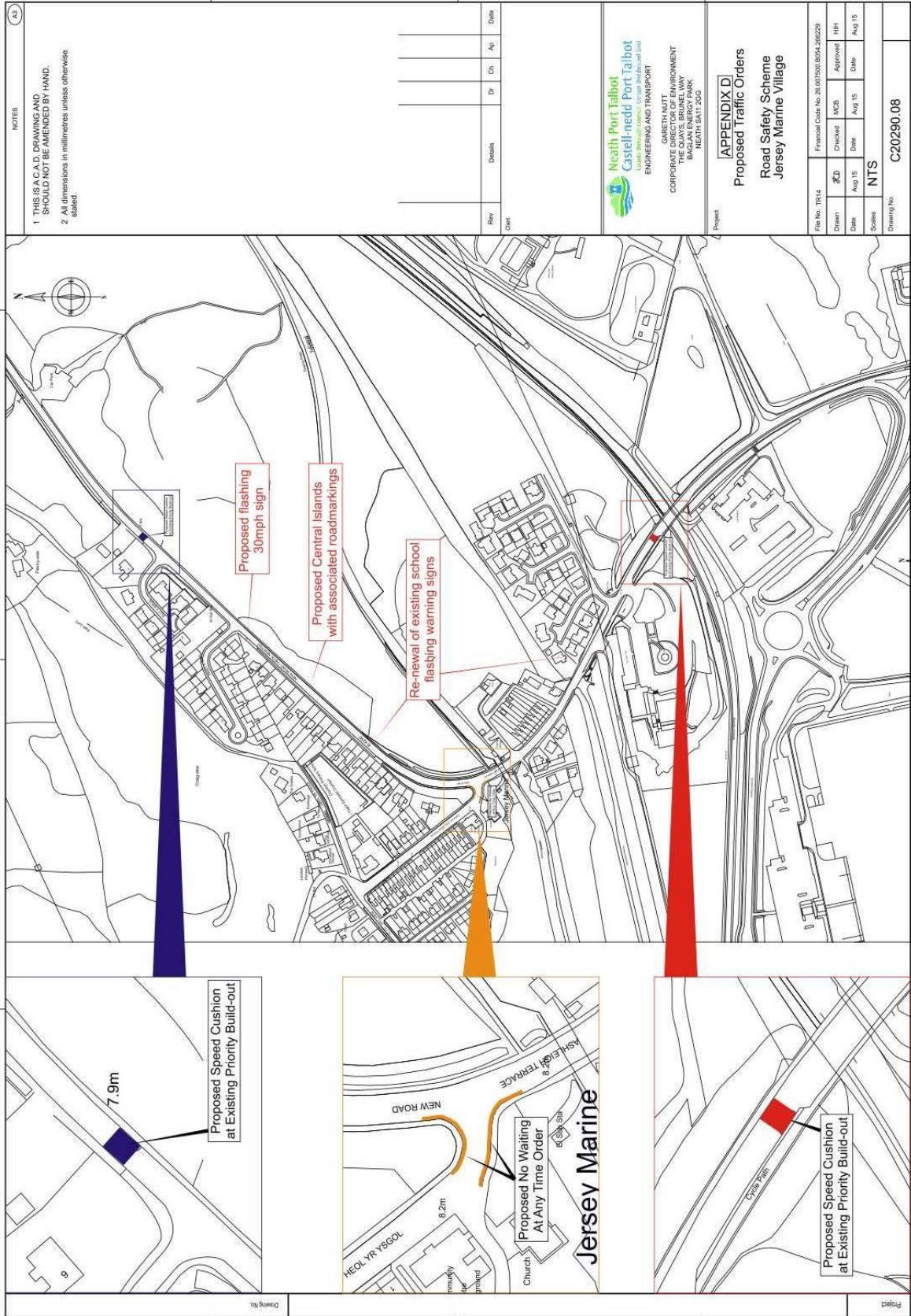
Yours sincerely

J. Williams
Chief Inspector
(Operations)

GORSAF HEDDLU CASTELL NEDD
Gnoll Park Road, Castell Nedd. SA11 3BW
Teliffon: 01639 635321 Facsimil: 01639 640220

SOUTH WALES POLICE WESTERN BCU
Neath Police Station, Gnoll Park Road, Neath. SA11 3BW
Telephone: 01639 635321 Facsimile : 01639 640220

Appendix D



NOTES

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2 All dimensions in millimetres unless otherwise stated.

Rev	Ch	Dr	Ch	Ap	Dt

Neath Port Talbot
Castell-nedd Port Talbot

ENGINEERING AND TRANSPORT

GAVEN LLOYD
CORPORATE DIRECTOR OF ENVIRONMENT
ENGINEERING DEPARTMENT
NEATH EAST Docks

Project: **APPENDIX D**
Proposed Traffic Orders
Road Safety Scheme
Jersey Marine Village

File No. TR14	Financial Code No. 261075001004-206229
Drawn	ZJD
Checked	MCS
Date	Aug 15
Scale	NTS
Approved	HTH
Date	Aug 15
Drawn	Aug 15
Project	C20290.08

7.9m

Proposed Speed Cushion at Existing Priority Build-out

HEOL YR YSGOL

NEW ROAD

8.2m

Proposed No Waiting At Any Time Order

Jersey Marine

Proposed Speed Cushion at Existing Priority Build-out