

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Streetscene & Engineering Cabinet Board

19 January 2018

Report of the Head of Engineering & Transport

D. W. Griffiths

Matter for Decision

Wards Affected: Ystalyfera

Proposed One Way Order and No Entry Order: Glan Yr Afon, Ystalyfera

Purpose of Report

1. To consider the objections received following the advertisement of the above scheme as indicated in Appendix A.

Executive Summary

2. Six letters of objections were received to the scheme.
3. The report outlines the objections and the recommendations for the scheme.
4. The objection letters are contained in Appendix B.

Background

5. Following a Planning Application it has been conditioned that Traffic Regulation Orders be implemented on Glan Yr Afon, Ystalyfera. The scheme is necessary due to the narrowness of the road in the interest of road safety.

Financial Impact

6. The work will be funded by the Developer.

Equality Impact Assessment

7. A 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.

Workforce Impacts

8. There are no workforce impacts associated with this report.

Legal Impacts

9. The scheme was advertised for a 21-day period.

Risk Management

10. There are no risk management issues associated with this scheme.

Consultation Outcome.

11. A consultation exercise was carried out when the scheme was advertised.
12. Six letters of objection were received.
13. The objection letters are contained in Appendix B.
14. Two letters of objection related to the Vicarage which is located within the proposed One Way system and therefore, traffic would need to turn left making a 0.6 mile detour. The objection also refers to the devaluation of the property, congestion with traffic turning around at the start of the One Way system. One letter also suggests the One Way system should work in reverse.

Traffic cannot be allowed to travel against the designated flow and a 0.6 mile diversion is not considered excessive.

Pupils are dropped off in the designated parking bays outside the school on the correct vehicle side and directly onto the footway without the need to cross the road.

15. One letter suggests a part time traffic signal arrangement and it refers to the school bus routes, is worried about the congestion of traffic trying to turn in the proposed turning head at the end of Glan Yr Afon when entering from Saint David's Road.

A part time traffic signal arrangement would be confusing, could break down and be costly to maintain compared to other measures.

16. One letter refers to the narrow width and sharp bend in Saint David's Road and the congestion that will be created as vehicles try and drop off pupils and then turn around.

Two way traffic flow has been maintained in Saint David's Road to reduce the impact on the residents of that street and access to their garages. Glan Yr Afon has a limited number of residential properties compared to Saint David's Road. Congestion should be limited to a short duration in the morning and afternoon Monday to Friday, approximately 39 weeks per year. Traffic flow on both streets outside these periods should be very minimal.

17. One letter refers to HGV's trying to negotiate the tight bend in Saint David's Road and causing damage to properties.

Signage will be provided to advise traffic that the road is a No through road and that it is unsuitable for HGV's.

18. One letter refers to property damage on Saint David's Road from congestion, turning vehicles and the mix of pedestrians and traffic.

A proposal for a No Waiting, No Loading or Unloading at Any Time Traffic Regulation Order at the turning head will help to keep the turning area clear for its intended purpose.

19. The Local Member has been consulted but having taken advice on a conflict of interest wishes to abstain in this matter. Therefore, Officers have made the recommendation.

Recommendations

It is recommended that:-

20. The objectors are over ruled, that the proposed scheme is implemented as advertised and that the objectors are informed accordingly.

Reasons for Proposed Decision

21. To assist in the flow of traffic due to the narrowness of the road in the interest of road safety.

Implementation of Decision

22. The decision is proposed for implementation after the three-day call-in period.

Appendices

23. Appendix A - Plan of the proposed scheme.
24. Appendix B - Letters of objection.

List of Background Papers

25. None

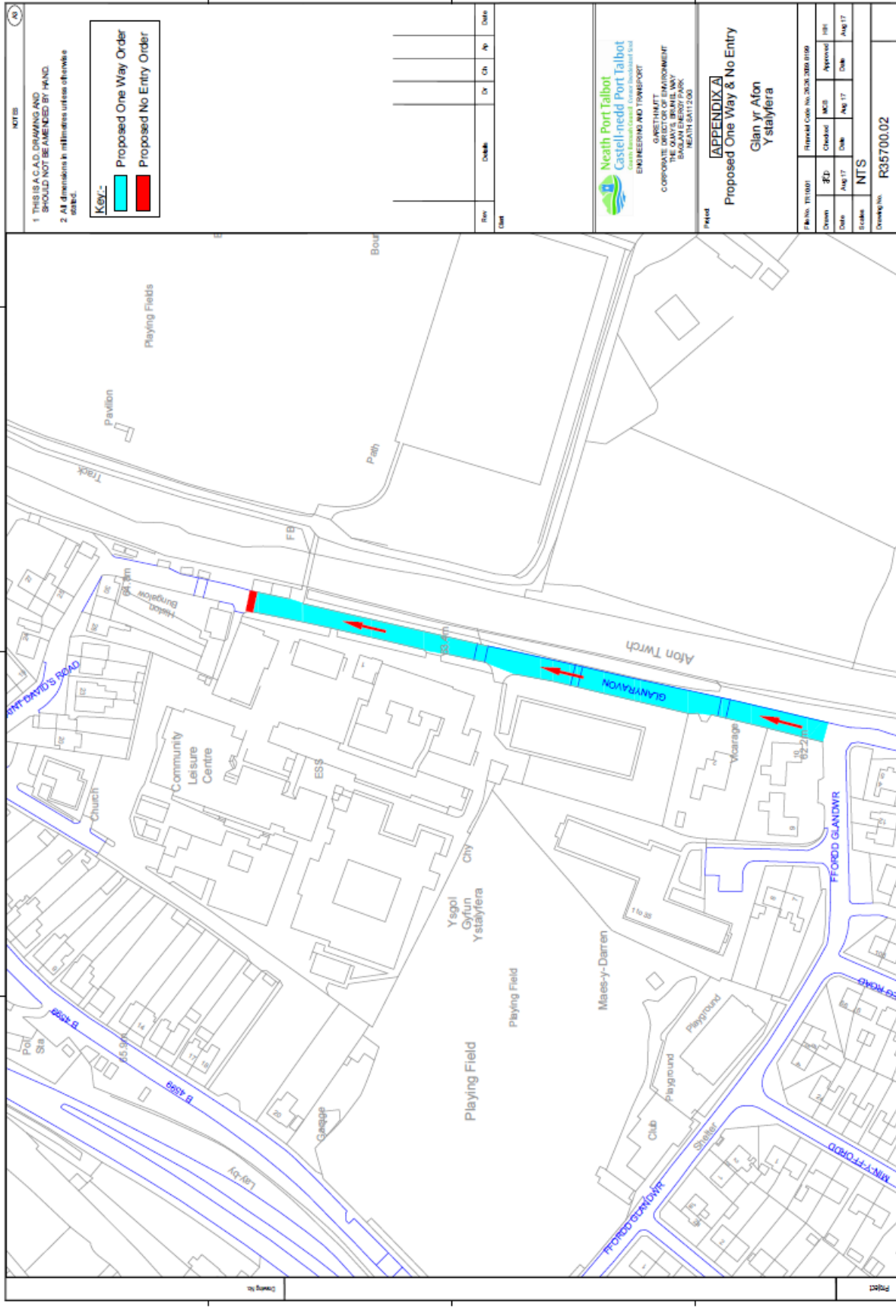
Officer Contact

Mr Martin Brumby, Engineering & Transport

Tel. No. 01639 686013

Email m.brumby@npt.gov.uk

Appendix A



Appendix B

26th October 2017

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

Your Ref: TR25/JCD/DEL



Dear Sirs

RE: Proposed One Way and No Entry Order – Glan yr Afon, Ystalyfera.

We would like to take this opportunity to formally register our objection to the above proposal. The ~~owners~~ are the owners of the Vicarage adjacent to the school, which is accessed off Glan yr Afon. The proposed one-way system to commence at the junction with Ffordd Glandwr would have a significant effect on the use of the vicarage, it would mean travelling 0.6 miles to get to the main road rather than turning right out of the vicarage along Glan yr Afon.

At present there are traffic calming measures in place to control and reduce the speed limit along Glan yr Afon. Having checked the history of accidents along the road there is only one record of a minor incident dating back to May of 2013, which involved one vehicle at the junction of Glan yr Afon and St Davids Road, the severity of the incident is recorded as slight. We would draw to your attention that where this incident took place there is no provision for a turning head should anyone travel down St Davids Road towards Glan yr Afon and meet the one-way system it would be impossible to turn around, this is surely in contravention of the Neath Port Talbot County Borough Council Guide to the Layout of Development Roads Section 4.11 and 4.12 Fig.2 A or B and an intensification of turning movements at an already identified accident location.

We would also express our concerns that having enjoyed the freedom of movement along Glan yr Afon Road should this be altered to a one-way system that it could have an effect on the future demand for and saleability of the vicarage, which would reflect in a reduction in the value of the property should it ever be sold.

It is very likely that the entrance into Ffordd Glandwr would become a turning point for vehicles not wanting to enter the proposed one-way system and would therefore create significant disruption at peak times.

If a one-way system is essential for the safety of pupils accessing the school then we ask you to reconsider where the one way system should commence and that this is located beyond the entrance to the vicarage as anyone not wishing to enter the one way system would still use Ffordd Glandwr as the turning point.

Enforcing this proposal would have a significant effect on the use age and enjoyment of the vicarage, which long term could influence the future location of a Vicar within the Ystalyfera area, should the vicar be relocated this would be a great loss to the local community.

We hope that you consider our comments when discussing the proposal and should you have any further questions or if we can be of assistance in any matters relating to the vicarage we would gladly assist.

The Head of Engineering and Transport
Mr D W Griffiths
The Quays
Brunel Way
Baglan Energy Park
Neath SA11 2GG

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL DIRECTOR OF COMMUNITY SERVICES	
30 OCT 2017	
REC'D	
CHK'D	
ANS'D	P942912

Dear Mr Griffiths,

Proposed One Way and No Entry Order - Glan yr Afon, Ystalyfera
Your ref: TR25/JCD/DEL

We write to state our objection to the proposed one way and no entry order planned for Glan yr Afon, Ystalyfera. We are the only residents who will be adversely affected on a permanent basis by the introduction of this order, something we believe to be wholly disproportionate to the amount of traffic which uses the section of Glan yr Afon on which we live. We live ~~10~~ metres from the junction of Ffordd Glandwr, and if imposed, the One-Way order will mean that we will have to travel 0.6 of a mile to reach the corner of Ffordd Glandwr with Glanyafon.

At the beginning and end of the school day, we tend to avoid driving down St David's Road and passing the school on Glanyrafon to return home, as this is common sense. Therefore, in our mind, having to drive up a One-Way system to pass congestion and to meet two-way traffic goes against common sense.

Apart from the beginning and end of the School day, the road is very quiet in comparison to most roads. For example, on Thursday 26th October 2017, at 4.30 pm, I walked the length of St David's Road and down Glanyafon to the Vicarage, and not one single vehicle passed me. At 6.30 pm the same day, I walked from the Vicarage up to the beginning of St David's Road, and not one single vehicle passed me, apart from a cyclist. On my return journey five minutes later, I was passed by a resident on St David's Road leaving their property in a vehicle, and one other vehicle a few minutes later.

Consequently, we are talking about a problem which exists for part of the day, on certain days of the week on certain weeks of the year, rather than there being a

constant traffic problem. The proposed One-Way system meeting two traffic is regarded as completely bemusing, to put it politely, to those who live in the area. Lack of local knowledge seems to be missing.

The proposed turning point by Histon Bungalow now seems to be in considerable doubt due to the failure of the Council to lay claim to the unadopted piece of land needed as part of this turning point. Furthermore, the measurements of this turning point seem not to comply with the measurements listed in the Council's own Guide to the Layout of Development Roads.

Although the closure recently of the access gate into the Comprehensive School grounds has deterred staff, parents and pupils from parking at the top end of Glanyrafon, parking by school users has continued, with some parents dropping their children off at the blue gate, and these children then climbing over the wall and railings to gain access to the site. Illegal parking on St David's Road through the school day, and particularly at the end of day continues to be a significant problem. We have a large amount of photographic evidence concerning this, including photos from last week. Whilst the council maintains that this is a police matter, the police maintain that it is a council matter. Also, it has been pointed out to me recently, by the council, that illegal parking is a problem at all schools, and that the situation can be monitored. In ten years of living next to Ysgol Gyfun, and frequently walking around the streets which surround the school, I have never once witnessed any parking tickets being issued, despite requests to the council being made to visit these streets. It is obvious that this is beyond the capacity of the council.

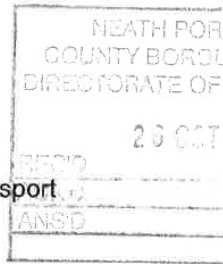
Having recently drawn attention to the considerable risk of slipping due to fallen leaves on Glanyrafon from trees within the school site, road sweeping machines have swept both sides of the road in Glanyrafon. However, the sweeper was not able to remove the large amount of leaves lying on the pavement of the safety measure by the blue access gate I mentioned. This has been left by the school and council to continue to be a hazard. The pavement on the opposite side of the safety measure is impassable due to overgrowth. The point is this: None of the senior management of the school have the wit or wisdom to monitor risks and problems and remove or mitigate them. Consequently, safety procedures which rely on the police, the council and the school all playing their part have proven in the past, are proving in the present, and will prove in the future, to be unreliable.

Congestion along Glanyrafon will increase once again and become chronic when the Primary School opens, especially along the two-way part of the top of the road as parents seek to reach the closest point from a northerly direction to the Primary School site. It is very likely that parking restrictions will be ignored once the eight dropping off points are filled, and at the end of the school day, these are very likely to be filled by parked cars arriving well before the end of the school day to grab their convenient parking space. Due to the width of the road, illegal parking will take the form of cars mounted on the pavements.

All this considered, not being allowed to travel ~~10~~ metres from our home in a southerly direction seems to us to be highly unreasonable. We are aware of the need for safety for those making their way to the school by means of a pavement, but this pavement is only part of the picture. We would ask, as we did some months ago, that a One-Way system begins after the Vicarage, and that from the Vicarage down to the corner of Ffordd Glandwr, a Two-Way system with priority to traffic travelling up Glanyrafon be made, as exists further up the road so that school staff and pupils can cross to the school fields. This would mean that we give way to anything coming up the road, in those couple of hours of the day, on some days in the week, on some weeks of the year, when the road is busy, and the vast majority of the rest of the time when it is quiet, we can avoid the unnecessary journey up the road, and the unnecessary adding to congestion by us at busy times. The safety of those using the pavement can be increased by having bollards or railings along the road edge of the pavement, as is the case further up the road. This would also increase visibility for us, which, for the past ten years, has been an issue when the road is busy with school user traffic, and particularly so during the past two-and-a-half years, since construction of the new Super School began.

Local use and knowledge would suggest another alternative based on the fact that school buses and other traffic travel down St David's Road to the rear entrance to the school or down Glanyrafon. This would be to institute a One-Way system from the grounds of the Spiritualist Church, down the rest of St David's Road, and along the part of Glanyrafon alongside the school to the corner of Ffordd Glandwr. If the One-Way system were to be in a southerly direction, we would not have an objection, as it would be closer to what might be called a latitudinal point to any northerly journey we would wish to make. However, the main reason for proposing a southerly One-Way system from part of St David's Road to the corner of Ffordd Glandwr is that congestion will be considerably lessened. Also, if the proposed car park next to us is full, traffic is taken away from the school rather than alongside it, and the likelihood of people being tempted to park illegally.

Yours sincerely,



Head of Engineering and Transport
 The Quays
 Baglan Energy Park
 Neath
 SA11 2GG

RE: Proposed One Way and No Entry Order – Glan yr Afon, Ystalyfera

Your ref: TR25/JCD/DEL

Dear Sir,

I write regarding the above and the concern this is generating.

Firstly, as a resident of St David's Road which will be subject to the outflow created by the proposed traffic flow changes, I was surprised in having to find out about this proposal from a separate source and not to be directly informed or contacted myself. With the potential impact of such changes I would have considered it at least courteous if not formally required to make known your intentions to those most likely to be affected. This may be the subject for further discussions and investigations.

More immediately are the concerns about the proposal itself.

St David's Road (as your plan shows) is a narrow access road with effectively two blind corners including one which cuts back at a 90° angle. This makes any progress a cautious and deliberate affair at any time of day. The driveable area is further restricted by the on street parking of residents where there is insufficient off road parking facilities.

The effect of the secondary school arrival and departure schedules is already proving chaotic and the addition of private vehicles facilitating the 'school run' for primary school children can only add to the general chaos which ensues during these periods every week day.

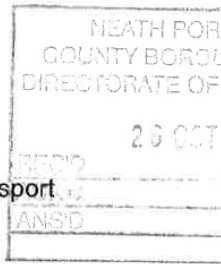
There is huge concern that by limiting the one system to a defined stretch of Glan yr Afon only, traffic accessing Glan yr Afon via St David's Road will be forced into a turnaround manoeuvre just short of the one way system before depositing children or resident's deliveries. They will then try to rejoin a congested two way system when trying to exit. Utter chaos is a description which jumps easily to mind.

To add further to this concern for safe vehicle and pedestrian manoeuvring, the parking situation also needs to be addressed. Senior pupils and some staff / visitor cars are currently parking wherever they can find a space. Without parking restriction enforcement and with the further increase in attendance figures, this situation can only worsen the ease of access for residents, their visitors and support services.

With a mixed age profile and health conditions within the resident population, it is a concern that medical or emergency services could be severely hampered by these worsening access conditions.

I hope you will now consider the objections that we have raised about this proposal and can respond in a constructive way within the consultation period.

Yours sincerely



Head of Engineering and Transport
The Quays
Baglan Energy Park
Neath
SA11 2GG

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With a mixed age profile and health conditions within the resident population, it is a concern that medical or emergency services could be severely hampered by these worsening access conditions.

I hope you will now consider the objections that we have raised about this proposal and can respond in a constructive way within the consultation period.

Yours sincerely

NEATH PORT TALBOT
COUNTY BOROUGH COUNCIL
DEPT. OF HIGHWAYS
25 OCT 2017

942867

Head of Engineering and Transport,
Brunel Way
Beaumaris,
Neath.

Ref:- TR25/JED/DEL.

REPLY REQUIRED BY
06 NOV 2017

Dear Sir,

We are objecting to the proposed one way and No Entry Plans on Glyn yr Afon, as it will cause more problems in St Davids Rd. Are you going to put a weight limit, or signage to stop lorries coming alone as they cannot get around the bend. We have had overhead cables knocked down on several occasions and a wall damaged. I would like to thank Mr. Tom Rees for all his help in stopping all delivery lorries from coming in St Davids Road, god know's what will be coming up here when he's gone.

Yours faithfully

The Quays,
Brunel Way,
Baglan Energy Park,
Neath,
SA11 2GG

CC	
DIRE	
27 OCT 2017	
RECD	
ACK'D	
ANS'D	
P 942887	

Dear David Griffiths,

Thank you for the copy of the proposed one-way system at Glan yr Afon, Ystalyfera.

I believe that all of us on St David's Road should have a meeting with the council to discuss this matter. I think there are better ways than making a small one-way system, as there is no room to turn a car around by Histon Bungalow. The problem is not on that road, the problem is up near the church. On weekday mornings when the school buses are trying to enter the school yard, I believe that there is a big problem, as buses are being held up by the build-up of cars dropping children off at school and using the lower parts of the road to turn around. It is hard for cars to pass each other, due to individuals parking on the side of the road. This is also a problem that persists for individuals walking to the school, as there is no pavement and the cars parked on the side of the road are forcing people to walk in to the middle of the road.

The problem only persists for approximately one hour in the morning and one hour in the afternoon, at the times when school begins and ends. If you held a meeting in the village we could propose two alternative systems that we believe would tackle the problem that would benefit the residents of the street as well as the accessibility to the school.

The first alternative method is a Red + Green traffic light system, where for one hour periods throughout the day (approximately between 8:00 - 9:00 AM and 2:30 - 3:30 PM) the system is in place. The system would act as a temporary one-way road beginning at the church and ending at the crossroad between Glan yr Afon Road and Ffordd Glandwr (after the school). This system is similar to the one proposed in your one-way plan, but in the OPPOSITE direction. This would allow for parents to drop children off and continue along Glan yr Afon road without stopping to turn around. Outside of the proposed hour periods daily, the road would function as normal as a two-way street.

The second alternative would be to widen the road along the B4599 along the rugby football club fields, allowing for a third one-way bus only lane whereby buses can drop off children in front of the main school entrance. Buses would have to approach from the North side (from the Tesco side), and the children would be let on the pavement directly outside the school entrance, and would not have to cross the road.

I hope you take some time to evaluate my propositions, and consider them as alternatives to your proposed plans. Thanking you in advance,

REPLY RECEIVED BY
08 NOV 2017

NEATH PORT TALBOT
COUNTY BOROUGHS COUNCIL
DIRECTORATE OF HIGHWAYS

30 OCT 2017

REC'D
COUNCIL
MFD

942897

Dear Sir

Thank you for your letter dated 9th October 2017
advising of the proposed one way and No entry -
Glan yr Afon.

I ~~am writing to you~~, ~~to advise you~~ Glan yr Afon.
Oppose the proposed: ONE WAY AND NO ENTRY ORDER -
Glan yr Afon Yskalyfera.

My objections are that the proposed order will impact
on my privacy and access to the rear, and side entrance
to my property, the bungalow adjacent to the lane, to
which I require access on a daily basis due to heavy
traffic and parked vehicles on Glan yr Afon. I also
require access on the lane for all property maintenance,
such as cleaning of windows guttering, drains etc.
I have already experienced damage to my property,
from vehicles reversing and turning, (fencing and Gas
meter cover) even though it is not officially for
reversing and turning at present. If a reverse and turn
goes ahead due to No entry onto to Glan yr Afon passed
my bungalow I foresee further damage to my property
as well as a safety issue to myself and my family.
It would also cause congestion outside my property,
which I feel will impact onto the corner of Glan yr Afon
and St Davids Road, which is already a safety issue.
The proposed road changes will impact adversely on garage
owners and users on Glan yr Afon.

Glan yr Afon and onto St. Davids Road and vice versa is very busy, not only is it used by vehicles, it is used by pedestrians, cyclist, rambles and numerous dog walkers. Safety is already an issue, which will increase with the opening of the new school. I am sure not all of the new pupils will come by car, I'm sure many will be walking- (parents/guardians) along with young children and pushchairs again their safety is important.

I would therefore propose the possibility of a one way system for traffic in either direction St Davids Road onto Glan yr Afon or vice versa, with the possibility of a footpath along Glan yr Afon.

I sincerely hope my concerns and comments are noted.