

# NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

## Streetscene & Engineering Cabinet Board 24<sup>th</sup> May 2019

### Report of the Head of Engineering & Transport D. W. Griffiths

#### **Matter for Decision**

**Wards Affected:** Coedffranc West and Coedffranc Central

**Proposed Traffic Calming Measures: Wern Road, Skewen**

#### **Purpose of Report**

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

#### **Executive Summary**

2. A total of 113 properties received hand delivered letters as part of the statutory consultation outlining the proposals. There were three letters of objection and one letter of support.
3. The report outlines the objections and the recommendations for the scheme.

#### **Background**

4. An informal public consultation was carried out in April 2018 giving residents the opportunity to comment on a wider traffic calming scheme on Wern Road. Following the informal public consultation the proposed scheme was reduced to two sets of speed cushions on Wern Road near the junction of Wern Road and Christopher Road. This scheme was then advertised as a statutory consultation. A total of 113 properties received hand delivered letters outlining the proposals to which we received 3 letters of objection and 1 letter of support during the 21 day consultation period that ended on the 1<sup>st</sup> May 2019.
5. The proposed scheme is as indicated in Appendix A.

## **Financial Impact**

6. The work will be funded by the Capital Works Programme.

## **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**

11. The Council received four letters in response to the statutory consultation. Three letters of objection and one letter of support. A summary of the content of these letters is given below:-

- One letter of objection refers to an increase in air pollution, noise pollution, concern regarding future maintenance and increased traffic collisions as a result of vehicles swerving into the middle of the carriageway to negotiate the speed cushions.
- One letter of objection refers to the position of the speed cushions. It is felt the proposed position will cause problems accessing their driveway.
- One letter of objection refers to the number of speed cushions already in the area, increased parking issues, speed cushions obstructing visibility, noise pollution and preference for a controlled crossing.

A response to the above objections is given below:-

- The local members approved the implementation of speed cushions adjacent to the junction of Christopher Road and Wern Road as advertised Appendix A.
- The scheme is designed to reduce speed and improve safety for pedestrians crossing at the junction.
- The speed cushions proposed are the narrow width, low height soft rubber type reducing any perceived noise or vibration. Buses and HGV's should be unaffected with only the cars needing to slow down to traverse the cushions which in turn will reduce the speed of other larger vehicles.

12. The Local Members have been consulted and support the scheme as advertised.

### **Recommendations**

It is recommended that:-

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

### **Reasons for Proposed Decision**

14. To reduce speed in the interest of highway safety.

### **Appendices**

15. Appendix A – Plan of the proposed scheme.

### **List of Background Papers**

16. None

### **Officer Contact**

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# Appendix A

