

## MAESTEG TOWN COUNCIL

Minutes of a meeting with the **Traffic & Transportation Officers** held remotely via Microsoft Teams on **Wednesday, 4<sup>th</sup> November 2020.**

### **PRESENT:**

**COUNCILLORS:** R Martin, G Thomas, and P White

**BCBC Officers:** E Bale, S Frampton and K Power

### **265. SPEED TRAFFIC SURVEY RECOMMENDATIONS**

Cllr P White welcomed BCBC officers to the meeting and advised that Maesteg Town Council were committed to looking at and potentially fund speed reducing initiatives throughout the area.

BCBC officers advised that when looking at the Speed Survey results, they look at the mean speed column to determine any recommendations. Recently they carried out speed surveys at 3 areas and the recommendations had previously been sent to Maesteg Town Council for consideration. When looking at possible initiatives BCBC look at the incident data for the last 5 years whereas Welsh Government only look at the last 3 years data.

BCBC Officers went through the recommendations from each of the speed surveys:

1. The initial recommendations for Caerau Hill included that on entry to Bridgend County Borough from Croeserw prior to entering Cymmer Hill, the speed limit be raised from its current 30mph to 40mph, with a new gateway feature on the entrance to Caerau at the top of the hill indicated by 30mph signs on yellow reflective back boards. They could be located prior to the current dragons' teeth. In addition, a new sign on reflective backboard to replace the current gradient warning sign or even a vehicle activated sign (subject to funding). Combining a speed limit change with a new gateway feature at the top of the hill the measures should visually prompt drivers to the upcoming change in environment.

Members discussed this recommendation and it was felt that something more substantial than the small 30mph SLOW/ARAF VAS signs should be installed. Members were advised that bigger warning triangle VAS signs warning of the bend in the road and speed could be placed in the area, however these cost in the region of £5,000 + cost of electric supply. These signs have a 5-year guarantee and evidence shows that with this type of sign 90% of drivers will slow down straight away, whereas a minority still ignore the signs. The parameters for the VAS signs can be set at each individual location to prevent some irresponsible drivers trying to record their speeds.

**RESOLVED:** BCBC would look into the costings of reducing the speed limit and installing the bigger warning triangle VAS signs and provide these costings to the Clerk in readiness for Full Council.

2. It is noted that high volumes of traffic travel along Garnwen Road and Nantffyllon Terrace however the majority are at or below the posted speed limit and it is considered that speed along this road is mainly inappropriate rather than excessive speed and should therefore be reported to the police.

Heol Ty Gwyn's mean speed limit is around the posted speed limit however there is a large proportion above the posted speed limit and therefore we are contacting Gosafe to highlight this area as a site of community concern to request that they monitor the location. Should funding become available we could also consider a 30mph Vehicle Activated Signs on both approaches to the park and along the straight stretch of this road after the industrial estate entrance. Each of these VAS's cost approx. £2,500 each again subject to funding being available a vas speed sign could also be installed just after the junction prior to the start of Garnwen Road.

Members advised the officers that whilst the survey results did not record high speeds the area was of great community concern due to them being adjacent to the Welfare Park and that there has been a number of incidents with teenagers and children. Cllr P White advised that he had a catalogue of incidents for this area recorded for many years and a scanned copy of this will be emailed to the officers for information. Members welcomed the use of VAS, however questioned whether anything more prominent could be done?

BCBC advised that other options could include speed cushions, however due to the nature of the road the speed cushions would also need to be installed within the laybys. Speed cushions also present another issue as the road is used by HGV's and therefore would need to be HGV friendly to avoid noise and vibration issues for the residents. Members queried whether a fixed speed camera could be installed in the area and members were advised that BCBC do not have the power to install fixed speed cameras. BCBC advised that the best way to deal with speeding in this area without causing a noise/vibration issue to the residents would be to implement an Average Speed Camera System from the Hospital to the Industrial Estate. This could mean the installation of 2 cameras, however BCBC would have to approach GoSafe who would then look at the incident figures and the Community concerns and then assess the need for the system as funding for this could be up to £90,000.

**RESOLVED:**

- Clerk to scan Cllr P White log of incidents and email to meeting attendees.
  - BCBC to contact GoSafe and look into the costings of implementing an Average Speed camera system and provide these costings to the Clerk in readiness for Full Council.
3. Speed surveys for St Davids place and Kier Hardie Road indicate that the majority of drivers are beneath the posted speed limit with the Mean speed significantly beneath the posted speed limit and it is therefore considered that no intervention is required on these roads at this time.

Cllr R Martin advised that whilst the area has not recorded many incidents there are a number of incidents in the area where the drivers discuss between them and do not involve SW Police. Many incidents occur due to the layout of the area where there is a triangular green used as a roundabout and many drivers do not stop at the junctions as there is a lack of white lines. Drivers tend to speed along Bryn Celyn passed the care home, then are faced with the triangular junctions of St David's Place / Kier Hardie Rd and the nasty bend as the road continues onto Fairfield Avenue. BCBC advised that if the road system was to be placed today this triangular design would not be agreed and a roundabout would be installed. Unfortunately, the costs involved to change the road layout would not be permitted. It was agreed that a further speed survey tubes would be placed on Bryn Celyn and that a report would be sent to GoSafe for the community concerns in the area.

**RESOLVED:** BCBC would look complete a further speed survey on Bryn Celyn and provide recommendations to Maesteg Town Council.

Cllr G Thomas advised BCBC of the recent incidents on Heol Tywith in Nantyffyllon. Where there have been multiple incidents next to the children's play area and bus stop where cars have hit the wall. The wall has recently been repaired by BCBC however this was not a one-off incident. Cllr G Thomas requests whether crash barriers can be installed in this area as the area already has a wide grass verge but the wall next to the children's play area has still been damaged multiple times. BCBC officers agreed to complete a site visit and to conduct a speed survey in the area.

**RESOLVED:** BCBC to complete a site visit and to conduct a speed survey in the area. Once completed provide results and recommendations to Maesteg Town Council.

**266. RESIDENTIAL PERMIT PARKING**

The Clerk advised that during the recent Projects Meeting it was agreed to also discuss residential permit parking during this meeting. BCBC officers advised that unfortunately this did not fall within their remit and that the request should be directed to another department within BCBC

**RESOLVED:** Clerk to contact P Angel in BCBC

**267. DOUBLE YELLOW LINES AT JUNCTIONS THROUGHOUT THE LLYNFI VALLEY**

The Clerk advised that during the recent Projects Meeting it was also agreed to discuss double yellow lines at junctions during this meeting.

Members were advised that unfortunately the original proposal in 2018 did not progress due to staff shortages. Should Maesteg Town Council wish to proceed with the feasibility study the following would be completed:

BCBC would have to consult residents, statutory bodies, emergency services where any objections would have to be resolved before using delegated powers and sending the proposals to the Legal Services department. Once with Legal Services they would issue the official notices at the locations, to the residents and also place notices in the press. After 3 weeks if there are any objections this would then initiate an appeals report that would have to go to the Cabinet Member and Cabinet to be discussed and a decision would be made whether to go ahead / make amendments / cease the proposed scheme. Once a proposal is agreed the works can then be carried out. The main costs involved are the legal costs and advertising. Therefore, it is vital that target roads are included within the proposal.

**RESOLVED:** MTC to review the requirement and decide on key sites to take forward

**RECOMMENDATIONS:**

1. Look at the costs to implement the speed reduction measures
2. To decide whether to proceed with the feasibility study for Double Yellow Lines and to provide a list of target roads to be included.
3. Clerk look at Westcotec online for the type of VAS signs used by BCBC.

**Read and accepted at a remote meeting of the Council  
held on 1<sup>st</sup> December 2020**

.....  
**Mayor**