

Meeting of:	Cabinet
Date of Meeting:	Monday, 16 December 2019
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Objection Report: Route B4268, Llysworney – Nash Corner (B4270) To Pentre Meyrick (A48), Proposed 7.5tonne Weight Restriction Order
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward.
Report Owner:	Report of the Cabinet Member for Neighbourhood Services and Transport
Responsible Officer:	Miles Punter - Director of Environment and Housing Services
Elected Member and Officer Consultation:	<p>Accountant Environment and Housing Services</p> <p>Legal Services (Committee Reports)</p> <p>Head of Neighbourhood Services and Transport</p> <p>Ward Members:</p> <p>Councillor C.A. Cave</p> <p>Councillor G.A. Cox</p> <p>Councillor T.H. Jarvie</p> <p>Councillor A. Parker</p>
Policy Framework:	This report is a matter for Executive Decision by Cabinet.
<p>Executive Summary:</p> <ul style="list-style-type: none"> As part of the planning consent granted for the construction of a link road connecting Cowbridge bypass with Llantwit Major associated with the construction of 475 dwellings on land known as Clare Garden Village, Cowbridge, a number of highway improvements were conditioned. This included but was not limited to a directional signing scheme to re-direct traffic away from Llysworney village and along the new link road. To augment the directional signing scheme, a weight restriction is being proposed, which is intended to further deter any goods vehicle, with a maximum gross weight exceeding 7.5tonnes, from travelling through the village of Llysworney. This will require all vehicles greater than 7.5 tonnes to be directed along the B4270 at Nash Corner, where they will re-join the A48 at the new roundabout, which will be accessible via the new link road (Llanfrynach Drive). A similar signing 	

scheme will be in place on the A48 at the Pentre Meyrick junction, which will direct traffic to the new roundabout and hence along the B4270.

- Statutory consultation began on the 10th October 2019 and concluded on the 1st November 2019, during that period of time, 101 responses were received, three of which were formal objections to the proposal. Cabinet approval is required to consider the objections and to consider, in light of those objections whether the Council implements the proposed 7.5tonne weight restriction.

Recommendations

1. That the objections to the proposal be rejected for the reasons contained in this report and the 7.5tonne weight restriction be implemented.
2. That the objectors are advised of this decision.

Reasons for Recommendations

1. To enable the Order to be made
2. To confirm the Council's position.

1. Background

- 1.1 Cabinet will recall that planning permission was granted for the construction of a link road connecting Cowbridge bypass with Llantwit Major as part of the construction of a mixed use residential led development of 475 dwellings, by Taylor Wimpey, on land to the northwest of Cowbridge. This development site was initially known as Darren Farm, but later renamed to Clare Garden Village.
- 1.2 The hybrid planning permission was granted in June 2016 for detailed permission to construct the new link road, known as Route B4270, Llanfrynach Drive, together with a new roundabout at its junction with the A48 and outline permission with all matters reserved for a mixed use residential led development. The new link road included provision of cycling and walking facilities, together with ghost island junctions enabling access in to the development.
- 1.3 To mitigate against extraneous traffic, especially heavy goods vehicles, travelling through the village of Llysworney, a directional signing scheme has been designed to re-direct traffic away from Llysworney village as required to discharge Condition 14 of the planning permission for the new link road.
- 1.4 Traffic will be directed along the B4270 at Nash Corner, where they will re-join the A48 at a new roundabout via Llanfrynach Drive. A similar signing scheme will be in place on the A48 at the Pentre Meyrick junction, which will direct traffic to the new roundabout and hence along the B4270 to Nash Corner.
- 1.5 To augment the directional signing scheme, a weight restriction is being proposed, which is intended to further deter any goods vehicle, with a maximum gross weight exceeding 7.5tonnes, from travelling through the village of

Llysworney. There will however, be an exemption in the Order for those wishing to gain access to properties or premises in the village.

- 1.6** On the 20th September 2019, the Cabinet Member for Neighbourhood Services and Transport gave approval to give public notice of a proposal to introduce a 7.5tonne weight restriction along route B4268, Llysworney. A copy of the report is reproduced in full in Appendix 'I'.
- 1.7** Public notice of the proposal was given on the 10th October 2019, inviting objections in writing, by the 1st November 2019, containing the grounds upon which any objection was being made.

2. Key Issues for Consideration

- 2.1** During the consultation period, a total of one hundred and one responses were received. Ninety-six (96) were letters of support, two (2) neither objected nor supported the proposal, but raised concerns with the transfer of heavy goods vehicles onto the B4270, and three (3) were objections. Copies of the objections are attached in Appendix 'II' and the concerns raised summarised with responses below.

2.2 Concern 1:

An Environmental Weight Restriction Traffic Regulation Order will include the need for an exemption for access. Vehicles requiring legitimate access within the area covered by the weight limit, such as to deliver to a shop, residential premises, or access to an industrial unit or agricultural area, are permitted. The 7.5 tonne weight restriction sign diagram 554.3, 620 would also allow access to both Public Service Vehicles (PSV) & Public Carriage Vehicles (PCV) unless specifically excluded in the order.

2.3 Officer response 1.

The comments made are correct, all vehicles exceeding a maximum gross weight of 7.5 tonnes will be prohibited, with an exemption for access to premises.

2.4 Concern 2:

A number of vehicles that are perceived to be heavy goods vehicles are in fact plated at 7.490 kilos and are therefore under the minimum environmental weight restriction. Members of the general public are unaware of this issue and their expectations for enforcement are often diminished as these vehicles are legitimately able to travel through areas subject to an environmental 7.5 tonne

weight restriction.

2.5 Officer response 2.

It is accepted that members of the public may not be able to identify vehicles that are plated less than 7.5 tonnes. Therefore, South Wales Police may well receive a number of reports from residents relating to these type of vehicles delivering them to be heavy goods vehicle traffic.

2.6 Concern 3:

Llysworney is located between the A48 and Llandow and is primarily rural with large agricultural vehicles requiring access to fields and premises along the proposed route. The village has approximately 100 residential properties with a population of around 250 residents. There is a licensed premises, fishery, garage premises and farms located within the proposed weight restriction area. It is submitted that a proportion of vehicles requiring access to all these premises could be above the proposed 7.5 tonne weight restriction.

2.7 Officer response 3:

It is agreed that the numbers of properties and commercial development within Llysworney will require access, a proportion of which will be from vehicles exceeding a maximum gross weight of 7.5 tonnes. Such levels of traffic would however be substantially different to levels of traffic with no restrictions in place.

2.8 Concern 4:

The collision history for Llysworney shows that since 1st January 2016 to the present there are 5 collisions recorded on the B4268. Two occurred on or near the bends near Hazel Court Ponds and 2 near the Carne Arms. The 5th occurred in the lane between the Carne Arms and Nash Manor involving an Elderly person who fell off his motorcycle. No other vehicles were involved. None of these collisions involved a Large Goods Vehicle. (Formerly referred as HGV).

2.9 Officer response 4:

The imposition of a 7.5 tonne weight restriction will reduce congestion, conflict with opposing vehicles and improve air quality in the immediate environment. The absence of heavy goods vehicles in the road traffic collision history is of little significance when taking into account the quality of life of those living and working in the village.

2.10 Concern 5:

It is our view that a robust signage package being proposed by the Vale of Glamorgan Council, on the A48 and at Nash Manor, together with the

construction of the new link road through the Darren Farm development (B4270 Llanfrynach Drive) would be the preferred option to traffic accessing and leaving the trading estate.

Signage indicating that the new road is the primary route option to and from the trading estate would undoubtedly encourage drivers of Heavy Goods Vehicles to avoid Llysworney. Once the new link road is known to regular drivers Llysworney will become a far less desirable route.

2.11 Officer response 5:

A comprehensive signing strategy has been agreed along the A48, from the Pentre Meyrick junction and the Cowbridge Bypass, together with the B4270 and these measures are proposed to be augmented by a 7.5 tonne weight restriction.

2.12 Concern 6:

A comprehensive communications scheme with all the businesses on the trading estate would undoubtedly encourage a high percentage of vehicle drivers which are above the proposed weight restriction to choose the alternative route. Due to the topography of the route into Llysworney from Nash Manor and the reverse mirror route, large vehicles are often required to stop to allow oncoming vehicles to pass. The new preferred option would not impede free flowing traffic.

2.13 Officer response 6:

A communication strategy will be considered prior to the implementation of the prohibition, to ensure that local businesses are aware of the requirement to use the alternative routes of the A48 and the B4270, Llantwit Major Road.

It is agreed that the geometric constraints with the Nash junction (B4268 / B4270) will exacerbate localised congestion with the increase in turning traffic, especially by heavy goods vehicles. There will be an increase in the potential for low speed head-on and side swipe type collisions, especially with articulated manoeuvres negotiating the junction and the reverse curve.

A feasibility study has been undertaken to consider options to carry out off-site highway improvements at Nash junction as required to discharge Condition 14 of the planning permission for the new link road. That analysis and consideration of options will continue to establish whether improvements can be delivered at this junction, albeit that the junction cannot be altered within the limits of highway land.

Should any future local developments (commercial, housing or light industrial) receive planning consent, then depending upon their nature, Options to improve the Nash junction therefore remain to be considered and that work will, if feasible, be progressed in due course.

2.14 Concern 7:

When travelling west from the Cross Inn, the road bends to the right and is inclined downwards. It is extremely narrow and is further exacerbated by the fact that the road user is unable to observe oncoming traffic from the west due to tree overhang as they enter the bend. As witnessed this week, at circa 8:20am on the 23rd October 2019.

A 7.5 tonne vehicle travelling west had to brake to a standstill on the corner as a bus entering the bend from the west had insufficient room to pass. The only solution to enable free passage for both vehicles was for the stationary bus to drive into the tree/soil bank as they had traffic behind them, as a frequent user of the B4270, this is not an unusual occurrence. What would have occurred if the vehicles were "Heavy and Abnormal" fully loaded articulated vehicles travelling in either direction beggar's belief.

Furthermore, due to the narrow section of road between the bend and the southern entrance to the farm, heavy and wide vehicles are signalling by flashing headlights for one of them to proceed whilst the other waits near the layby area.

It should be noted, a solution to the problem in Llysworney should not be at the expense of good traffic management on the alternative route. In my opinion, it's an incident waiting to happen. Clearly, widening of the bend, together with tree management, is essential prior to introduction of the proposed Order Ref: IF902.

2.15 Officer response 7:

For the most part, Route B4270, Llantwit Major Road offers a slightly more attractive route, albeit slightly more convoluted to reach the A48, especially Pentre Meyrick. However, it is agreed that the highway alignment and constraints at the Cross Inn junction will represent a potential long-term highway safety issue for opposing larger vehicles.

The Council has introduced highway improvement measures over recent years that have resulted in zero road traffic collisions occurring in the most recent three years of held data, albeit the additional traffic and heavy goods vehicles will likely increase potential for conflict at this location.

A scheme to widen the carriageway is outside the scope of the planning consent granted for the Clare Garden Village development. To mitigate concerns as far as reasonably practicable, warning signs and corresponding road markings will be provided to further support the new signed route. Furthermore, hedges and overhanging trees will be cut back to ensure traffic is not impeded.

2.16 Concern 8:

There is already considerable concern about the increased speed of southbound vehicles on the B4270, especially HGVs, consequent on the “free run” provided by the new link road from the A48. Previous traffic analysis by V.o.G. highways has shown that significant excess speeds are already recorded adjacent to the Cross Inn junction, and we must assume that such vehicles continue at excess speeds southwards along the B4270. Similar concerns relate to the northbound vehicles on the B4270, but the new road is unlikely to worsen that. Furthermore, just south of the Cross Inn junction is an almost blind summit on a bend. The B4270 is already so dangerous due to passing vehicles that it has become almost unused by cyclists. This must inevitably reduce the potential for sustainability. The carriageway of the B4270 is largely 18 feet in width. It is now proposed that HGVs, typically more than 8 feet in width will pass at much greater frequency in opposite directions on the B4270. It is recognised that there is no money to improve the B4270 and also that the residents of Llysworney have been greatly inconvenienced over the years. It should be noted that the Inspector for the appeal by Bellways for the previous Darren Farm application many years ago said that the B4270 was unsuitable for heavy traffic, one of the reasons for rejecting the appeal. It is now proposed to dramatically increase that traffic.

2.17 Officer response 8:

Traffic volume will undoubtedly increase, as will the potential for conflict between opposing vehicles, especially heavy goods vehicles. It is unclear at this stage, how the influx of additional traffic will affect overall speeds.

Traffic counters were installed either side of the Cross Inn junction for a period of seven full days between the 24th and 30th March 2018. The counter located to the southwest of the junction, recorded 85th percentile speeds of 46.8mph and mean speeds of 40.3mph. The counter located to the northeast of the junction, recorded 85th percentile speeds of 44.6mph and mean speeds of 39.5mph. The average two-way daily traffic flow from the combined surveys was 4,647 vehicles.

Approach speeds are above the posted speed limit of 40mph and this has the potential to increase the severity of an injury sustained in a road traffic collision. A scheme to widen the carriageway is outside the scope of the planning consent granted for the Clare Garden Village development. To mitigate concerns as far as reasonably practicable, warning signs and corresponding road markings will be provided to further support the new signed route. Furthermore, hedges and overhanging trees will be cut back to ensure traffic is not impeded.

2.18 Concern 9:

The present 40 mph limit on the B4270 should be extended to at least Nash Corner. Accompanied with appropriate signage there should be no HGV traffic heading north at Nash Corner along the B4268, and none heading south along the B4270 from the A48 which essentially creates a large “roundabout” comprising the A48, B4270 and the B4268 (or possibly, but of less value the north/south routes could be reversed). At first sight this appears to increase the total HGV distances travelled. In fact, the extra distance travelled by northbound HGV traffic aiming for the West or the M4 via the new road, and on the A48 is balanced by the reduction in distance for southbound traffic from those areas, which would otherwise have to travel a mile east along the A48 and then back up the B4270. There should be little if any overall increase in the vehicle mileage arising from the proposal. It should halve the HGV traffic through Llysworney although not abolish it, and it would greatly reduce danger along the B4270 for which there is currently no money to effect improvements. I would reduce the wear and tear to the carriageways, particularly the verges, which suffer badly from the passing of wide HGVs and farm vehicles and would also encourage sustainable use.

2.19 Officer response 9:

The existing 40mph speed restriction will be extended beyond the Nash junction, to become coterminous with the 30mph terminal signs for Llysworney and end at a point south of the Vale Business Park junction.

A comprehensive signing strategy was initially proposed, albeit not quite as mentioned above. It is unclear how the proposal put forward by the objector would work in practice as it appears to suggest a one-way system for HGVs, where no appropriate signing exists in the Regulations.

The purpose of the proposal is to ensure that as far as practicable, all vehicles exceeding a maximum gross weight of 7.5 tonnes are prohibited from the village of Llysworney. Halving the numbers as suggested, will not address the localised conflict along the narrow section, between Nash junction and the centre of the village.

The wear and tear of the carriageway will not necessarily reduce as a result of the proposal, as the same numbers of HGVs will be on the highway network, they will merely be redistributed on other routes.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** The proposals in this report will enable the Council to continue to work towards the Well-being Outcome W02, An Environmentally Responsible and Prosperous Wales and contribute towards the Council's objectives O3 and O4. The redirection of traffic away from Llysworney village will assist in protecting the local environment by mitigating localised congestion and assisting to reduce emissions from stationary vehicles which are detrimental to air quality. Improving connectivity and good transport links for commuters and business to key transport routes will also assist in promoting regeneration, economic growth and employment.
- 3.2** The effective management of the Council's local highway network contributes towards the prevention agenda by assisting in improving accessibility, road safety and air quality thereby preventing or reducing risk of harm to residents in the local community and providing a wider beneficial impact to the environment. It also balances short-term needs to maintain good highway infrastructure whilst contributing to the longer-term policy of promoting economic growth and reducing future impact on local communities by ensuring efficient use of the local highway network unnecessary road reduce noise and pollution.
- 3.3** The proposals outlined in this report evidence the Well-being of Future Generations Act and its Five Ways of Working by ensuring that through good asset and route management, the quality of life in the Vale is improved over the longer term for residents and local communities. The measures taken to manage the local highway network should also assist in preventing unnecessary environmental harm and highway safety issues from escalating due to poor inappropriate road usage.
- 3.4** The process of developing this scheme has involved communication with the local community and other stakeholders via public notice and press advert thereby contributing and delivering on the involvement agenda by addressing community and other stakeholder priorities, this ensuring that the Council can successfully continue to work towards the delivery of its identified Well-being Objectives. It also demonstrates collaboration in ensuring that there is a unified and majority interest in delivering the scheme benefits described within the report.
- 3.5** The Well-being objectives identified above are fully compatible with the Council's corporate well-being goals and objectives contributing towards health and well-being of all members of society and playing a fundamental role protecting and enhancing the natural and built environment.

4. Resources and Legal Considerations

Financial

- 4.1** All works costs, including fabrication and installation of the signs will be borne by the housing developer, Taylor Wimpey.
- 4.2** The Council's own administrative resources will be used to progress the legal Order, should approval be given to overrule the objections.

Employment

- 4.3** Progression of the Traffic Regulation Order will be carried out by the Traffic Management team within Neighbourhood Services and Transport and the Legal department.
- 4.4** The implementation of signing works on site will be managed and undertaken by external contractors appointed by the developer Taylor Wimpey.

Legal (Including Equalities)

- 4.5** There are no Human Rights implications with regard to this report.
- 4.6** The Council, as Highway Authority has a responsibility to ensure the safety of the highway user and may be found negligent if it does not meet its statutory obligations under the Road Traffic Regulation Act 1984 and the Road Traffic Act 1988.
- 4.7** Any signage associated with future works will comply with the requirements contained within the Councils Welsh Language Scheme.

5. Background Papers

Traffic Management Information File 902.

THE VALE OF GLAMORGAN COUNCIL

CABINET MEMBER FOR NEIGHBOURHOOD SERVICES AND TRANSPORT AND
HEAD OF NEIGHBOURHOOD SERVICES AND TRANSPORT

PROPOSED TRAFFIC REGULATION ORDER REPORT

**ROUTE B4268, NASH CORNER (B4270) TO PENTRE MEYRICK (A48) – PROPOSED
7.5t WEIGHT RESTRICTION ORDER**

Purpose of Report

1. To seek approval from the Cabinet Member for Neighbourhood Services and Transport and the Head of Neighbourhood Services and Transport to create a 7.5 tonne weight restriction along the Route B4268, Llysworney from its junction with Nash Corner (B4270) to its junction at Pentre Meyrick (A48).

Background

2. A planning application was submitted to the Council in December 2014, seeking consent for full planning permission for the Darren Farm Link Road and outline consent to increase the maximum number of units from 390 to 475 dwellings, on land to the north west of Cowbridge.
3. The full application related to the construction of the Darren Farm Link Road connecting the Cowbridge Bypass (A48) with Llantwit Major Road (B4270) and associated highway works including footpaths, cycleways, bus stops, landscaping and traffic signing improvements. Planning permission was subsequently granted for this application in July 2016.
4. The highway works incorporate a new four-arm roundabout ~~is being introduced~~ on the A48, immediately to the west of the Cowbridge Bypass, which will connect with a new classified link road, known as route B4270, Llanfrynach Drive. The provision of ghost island junctions will facilitate safe access into the new residential development, as well as a new section of highway providing access to Cowbridge high street via Llantwit Major Road.

Relevant Issues and Options

5. The B4268 through the village of Llysworney provides a convenient route for motorists, especially drivers of heavy goods vehicles (HGVs) accessing the business parks and industrial areas in Llandow from the A48 and wider highway network from the M4.
6. The routes leading into Llysworney are rural in nature, occasionally narrow, reducing to a single lane with passing places at a number of locations. The localised congestion, especially during peak periods impacts upon highway safety, whilst emissions from stationary vehicles are detrimental to air quality in the immediate vicinity.

7. To mitigate against extraneous traffic travelling through Llysworney, a comprehensive directional signing scheme has been provided as part of the S.278 improvements required to discharge Condition 14 of the planning permission for the new link road. Traffic will be directed along the B4270 at Nash Corner, where they will re-join the A48 at the new roundabout via Llanfrynach Drive. A similar signing scheme will be in place on the A48 at the Pentre Meyrick junction, which will direct traffic to the new roundabout and hence along the B4270.
8. To augment the aforementioned directional signing scheme, a weight restriction is being proposed, which is intended to further deter any goods vehicle, with a maximum gross weight exceeding 7.5tonnes, from travelling through the village of Llysworney. There will however, be an exemption in the Order for those wishing to gain access to properties or premises in the village.
9. The details of the proposal are shown on the attached drawing (T/19/87/MS) contained within Appendix 'A' and outlined within Appendix 'B' to this report.

Resource Implications (Financial and Employment)

10. All works costs, including fabrication and installation of the signs are required to be borne by the housing developer, Taylor Wimpey.
11. The Council's own administrative resources will be used to progress should approval be given.

Legal Implications (to Include Human Rights Implications)

12. The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Orders to regulate the movement of vehicle traffic and to improve the amenities of an area.
13. The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.
14. There are no human rights implications.

Crime and Disorder Implications

15. The implementation of the 7.5t weight restriction Order is likely to reduce instances of congestion and aggressive driving and lead to a greater sense of safety within the community.

Equal Opportunities Implications (to include Welsh Language issues)

16. There are no equal opportunity implications.

17. All associated traffic signs and road markings forming part of the scheme will all be in accordance with the Council's Welsh Language Policy and the Welsh Language (Wales) Measure 2011.

Corporate/Service Objectives

18. To manage and maintain a safe highway infrastructure.

Consultation (including Ward Member Consultation)

19. The relevant Ward Members for Llandow / Ewenny and Cowbridge have been consulted and were supportive of the proposals.
20. Stakeholder consultations will take place in accordance with the Road Traffic Regulation Act 1984.

RECOMMENDATION(S)

- (1) That, subject to the views of the Chief Constable and other statutory consultees, approval is given to give public notice of the Vale of Glamorgan Council's intention to make a Traffic Regulation Order, the effect of which will be as shown in Appendices 'A' and 'B'.
- (2) That in the event of no objections being received, the Order be made.

Reason(s) for Recommendation(s)

- (1) To comply with the requirements of the Road Traffic Regulation Act 1984.
- (2) To allow the necessary works to be undertaken.

Background Papers

Traffic Management Information File No. IF902

Contact Officer

Mark Simpson, Principal Traffic Engineer (*Tel: 029 2067 3070*)

Officers Consulted

Operational Manager, Legal Services - (*Committee Reports*)
Accountant, Neighbourhood Services - (*Matt Sewell*)

APPROVED	DATE
Head of Neighbourhood Services and Transport	
<i>14 Reed</i>	19/9/19
Cabinet Member Neighbourhood Services and Transport	
<i>[Signature]</i>	20 Sept 19

APPENDIX A

Schedule

Proposed 7.5tonne Weight Restriction Order

Route B4268

From its junction with Nash Corner (B4270) to its junction with Pentre Meyrick (A48), in a general northerly and southerly direction for a distance of approximately 2,794 metres.

Ysticl-Garu

From its junction with the B4268 in a south-easterly direction for a distance of approximately 54 metres.

Unnamed Lane from Llysworney to Colwinston

From its junction with Pond Street in a general northerly direction for a distance of approximately 221 metres.

Cross Inn (B4270) to Woodlands

From its junction with Pentre Parc in a north-easterly direction for a distance of approximately 35 metres.

Minor Residential Roads within Llysworney Village

Pond Street, Tyle Mali, Heol-y-Cawl, Church Street, Unnamed Lane from The Sycamores, Access Road to Redwood Lodge, Squire Street, Unnamed Lane at Moor Farm, Unnamed Lane from B4268 to Pentre Parc, Unnamed Lane north of Pentre Parc to the B4268, all for their entire lengths.

25 10 2019

Re: B4268, Nash Corner (B4270) to Pentre Meyrick (A48) 7.5t Weight Restriction Order 2019

Dear Sir/Madam,

The above order was published in The Cowbridge Gem on the 10th of October 2019. I wish to object in the form of the following representation.

Preamble: There is already considerable concern about the increased speed of southbound vehicles on the B4270, especially HGVs, consequent on the "free run" provided by the new link road from the A48. Previous traffic analysis by V.o.G. highways has shown that significant excess speeds are already recorded adjacent to The Cross Inn junction, and we must assume that such vehicles continue at excess speeds southwards along the B4270. Similar concerns relate to northbound vehicles on the B4270, but the new road is unlikely to worsen that. Furthermore just South of the Cross Inn junction is an almost blind summit on a bend. The B4270 is already so dangerous due to passing vehicles that it has become almost unused by cyclists. This must inevitably reduce the potential for sustainability. The carriageway of the B4270 is largely 18 feet in width. It is now proposed that HGVs, typically more than 8 feet in width will pass at much greater frequency in opposite directions on the B4270. It is recognised that there is no money to improve the B4270 and also that the residents of Llysworney have been greatly inconvenienced over the years. It should be noted that the Inspector for the appeal by Bellways for the previous Darren Farm application many years ago said that the B4270 was unsuitable for heavy traffic, one of the reasons for rejecting the appeal. It is now proposed to dramatically increase that traffic.

I wish to propose the alternative scheme detailed below, and despite its apparent radical suggestions would ask that it be approached with an open mind.

Proposal: The present 40 m.p.h. limit on the B4270 should be extended to at least Nash Corner. Accompanied with appropriate signage there should be no HGV traffic heading north at Nash Corner along the B4268, and none heading south along the B4270 from the A48 which essentially creates a large "roundabout" comprising the A48, B4270 and the B4268 (or possibly, but of less value the north/south routes could be reversed). At first sight this appears to increase the total HGV distances travelled. In fact the extra distance travelled by northbound HGV traffic aiming for the West or the M4 via the new road, and on the A48 is balanced by the reduction in

distance for southbound traffic from those areas, which would otherwise have to travel a mile east along the A48 and then back up the B4270. There should be little if any overall increase in vehicle mileage arising from the proposal. It would halve the HGV traffic through Llysworney although not abolish it, and it would greatly reduce danger along the B4270 for which there is currently no money to effect improvements. It would reduce the wear and tear to the carriageways, particularly the verges, which suffer badly from the passing of wide HGVs and farm vehicles, and would also encourage sustainable use.

For your convenience I copy below part of the officers' report on 2014/01505/OUT. The wording is, I imagine intentionally, non specific and therefore the suggested idea does not contradict the planning officers' report.

2) *"Extract from VOG planning officers report attached to 2014/01505/OUT planning consent decision:*

The proposed link road is welcomed due to the benefits it will provide as an alternative route for heavy goods vehicles currently accessing the A48 via Llysworney. The village currently suffers from HGV vehicles through the centre of the village, where there is a pinch point with single file traffic only. The heavy flow of such traffic has a detrimental effect on the environment, local amenity and the free flow of traffic and the link road, whilst not removing all traffic would certainly divert traffic, especially commercial traffic, from passing through the village. The Highway Authority has requested that the developer pays for a Traffic Regulation Order (TROs) in respect of weight restrictions for Llysworney village to ensure heavy vehicles are re-directed traffic to the new link road once operational. The residents of Llantwit Major Road will experience an increase in traffic as a consequence of the link road, proposed residential development and school. However, this impact is not considered so harmful as to warrant refusal of a welcome highway scheme which has significant benefits for the village of Llysworney, and new housing which is needed to meet the housing requirements for Cowbridge and the wider Vale of Glamorgan, or the school which is needed for population growth. Furthermore, mitigation measures and off-site highway improvements are proposed (to be secured by conditions and s106 planning obligations) which will limit the impacts and ensure that pedestrian access and highway safety is fully catered for.

Yours faithfully,

Director of Environment and Housing,
Vale of Glamorgan Housing,
Vale of Glamorgan Council,
The Alps,
Wenvoe,
CF5 6AA

Director of Environment & Housing,
Vale of Glamorgan Council,
The Alps,
Wenvoe, CF5 6AA

Dear Sir,

25th October 2019

Objection to proposed Order Ref: IF902

Following review of the proposed order IF902 I agree, the restriction of 7.5 t weight will no doubt help with traffic movement within the areas outlined. It will, however, due to increased use of heavy vehicles along the B4270, create an equally difficult and somewhat dangerous situation immediately west of the Cross Inn and along the narrow stretch of road on the B4270.

To describe in more detail:

When travelling west from the Cross Inn, the road bends to the right and is inclined downwards. It is extremely narrow and is further exacerbated by the fact that the road user is unable to observe oncoming traffic from the west due to tree overhang as they enter the bend. As witnessed this week at circa 8.20am on the 23rd October 2019.

A 7.5 tonne vehicle travelling west had to brake to a standstill on the corner as a bus entering the bend from the west had insufficient room to pass. The only solution to enable free passage for both vehicles was for the stationary bus to drive into the tree/soil bank/field gateway to enable the 7.5 tonner to move forward. Neither vehicle could have reversed back as they had traffic behind them. As a frequent user of the B4270, this is not an unusual occurrence. What would have occurred if the vehicles were "Heavy and Abnormal" fully loaded articulated vehicles travelling in either direction beggars belief.

Further more, due the narrow section of road between the bend and the southern entrance to the farm, heavy and wide vehicles are signalling by flashing head lights for one of them to proceed whilst the other waits near the lay bye area.

It should be noted, a solution to the problem in Llysworney should not be at the expense of good traffic management on the alternative route. In my opinion, it's an incident waiting to happen. Clearly, widening of the bend, together with tree management, is essential prior to introduction of the proposed Order Ref: IF902.

Yours faithfully

RE: ROUTE B4268, LLYSWORNEY – PROPOSED 7.5. TONNE WEIGHT RESTRICTION ORDER.

I refer to your correspondence dated 10th October 2019, relating to the above matter.

An Environmental Weight Restriction Traffic Regulation Order will include the need for an exemption for access. Vehicles requiring legitimate access within the area covered by the weight limit, such as to deliver to a shop, residential premises, or access an industrial unit or agricultural area, are permitted. The 7.5 tonne weight restriction sign diagram 554.3, 620 would also allow access to both Public Service Vehicles (PSV) & Public Carriage Vehicles (PCV) unless specifically excluded in the order.

A number of vehicles that are perceived to be heavy goods vehicles are in fact plated at 7.490 kilos and are therefore under the minimum environmental weight restriction. Members of the general public are unaware of this issue and their expectations for enforcement are often diminished as these vehicles are legitimately able to travel through areas subject to an environmental 7.5 tonne weight restriction.

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Llysworney is located between the A48 and Llandow and is primarily rural with large agricultural vehicles requiring access to fields and premises along the proposed route. The village has approximately 100 residential properties with a population of around 250 residents. There is a licensed premises, fishery, garage premises and farms located within the proposed weight restriction area. It is submitted that a proportion of vehicles requiring access to all these premises could be above the proposed 7.5 tonne weight restriction.

The collision history for Llysworney shows that since 1st January 2016 to the present there are 5 collisions recorded on the B4268. Two occurred on or near the bends near Hazel Court Ponds and 2 near the Carne Arms. The 5th occurred in the lane between the Carne Arms and Nash Manor involving an Elderly person who fell off his motorcycle. No other vehicles were involved. None of these collisions involved a Large Goods Vehicle. (Formerly referred as HGV)

It is our view that a robust signage package being proposed by the Vale of Glamorgan Council, on the A48 and at Nash Manor, together with the construction of the new link road through the Darren Farm development (B4270 Llanfrynach Drive) would be the preferred option to traffic accessing and leaving the trading estate.

Signage indicating that the new road is the primary route option to and from the trading estate would undoubtedly encourage drivers of Heavy Goods Vehicles to avoid Llysworney. Once the new link road is known to regular drivers Llysworney will become a far less desirable route.

A comprehensive communications scheme with all the businesses on the trading estate would undoubtedly encourage a high percentage of vehicle drivers which are above the proposed weight restriction to choose the alternative route. Due to the topography of the route into Llysworney from Nash Manor and the reverse mirror route, large vehicles are often required to stop to allow oncoming vehicles to pass. The new preferred option would not impede free flowing traffic.

For the reasons outlined above, the Police object to a 7.5 tonne Environmental Weight Restriction proposal at Llysworney.

I would ask that above together with our previous detailed reply is treated as the Police response to any future consultation on the 7.5 tonne weight restriction proposals for Llysworney.

Yours sincerely,


S. J. [unclear]
[unclear]