

No.

COMMUNITY LIAISON COMMITTEE

Minutes of a remote meeting held on 4th October, 2021.

The Committee agenda is available [here](#).

The Meeting recording is available [here](#).

Present: Councillor S.M. Hanks (Chair); Councillors J. Aviet, G.D.D. Carroll, C.A. Cave, N.P. Hodges, M.J.G. Morgan, A.C. Parker, R.A. Penrose, A.R. Robertson, and L.O. Rowlands.

Representing Town and Community Councils: Councillors S. Hodges (Barry Town Council), M. Cuddy (Penarth Town Council), B. Morris (Colwinston Community Council), S. Griffiths (Dinas Powys Community Council), H. Baker (Ewenny Community Council), Dr. A. Rees (Llancarfan Community Council), D. Reed (Llangan Community Council). G. Smith (Llanmaes Community Council), G. Marks (Michaelston le Pit with Leckwith Community Council), G. Kellen (Pendoylan Community Council), A. Phillips (Peterston Super Ely Community Council), A. Barnaby (St. Athan Community Council), M. Jeffreys (St. Donats Community Council), W. Howells (St. Georges and St. Brides Super Ely Community Council), I. Perry (St. Nicholas and Bonvilston Community Council) and G. Duffield (Welsh St. Donats Community Council).

429 ANNOUNCEMENT –

Prior to the commencement of the business of the Committee, the Chairman read the following statement: “May I remind everyone present that the meeting will be live streamed as well as recorded via the internet and this recording archived for future viewing”.

430 APOLOGIES FOR ABSENCE –

These were received from Councillor R.M. Birch (Vice-Chair), Councillors S.M. Perkes and M.R. Wilson (Vale of Glamorgan Council) and Councillors H. Weddell (Cowbridge Town Council), S. Bonnar (Llanfair Community Council), G. Thomas (Llantwit Major Town Council), R. Thomas (Llandow Community Council), Dr. S. Howells (Penllyn Community Council) and C. Hawkins (Wick Community Council).

431 MINUTES –

AGREED – T H A T the minutes of the meeting held on 5th July, 2021 be approved as a correct record.

No.

432 DECLARATIONS OF INTEREST –

Councillor A.R. Robertson declared an interest that in he was also a ‘twin-hatted’ Member of the Dinas Powys Community Council but had a dispensation from the Standards Committee to speak and vote on Town Council matters.

433 POLICE MATTERS –

Chief Inspector Rees provided a verbal update to the Committee on the following policing matters for the Vale of Glamorgan area:

- Crimes for the period 1st July – 30th September in comparison to the same period in 2020,
- Operation Elstree (Coastal Policing Operation 1st May – 5th September),
- Outcomes of New Police Initiatives, and
- Preparations for upcoming public holidays.

Following the Chief Inspector’s update and on behalf of the residents of the Llandough area, Councillor Carroll thanked the Chief Inspector for the re-establishment of P.A.C.T meetings.

In response to Councillor Aviet’s question regarding the justification criteria for an armed response or search helicopter being deployed, the Chief Inspector advised that a response would be proportionate to the level of threat reported and this would be cross checked through several levels of command before being deployed. The level of danger a person (or animal) posed to the general public and the urgency by which a suspect or vulnerable person needed to be located would depict the form of response.

AGREED – T H A T Chief Inspector Rees be thanked for her time and verbal update.

434 FIRE AND RESCUE MATTERS –

On behalf of the General Manager for Operations at the South Wales Fire and Rescue Service, due to technical difficulties, the Democratic Services Officer read their intended update to the Committee. The update was provided by the Officer in advance of the meeting and addressed the following matters:

- Pandemic Service Delivery Update,
- Fire Cadet Programme,
- Key Stage 1 and 2 School visits,
- Deliberate Refuse Fires, and
- Upcoming Large Scale Training Exercises.

With no further comments or questions raised, the Committee subsequently

No.

AGREED – T H A T the update from the South Wales Fire and Rescue Service, as read aloud by the Democratic Services Officer, be noted.

435 REQUEST FOR CONSIDERATION – COLWINSTON COMMUNITY COUNCIL – BROWN SIGNAGE – A48 –

The Chair regrettably advised that, due to unforeseen circumstances, the Head of Neighborhood Services and Transport was unable to attend the meeting to provide a response to the request as intended.

Members subsequently raised the following comments in support of a recommendation that a special meeting be held as soon as possible to hear and debate upon the Officer's intended response:

Councillor Perry began discussion by advising that recent new road development within the St. Nicholas and Bonvilston area had resulted in an increase of extra traffic and subsequent traffic noise which was already identified as harmful to the well-being of residents and requiring priority action by Welsh Government over a decade previously. Therefore, the matter needed to be discussed urgently before the next scheduled meeting of the Committee. Councillor Perry referred to the Traffic Advisory Leaflet (edition 0113) published by the Department of Transport in 2013 and the reference within to reduce signage clutter which was something that had not taken place in the St. Nicholas and Bonvilston area to date. Various signs within the area were renewed at a cost to the public but the signage was not required in an urban setting and should therefore be removed. In relation to brown signage in particular, Councillor Perry advised that the current signage was fragmented and could be consolidated to save on costs for the public purse.

Councillor Morgan stated his support for Vale of Glamorgan Public Houses being signposted from signs along the A48 to prevent further businesses being lost and to maintain local hubs for local communities. The Councillor added that public houses within the Vale of Glamorgan relied on a customer base from both within and outside of the local area and it was therefore crucial to ensure that customers were able to locate and visit local businesses.

Councillor Cave noted that the Committee had waited a long time to discuss matters relating to the request for consideration and therefore proposed that a special meeting of the Committee be called sooner rather than later. The Motion was subsequently seconded by both Councillor Perry and Councillor Parker.

In support of Councillor Cave's Motion, Councillor Baker highlighted that many local businesses were struggling under the pressures of operating during a national pandemic and therefore the ability to discuss how to support local businesses in the current climate was too important a matter to delay until the new calendar year.

As the Representative for Colwinston Community Council and therefore the owner of the Request for Consideration on the table, Councillor Morris stated his support for Councillor Cave's Motion.

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In conclusion, Councillor Parker advised that historical funding from Welsh Government had been available to the Council in relation to brown signage for bed and breakfast businesses and therefore requested that officers be asked to research current funds that may be available to the Council from the Welsh Assembly. Public Houses within the Vale of Glamorgan could not afford the £2k necessary to promote their businesses via brown signage.

AGREED – T H A T a Special Meeting of the Community Liaison Committee be scheduled as soon as possible to consider the Request for Consideration received from Colwinston Community Council in relation to Brown Signage within the Vale of Glamorgan.

Reason for Recommendation

To ensure that a response was received from relevant officers in relation to the request before the next quarterly meeting of the Committee.

436 REQUEST FOR CONSIDERATION – EWENNY COMMUNITY COUNCIL – RURAL ROADS POLICY –

The Operational Manager for Engineering provided a PowerPoint presentation to the Committee setting out the current arrangements for managing the local road network in accordance with the Council's statutory duties as follows:

- To maintain highway to ensure safe passage as far as reasonably practicable,
- To ensure traffic moves freely and reduce congestion where practicable, and
- Take steps to prevent accidents occurring.

The Officer referred to the relevant legislation used by the Council to set standards of highway maintenance and depict investment in highway infrastructure as well as the reviews process for prioritising funding for future safety improvement schemes.

In summary to the presentation, the Officer advised that the management of individual roads within the Vale of Glamorgan was undertaken based on the Council's statutory duties and that the current procedures in place already considered the nature and character of each road. That ensured that the limited capital monies available were allocated appropriately to both the urban and rural network.

Councillor Perry then began the debate by questioning if road noise levels would be included in the next review of the Council's Highway Maintenance 3 Year Plan as one of the prioritisation scoring factors when deciding upon infrastructure investment. In response, the Officer advised that the criteria set out in the current Highways Maintenance Plan did not include noise level action and there was no legal requirement for the Council to take such action however, the Council would consider the types of materials used to complete road resurfacing works to reduce the impact of road noise where possible. There were no current plans to introduce noise levels as a scoring factor within the Highways Maintenance Plan, but this

No.

could be reviewed by the Council were it deemed appropriate and reasonable in the future.

As a supplementary point, Councillor Perry then referred to pg. 25 of the Welsh Government Active Travel Guidance Booklet which stated that consideration should be given by the Council to active travel infrastructure alongside improvements to highways infrastructure. This was pertinent to the St. Nicholas and Bonvilston area that had a large amount of narrow public footways. In response, the Officer advised that the Council ethos was to encourage active travel where possible, but it was necessary for the Council to balance infrastructure works against funds available. The highways budget was very limited and the process for extending pavements was costly, but the Council was actively seeking additional active travel grant funding from Welsh Government to be used across the Vale of Glamorgan.

Councillor Morgan then acknowledged the Council's restrictions with regards to funding and legislation but asked what, if anything, the Council could do to in the future to improve the quality and safety of country lanes throughout the Vale of Glamorgan that were not designed to be used by modern vehicles in the first instance. By way of an example, Councillor Morgan then described a journey through his local ward that involved a variety of speed restrictions as the type of road infrastructure changed and queried if there was anything in policy that could support the Council to lobby for a restriction in speed limits on roads not wide enough to have two vehicles travel side by side yet deemed as the national speed limit. This would help to slow some drivers who unfortunately did not adhere to the national limits set. Councillor Morgan then raised a secondary point and acknowledged that active travel infrastructure was more relevant to more urban areas of the Vale of Glamorgan but queried if it was possible for the Council to create a policy for the future to allow residents in more rural areas of the Vale of Glamorgan to travel safely on either foot, bicycle, car, or horseback between villages.

In response to Councillor Morgan's comments, the Officer recognised the Councillor's concerns regarding speed limits not being followed by drivers and stated that this was an unfortunate fact on both urban and rural roads. The speed enforcement authority for the Vale of Glamorgan was the Police Service so setting speed limits was a matter for the Police rather than the Council. The Officer also acknowledged the narrow nature of many rural roads within the Vale of Glamorgan and noted that drivers should be driving responsibly based on the nature of the road they are using but this was a near impossible factor to Police. The only approach the Council could possibly take would be to widen the infrastructure however, this would significantly impact on the character and nature of the area and cost a significant amount of money.

Councillor Baker then expressed her significant disappointment over the Council's lack of response and respect given to the concerns of the Ewenny and Corntown community regarding road safety and infrastructure in relation to the following:

- Cars speeding through the village above the 30mph limit,
- Large lorries from the quarry businesses at either end of the village travelling through the village to avoid congestion on the A48,
- The loss of a bus service from the village which was essential for elderly or visually impaired residents unable to drive, resulting in residents having to take a long journey on foot on a road without footpaths and a 60mph car speed limit,

No.

- Several near car collisions at several junctions in the area and in particular the junction at the end of Wick Road (outside the Garden Centre),
- Vegetation on Wick Road not being removed despite being requested to improve visibility,
- Many parts of Wick Road only being wide enough to accommodate one vehicle but a heavy flow of traffic having to navigate pedestrians, cyclist, and horse riders,
- Eroded road verges and road edges as a result of cars driving on them to pass each other on a road not wide enough to accommodate two vehicles, and
- HGV Lorries using routes labelled as not appropriate for that type of vehicle.

In response, the Officer thanked Councillor Baker for her comments and noted that the Council was already aware of the Community Council's concerns as a result of previous conversations. The Council respected all feedback it received and tried its best to mitigate concerns. Unfortunately, the Council had high demands for road safety and maintenance works across both urban and rural areas but limited funds and grants available to apply for. Therefore, the Council was forced to make difficult decisions based on priorities. With regards to speed limits, a community was able to set up a speed watch initiative to report data to the Police Force Go Safe Speed Watch Team to help the force to allocate speed watch vans to specific areas. With regards to concerns about HGV vehicles, the Council did have the power to put vehicle weight restrictions in place on certain roads in the authority via legal orders, but this would require support from the police who did not currently support environmental weight limits due to resources and difficulties enforcing such measures.

Councillor Jefferies, representing St. Donats Community Council, then echoed Councillor Baker's concerns and added the following matters of concern:

- quality of road verges,
- quality of road laybys,
- number of potholes,
- the Council's unwillingness to take part in a site visit despite an invitation being extended.

In response, the Officer advised that a site visit would be arranged following the meeting and added that the size and sheer amount of traffic having increased incrementally over the years had had a detrimental effect on road verges across the Vale of Glamorgan. However, the Council would inspect and make any repairs where feasible.

Councillor Barnaby then thanked the Officer for his recent attendance at a meeting of the St. Athan Community Council to discuss traffic issues within the area and added the following points:

- The Wellbeing of Future Generations Plan as adopted by the Council in response to the Act was not being applied correctly with regards to housing development planning and therefore pre-planning for road infrastructure was more of a concern than subsequent repairs, and
- Recent housing development plans, in more rural areas, set out main routes that prospective homeowners would use to travel around the Vale of Glamorgan but in reality, the smaller and more rural lanes, were being used.

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In response, the Officer advised that transport assessments were carried out as part of the planning application process and improvement works put on the relevant developer by condition if required. Unfortunately, the Council was unable to control which routes car users chose to take which would often be the route the individual deemed was the easiest and quickest. This however was not always the case on smaller rural roads / lanes.

In conclusion, Councillor Barnaby then added that transport assessments should be based on realistic and not idealistic planning.

Councillor Parker then enquired after progress made regarding the study to rationalise speed limits across the entire length of the A48 and as a supplementary point thanked the Officer for his very competent support of the planning application process in relation to highways matters and the implementation of the 20mph speed limit put in place within the St. Hilary area. In relation to speed limits along the A48, the Officer advised that there was a range of different limits along the major road based on the residential and / or infrastructure along the route and the Council would continue to listen to any concerns regarding speeds along the route. The Officer then apprised the Committee of the Welsh Government proposal to implement a default 20mph speed limit throughout Wales by April 2023 and advised that the Council was actively consulting with Welsh Government on how the proposal would affect parts of the Vale of Glamorgan road network.

Councillor Cave then stated that, from the debate witnessed during the meeting, there was an obvious consensus that a Rural Roads Policy for the Vale of Glamorgan was required and would be helpful to marry the Council's duties with the issues being experienced by many of the Community Councils and this in turn would help to support the Council's Highways Team in their work. Taking an innovative approach, using the Town and Community Councils as a knowledge asset, would help to combat some of the common issues being experienced. The Councillor also acknowledged the difficulties the Council faced in obtaining relevant funding for road improvements but highlighted that Town and Community Councils could also be an asset in the process of applying for relevant grants if that was indeed possible. In response, the Officer stated that the Council did acknowledge that the character and nature of the roads across the Vale of Glamorgan did vary and this was taken into consideration when reported issues were being assessed. The issues discussed during the meeting in relation to rural roads could also be associated with urban roads and therefore a specific rural roads policy may be difficult for the Council to justify above and beyond the policies already in operation. The Council would always welcome support from the Town and Community Councils to access funding. Councillor Cave then added a supplementary point and advised that Town and Community Councils were very aware of issues in their local area and were very often able to offer good practical solutions so a collective Rural Roads Policy would provide the Council with the mechanism to gather said specialist knowledge and drive progress forward.

In response to Councillor Perry's request that Section 106 monies be prioritised for use on highways infrastructure, Councillor Parker advised that Section 106 funds were obtained for a particular purpose and therefore could not be transferred between purposes.

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In support of Councillor Cave's comments, Councillor Cuddy (Penarth Town Council) advised the following formal structures were coming into play shortly which could help to legitimise a Rural Road Policy for the Vale of Glamorgan:

1. The 20mph Welsh Government Consultation, and
2. The Vale of Glamorgan Local Development Plan Review Consultation.

Councillor Robertson raised the final comments during the debate by highlighting that, with the increase in residential developments in the rural parts of the Vale of Glamorgan, the area was becoming less rural. An integrated policy from Welsh Government between transport and housing development would be very welcome. The Officer subsequently added that in the current climate emergency, it was not feasible for the Council to continue to work on the assumption that cars would be the primary mode of transport by residents and congestion was already a significant issue in key areas of the Vale of Glamorgan. Therefore, promoting active travel and the use of public transport would continue to be a focus for the Council going forward.

AGREED – T H A T Cabinet be requested to consider the establishment of a specific Rural Roads Policy for the Vale of Glamorgan area and its content compiled in collaboration with all Town and Community Councils.

Reason for Recommendation

To ensure that matters of concern regarding road structure, maintenance, and safety, as listed in the minute above, are considered and actioned upon by the County Council within the remit of the new Policy as advised by Town and Community Councils with specialist knowledge of the concerns.

437 REQUEST FOR CONSIDERATION – LLANDOW COMMUNITY COUNCIL – RE-LOCATION AND MODERNISATION OF THE CIVIC AMENITY SITE AT LLANDOW –

The Operational Manager for Neighbourhood Services: Operations provided a PowerPoint presentation to the Committee setting out the existing arrangements of the current civic amenity site, necessary considerations for a new site and the parameters for each of the four potential alternative site locations.

The Officer then apprised the Committee on next steps for the project as follows:

- The Council's Estates Department were continuing negotiations with relevant landowners,
- Due diligence / site visits would be arranged for the most viable options,
- Necessary surveys (land contamination, liabilities, assessment of requirements i.e., drainage / access requirements, permitting and planning etc.) would be undertaken,
- Recommendations would be presented to Cabinet for consideration in due course with the aim of gaining project sign off in the early part of 2022,
- £1.9m capital funding had already been allocated to the project, and
- The Operational Target for the site / project was 2023.

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Following the Officer's presentation and subsequent questions from the Committee the Operational Manager added that:

- Officers understood the importance of the site location for residents of the Western Vale and that having to travel to the Barry amenity site would be extremely inconvenient,
- As well as the positive commitment of £1.9m capital funding for the project, the Council had also secured additional funding from Welsh Government for consultancy support on the back of recent service changes as well as funds to support the analysis of any land the Council was looking to purchase or lease,
- Due to a previous lack of land availability, a previous lack of funding, the expiry date of the existing site lease as well as material shortages as a result of the national pandemic, progress on the project had been long overdue but the Council was now very pleased to be making traction,
- At an appropriate point in the future, a public roadshow event could be organised at the new proposed site to inform members of the public of the Council's plans for the project,
- With regards to the current amenity site pre-booking service implemented in response to the national pandemic, it was the Council's intention to retain the pre-booking system going forward however, this could be reviewed for the Western Vale amenity site if necessary, based on user traffic,
- The current pre-booking system did not allow a service user to cancel a booking once made however, the Council had recently purchased a new booking software package that would allow the service user to cancel a pre-booked appointment and would be implemented soon.
- A reuse shop was being built at the front of the Barry amenity site (with a separate car park) which would impact on traffic queuing to use the site therefore, it was beneficial to retain the pre-booking system at the Barry site, and
- Due to the lack of a sustainable option for the disposal of soft plastics being available in the UK and / or local to the Vale of Glamorgan area, the Council was currently unable to recycle the material, but it was looking to incorporate battery, small electrical and clothing textiles recycling into its curb side recycling service soon.

AGREED – T H A T a further update on the re-location and modernisation of the Llandow Amenity Site be provided to Committee at its 27th April, 2022 meeting.

Reason for Recommendation

To apprise Members on the project's progress over the next six-monthly period.