

Appendix 3 Comments and responses

Comments	Response
<p>Ref 1.</p> <p>Raised Plateau at Ffairfach</p> <p>The Objector considers that the raised plateau will provide no realistic reduction in traffic speed and will only cause a major nuisance to them and their neighbours.</p> <p>The Objector also quotes TRL Report 482 which suggest a 59% increase in CO and 50% in Hydrocarbons arising from speeding up and slowing down of traffic, in addition noise and vibration levels.</p>	<p>Response:</p> <p>Scheme description: It is proposed to provide a 75mm high raised plateau on the A476 Heol Myrddin, Ffairfach to reduce traffic speeds in support of extending the existing 20mph Speed Limit on the approach to planned traffic signals at Ffairfach Square. It will also enhance road safety on a heavily walked route to a secondary school (Bro Dinefwr).</p> <p>Mitigation: The raised plateau has been provided to slow traffic speeds in support of a 20mph speed limit extension and positioned at a point which will reduce the acceleration between Ffairfach Square and an existing plateau which is some 90metres west of this proposed raised plateau. The 20mph speed limit will also provide lower and smoother driving speed practices, these coupled will mitigate much of the current acceleration and braking from/to Ffairfach Square.</p> <p>TRL Report 482 which was published in 2001, also states, 'even though traffic calming generally increases emissions per vehicle it is very unlikely that it would result in poor air quality. Furthermore, the improving performance of emission control technology means that, in future, breaches of standards would be even less likely to occur as a result of traffic calming.</p> <p>A raised plateau of the same type was positioned some time ago a short distance away (90metres) and no complaints have been received regarding an increase in noise.</p> <p>Sources of vibration such as through vehicle engine and exhaust noise will generate perceptible vibrations within an adjacent structure without causing any structural damage.</p>

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	<p>Predicted minimum distance (metres) between road humps and dwellings to avoid vibration exposure is outlined in Table 4.4 of LTN 01/07 and in this should be 3metres (worst case scenario) to avoid any risk of minor damage. The Objector's property is approximately 13metres away from the proposed plateau.</p> <p>The raised plateau is expected to reduce mean speeds by up to 8mph (Table 4.3 LTN 01/07).</p> <p>The scheme has been subjected to a Stage 2 RSA (Road Safety Audit) and will be subject to a further Stage 3 RSA upon completion and Stage 4 12months after completion. Monitoring and evaluation of the location will also be undertaken post scheme.</p> <p>Recommendation: To note the objection and proceed with implementation of the raised plateau in the interest of road safety.</p>