Penylan: Howardian Primary School: Hampton Court Road

Consultation Report

Project No: CO17003

A consultation was held on the above scheme proposals between 08/03/2018 and 22/03/2018.

The purpose of the consultation was to obtain information from the local community in order to improve the scheme and if possible address any local concerns.

From the 59 properties consulted and 2 site notices displayed on site, 6 individual responses were received.

The concerns and comments are summarised in italics below, along with the Council's response.

Recommendation
In view of the below it is proposed to proceed with the implementation of the scheme as outlined in the consultation plan.

Issue – parking restrictions and school traffic
“Restricting parking around the school will not prevent parents from driving their children to school. It will simply make the area which is already congested with too many cars worse as there will be nowhere for the parents to stop to drop off their children.”

The Council is committed to facilitating sustainable transport within Cardiff. One of the most important areas of attention in this regard is with respect to how parents and children travel to and from their school. Encouraging parents and children to adopt sustainable forms of transport has the following benefits (the first two being directly related to the pressure on the highway network).

1. Impact on network - Journeys to and from schools using un-sustainable forms of transport (e.g. petrol or diesel powered, private motor vehicles) has a major impact on the local environment and on the highway network and adds significant pressure to the distributor roads. This causes additional delays to general traffic and, more importantly, to more sustainable forms of transport. It is therefore important that parents and children use sustainable forms of transport in order to minimise this negative affect on the network.

2. Habits – Encouraging children to understand the benefits of, and to adopt, sustainable forms of transport creates a mind-set which will continue into the future. It is therefore important that we educate children about the benefits of
sustainable transport and encourage them to travel to and from their school with this in mind.

3. Health – All forms of sustainable transport tend to involve significantly more physical activity during the journey to and from school. This is particularly relevant for walking and cycling but also applies to the use of public transport (e.g. walking to and from the bus stop). Encouraging children to use sustainable forms of transport will therefore have a direct positive effect on their health as well as the indirect affects that come with the changed general mind-set with respect to modes of travel.

All schools within Cardiff are encouraged to develop robust Travel Plans which will help them address issues relating to how their staff and pupils travel to school, with the emphasis on encouraging and promoting Active Travel such as walking and cycling. Support is provided to schools by our Road Safety Education Team and our Transport Policy team.

Issue – school entrance

“Removing the parking area by placing bollards across it will mean that there will be less space for parents to turn around in so there is a higher risk of accidents.”

“The pedestrian desire line is now well established. Whilst it may not, in normal circumstances be considered best practice to place a crossing on the bend of a road, this desire line and access point already exist and will continue to be used. Therefore a crossing must be created. The issue here could perhaps be mitigated by creating a larger than standard crossing point/speed table that extends around both sides of the corner ensuring cars are slowed from both directions. An alternative solution may be to provide two smaller speed tables either side of the crossing point to achieve the same effect. It may also help visibility to restrict parking on the opposite side of the road from, and in addition to, the proposed zigzags.”

“Parking restrictions. This would only make sense if the school gate was in use. Currently it is always kept shut. Thus, this restriction would only increase congestion around the time of school run.”

When vehicles park directly outside a school entrance it will result in an unsafe highway environment. It is standard practice to use School Keep Clear zig-zag road markings and their associated parking restrictions outside school gates, as these will help to keep the area clear of parked vehicles. When pedestrians and school pupils leave the school gates their view of the road will not be obstructed by parked vehicles, which will create a safer highway environment.

The bollards are being placed in order to remove the parking which currently takes place in the school entrance, additionally we do not want to encourage parents to use this area to carry out 3-point turns.
In order to keep the area clear of parked cars, it is also proposed to install parking restrictions on the bend opposite the school entrance. These restrictions will require a Traffic Regulation Order, this legal process is currently underway.

The school gate will be used for pedestrian access only.

**Issue – loss of parking**

"If the bollards are constructed and the no parking area created as anticipated right across the front of my house I shall have nowhere to park my car."

“Everyone struggles for car parking spaces in the street as it is. We both park one car on the drive (which is a struggle as the drives were made to narrow for most modern day cars) and the other car is parked on the road space outside the house. We are concerned that the proposed "Speed table" will affect the ability to park outside our homes”.

“The proposed "Tactile paving. Bollards to prevent footway parking" looks as if it would worsen the residents parking situation. A lot of the time, Hampton court road residents and visitor cars need to park on the side streets (Ravens court close & Turnham green), up on the pavement as there are no other spaces available in the street.”

Cardiff Council is aware of the demand for parking and we take all measures to maximise the available space wherever possible. However, the safety of pedestrians and facilitating safe convenient pedestrian movement, particularly to and from schools, is considered very important. In accordance with the Council’s policies and strategy, this takes precedent over parking provision.

Space permitting, residents may wish to create additional parking space within their own grounds, and to create driveway access to the highway with a new, or a widened, vehicle crossover. Residents will need to apply for a vehicle crossover licence, the process is explained on the Council website together with an application form. This information can be found at [www.cardiff.gov.uk](http://www.cardiff.gov.uk) and then type ‘vehicle crossover’ in the search box.

Obstructive parking has been observed on Hampton Court Road, and the side streets. It is an offence to drive on the footway, please refer to the Highway Code Rule 145 which states “You MUST NOT drive on or over a pavement, footpath or bridleway except to gain lawful access to property, or in the case of an emergency.”

In addition to causing an obstruction to pedestrians, any parking which takes place on the footway creates safety issues, causes issues for vulnerable users (such as partially sighted and wheelchair users), and may cause damage to the footway resulting in maintenance concerns.

**Issue – driveways**

“The areas not subject to parking restrictions will be inundated with parents cars and this can make it very difficult for the residents of Hampton Court Road to access their drives and leave their properties to go to work.”
The obstruction of driveways and failing to comply with parking restrictions is a matter that may be dealt with by the Council’s Civil Parking Enforcement Officers who are available on 029 2087 2087 seven days a week between the hours of 0700 and 2200. Individual incidents of driveways being blocked by parked vehicles should be reported directly to them, requesting their assistance.

Issue – creating drop-off area

“I appreciate that the Council would like the children to walk to school and any sort of accommodation towards parking sends the wrong message but the reality is that parents will drive their children to school so would it not be more sensible to accept this and plan for it? The school has a large car park and plenty of space to accommodate a drop off area so that the children could be dropped off on the school ground. There would then not be the risk of other traffic for the children to negotiate on the main roads. A system could be put in place to enable the parents to drop off their children safely.”

“Reconsider the usefulness of the parking restriction and consider an alternative to organise parking at the school site instead, e.g. in a drive-through fashion. Otherwise the restriction appears to be made only to satisfy some regulations but not to serve any practical means.”

Providing an area within the school grounds for parents to drop-off and pick-up their children would create a road safety hazard. Pupils would be in conflict with cars manoeuvring into and out of parking spaces. Historically, there have been incidents of school pupils sustaining injuries within school grounds due to collisions with vehicles. Consequently, it is recommended that pupils have separate and segregated access within school grounds, and parents should also be prohibited from driving into the school grounds.

Cardiff Council’s policy is to encourage and promote the increased use of sustainable travel modes. Emphasis is placed on travel by active modes where this is possible and on providing the facilities and opportunities at the school for students to travel by walking, cycling and public transport. Encouraging active travel to school is a very important means of increasing levels of physical activity in children, and tackling growing problem of childhood obesity.

Reducing congestion at the school gate is key to ensuring the safety of pupils and to mitigating impacts on the local neighbourhood. Provision of parent parking places is generally not supported. This is because such provision would promote travel to school by car, generate local traffic, contribute to congestion and reduce pupil safety. Parking facilities provided at schools is generally only for staff and to meet operational needs.

Issue – bollards

“The current parking spaces are already reaching the limit. If the bollards are introduced, it will only make things worse, especially at the time of school run. It is already an issue that parents park in wrong places, e.g. residents’ driveways, blocking or damaging other cars. Because the plan introduces bollards around the speed table there will be no space for a car to park, thus parents will most likely park occupying all or part of the residents driveway delaying their departure to work.”
Bollards will be introduced where obstructive footway parking takes place, in order to create a safe footway for pedestrians, wheelchair users and mobility scooters to use.

It is an offence to drive on the footway. In addition to causing an obstruction to pedestrians, any parking which takes place on the footway creates safety issues, causes issues for vulnerable users (such as partially sighted and wheelchair users), and may cause damage to the footway resulting in maintenance concerns.

**Issue – proposed crossing**

“The proposed crossing will not be used by residents nor parents walking their children. This is because all parents cross the road by the school gate and I see no particular reason why it would change considering they already cross it in the most convenient place. The residents never found the problem to cross the road and the crossing will cause inconvenience to them due to reduction of already limited parking spaces.”

“The speed table, at its current location, will be of no use as a means of crossing the road, certainly not as currently argued, to help parents walk their kids safe to school”

“I have to park my second car on the road as the driveway is too narrow to put the car seat in. Many parents take already limited amount of parking spaces and introduction of the crossing in this place will only make the problem bigger.”

The proposed speed table will create a safe place for school pupils to cross the road, and it will also reduce vehicle speeds.

Cardiff Council is aware of the demand for parking and we take all measures to maximise the available space wherever possible. However, the safety of pedestrians and facilitating safe convenient pedestrian movement, particularly to and from schools, is considered very important. In accordance with the Council’s policies and strategy, this takes precedent over parking provision.

**Issue – introduce speed bumps**

“Introduce speed bumps on the full length of the road, or as seen in other roads of Cardiff, one after each smaller junction. They could be in form of the speed tables as they are generally more convenient to drive over and are easier and safer (as they are more visible) for pedestrians to use.”

Due to the length of the road, it is considered that providing one speed hump in the vicinity of No.23 will be sufficient to reduce vehicle speeds on the approach to the school. In addition, it is proposed to introduce a 20mph speed limit for the full length of Hampton Court Road and the cul-de-sacs of Ravens Court Road and Turnham Green. This change in speed limit will be subject to a separate legal Traffic Regulation Order process which is currently underway.

**Issue – speed limit**

“Please introduce the speed limit and consider extending it to Baron Court Road as well in order to start slowing the traffic before they get to school. Use of appropriate
extra signs, like school area, would be of extra benefit explaining the driver the reason for the limit."

It is proposed to introduce a 20mph speed limit for the full length of Hampton Court Road and the cul-de-sacs of Ravens Court Road and Turnham Green, a similar speed limit will be introduced on Hammond Way, and the cul-de-sacs leading off it. This change in speed limit will be subject to a separate legal Traffic Regulation Order process which is currently underway. The change in speed limit will be indicated by appropriate road signs, road markings and repeater signs.

The Council are currently implementing new 20mph speed limits throughout Cardiff, these are part of a strategic approach to speed limit changes. Subject to the availability of funding, the 20mph area schemes will be implemented over a number of years, initially starting in the areas south of the A48 and gradually moving out of the city. Barons Court Road and the surrounding streets will be considered as part of a future scheme.

**Issue – justification for scheme**

"Of course I agree that that the safety of the parents and their children on the school run extremely important, so I am keen to understand the justifications behind the proposed plans."

The proposals have been developed in order to meet the Planning Conditions which were imposed as part of the development of Howardian Primary School.

**Support for the scheme**

*Overall I agree with the approach that has been suggested by the council, particularly the bollards on the pavement to prevent vehicles parking on the pavement.*

*Speed limit 20. This idea fits the situation just right. Not only because of the vicinity of the school but since it is a residential area where, on occasion, kids are playing on the road. Thus the area will benefit from this safety measure.*

*I am supportive of the principles of the Hampton Court Road safety project which appear to be to 1) slow traffic, 2) aid pedestrian crossing, 3) prevent car parking at the school entrance.*

This document is available in Welsh / Mae’r ddogfen hon ar gael yn Gymraeg.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown.

Further details about this consultation are available at www.cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3802 to request a paper copy.