

Post Consultation Report

Lansdowne Road Primary School – Experimental Traffic Order

Project No: CO19062

A consultation was held on the above scheme proposals between 4th July 2019 – 27th July 2019, although any correspondence that was received shortly after the deadline was still included as part of this report. 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 approximately 50 properties consulted and 4 site notices displayed on site, 3 individual responses were received, these have been summarised as follows:

- 3 - Support the proposal
- 2 - Object to the proposal
- 1 – Neither Support or Object

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

Recommendation

In view of the below it is proposed to **proceed** with the proposal subject to available funding. The TTRO would be in operation for a maximum of 18 months and would only operate during term time as part of a trial. The TTRO will prohibit vehicles from entering or driving in Norfolk Street between **8:30am – 9.15am** and **2.45pm – 3.45pm, Monday to Friday**. This is to facilitate the safety of pupils, parents and carers outside Lansdowne Primary School at the start and end of the school day.

The below are comments received during the consultation period that are against the proposal:

Issue – The Scheme seems unreasonable

“Your proposal states that vehicles are prohibited from entering or DRIVING in Norfolk st. Please confirm if this means that RESIDENTS are not permitted to leave or come home to the street within the proposed times? If this is so, it is unreasonable.”

Any legitimate visitors already within the zone when restricted times begin will be permitted to remain parked within the zone while necessary, or leave the zone, but they will not be permitted to enter the zone while the restrictions apply.

Following implementation of the scheme The Local Authority will assess and monitor the scheme, this will be undertaken in communication with the School and site visits will be undertaken during the prohibited times to assess the impact of the scheme. If additional road safety issues are identified during the monitoring of this scheme, these matters will be referred to the Traffic Regulation Order team to investigate to decide whether additional restrictions are required.

“Whilst I understand that the safety of children coming to and from school is paramount I feel that the suggested restrictions in and out of our street is over the top and impacts on the residents that live there. Just within the last month I have examples of where friends, family and contractors would be fined for driving into the street to our house.”

Visitor permits and tradesmen/delivery drivers will not be issued with permits and they must make alternative arrangements.

Any legitimate visitors/tradesmen/delivery drivers already within the zone when restricted times begin will be permitted to remain parked within the zone while necessary, or leave the zone, but they will not be permitted to enter the zone while the restrictions apply.

If a resident uses a hire car or other vehicle that is not registered to their address, they will still be able to apply for a permit, provided they can link that vehicle to their address (for example by providing a copy of the hire agreement).

Further details on how to register a vehicle will be released if the scheme is confirmed.

To consider the case, may I ask what is the reference of the 2006-2011 data from insurance figures? as I personally find it very difficult to accept the figures quoted:

"That there were over half a million vehicle collisions around schools in the UK, resulting in more than 1000 child injury casualties per month".

Given that the proposal is based upon this data, may I ask how one defines "around schools" please?

Can I clarify - are you saying half a million RTC's a month? or "between 2006 and 2011"?

Most importantly, may I ask how many car collisions were there outside Lansdowne Road Primary School during this time on Norfolk Street, which is a cul de sac and the real entrance point? And how many child casualties, again on Norfolk Street a month or during this time?

You are proposing to fit cameras to the street and fine people for using it within school opening and closing times. This DOES NOT take into account individual local variations and is purely a blanket policy being forced upon everyone. It is another way to seek EVEN MORE MONEY FOR THOSE WHO DRIVE through traffic cameras.

How many children were injured because of wobbly pavements and poor walkways!!!!

The revenue will be massive if this goes ahead - where / how will this money be spent, will it be ring fenced? or used for whatever service within the Council's many departments is struggling that year?

How do I know that there are not 30 accidents in London for every single accident in Cardiff.”

The data quoted is from the Road Safety Analysis (RSA) research body in collaboration with Axa Car Insurance. It showed that in the UK during the six-year period between 2006 and 2011, there were 557,200 vehicle collisions and 85,814 child casualties on roads within a 500-metre radius of school gates, the equivalent of 1,190 child casualties a month.

Council records show that there were 6 road collisions between 2013 and 2017 within a 100-metre radius of Lansdowne School's gates, including two serious collisions.

The current extent of the restriction is there in particular due to the safety concerns caused by vehicles having to perform complex manoeuvres or reverse within a small dead end street around a high volume of schoolchildren.

It is hoped that reducing the number of motor vehicles around the school will not only improve safety, but reduce air pollution and promote the use of sustainable travel. The impact of the introduction of the School Street will be closely monitored throughout the 18 month trial.

The below are comments received during the consultation period that are in favour of the proposal:

"I understand that you are trying to set up this scheme for the safety of children which I 100% support. I have for many years fought to prevent the number of vehicles by parents themselves entering the street causing danger to their own children."

"Whilst I understand that the safety of children coming to and from school is paramount ."

"The length of time each morning and afternoon is much more acceptable as a resident living in Norfolk Street

however;

(1) What about visitors staying overnight in residents homes who are using visitor passes which we have purchased? Is it reasonable from our point of view to expect them to have to get up and remove their cars by 8.30 in the morning and again remove them in the afternoon by 2.45 when they are safely parked not causing any danger to children?

(2) What about visitors and family to residents homes that arrive at say 1.00 o'clock and plan to stay all day using visitors passes? Are they expected to remove their car and park elsewhere even though their car would be parked safely not causing any danger to children?

(3) I depend on family and friends continually being able to arrive and visit freely with no complications to collect me for appointments or social arrangements or to visit me in my home for company and assistance

(3) Will all blue badge holders to the school have to prove with photo evidence that the badge belongs to them so that there is no misuse of badges to gain access to the street?

I understand that you are trying to set up this scheme for the safety of children which I 100% support. I have for many years fought to prevent the number of vehicles by parents themselves entering the street causing danger to their own children. However surely there is a way that you could issue a SZ as a visitors pass that enforcement vehicles can detect. This would surely solve the problem from residents point of view that we should not have our lives dictated to and restricted by parents to selfish to think of the safety of their own children."

Any legitimate visitors already within the zone when restricted times begin will be permitted to remain parked within the zone while necessary, or leave the zone, but they will not be permitted to enter the zone while the restrictions apply.

All blue badge holders will be required to provide evidence to confirm their eligibility, which will include the requirement to provide a copy of a valid badge as well as evidence linking them to the school. Each application will then be reviewed by a Council Officer to ensure the evidence provided is satisfactory. As the permits will be virtual this allows the Council enforcement teams to monitor for misuse and the revocation of any permit that has been identified as being used illegally.

The below are additional comments that were received during the consultation period regarding other matters arising from the consultation:

Comment - How will the new scheme be enforced?

“The residents parking also needs to be enforced during school times as this is often completely disregarded adding to the problem.”

This is an 18 month trial and during this time and the possibilities of displacements will be closely monitored. We will work closely with the parking enforcement team to monitor illegal parking around these schools throughout the trial and educate/issue fines to offenders. This is also part of a joint effort with the schools to promote sustainable travel methods, in a concerted effort to reduce the overreliance on cars by school attendees in general.

If a vehicle does not comply with the scheme or Prohibition of Driving they could be subject to a Penalty Charge Notice where a Civil Enforcement Officer / The Authority will issue this charge upon the owner with the use of the Civil Enforcement Teams Camera Car.

If there was a persistent problem at a location the Council could consider the introduction of a fixed enforcement camera.

Comment – Who will be exempt?

“Your proposal states that vehicles are prohibited from entering or DRIVING in Norfolk st. Please confirm if this means that RESIDENTS are not permitted to leave or come home to the street within the proposed times? If this is so, it is unreasonable.

What if we have appointments?

Some of us work shifts- are you prohibiting us from coming home for an hour after a busy shift on a hospital ward?”

“On 27th June my parents came to visit from Scotland. They drove down and arrived at 3pm which is right in the middle of the afternoon restricted time. They visit every couple of months and always arrive around this time. My mum suffers from Alzheimer’s and I feel that after a 8 hour car journey it is unfair for them to have to wait outside my street before they can drive or alternatively incur a penalty charge.”

As advised in the letter that was circulated, there will be a permit system in place that will allow eligible residents to drive in the street during restricted times. Vehicles belonging to residents will need to be registered with the Council for a permit and this will exempt them

from the restriction. Further details on how to register a vehicle will be released if the scheme is confirmed.

The restriction has been designed to balance the needs of residents, school attendees, the operational requirements of the schools and the safety of children. When taking all of the above into account it has been decided to trial the scheme at the times that have been stated. However, as this is an 18 month trial this situation will be carefully monitored and at the conclusion of the trial consideration will then be given as to whether the times could be extended or amended.

Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, mae'r Cyngor yn paratoui weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun. Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn [www.caerdydd.gov.uk/ Projectautrafnidiaeth](http://www.caerdydd.gov.uk/Projectautrafnidiaeth) ar y ddolen 'gweld ymgynghoriadau'.



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 cardiff.gov.uk/TransportProjects using the 'view consultations' link.