

Post Consultation Report

Llandaff Church in Wales School – Experimental Traffic Order

Project No: CO18122

A consultation was held on the above scheme proposals between 20th September 2018 – 11th October 2018 , 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 75 properties consulted and 6 site notices displayed on site, 30 individual responses were received, these have been summarised as follows:

- 23 - Support the proposal
- 7 - Object to the proposal

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 scheme will introduce an experimental ban of right and left turns into Hendre Close between the times of 07:30am – 09:30am and 14:30pm – 17:00pm the main pick up and drop off times for Llandaff Church in Wales School.

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

Issue – Parking Problem will be displaced to adjacent streets

“The proposal is likely to result in a significant increase of traffic in the roads around Hendre Close, namely, Insole Gardens, Hendre Gardens and Vaughan Avenue. We are concerned that the current problems of reckless parking and dangerous driving will simply be moved to the roads around Hendre Close. Has consideration been given to other measures that could also be put in place in order to mitigate the impact of the proposed TRO.”

“I do not believe that preventing parents of school children from having vehicular access to Hendre Close will facilitate the safety of pupils, parents and carers but will simply move the problem on to other nearby streets, where congestion is already a significant issue at drop off and pick up times”

“I fear that this anticipated increase in traffic flow on these nearby streets will present its own batch of safety issues for pedestrians and residents alike, as well as an increased risk of traffic accidents at the already dangerous junction of Insole Gardens and Vaughan Avenue”

“However, we residents of Hendre Close also have a great concern for the wider effects of these traffic proposals. The parking problems will just be moved further away, with more reckless and dangerous parking around the area including around the roundabout at Vaughan Avenue and on the green areas. There are concerns about indiscriminate parking in front of drives and also access for emergency vehicles if they were needed.”

“This scheme, if implemented, will inevitably push traffic back towards Vaughan Avenue and in particular to the roundabout there. My neighbours and I have seen a massive increase in parking on the actual perimeter of the roundabout, with vehicles regularly parked with two or all four wheels on the grass (causing deep ruts in bad weather) and also parked facing on-coming traffic, even though signage has been recently replaced (after over a year of requesting this by phone and email). Their only way of moving off again is to drive against the on-coming traffic, or make a 3-point turn while cars continue to flow around the roundabout. Four rows of parked vehicles (at the kerbside and adjacent the roundabout) is just setting the scene for an accident to happen, possibly to a young child.”

“If prohibition is successful then it will increase the volume of traffic in the remaining section of the Insole Estate”

“The proposed trial period is due to run for a full 18 months. However, there has been no information provided in respect of how the proposal will be monitored. There is a potential for the proposal to aggravate the current traffic situation during drop-off times in which case it may not be appropriate to allow the scheme to continue for the whole 18 months. What steps will be taken to monitor the scheme in the initial few weeks and months? Will any such steps continue for the whole trial period?”

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 or amended restrictions are required.

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

“Congratulations in considering child safety on the above experimental Tro.”

“Firstly, we fully appreciate the need to take steps to reduce the number of vehicles driving past the school in order to ensure the safety of the school's pupils, residents and school staff. We welcome the fact that the council has proposed a solution as a trial”

“I welcome your proposals for a TRO at Hendre close regarding Llandaff School”

“My comments are that it is basically a very good idea as something needs to happen as after living here in Insole Gardens ... I have witnessed the most appalling of driving and parking standards and each year it gets worse and worse”

“The proposal would help prevent the currently dangerous situation where vehicles are manoeuvring within Hendre Close and creating potential vehicle/pedestrian collisions in a restricted space forming the main pedestrian access to the school.”

“I write in response to the proposed implementation of a traffic management scheme at the entrance to Hendre Close leading to Llandaff Church in Wales Primary School. I am in favour of any scheme in the area to control the ever-increasing traffic at school drop-off times which promotes child and resident safety.”

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?

“Finally, we note that sanctions could be imposed in the form of penalty charges. However no details have been provided as to who will monitor compliance of TRO and therefore issue the charge on relevant vehicle owners. Without suitable enforcement of the conditions of the TRO drivers are likely to flout the terms of the TRO and its intended impact will not be achieved. What steps will be taken to ensure compliance of the TRO during the trial period?”

If a vehicle does not comply with this 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 would consider the introduction of a fixed enforcement camera to enforce the Traffic Order.

Comment – Request for additional Traffic Regulation Orders

“May I suggest that yes you go ahead with your plans and in addition to that you make the Insole Estate a one way system with no stopping”

“After a meeting last May with school and resident representatives, I understand that our MP, Kevin Brennan, who was also there, made a request for double yellow lines to be put around the roundabout (NOT next to the kerb by the houses), but this has not yet been implemented. I urge the Council to set this in motion BEFORE an accident happens.”

“May I suggest that yes you go ahead with your plans and in addition to that you make the Insole Estate a one way system with no stopping. “

“Please would you consider parking restrictions on the inner ring of the roundabout at Vaughan avenue, Llandaff. It is patently clear that parking on both sides of the roundabout is very dangerous when trying to get children out of the car, particularly on the northern side (Insole court side) where there is no pavement”

“I live on Insole Gardens and it is dangerous when parents park at the end of the road. This means that you have to go on the right side of the road to turn right and the view is also hidden due to the parking. I am always worried as if I am trying to pull out, another car could be trying to turn into the road. Would it be possible to put yellow lines by the give way so no one can park right at the end of the road. I have brought this up before when asked about parking in the area.”

“A current pinch point for vehicles trying to access/egress Hendre Close is the corners which you highlight on your plan, especially as vehicles park across the dropped kerbs and also directly opposite the junction. We therefore suggest that the proposals include some form of permanent restriction on parking on the corners of Hendre Close and directly opposite at the corner of Hendre Gardens and Vaughan Ave to facilitate the safety of all at the entrance to Hendre Close.”

There are no proposals to introduce additional Traffic Regulation Orders as part of this scheme. Any requests for Traffic Regulation Orders should be directed to the Traffic Regulation Order Team to investigate, the team who be contacted on the below details:

TRO Team, Cardiff Council, Room 301, County Hall, Atlantic Wharf, Cardiff, CF10 4UW
NeighbourhoodServices-BusinessSupport@cardiff.gov.uk

Comment – Who will be exempt?

“Will exemptions be provided to emergency vehicles requiring access during the relevant hours?”

“The proposed solution must ensure that residents do not become isolated and cut off from all their family, friends and others.”

“Family, friends, carers, work people, delivery persons etc. will all need to have vehicular access to our properties during the proposed restricted hours.”

“We ask how such vehicular access will be permitted and monitored”

“We also ask how those not intended to have vehicular access will be prevented from doing so and monitored.”

The vehicles that will be exempt will be Residents, Care/Health Visitors or essential visitors to residents (These are registration numbers that will be provided by Residents) staff and deliveries will be exempt from the Prohibition of Driving and will have access during these times. A list of these vehicles will be kept and monitored by the authority. Subject to the outcome of this consultation an additional letter drop will be undertaken which will provide residents with information on how to be included on the list of authorised vehicles.

Comment – Enforcement of existing restrictions and issues with obstruction of driveways

“The parents often park over private drives, block other drivers in, double park so no other person can get through (imagine an Ambulance trying) and park on pristine grass verges. However, my concern is that this will just pass the problem on to the other streets etc.etc. They would park on a sixpence if they could.”

“We also ask how those not intended to have vehicular access will be prevented from doing so and monitored.”

“I note that delivery drivers are exempted, but it is worth pointing out that there is a common issue of delivery drivers, workmen and taxis parking on the yellow “no stopping” markings directly outside the school and this issue will need to be managed or safeguarding would continue to be a concern.”

In relation to vehicles in breach of the existing Traffic Regulation Orders and if vehicles park across a dropped crossing Civil Enforcement Officers are able to deal with such offences by way of a Penalty Charge Notice. The Council practise is that enforcement would only take place at residential access where a specific complaint is received from the occupier in relation to a specific vehicle. Where incidents are identified these may be reported to the Civil Parking Enforcement Officers who are available on Cardiff 20872087.

Comment – A request for a “drop off” point to be created

“One partial solution to work in tandem with your proposal maybe to create a safe dropoff/collection point for pupils, maybe at the roundabout, to reduce the need for parental parking. This would need to be staffed and agreed with parents (the old walking bus scheme). It would need to be patrolled/monitored to prevent any road blocking hazard that maybe created in the area at peak times.”

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.