

Consultation Report - Grangetown: Clive Street (S278) Road Hump Regulations

Project No: CO17141

A consultation was held on the above scheme proposals between 31st January 2020 and 21st February 2020, 6 responses were received during the consultation period. The concerns and comments received are summarised as below, along with the Council's Response in italics.

Recommendation

In view of the below report, it is proposed to proceed with the implementation of the proposals in order to discharge the conditions of the S278 Agreement.

This project is required to discharge a planning condition relating to application ref 15/02834/MJR which planning consent was issued on 7th November 2016. The Council is consulting on the traffic-calming element of the scheme only in compliance with The Highways (Road Humps) Regulations 1999.

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

Issue – Speed Table Construction Concerns

“Wherever full width speed tables are introduced we always express concern around their profile of them and the ongoing maintenance. Across the city there are many examples where the profiles vary to such a degree that they compromise both our vehicles, journey time penalties and quality of ride experience.

The ongoing operation over these restrictions hasten the deterioration of components on the bus and thus incur a higher replacement rate and cost of our operation. They also have a detrimental impact on the ride quality and journey speed, and this can have a negative impact on the number of journeys customers undertake. We operate a regular service over the length Clive Street, up to 4 buses per hour in each direction weekdays, meaning each journey being exposed to the proposed speed tables.”

Response

It is acknowledged that there are speed ramps with different gradients across the City and we will try to provide a consistent ramp gradient on all new ramps. In order to provide a comfortable ride for bus passengers, these ramps will be designed with a gradient of 1 in 16 with a minimum distance of six metres between the on and off ramps, which should not cause damage to vehicles if driven over at a suitable speed. We are also using an enhanced road surfacing material both on the table and its immediate approach and departure areas to minimise any change in profile.

Regrettably, speed tables are the only method we have available to slow traffic down. Speed tables are suitable for these locations in order to create a safer highway environment at the pedestrian crossings.

Issue – Loss of Parking

A number of residents raised concerns in relation to the loss of parking from the introduction of the proposed tabled zebra crossing.

Response

If residents are unable to accommodate their vehicles off road they would need to find an appropriate parking space in a safe and legal location elsewhere. The roads are public highway and therefore all members of the public have equal rights in law to make use of the roads, subject to any restrictions present. Residents have no greater rights to use the road in which they live than any other person.

The zig-zag road markings associated with the zebra crossing have been reduced to their absolute minimum to ensure the loss of parking is minimal, any displaced parking will not be over a significant distance.

Cardiff Council is aware of the demand for parking and we take all measures to maximise the available space within these types of scheme. However, the safety of pedestrians and facilitating safe convenient pedestrian movement is considered very important, in accordance with the Council's policies and strategy, this takes precedent over parking provision. However, we will take these views into consideration and will see what can be done during the detailed design process to improve parking availability.

Issue – A Disabled Resident will struggle to find parking

"I fear that if I am unable to park outside her residence because of zebra crossing restrictions it will cause her serious problems because of her mobility issues and this will subsequently affect her health and safety. I hope, therefore, you will be able to move the crossing to a more suitable location"

Response

Blue Badge Holders are entitled to apply for Disabled Persons' Parking Places providing they meet the required criteria. Requests for Disabled Persons' Parking Places should be directed to the Traffic Regulation Order 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*

Issue – Location of the proposed Speed Hump in rear lane

"There is space between garage doors for this hump so placement directly in front of my garage which would effect access to it shouldn't be necessary."

Response

The design layout of the rear lane traffic calming provision shall be reviewed and amended if required, in order to ensure there is no impediment of the residential access.

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

“as for speed bumps, I strongly agree there should be some as cars race up this street regularly, if you were to put proper speed humps, ie not the ones you can drive over through the middle of the car, if these were made to slow down cars there wouldn't be need for a zebra crossing”

The below are additional comments received during the consultation period:

Issue – Relocation of Bollards

“Also, as a relief for the looming parking problem, a proposal to re-locate the metal bollards situated on the Clive Street end of St Fagans Street, to be re-located to the other side of the rear lane so as access is available for residents living at properties 101 to 113, should they wish to park their vehicles in their garages. This would be at a minimal cost as there are no curbsides or pavements to re-align.”

Response

The issue raised is outside the extent of this proposal and does not form part of this consultation. If residents have any other road safety concerns these can be emailed to: TransportProjects@Cardiff.gov.uk or sent to Transport Projects, Room 301, Atlantic Wharf, Cardiff, CF10 4UW for investigation.

Issue – Consultation for Access Road

“We were NOT consulted on the planned new access road into the new housing development which surely would have been common sense to provide access from the IKEA roundabout on Ferry Road, instead of onto an already congested, residential Clive Street”.

Response

The development access requirements were determined prior to the release of the planning consent, and were subject to public comment as part of the overall planning consultation process. This included the proposed demolition of property no. 130 Clive Street in order to accommodate the new development access. Council records indicate a total of seven recorded public objections were received within the consultation period, which raise various development related concerns.

