

## **Post Consultation Report**

### **Ysgol Pencae (Highfields) – School Safety Zone**

#### **Project No: CO16112**

A consultation was held on the above proposal between 14<sup>th</sup> July 2017 - 28<sup>th</sup> July 2017. Although this consultation fell over the summer holidays, correspondence received after this deadline was still considered 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 180 properties consulted (approximately) and site notices displayed on site, 14 individual responses were received. These have been summarised as follows:

- 3 Support the proposal
- 5 Against the proposal
- 4 Have raised comments on the proposal but have not stated if they are in support or against the proposed scheme.
- 2 Support only certain aspects of the proposal.

### **Recommendation**

In view of the below information, it is proposed to **proceed** with the proposal with a slight modification to the originally proposed 20 mph speed limit. The originally proposed 20 mph speed restriction for Llantrisant Rise and Baynton Close will no longer be progressed.

A Transport Projects scheme was previously proposed for this area a number of years ago (see *Appendix A*). This scheme comprised of “No Waiting At Any Time” around the junctions identified as part of this current proposal. As part of this proposal it was also proposed to introduce a “No Waiting Monday – Friday 8am – 4:30pm” restriction throughout a number of these roads which would have restricted a substantial amount of parking throughout the area. Due to the large number of objections received from local residents, this scheme was placed on hold with the view to undertake further investigations and consideration of other options.

This current proposal, which is being progressed, is a reduced version of the previously proposed scheme. The proposed restrictions would only remove a low number of vehicles for which have been identified as causing an obstruction. The majority of properties in the area have off street parking available to them in the form of driveways and for this reason there is not a high demand for on road parking in the area. Therefore any restrictions implemented around the junctions restrict vehicles from parking in accordance with the Highway Code, but there still remains parking readily available within close proximity to the proposed restrictions.

The concerns and comments are summarised as below, along with the Council's response. A sample of the incoming comments are shown under each subheading in italic.

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

A number of issues were raised regarding the Transport Projects Consultation Process for this proposed scheme.

*“It is unfortunate that the consultation information on this important matter was sent out by CCC at the height of the holiday season when many people are away and thus would not have been given the opportunity to respond to it. As a result of this many local residents who will be affected by these proposals may not be aware of this consultation and their views will not be reflected in its scope.”*

*“Please could you advise every resident by letter of any discussion and the timetable for the process ahead, please could you give at least six weeks notice of any meeting to discuss this.”*

A two-week consultation period is standard practice with our Transport Projects public consultation process. However, whilst on the consultation document it indicated a closing date of 28<sup>th</sup> July 2017, we have accepted consultation feedback until Friday 11<sup>th</sup> August 2017, as we appreciate this consultation commenced over the Summer Holidays. As our schemes follow an extensive process that passes through a number of stages, it is not always possible to delay consulting on our proposed Traffic Schemes. Whilst we make every effort to avoid consulting during holiday periods, if the consultation period coincides with school holiday periods, delays would affect our proposed schemes, which may impact on funding and subsequently the scheme not being delivered.

All comments received during this consultation period are carefully considered in conjunction with all other responses received to enable a decision to be made on what action should be taken to address the issues raised.

After the Post Consultation Report has been finalised and prepared for the local Ward Members, the report is published. This report notes the issues raised and gives the designer's response including any changes which are deemed appropriate. This then sets out the intended progress of the scheme, including any revision, review or cancellation of the current proposal.

When the report is finalised a copy of the report is made available by following the link [www.cardiff.gov.uk/TransportProjects](http://www.cardiff.gov.uk/TransportProjects) and selecting the post consultation link under the relevant scheme title. Alternatively, a paper copy is available by e-mailing [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk). Site notices are displayed on the street within the proposed Traffic Scheme area that will inform the public of the outcome of the consultation process (directing them to the Council's website for further information), as no additional letter drop is undertaken.

There was a previous Transport Projects proposed for this area for which was placed on hold due to objections from Local Residents.

*“I cannot understand why the council is proposing measures here again. This scheme is something no-one here has asked for or wants and will exacerbate problems for residents. We have previously objected and it was accepted that parking restrictions will have a negative impact on the area and on safety for our children.”*

There was a previous Transport Projects proposal to introduce a Traffic Regulation Order scheme in the area (see Appendix A). This scheme comprised of “No Waiting At Any Time” around the junctions identified as part of this current proposal. As part of this proposal it was also proposed to introduce a “No Waiting Monday – Friday 8am – 4:30pm” restriction throughout a number of these roads, which would have restricted a substantial amount of parking throughout the area. Due to the large number of objections received from local residents, this scheme was placed on hold and it was stated that further investigations would be undertaken to identify other options for the area.

In view of the concerns raised from residents, this current proposal which is being progressed is a reduced version of the previously proposed scheme. The proposed restrictions would only remove a low number of vehicles for which have been identified as causing an obstruction and are parked contrary to guidance provided in the Highway Code.

The money should be spent on a crossing on the roundabout junction of Cardiff Road, Llantrisant Road and Bridge Road.

*“I ask why does the cash strapped council persist in trying to bring in measures which are a waste of money when that money could be better spent on providing a crossing for children at the roundabout between the BBC and the old police station. It is really dangerous to cross there and virtually impossible for children on bikes or in pushchairs. People have been crying out for something to be done there for years and we have been told is a cost issue.”*

Previous concerns have been raised regarding this location and there is a scheme on the future programme list for an improvement to the pedestrian facilities at the roundabout junction at Cardiff Road, Llantrisant Road and Bridge Road. However, as this is subject to funding becoming available we are unable to give a timescale of when this scheme can be progressed. It is also worth noting that this proposed School Safety Scheme for Ysgol Pencae is a low cost Traffic Regulation Order lining and signing scheme, whereas introducing a pedestrians crossing involves substantial construction costs.

Will have an adverse effect on house prices.

*“The proposed measures would seriously detract from the desirability of houses here, as well as affect property values negatively.”*

There is there is no evidence to suggest that this proposal would have a negative or positive effect on house prices, however, residents are always free to seek independent legal advice on this matter.

This area of Llandaff may be class as a “Conservation Area” in the future.

*“We understand that there is a likelihood that the area may soon be designated as a conservation area. Double yellow lines will not fit with this philosophy.”*

Currently this area is not a conservation area, and if this area is to be changed to a conversation area in future, it is worth noting double yellow lines are permissible in conservations areas.

Comments against the proposed 20mph speed restriction and comments regarding if Traffic Calming measures are to be introduced as part of this proposal.

*“There is not enough evidence to support that this will have any impact to improve safety. You should spend the scant money you have in these times of austerity on better things.”*

*“I do not support the proposal to introduce 20 mph speed restrictions in Llantrisant Rise and Baynton Close. This is totally unnecessary. Llantrisant Rise and Baynton Close are short cut de sacs. We get no through traffic of any kind, and certainly no school traffic. More to the point, I have lived here for over ten years and I have never seen a car manage to get above 20mph anywhere on Llantrisant Rise or Baynton Close”*

*“As to the 20MPH proposal, it is pointless to set a speed limit if it is not going to be enforced.”*

*“If the intention is solely to introduce a speed limit (as implied by the text in the notice) then I would largely support it—even though the roads are laid out in such a way as to essentially prevent cars from reaching speed faster than 20 mph anyway so the limit seems a little superfluous.”*

*“We do not agree with the proposals to impose a 20 mph speed limit in the area, as we believe this is unnecessary due to the narrow widths of the roads and the street layout here, which prevent driver speeds exceeding 20mph.”*

*“Llantrisant Rise as the name implies has an incline which slows all vehicles. There's a turning left almost immediately into Baynton! The Rise continues Round to the to the right! There is no chance to pick up speed as the Rise terminates in a Cul-de-sac!!”*

*“My primary reason for objecting to the proposed speed restriction in Llantrisant Rise and Baynton Close is because I don't want to see the landscape cluttered with unnecessary signage”*

*“We would also oppose, and do not support, the inclusion of any traffic calming measures in the area as we believe they would contribute towards increased congestion at school drop off and pick up times and have been criticised as causing greater pollution from cars during their use.”*

Cardiff Council supports slower speeds in residential areas. The Active Travel (Wales) Act confers a duty on Welsh Local Authorities to promote greater take-up of walking and cycling as first choice modes of travel. 20 mph speed limits reduce risk to vulnerable road users and make it easier for people to use healthier and more sustainable modes of transport. Neighbourhoods with lower traffic speeds can also benefit from an improved social environment, with easier road crossing and safer conditions for everyone.

Following the pilot signs-only 20mph limit area in Cathays, the Council has made a commitment to install more 20 mph limits in other residential streets in the city. There are a number of residential areas in Cardiff where these measures will be proposed in the future, these also include areas in the vicinity of schools.

This scheme will aim to improve the liveability of the area by reducing car use for local trips, making it easier to cross roads and improving access to local facilities, especially for children and the elderly. The roads identified as part of this proposal will be restricted to 20 mph and the necessary Traffic Regulation Order would be made to affect this, supported by appropriate speed limit signs and repeaters. The initial intention is to create the 20 mph zone without the use of physical traffic calming features; we intend to use road signs (and possible road markings) only. We will monitor the scheme and it is hoped that speeds will be appropriate.

Regarding the proposed 20 mph speed restriction for Llantrisant Rise and Baynton Close and following the concerns raised by residents a meeting was held with the Local Ward Members. It was agreed that due to there being no direct pedestrian access to the school from these roads it was agreed that the proposed 20mph speed restriction for these two roads would no longer be progressed as part of this proposal.

However, these two roads will remain on the future programme list as part of the citywide 20mph Strategic Review should future funding become available.

The proposed No Waiting At Any Time for Llantrisant Rise should be extended from 10 metres to 20 metres.

*“There is already much ill feeling toward those owners who endanger property and lives by parking too close to the junction. Just 10 metres of yellow lines give drivers 'permission' to park closer than some do now - in a highly dangerous position. Could I please therefore request that you install 'no waiting' lines that extend 20 metres into Llantrisant Rise from the junction with Llantrisant Road.”*

It is Council practice that parking restrictions around junctions are usually introduced in line with the Highway Code which states drivers should not park within 10 metres of a junction. When parking restrictions are introduced at junctions an assessment of the area is undertaken to identify if there is any increased traffic flow in the area due to any nearby facilities. As Llantrisant Rise is a small residential cul-de-sac there are no issues regarding traffic flow or high demand for parking in the area and therefore it is proposed to introduce 10 metres of double yellow lines indicating “No Waiting At Any Time” around this junction.

A number of comments were raised in relation to pavement parking in the area, damage to footways and enforcement of pavement parking.

*“It is imperative that cars delivering and picking up children should be not be allowed to park on pavements, as it is a widespread and daily practice here, and has been reported by very many different residents of this area. The actions of these pavement parkers are destroying the pavements and road surfaces here and are blocking other vehicles from passing. Drivers should be penalised for doing so, as it is illegal.”*

Driving on the footway and also obstruction of the Highway are offences contrary to national legislation and these are dealt with by the Police. Specific incidents should be reported direct to them on 101, the non- emergency number.

There was consideration to look at introducing bollards throughout the area to physically prevent vehicles being able to park on the footway. Our previously proposed scheme (see *Appendix A*) was to introduce a daytime parking restriction throughout the area and the proposal received a large number of objections. It is likely that a scheme including the introduction of bollards to restrict parking in its entirety, would receive the same objections.

#### Comments received relating to the proposed No Waiting At Any Time

*“Why has a 24 hr 365 days a week double yellow lines been proposed when the school issue is for term time Mon to Friday 8 to 4.30 pm as the residents park sensibly in the street”*

*“Obstructive parking preventing coaches being able to attend school - I would like to ask why lines on Whitehall road both ends will assist this as the buses I assume are only travelling on Greenwood Road and Highfields and front of Gillian Road not Whitehall Road and also currently there is an existing no waiting at any time on both junctions from Llantrisant Road and corner before the school therefore isn't this sufficient if buses are travelling this way.”*

*“What is the length of the yellow lines”*

*“The proposal to install double yellow lines at the junctions of Gillian Road and Whitehall Road; Whitehall Road and Greenwood Road and Highfields and Llantrisant Rise is also of considerable concern to us.”*

The Highway Code states that ‘you must not leave your vehicle or trailer in a dangerous position or where it causes unnecessary obstruction of the road’. It also states ‘Do Not stop or Park opposite or within 10 metres of a junction’. These restrictions are required to improve safety for pedestrians crossing the junctions, to protect driver sight lines and to facilitate vehicle manoeuvres. Whilst vehicles may have previously parked in close proximity to these junction as the proposal is a safety issue parking should be prevented at all times.

The proposed scheme implementation would remove only a low number of parked vehicles which have been identified as causing problems of safety and obstruction in their current position.

It is appreciated that residents would obviously wish to be able to park as close to their homes as possible, but road safety has to be the paramount consideration and should not be compromised in the interests of parking convenience.

After this formal Transport Project Consultation process is formalised and an agreed decision has been made on how to proceed with this scheme, we will instruct the Traffic Regulation Order team to start a legal Traffic Order process to support the introduction of these restrictions on the road. As part of the Traffic Regulation Order process, site notices will be placed on site to make the public aware of the proposals, these site notices will list exact dimensions of any proposed Traffic Regulation Orders for the area.

**The below are comments received during the consultation period which are in support of the proposal:**

*"I support the proposal to introduce "No waiting" areas at the junction of Llantrisant Rise with Llantrisant Road. Cars are often parked, or waiting, in this area and it causes a real hazard to other vehicles trying to exit Llantrisant Rise onto the main road (Llantrisant Road). I often have to use the wrong side of the road for the lower 30m or so of Llantrisant Rise when leaving, because cars are parked on the left side."*

*"I support the proposed restrictions (including speed restrictions) for Greenwood Road, Gillian Road and Highfields."*

*"As a resident of Highfields, Llandaff, I would like to thank you for your letter drop of the consultation document. I have read with interest your proposals and agree with these on the basis that they are supported by appropriate Enforcement and Education of drivers."*

*"As both a resident and a parent of a child attending Ysgol Pencae I'd like to express my broad support for most aspects of this proposed scheme, in particular the double yellow lines on the junctions and the single yellow line opposite the entrance to the school. If the intention is solely to introduce a speed limit (as implied by the text in the notice) then I would largely support it—even though the roads are laid out in such a way as to essentially prevent cars from reaching speed faster than 20 mph anyway so the limit seems a little superfluous."*

*"We agree with the Council's recommendations for traffic management in the Pencae School area."*

**The below are additional comments which were received during the consultation period and do not indicate if they are supporting or against the proposed scheme:**

*“To demonstrate a real commitment for improving connectivity between existing cycling and walking network links to primary routes across the city and to promote greater take up of walking and cycling as a first choice mode of transport, please can the proposals be extended to include provision of wheeling ramps for cycles on Highfields Steps?”*

As this proposed scheme is a low cost Traffic Regulation Order scheme the construction of “Wheeling Ramps” would not be included as part of this proposal. As this related to Active Travel this matter was forwarded to the Section Leader for “Transport Vision, Policy and Strategy” for response.

*“We note that there is no proposal to prevent coaches or buses from entering the area*

*“Buses and coaches use this road as a turning place, especially those from the Bishop of Llandaff High School, instead of driving the very short distance (in the direction towards Radyr) to turn around.”*

*“It would be better to agree with the school that buses or coaches for Ysgol Pencae pupils set down the children on Llantrisant Road at the existing bus stops so they can walk, accompanied, for the 100m or so to the school. This would provide a valuable opportunity of exercise for the children, which we understand the Council is keen to promote”*

It should be noted that this proposal has not been drafted solely for the purposes of assisting coaches or buses travelling towards Ysgol Pencae. The scheme’s objective is to improve overall road safety in the vicinity of the Ysgol Pencae and the surrounding streets. The introduction of parking restrictions around junctions is consistent Cardiff Councils approach to improve overall road safety for both pedestrians and vehicles around junctions where justified.

Regarding the issue of buses and coaches from Bishop of Llandaff High School turning around in Gilian Road or Greenwood Road instead of driving further up the road, this matter has been referred to the School Transport Team for the attention.

Cardiff Council’s Strategy Team is currently developing a “Walking Bus Strategy” which when finalised will set a formal Policy for how schools can introduce Walking Buses for their school. This information would then be made available to Ysgol Pencae should they wish to adopt this practice.

# **Appendix A**

## **Previously Proposed Traffic Order Scheme**



 	<p><b>KEY</b></p> <p><u>Existing Order</u></p> <p>No Waiting At Any Time <span style="color: yellow;">—</span></p> <p>No Stopping 8am-4.30pm Monday-Friday <span style="color: pink;">—</span></p>	<p><b>LOCATION PLAN :</b></p> <p><b>Ysgol Pencae area, Llandaff</b></p>											
	<p><u>Proposed Orders</u></p> <p>No Waiting At Any Time <span style="color: purple;">—</span></p> <p>No Waiting At Specified Times 8am-4.30pm, Monday-Friday <span style="color: green;">—</span></p>	<table border="1"> <tr> <td>Scale</td> <td>Dwg No</td> </tr> <tr> <td>1:1000</td> <td>CMPT/NRG/HM/C1898</td> </tr> <tr> <td>Drawn</td> <td>Checked</td> <td>Date</td> </tr> <tr> <td>HM</td> <td></td> <td>24/10/11</td> </tr> </table>	Scale	Dwg No	1:1000	CMPT/NRG/HM/C1898	Drawn	Checked	Date	HM		24/10/11	<p><b>TRAFFIC MANAGEMENT</b>          County Hall          Atlantic Wharf          Cardiff CF10 4UW</p>
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