

Post Consultation Report

Project Title: Ysgol-Y-Wern – S106 Bollard Scheme
Project No: CO16385

A consultation was held on the above scheme proposals between 24th July 2017 and 7th August 2017. Four residents raised comments in relation to the proposed scheme. None of the comments which were received were objecting the proposed scheme. All four responses supported in principle the introduction of the bollards, however additional comments were received.

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

Issue 1

My main concern would be how the bollards would affect the amenity value of my property, as they would surround the front of it. Would it be possible to know more about the type of bollard that will potentially be installed? If they were to be basic, concrete bollards, I would be very concerned that this would affect the amenity value of my property. However if a more aesthetically pleasing bollard were to be used, I would have no objection.

Response

In response to this incoming correspondence, a reply was sent to the resident that stated:

"I can confirm the bollards we would look to use for this scheme are the "Glasdon Manchester" bollards which are consistent with new schemes we introduce around the city in the vicinity of schools."

Following our response being sent to the resident no further correspondence was received and therefore it is assumed that the resident is happy with the response.

Issue 2.

One resident raised an issue regarding speed limit signage around the junction of Templeton Avenue and they stated:

At the junction of the road with Templeton Ave there is a traffic sign indicating "End of thirty 30mph limit". People seem to ignore "end of" and still treat it as a 30mph section (and faster).

I propose a 20mph road sign be erected a few metres down Llangranog Road and a repeat of this at the junction of Glendale Ave.

Response

There is currently a Traffic Regulation Order scheme currently being progressed to introduce a 20mph speed restriction in a number of streets within the Llanishen Ward. I can advise that this proposal includes introducing a 20mph speed restriction along Llangranog Road, the Traffic Regulation Order process is a lengthy legal process that can take around 6 – 9 months to complete. When the proposal has passed through the formal Traffic Regulation Order process it is then at this stage that the speed limit signage in the area will be reviewed to see if any additional changes are required to the existing speed limit signage.

Issue 3.

One resident raised the following points:

“A. The school acknowledge parents responsibilities to ensure children are safe and provide land for a safe set down zone on school land,

B. The road is widened, sacrificing some land of the school and shopping area to prevent traffic chaos,

C. There is access restricted via bollards for residents and school staff between 8 till 5pm

D. You could help with the costs of installing drives where there are none.”

Response

Regarding the points raised above, the Council's responses are as follows:

A – 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. If a parking area was provided within the school grounds, this would set a precedent and may encourage other schools to provide on-site parking. For the above reasons stated school drop-off and pick-up points are no longer supported by the Council.

B – Alterations to the Highway would involve substantial construction costs; this scheme is a low cost bollard scheme, there is currently no funding available to make significant changes to the Highway layout.

C – The closure of roads whether it be indefinitely or at certain times of the day requires a Traffic Regulation Orders to legally support the closure. There would also be a requirement for these closures to have staff to maintain access for residents. The option of introducing bollards on the highway to restrict access during certain hours would not be a feasible option.

D – As mentioned above there is not sufficient funding available to consider changes to the Highway layout. Residents may wish to apply for a Vehicle Crossover Licence, an application form is available on the Council website. Drop Kerbs / Driveways are the responsibility of a different team within this service area who would investigate any request for a drop kerb on a case by case basis.

Issue 4.

One resident raised the following issue regarding parking in Bethel Place:

“Once the bollards are erected it is going to increase the volume of traffic in our small culdesac and I don't think you are aware that these flats are for people aged 50 and over and for the less able bodied and quite frequented doctors and ambulance need access and as has happened they have been unable to get in.

I am writing on behalf of the residents and myself (the 10 flats) to write to you to seriously consider painting double yellow lines on the road in our culdesac and thus help us to stop illegal parking and verbal abuse on a daily basis.”

Response

This scheme is a low cost bollard scheme which does not involve the introduction of parking restrictions as these would require a lengthy legal Traffic Regulation Order process. I can advise there is a School Safety Zone proposed for Ysgol y Wern which is currently on our future programme of school road safety schemes. This will include traffic calming, pedestrian crossing facilities and parking restrictions. The scheme will be implemented on site when finance is available in the future, it is at this stage that the existing parking restrictions in the area will be reviewed to see if any additional parking restrictions are required.

However, it is worth noting the majority of footway throughout Bethel Place has formal drop kerbs to allow residents to access their off-street parking. The Traffic Management Act 2004, establishes a number of offences and parking across a dropped crossing is a specific civil offence which enables the Councils Civil Enforcement Officers to deal with such offences by way of a fixed penalty charge. Specific complaints relating to a specific vehicle may be reported to the Civil Parking Enforcement Officers who are available on Cardiff 20872087.

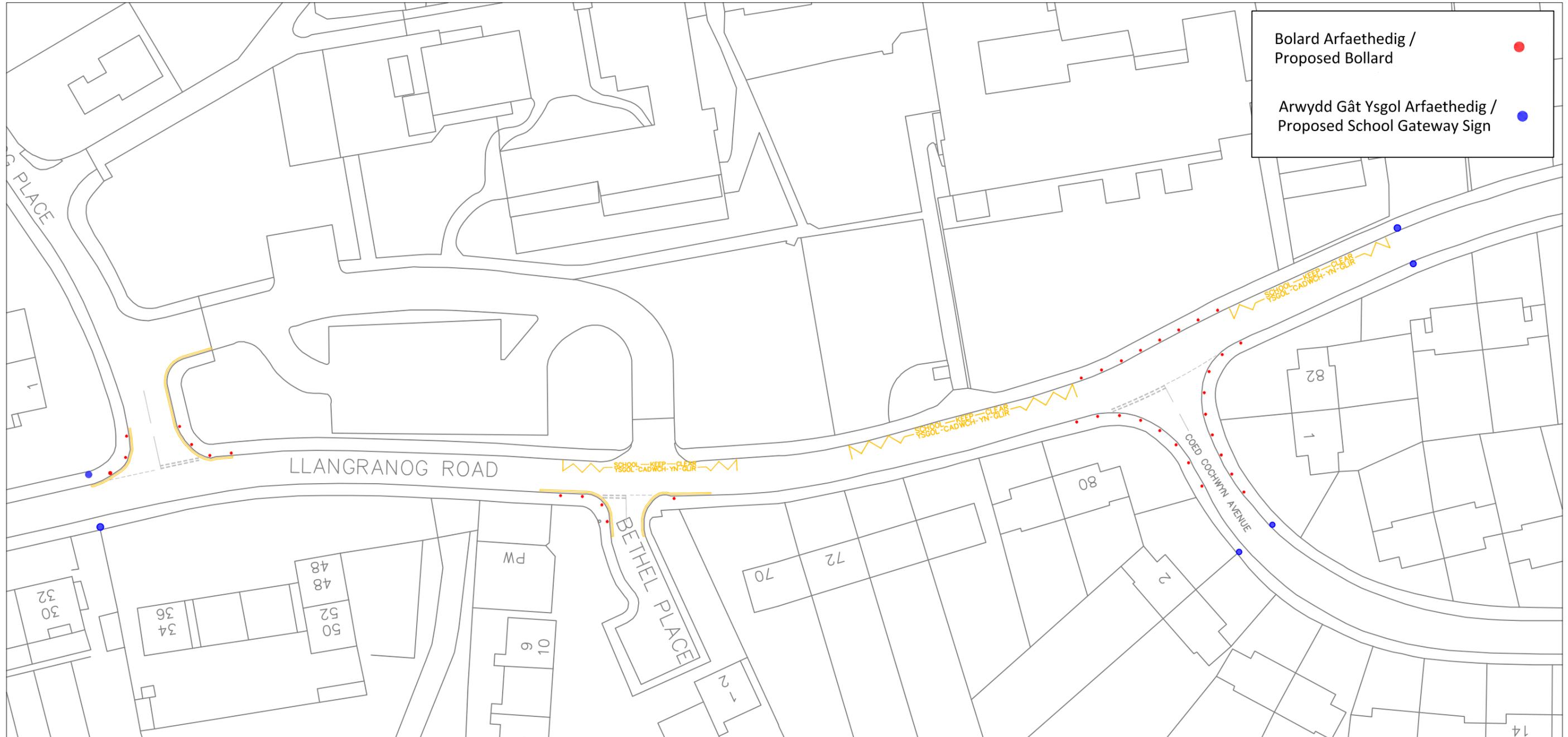
Recommendation:

In view of the feedback received, and following majority support from the Local Ward Members it is recommended that the scheme be progressed as advertised.

Yn dilyn ymgynghoriadau diweddar ar gynnis rheoli traffig, mae'r Cyngor yn paratoi i 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 ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3289 i ofyn am gopi papur o'r adroddiad ymgynghori.



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 3289 to request a paper copy of the post-consultation report.