

Meeting of:	Cabinet
Date of Meeting:	Thursday, 19 January 2023
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Objection Report-Dryden Road, Penarth Proposed Traffic Calming Measures and One-Way Traffic Regulation Order
Purpose of Report:	To advise Cabinet of objections received and to propose an appropriate way forward
Report Owner:	Report of the Cabinet Member for Neighbourhood and Building Services
Responsible Officer:	Miles Punter - Director of Environment and Housing
Elected Member and Officer Consultation:	Accountant Environment and Housing Services Legal Services (Committee Reports) Ward Members: Councillor Rhiannon Birch Councillor Ian Buckley
Policy Framework:	This Report is a matter for Executive Decision by Cabinet
<p>Executive Summary:</p> <ul style="list-style-type: none"> • The Council was awarded funding through the Welsh Government Active Travel Core Allocation Fund to commence an active community led street design project around Fairfield Primary School in Penarth. The Scheme would encourage and facilitate active travel to and from school. • This project would see the Council's first school timed street closure by implementing a one-way system, installing traffic calming measures with school staff managing the timed closure. The Scheme would provide a traffic free, safe environment for pupils to access and exit school premises. • The Proposal for a one-way system and traffic calming measures was part of a statutory consultation between 20th October, 2022 and 11th November, 2022. During that time, one (1) formal objection was received. 	

- This Report informs Cabinet of the objection received as part of the statutory public consultation, as well as another objection received outside the consultation closing date, which has been included for completeness.
- Cabinet approval is required to overrule the objection for the reasons stated in the Report and to implement the proposed scheme.

Recommendations

1. That Cabinet considers and rejects the objections to the proposals for the reasons contained in this Report and that the proposed traffic calming measures and one-way traffic regulation order be implemented.
2. That the objectors are advised of this decision.

Reasons for Recommendations

1. To allow the proposed traffic calming measure and one-way system to be implemented.
2. To enable the Orders to be made.

1. Background

- 1.1 In financial year 2020-21, the Council was awarded funding through the Welsh Government Active Travel Core Allocation Fund to start an active community led street design project around Fairfield Primary School in Penarth. The Scheme was proposed to encourage and facilitate active travel to and from school. The Council appointed technical consultants Sustrans Cymru in September 2020 to commence this project.
- 1.2 In the following financial year (2021/22) the Council was awarded Welsh Government Safe Routes in Communities funding to continue the development of this project. The project aims to combine infrastructure improvements and behaviour change to create a safer environment, where walking, cycling, and scooting are the obvious choice for pupils and parents.
- 1.3 The Welsh Government confirmed an award of Safe Routes in Communities grant funding on 19th March, 2021 of £611,400 for Financial Year 2021/2022 to enable the Council to implement sections of the scheme. £372,077 of this budget was spent in 2021/22 with a further committed amount of £138,414 being carried forward into 2022/23. The Council has also been awarded funding of £327,900 in 2022/23 bringing the total budget for this financial year to £466,314.
- 1.4 This project will provide the Vale of Glamorgan's first school street timed closure which will be a pilot for potential similar schemes in the future throughout the Vale. The school street closure will provide a traffic free, safe environment along Dryden Road in Penarth for pupils to safely access and exit Fairfield Primary school premises at school opening and closing times. The one-way system is considered essential to the project as Dryden Road will only need to be closed at one end, resulting in the school street being more easily controlled. The traffic

calming measures will benefit the school and all residents on Dryden Road as it will enhance safety for the operation of the one-way street.

- 1.5** The Council in conjunction with technical consultants Sustans Cymru have undertaken extensive engagement in the area to discuss proposals. This has included 800 letters distributed within the catchment area for Fairfield Primary School to raise initial project awareness; five separate drop-in sessions with parents and residents; online engagement through a dedicated webpage (<https://fairfield-sustrans-uk.hub.arcgis.com/>); emails with wider stakeholders (PTA, local community groups, ward members) and door to door engagement along Dryden Road when Sustrans Cymru visited 20 of the 26 houses residential properties to discuss the proposals. All those residents visited supported the implementation of the proposed permanent one-way system. There have also been two community events at Tennyson Road shops where plans have been available for comment, as well as a play street closure that was very successful with parents and pupils of Fairfield Primary.
- 1.6** Delegated authority was given by the Cabinet Member for Neighbourhood Services & Transport and the Head of Neighbourhood Services & Transport to give public notice for both the traffic calming measures and proposed one-way traffic regulation order along Dryden Road. The 21-day statutory legal public notice for both proposals was subsequently issued at the same time on Thursday 20th October, 2022 and concluded on Friday 11th November, 2022.

2. Key Issues for Consideration

- 2.1** During the public consultation period one formal objection was received relating to the traffic calming measures. A further objection was received outside the consultation period which related to both the proposed one-way order and traffic calming measures but is included in this Report for completeness.
- 2.2** A copy of the objections and the email enquiry received are attached at Appendix 1 to this Report and are summarised below, together with the officer response to each of the points raised.
- 2.3** **Objector 1**, received within the statutory consultation period:
- Concern 1**
- 2.4** “I drive a van and can currently just about reverse out of my driveway comfortably. With the proposal to install a rain garden and narrow the road from 5.0 metres to 3.5 metres, it will mean that I will be unable to get out of my driveway. I specifically asked for more details on this at the recent Sustrans consultation and was assured that this would be considered as part of the plans, but it clearly has not been done”.

Officer response 1:

- 2.5 When designing schemes in residential streets it is standard practice to track the movements of a 4x4 vehicle ensuring turning movements can be undertaken. As the objector has stated they drive a van, the swept path analysis has been remodelled on each driveway in Dryden Road, and a vehicle following Rule 201 of the Highway Code 'Do not reverse from a side road into a main road' will have adequate manoeuvrability to reverse safely into their driveway.

Concern 2:

- 2.6 "I also asked if a second practice run would be happening with the closure of the road as the first one was farcical and turned into a street party with children drawing all over the road and nobody manning the bollards which meant that I had to get out of my vehicle to move them. When I returned to the road, I had a Sustrans member walk slowly in front of my van all the way to my house with children having to be moved off the road. I also advised that I thought that it was disrespectful to residents that the children were encouraged to draw in chalk all over the road and pavement. This is a resident's street as well as a 'school street' which is what Sustrans has labelled this project".

Officer response 2:

- 2.7 The road closure for Dryden Road on 1st October, 2021 was not intended as a practice run for the school street closure and should not be considered representative of such an arrangement. The road closure on 1st October was specifically progressed and agreed by the Council as a trial play street closure, which is a resident-led activity that enables children to play freely, outdoors, and close to home. The school street closure will limit vehicular access to emergency vehicles, disabled users, and residents only and will not involve children playing in the street. The implementation of a formal one-way system along Dryden Road means that the school street closure can be simplified and achieved by controlling access at one end of the road only with all residents able to drive out of the street during these times without an escort. Further details of the school street closure and procedures for residents to follow, will be sent out before the street closure is implemented. Children will not be using the street as an area to play but it will provide a car free environment that allows them to access and exit, the school gates safely without conflict with cars.

Concern 3:

- 2.8 "I am also objecting to the permanent one-way system that is being proposed and know that this has been raised previously by several residents, especially those who live at the Wordsworth Avenue end of the road. With a road closure taking place each morning and afternoon, there is no need for a permanent one way. The closures cover approximately 5 hours of the week whereas residents live on the road permanently but are being inconvenienced"

Officer response 3:

2.9 The formalisation of a one-way system along Dryden Road allows the school street closure to be implemented more readily and safely as there will only be one vehicular entrance into the road to be controlled at the school opening and closure times. Analysis of automatic traffic counter data in September 2022 showed that 1353 (80%) vehicles drive along Dryden Road in a southbound direction whereas only 357 (20%) drive in a northbound direction. This demonstrates that most of the users follow an informal one-way system even outside of school hours. The negligible additional travel distance required to use the proposed one-way system is considered to offer minimal inconvenience to residents, their visitors or others accessing the properties along the street.

2.10 Objector 2, received outside of the statutory consultation period deadline but included for completeness:

Concern 1:

2.11 “Implementing a one-way system without restricting Dryden Road to residents and school staff will create bottlenecks and cause more people to park across driveways creating issues for residents and creating danger for children looking to cross the road”

Officer response 1:

2.12 The proposed one-way system is intended to facilitate the safe and practicable introduction of a school street closure at school opening and closing times to provide a generally car free and safe environment for parents and children. Access to the street will be restricted at these times to emergency vehicles, disabled users and residents with appropriate controls in place to safely manage the arrangements and full details of the procedures to be communicated to residents before implementation. This will eliminate the current congestion and safety issues caused by parents/carers parking across driveways and will provide a vehicle free area that allows children to cross the road safely and conveniently in order to access the school premises.

Concern 2:

2.13 The proposed plans unfairly impact the use of the driveway at number xx (anonymised) Dryden Road. The problems are twofold:

A. The rain garden directly opposite the driveway at number xx (anonymised) will impact the ability to turn into and out of the driveway safely (vehicles need to be able to reverse on to both spaces due to layout).

Officer response 2:

- 2.14** The design team have completed a swept path analysis on each driveway along Dryden Road based on a 4x4 vehicle and the changes do not adversely affect the current situation. Vehicles following Rule 201 of the Highway Code 'Do not reverse from a side road into a main road' are considered to have adequate manoeuvrability to safely enter and leave individual residential property driveways.

Concern 3:

- 2.15** The proposed plans unfairly impact the use of the driveway at number xx Dryden Road. The problems are twofold:

B. The enlarged pavement area shown in the plans outside number xx (anonymised) and number xx (anonymised) appears to be narrowing the road in an attempt at making some sort of crossing. This would be in the middle of two busy driveways used at multiple times during the day by multiple cars and subsequently putting children in danger by the manner in which the cars would have to mount a substantial amount of the pavement to get to their driveways.

Officer response 3:

- 2.16** There is adequate manoeuvrability to safely enter and leave individual residential property driveways. Driveway widths will not be narrowed and the kerb heights required to install tactile paving will provide slightly increased width. Implementing the proposed one-way system and school street arrangement will make it safer and easier for vehicles to reverse into individual property driveways as vehicles will be approaching from only one direction and current high traffic levels along the street during will be eliminated when the school street closure is in operation at start and end of the school day. The generally vehicle free area created by the proposed school street arrangement will improve safety for parents and children accessing the school premises.

Concern 4:

- 2.17** Is the proposed school road happening? I think that this needs to be formalised and agreed, along with how the potential bottleneck will be managed. If it is with a removable bollard (as suggested by Sustrans) there need to be concrete plans in how the situation will be governed, before implementing a one way system in a busy and congested road around school hours. The current issues around parents carelessly parking across driveways will not be resolved using a one way system, if anything it increases the problem, causing further congestion with the removal of certain spaces, causing potential danger and risk to children.

Officer response 4:

- 2.18** The implementation of a one-way system along Dryden Road will restrict vehicle access to one entry point which is essential to the effective and safe management of the proposed school street closure during school opening and closure times. The one-way system itself is not intended to resolve congestion and safety issues associated with parent pick up and drop off, however, in combination with the proposed school street closure, the existing congestion and safety issues at school opening and closing times will be improved by restricting access to emergency vehicles, disabled users and residents only. Outside school opening and closing times the number of vehicles accessing Dryden Road are low and are not considered to cause any specific issues. Appropriate controls will be implemented to safely manage the school street closures and full details of the procedures will be communicated to residents before implementation.

3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?

- 3.1** Long term - The proposals will allow us to pilot a school street closure, providing a safe, traffic free environment outside of the school gate which, with other enhancements in the area, is promoting active travel to and from school. The long term goal is to introduce school streets closures to other schools in the Vale of Glamorgan.
- 3.2** Integration – The introduction of this scheme would integrate Road Safety, Highway Improvements and Active Travel ensuring a safe environment for pupils and staff outside of the school gate.
- 3.3** Involvement – The process of developing this scheme has involved communication with Fairfield Primary School, Sustrans Cymru, the local community and other stakeholders, including a full initial letter drop to each household within the zone, seeking views on the proposals to introduce a school street in Dryden Road. After fully considering the responses received public notice was given, posted within the affected streets and in the press, thereby contributing and delivering on the involvement agenda. Furthermore, it ensures that the Vale of Glamorgan Council’s residents and visitors are involved regarding the management and safety of our local highway network.
- 3.4** Collaboration – The proposal has involved working in collaboration with Fairfield Primary School, Sustrans Cymru, South Wales Police and local residents ensuring that there is a unified and majority interest in delivering the scheme benefits described within the Report.
- 3.5** Prevention - The proposal promotes active travel and the health benefits that it brings. It is a well-known fact that actively travelling prevents health issues such as

diabetes and obesity which puts a strain on the NHS. The road safety interventions will also reduce the potential for any road traffic accidents.

4. Climate Change and Nature Implications

- 4.1** The contractors appointed to carry out traffic calming measures and implement the proposed one-way system along Dryden Road will be required to contribute to the Council's Project Zero to tackle the climate emergency and contribute to reducing the Council's carbon emissions to net zero by 2030 wherever practical.
- 4.2** The proposed one-way system and school street closure is intended to deter and reduce school traffic from congesting Dryden Road during the morning and afternoon school drop off / pick up times and thereby reduce vehicle idling which increases the fuel consumption. This will have a positive impact on the reduction of harmful Nitrogen oxides (NOx) and carbon monoxide (CO) emissions from vehicles which are fine particles and light hydrocarbons which contribute to poor air quality. A reduction in air pollutants will therefore assist in addressing any local traffic impact on the environment and human health.
- 4.3** The reduced congestion and idling resulting from the proposed one-way system and school street closure will similarly reduce Carbon dioxide (CO₂) emissions from vehicles on Dryden Road at school opening and closing times. CO₂ is a significant contributor to global warming, since it is the main greenhouse gas emitted by vehicles and therefore the parking restrictions will assist in some small measure to reduce the overall vehicle impact on climate change.
- 4.4** It is considered that the school street closure will further help to promote sustainable mobility and encourage active travel options and therefore in the future potentially assist to reduce the number of journeys by private car accessing or attending Fairfield Primary school. This would assist in an additional positive impact on climate change and nature implications as well as encouraging people to be more active improving their general health and wellbeing.

5. Resources and Legal Considerations

Financial

- 5.1** The costs associated with implement the Traffic Regulation Orders, including the legal procedures and associated works will be funded from the Welsh Government Safe Routes in Communities (SRiC) Grant for the 2022/23 financial year. This grant funding is included in the 2022/23 Capital Programme at £466,314.
- 5.2** The Council's own administrative resources will be used to progress the statutory legal process should approval be given. Should there be a need to remove the one-way system at some future point in time the costs of that would need to be borne by the Council.

Employment

- 5.3** Progression of the Traffic Regulation Order will be undertaken by the Traffic Management team within Neighbourhood Services and Transport and the Legal Department.
- 5.4** The implementation of the necessary highway construction works to implement the proposed one-way system and school street closure works on site will be managed and undertaken by the Council's own in-house resource with Neighbourhood Services and Transport.

Legal (Including Equalities)

- 5.5** There are no Equalities implications regarding this report.
- 5.6** The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Orders to regulate the movement of vehicle traffic and to improve the amenities of an area.
- 5.7** The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Regulation Act 1984.
- 5.8** The introduction of the proposed traffic calming measure is governed by the requirements of the Highways Act 1980 (as amended) and The Highways (Traffic Calming) Regulations 1993 (as amended).

6. Background Papers

Traffic Management Information File 949.

Appendix 1

Objector 1: Received within the statutory consultation period:

From: xxxxxxxxxxxxxx

Sent: 11 November 2022 14:02

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Objection to Plans for Dryden Road

Dear Sir/Madam,

I am writing to object to the traffic calming plans for Dryden Road. I have previously written to Sustrans about the plans asking for assurances that we will not lose any parking spaces on the road as a result of the changes, and that residents will still be able to easily get in and out of their driveways. I have not had a satisfactory response to these queries. I recently attended the Sustrans consultation in Tennyson road and spoke to a representative of Sustrans. I expressed my concerns and the gentleman I spoke to advised that more consultation would happen with residents to answer their concerns prior to the approval of the scheme.

I drive a van and can currently just about reverse out of my driveway comfortably. With the proposal to install a rain garden and narrow the road from 5.0metres to 3.5 metres, it will mean that I will be unable to get out of my driveway. I specifically asked for more details on this at the recent Sustrans consultation and was assured that this would be considered as part of the plans but it clearly has not been done.

I also asked if a second practice run would be happening with the closure of the road as the first one was farcical and turned into a street party with children drawing all over the road and nobody manning the bollards which meant that I had to get out of my vehicle to move them. When I returned to the road, I had a Sustrans member walk slowly in front of my van all the way to my house with children having to be moved off the road. I also advised that I thought that it was disrespectful to residents that the children were encouraged to draw in chalk all over the road and pavement. This is a residents street as well as a 'school street' which is what Sustrans has labelled this project.

I am also objecting to the permanent one way system that is being proposed and know that this has been raised previously by several residents, especially those who live at the Wordsworth Avenue end of the road. With a road closure taking place each morning and afternoon, there is no need for a permanent one way. The closures cover approximately 5 hours of the week whereas residents live on the road permanently but are being inconvenienced.

There is a strong feeling amongst the residents that I have spoken to that the consultations that Sustrans have carried out have just been about going through the process and that the wishes and views of the residents of Dryden Road have not been listened to or respected and the concerns that we have raised have not been answered.

I look forward to hearing from you.

Objector 2: Received outside of the statutory consultation period

From: xxxxxxxxxxxx

Sent: 12 November 2022 00:48

To: Contact OneVale <contactonevale@valeofglamorgan.gov.uk>

Subject: Objection to Dryden Road one way system and "traffic calming" proposal
ref:IF949

Dear Director of Environment and Housing

I am writing to raise several points in objection to the proposals involving Dryden Road.

I feel several potential issues have been overlooked and it would be careless, problematic and, in some instances, dangerous to proceed without fully exploring and explaining how the system, in its entirety, will operate and be governed.

Points of concern:

1. Implementing a one way system without restricting Dryden Road to residents and school staff will create bottlenecks and cause more people to park across driveways creating issues for residents and creating danger for children looking to cross the road

2. The proposed plans unfairly impact the use of the driveway at number xx Dryden Road. The problems are twofold:

A. The rain garden directly opposite the driveway at number x will impact the ability to turn into and out of the driveway safely (vehicles need to be able to reverse on to both spaces due to layout)

B. The enlarged pavement area shown in the plans outside number x and number x appears to be narrowing the road in an attempt at making some sort of crossing. This would be in the middle of 2 busy driveways used at multiple times during the day by multiple cars and subsequently putting children in danger by the manner in which the cars would have to mount a substantial amount of the pavement to get to their driveways

Is the proposed school road happening?

I think that this needs to be formalised and agreed, along with how the potential bottleneck will be managed. If it is with a removable bollard (as suggested by sustrans) there need to be concrete plans in how the situation will be governed, before implementing a one way system in a busy and congested road around school hours.

The current issues around parents carelessly parking across driveways will not be resolved using a one way system, if anything it increases the problem, causing further congestion with the removal of certain spaces, causing potential danger and risk to children.

The sustrans questionnaire and consultations didn't take anything on board that was raised, and it was worrying how certain answers from the local area questionnaires were removed because they were apparently too common.

Please can you reply directly to my concerns to this email, I can also be reached at xxxxxxxxxxxx

Thanks
xxxx