

The Vale of Glamorgan Council

Cabinet Meeting: 17 October, 2016

Report of the Cabinet Member for Building Services, Highways and Transportation

WOODLAND PLACE, PENARTH – PROPOSED NO WAITING AT ANY TIME (NWAT) RESTRICTION - OBJECTION REPORT

Purpose of the Report

1. To advise Cabinet of an objection received to the proposed Traffic Regulation Order, to restrict waiting of vehicles at the eastern end of Woodland Place.

Recommendations

1. That the objection is rejected for the reasons contained in this report and that the Traffic Regulation Order to restrict waiting of vehicles at the eastern end of Woodland Place, Penarth is progressed as proposed.
2. That the objector be advised of this decision.

Reasons for the Recommendations

1. To enable the Order to be made.
2. To confirm the Cabinet's position.

Background

2. On 18th December 2015 the then Cabinet Member for Environment and Visible Services and Director of Visible Services and Housing gave approval to give notice of proposal to introduce a No Waiting at any Time (NWAT) Order, to prohibit vehicles waiting at the eastern end of Woodland Place, Penarth. A copy of this report is provided in [Appendix A](#).
3. Accordingly, public notice of the proposal was given on 4th February 2016 with objections being invited in writing by 26th February 2016.

Relevant Issues and Options

4. Woodland Place is a popular area for commuters and local workers to park their vehicles all day to access the local train station and those who commute into the town centre.

5. Several complaints have been received regarding the saturated parking due to the lack of space and narrow nature of the road. When vehicles park tight up to the corner this obstructs visibility around the blind 90 degree bend.
6. Due to the lack of private parking provision for residents and increased resident car ownership, inconsiderate parking takes place.
7. One letter of objection was received from a resident. A copy of the letter in full is contained [Appendix B](#). Extracts of the letter are outlined below, together with the Traffic Officer's response.

Resident Concern 1

- Safety of my young children.
8. I have two children, both under 3 years old. Woodland Place is currently used as a short cut for vehicles travelling to and from the town centre, railway station and in and out of Penarth. Vehicles use the road to avoid the town centre along Hickman Road and Stanwell Road.
 9. The current situation is far from ideal as vehicles travel at some speed, in excess of 30mph around the blind corner adjacent to my property. The presence of parked cars outside number 22 and 23 act as a traffic calming measure which forces vehicles to slow down somewhat to ensure that the road around the corner is free from oncoming traffic or give way to oncoming vehicles. The situation is such that I have to carry my children to my car whenever I leave the house as I fear they may be knocked over by vehicles travelling at speed around this corner.
 10. Placing double yellow lines along this area is likely to cause vehicles to approach the corner with greater speed than at present. Increased speeds mean that the ability for these vehicles to stop should my children step out into the road. This is my most grave concern, the safety of my children.

Traffic Officer response 1

11. The proposal is to keep this blind bend clear of vehicles for emergency access and increase visibility for motorists. Currently vehicles have to reverse down an already heavily parked street if they encounter an oncoming vehicle in the middle of the bend.
12. It is agreed that parked vehicles act as traffic calming, although in this section of road with heavily parked vehicles on both sides and a blind bend, speed at this corner is rarely in excess of 15-20mph as drivers are approaching on the wrong side of road in order to see what is around the corner.

Resident Concern 2

- Amenity of my property
13. Parked cars outside and along the corner of my property are beneficial for our wellbeing as they act as an acoustic barrier from the railway line and a light and sound barrier from passing vehicles.
 14. Enforcing double yellow lines in this area would remove these barriers resulting in increased noise and light pollution from vehicles. This would have a detrimental impact on the amenity and health of my family and the ability to enjoy the pleasure of our home. This situation would likely get worse during the night.

Traffic Officer response 2

15. The railway line is below the road level and so parked vehicles here would have no effect as a sound barrier in relation to this. Again vehicle speeds here are very low and removing such parking will increase safety for all highway users by improving visibility around the blind bend.

Resident Concern 3

- Current parking situation
16. Parking along Woodland Place is unrestricted meaning that people can park along the road at any time during the day or night. Given the proximity to the town centre, the street is often used by people who work or visit the town centre.
 17. This in itself causes significant strain on the residents in Woodland Place and the neighbouring streets in which there is limited on street parking. Currently I often find it difficult to park outside or in close proximity to my house. At times I am forced to park streets away. As a consequence I often have to walk with two small children and my household shopping some distance from my car to my house. This is not an easy task with two small children in tow.
 18. The inability to park a reasonable walking distance from my own property is markedly worse during weekends when the town centre is busier.
 19. The imposition of yellow lines will only exacerbate the problem, causing increased strain for parking along Woodland Place and have a knock on effect on the surrounding streets in which it too is already problematic to park. Residents will struggle further in finding a suitable space to park, risk the safety of their children and most likely cause neighbourly issues or disputes.

Traffic Officer response 3

20. Residents originally complained about the situation with parking too close to the blind corner, although this is a common problem in many areas throughout the town.
21. The Council has no legal responsibility to provide residents with parking spaces for their vehicles. Although residents may be frustrated at not being able to park outside their homes, there is no legal right for anyone to park outside their own house nor for the Council to make such provisions as adopted highway is available for all legal road users.
22. Furthermore many of the properties along Woodland Place do have the opportunity to park at the rear as many houses have rear garages or potential hardstand areas accessed from the rear lane running behind the properties. Although this may not always be practical to use, the opportunity is there to use this provision.
23. Likewise if the double yellow lines are implemented, there is an exemption in the Order which allows for picking up and dropping off of passengers and loading or unloading, such as taking in shopping and so forth providing the loading is carried out in a continuous operation.

Resident Concern 4

- Residents parking permits
24. If this does go ahead and double yellow lines are enforced, a practical and reasonable solution for the residents in Woodland Place and indeed the surrounding areas would be the introduction of resident parking permits. Residents parking permits are already in place in other residential streets in close proximity to the town

centre, for example Plassey Street. These permits act as an effective measure to ensure residents have access to car parking a reasonable distance from their properties by deterring non-residents from parking in these areas.

25. The introduction of residents parking permits would, I'm sure be welcomed by local residents who find it increasingly difficult to park close to their properties.
26. I hope that you will consider the objections and comments that I set out above in some detail before coming to a decision.

Traffic Officer response 4

27. There are currently no plans to consider the introduction or amendment of resident only parking at the present time, as there is no specific income to cover the significant cost of the required legal implementation, enforcement & future on-going administration.
28. Furthermore as previously mentioned above, the majority of properties have the opportunity for off street parking, accessed from the rear lane running behind this location.
29. Likewise due to many households having multiple vehicle ownership, even having a permit would not necessarily guarantee finding a suitable car parking space.

Resource Implications (Financial and Employment)

30. The cost of implementing the scheme and the associated statutory legal procedures will be approximately £3,000 and will be funded from the Council's Traffic Management revenue budget for 2016/17.
31. The Council's own administrative resources will be used to progress this scheme, should approval be given. The proposed works will be implemented by the Council's Highways Construction Unit.

Sustainability and Climate Change Implications

32. The unhindered movement of road vehicles assists in terms of road safety and the local economy.

Legal Implications (to include Human Rights Implications)

33. The Road Traffic Regulation Act 1984 allows Highway Authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.
34. 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.
35. There are no human rights implications.

Crime and Disorder Implications

36. The Order is being proposed for the purpose of reducing inappropriate parking and enhancing visibility at the blind bend.

Equal Opportunities Implications (to include Welsh Language issues)

37. There are no equal opportunities implications.

38. All associated traffic signs and road markings forming part of the scheme will be in accordance with the Councils Welsh language policy.

Corporate/Service Objectives

39. Managing and maintaining a safe highway network is related to the key Wellbeing Outcome in the Corporate Plan W02 "An Environmentally Responsible and Prosperous Wales".

Policy Framework and Budget

40. This is a matter for Executive decision.

Consultation (including Ward Member Consultation)

41. The Ward Members have been consulted and are in favour of the proposal.
42. Stakeholder consultations took place in accordance with the Road Traffic Regulation Act 1984.

Relevant Scrutiny Committee

43. Environment and Regeneration.

Background Papers

None.

Contact Officer

David Hunt - Traffic Management

Officers Consulted

Operational Manager Legal Services
Accountant, Building and Visible Services

Responsible Officer:

Miles Punter - Director of Environment and Housing Services