

The Vale of Glamorgan Council

Cabinet Meeting: 17 October, 2016

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

LLANQUIAN ROAD, ABERTHIN – 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 the waiting of vehicles at the western side of Cross Tree, Llanquian Road, Aberthin.

Recommendations

1. That the objection is rejected for the reasons contained in this report and that the Traffic Regulation Order to restrict the waiting of vehicles at the western side of Cross Tree, Llanquian Road, Aberthin 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 a proposal to introduce a No Waiting at any Time (NWAT) Order, to prohibit vehicles waiting on the western side of Llanquian Road from its junction with Maendy Road. A copy of this report is provided at [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. This is a popular area for parking, both by residents, with visitors to the nearby public houses. Complaints have been received in the past regarding the parking which significantly narrows the carriageway width due to the central tree island.

5. Due to the lack of private parking provision for the residents along with high levels of resident car ownership, inconsiderate parking takes place which can affect emergency access, as large vehicles have been known to use the wrong side of the road in order to pass the central island.

6. One letter of objection was received from a resident, a copy of which is contained within [Appendix B](#). Extracts are outlined below, together with the Traffic Officers responses

Resident Concern 1

7. The corner would in my view be made far more dangerous if the scheme is adopted. At present traffic approaching this point from the north slows down to negotiate the bend and gap between the parked vehicles and the tree. If you proceed as you suggest drivers without the present restriction in width will swoop round this bend and take the corner into Pen-y-lan Road too fast which will be very dangerous for all road users and particularly pedestrians.

Traffic Officer response 1

8. The Local Ward Members for the area were in agreement for the proposal to go ahead to keep this section clear of vehicles for emergency access and general turning facility at the tree island. Whilst it is appreciated that speed may increase slightly without parked vehicles as a traffic calming feature, drivers using this section of road will undoubtedly be from the local area or daily commuters and should be well aware of the road conditions and layout presented before them.

Resident Concern 2

9. Traffic travelling from Cowbridge is similarly able to make its way between parked vehicles and the tree and the only possible difficulty is for vehicles coming from this direction where the driver wishes to return towards Cowbridge and to use the tree as a roundabout. This manoeuvre, which in any event is not one to be encouraged, increased following the rebuilding of the Cowbridge Comprehensive School a few years ago and has increased even further since the introduction of the current car park regime at the school last year.

Traffic Officer response 2

10. The restricted parking proposed for this area will assist to keep this section clear of vehicles for emergency access and general turning facility at the tree island. Although not ideal due to the restricted width this manoeuvre would be extremely slow to carry out and therefore is not deemed to be a dangerous manoeuvre. The issues highlighted with the school parking regime have previously been investigated and the Traffic Management team have been in discussion with the school in an attempt to find a workable solution.

Resource Implications (Financial and Employment)

11. 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.

12. 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

13. The proposal will allow for the safer movement of traffic and in particular emergency vehicles which may have to service the area from time to time.

Legal Implications (to Include Human Rights Implications)

14. 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.
15. 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.
16. There are no human rights implications.

Crime and Disorder Implications

17. The scheme and legal order is being proposed for the purpose of reducing inappropriate parking and keeping the carriageway clear at the tree island to allow emergency and delivery vehicles free access without having to reverse into Maendy Road in order to drive on the wrong side of the carriageway.

Equal Opportunities Implications (to include Welsh Language issues)

18. There are no equal opportunities implications.
19. 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

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

Policy Framework and Budget

21. This is a matter for Executive decision.

Consultation (including Ward Member Consultation)

22. All ward Members have been consulted and are in favour of the proposal.
23. Stakeholder consultations took place in accordance with the Road Traffic Regulation Act 1984.

Relevant Scrutiny Committee

24. 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