APPENDIX B

SCHEDULE

Insert into map schedule BB49

Proposed Revocation of No Waiting at Any Time.

Crosshill..

On the southern side of the road from a point 4.5 metres east of the access to "Sealawns" in an easterly direction for a distance of 24 metres.



15 August 2018

The Director of Environment & Housing, Vale of Glamorgan Council, The Alps, WENVOE. CF5 6AA

Dear Director

THE REMOVAL OF PARKING RESTRICTIONS – SOUTH SIDE OF CROSSHILL REF: IF 852/853/854/855/861

My name is Management Co. Ltd., the Company that services the Sealawns complex. I am writing this letter on behalf of my fellow Director Mr. Mal Gibbon and Sealawn residents.

The first thing to state is that Sealawns Residents DO NOT want the current parking restrictions lifted on the South side of Crosshill. In the mid eighties we agitated to have double yellow lines installed on sections of Crosshill and the reasons we gave then are still valid as the main concern was the road safety at the entrance to the Sealawns/Seapoint car parks.

- 1. Approximately 75% of the traffic on Crosshill enters from Cold Knap Way i.e. travelling West down the hill, if parking is allowed on the South side this traffic will have to immediately swing to the wrong side of the road, please bear in mind this junction is a 90 degree bend with a high wall blocking any view down Crosshill. Cars and vans parked on the South side will block any view of cars exiting the Sealawns/Seapoint car parks. By the same token cars exiting the Sealawns/Seapoint car parks will not be able to see cars approaching from the right, this will be particularly dangerous if the exiting car itself is turning right up Crosshill as, for some unfathomable reason, a lot of drivers seem to have the urge to accelerate to a stupid speed to go down the hill.
- 2. The pavement outside the Sealawns flats is owned and maintained by the Sealawns residents, even with the current parking situation, we spend £1000-£2000 every few years to repair displaced/damaged paving caused by inconsiderate drivers bumping their wheels onto the pavement when they park. To prevent a vast increase in this expenditure we will have to consider installing bollards to stop parking on the pavement.

Instead of the current proposal we once again submit the solution we put forward some 33 years ago i.e. have parking on the North side of Crosshill. This has several advantages over the current proposal and they are:-

1. On the North side of Crosshill at least 3-4 extra parking spaces will be available compared to the South side.

- 2. The majority of traffic entering Crosshill will stay in its correct lane and will have a clear view of the Sealawns/Seapoint car park exit.
- 3. Traffic exiting the Sealawns/Seapoint car park will have a clear line of sight in both directions.
- 4. The pavement on the North side of Crosshill has a low kerb and is surfaced with tarmac and, despite the fact that most drivers ignore the existing 'double yellows' and park on that side, has sustained little damage compared to the South side. The pavement is also backed by a solid wall 2+ meters high and topped with a hedge which is the property of 12 Cold Knap Way. I have spoken to the owners of this property and they have told me that they cannot see, and have no problems with, cars/vans parked on that side of the road, in fact it would be business as usual.

I would conclude by saying that removing the 'double yellows' on the North side of Crosshill has advantages for Sealawns, Seapoint and the Council:-

- 1. You will create almost double the parking spaces that would be available on the South side.
- 2. The above will ease the current chronic parking problems suffered by the Seapoint residents of which, I am sure, you are aware.
- 3. The good visibility around the Sealawns/Seapoint car park entrance will be maintained.
- 4. Expenditure on pavement repairs for Sealawns residents should remain at its current manageable level

I would strongly recommend that a site visit be made before any final decision is taken as, what sometimes looks safe on a plan, is not as good in reality.

The residents of Sealawns, and I believe Seapoint, hope that you will see merit in the above proposals and will act on them.





Miles Punter

Director of Environment and Housing Services

The Alps

Wenvoe

CF5 6AA

27-8-18

Dear Sir

Parking consultation Cross Hill, the Knap, Barry (IF852/853/854/855/861) (T/18/67/SCV)

May I write in support of the proposals to relax the parking restriction on Cross Hill, The Knap, Barry but moved to the other (north side) of the road. For over 20 years the northern side of the street has been used for seasonal parking and as such has less visual impact on the residents of Sealawns. It is important to state that the vision splay would be less if residents were forced to park on the southern side of the road thus increasing the risk of an accident.

