

Cllr. C. Holley

(By Email)

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*Our Ref:* AS/WN  
*Your Ref:*  
*Date:* 26th January 2023

Dear Cllr. Holley,

### **Outstanding questions**

We received your apologies for the meeting and held back a number of questions which we felt were better directed to you rather than to the officers attending. We have listed the questions below and seek your views –

1. Are there plans to prevent anti-social camping and parking adjacent to the commons?

*Parking on roads and laybys is subject to road traffic legislation and regulations, the council is able to enforce parking restrictions where a Traffic Regulation Order is in place.*

*Off road parking of cars or motorhomes would require the landowner's permission. This would be a considered civil trespass; certain offences relating to driving on common land could be enforceable by the Police under provisions contained in the Road Traffic Act 1988.*

2. Monmouth has withdrawn its pilot in Caldicot increasing speed limits back to 30mph from 20mph. What are the Councils plans regarding 20mph/30mph limit reduction as there is some debate on whether this is successful?

*Officers are in the process of preparing detailed ward plans showing the impact of the reduction in the default speed limit on restricted roads to 20mph. The plans developed include an officer assessment of those roads which should be exempt from that reduction and retain a 20mph limit.*

*Once members have received the plans, opportunity will be given for individual or groups of members to meet with officers to discuss how these measures will impact on their wards and also consider the roads which are suggested as being retained at 30mph. It should be noted, that the exemptions process will need to be undertaken to adhere to the guidance provided by Welsh Government which can be reviewed on this link:- <https://www.gov.wales/setting-exceptions-20mph-default-speed-limit-restricted-roads-html>*

3. Motorists are parking on the pavements right next to double yellow lines, are you aware of issue and do you have a forward plan to counteract that bad choice of parking?

*As members will be aware, Traffic Regulation Orders extend to the full extent of the adopted highway and those contravening the restriction can be issued with a penalty notice for doing so. If there are any particular locations where this is problematic members should advise officers in Parking Services of their concerns and this matter can be targeted as resources permit.*

*It should also be noted that Welsh Government are in the process of revising legislation making it an offence to park on unrestricted sections of footway. Once published Council will need to consider how this should be implemented locally.*

4. In reference to paragraph 2.6.5 “Disabled or older occupants of vehicles, particularly those with pre-existing back conditions, can find measures, specifically, but not exclusively, vertical deflections, more uncomfortable and more difficult to negotiate than more able-bodied persons do” What are your long-term goals to help older and disabled occupants of cars to alleviate this pain and discomfort?

*Traffic calming is introduced where there is strong local concern over the speed of traffic. Unfortunately, experience has shown that the only permissibly effective tool in significantly reducing the speed of traffic is through the introduction of vertical deflections on the road. Regrettably, these measures often impact disproportionately on the elderly and disabled in the community.*

*However, formal consultations are undertaken with a wide range of road users including representatives from the disabled community to ensure that the measures proposed are appropriate and to address any specific concerns. Local ward members are also consulted on the measures developed prior to implementation for consideration on how they will impact locally.*

5. As you are aware of the discomfort cushions cause to elderly and disabled residents would you say that you are treating this demographic differently and are disregarding their specific needs?

*The measures introduced fully conform to the design standards set out by the DfT for use on the public highway. These have been rigorously tested to ensure their suitability as a traffic calming solution. As noted above, widespread consultation is also undertaken prior to measures being implemented.*

## Conclusions and Recommendations

From the briefing received and questions asked to attending officers we held a discussion on progress and made the following conclusions and recommendations:

1. We are disappointed that the Welsh Government Road Safety Grant has been held back for the 2nd year in a row due to the 20mph speed reduction scheme and the potential impact this will have, plus the additional workload to highways staff.

*This comment is noted. Additional resource is sought to support the wide program of schemes being progressed, however market conditions in the municipal engineering sector are making this challenging.*

2. We request that you consider the need for speed bumps in areas where there will be a 20-mph restriction on the speed of traffic.

*As is current practice, full consideration will be given before traffic calming schemes are progressed. This will be undertaken in consultation with local ward members.*

3. We request that the Cabinet Member who is a member of the Go Safe Partnership appeal to the Partnership to be more proactive in the area of Gower Commons.

*The Cabinet Member notes the progress made in raising awareness over road safety through the Gower and will work constructively with Go Safe to remove barriers limiting enforcement activity.*

4. We feel there is a need to develop a program of work on encouraging walking to school, this could be added into current schemes like kerbcraft.

*Kerbcraft is a national program set out in modules which involve practical lessons on street raising children's awareness of road hazards and developing skills necessary to travel safely. Currently this does not involve an Active Travel section. Welsh Government is presently in the process of reviewing the program and is seeking contractors to undertake this operation. Once appointed, Swansea Council, as a key stakeholder, will contribute to this review and will take the opportunity provided to seek expansion of the education modules to build in the benefits of an active travel approach.*

5. We would like the Council to consider designing an education program looking at Kerbcraft and encouraging walking/cycling to school that could be uploaded to Hwb the digital platform for learning in Wales, for children to look at with parents and guardians at home.

*This has the potential to provide a useful tool to supplement the Kerbcraft program giving profile to road safety education in those schools who do not participate in the Kerbcraft program. However, developing such a program would require additional resource to develop the teaching platform which could integrate with the existing, and as discussed above, future Kerbcraft modules.*

6. We would like more information on cycle training carried out in schools including how often and in how many schools this takes place.

**Cycle Training 2022-23 forecasting that 600\* pupils are trained x 25 schools  
WG 35K\* Budget.**

Penyrheol	St Helen's
Dunvant	St Illtyd's
Knelston	Penclawydd
Burlais	Glyncollen
Brynhyfryd	Sketty
Brynmill	St David's
Pencalwydd	Pontarddulais
Penyfro	Oystermouth
Bishopston	Cwmrhydyceirw
Pengelli	YGG Gellionnen
Pontlliw	Llangyfelach
Penllergaer	Brynmill
Danygraig	

- *\* Original WG target for 2022-23 is 501 pupils to be trained with a budget of 26.5K but due to underspend on Kerbcraft request to WG will be made to increase cycle training budget to approx. 35K*

*Children participating initially receive Stage 1 training which is undertaken in a traffic free environment. On passing this, children are then taken on street to receive further guidance and support to enable them to cycle safely on the road. These courses are targeted at pupils in years 5 and 6.*

7. We feel more information, signage and guidance needs to be available to educate and encourage tolerant behavior between walkers and cyclists on shared use paths. We would also like to see a specific system in place for reporting accidents on shared use paths, similar to the system in place for reporting road traffic accidents to the police.

*All signage, markings and tactile paving's are introduced in accordance with design standards set out in Active Travel Guidance to support appropriate use of the facility and make users aware of how to use the path appropriately. Supplementary markings for "share with care" are added to remind users of their responsibilities at key locations, such as vicinity to schools, crossing points and junctions where potential interactions may be more frequent.*

*Collisions on Shared use Paths forming part of the public highway system will be recorded by the police and reported in the same way as accidents on road. This will allow analysis of the performance of routes in safety terms over a period of time enabling targeted responses to be made.*

8. We feel Head teachers should encourage their own school staff not to park on roads near schools.

*Schools generally already follow this practice, often extending to newsletters text alerts to parents seeking co-operation in relieving local parking pressures to enhance local road safety. The Road Safety team also undertake assemblies in schools to emphasize this message amongst pupils, as resource permits.*

9. We would like to see an increase in the signage and banners outside schools as a deterrent to remind drivers to drive and park safely around schools.

*The Council previously introduced banners outside schools in partnership with a major local employer who provided financial support for these measures. Unfortunately, this arrangement has now expired.*

*The Road Safety Team would welcome the opportunity to reintroduce these messages and continue to seek partnerships through the Commercial Team to support this activity.*

10. We would like improved consultation with ward members on road safety with a particular focus on schools. Ward members are sometimes unaware of consultations taking place. Also, more engagement with Councillors is needed when consultations are taking place in their wards so they can help to communicate this to their ward members.

*It is usual practice to develop solutions to local ward issues in consultation with Ward Members. On wider traffic schemes, Ward Members are issued with details of the design solutions for comment prior to public consultation. If ward members have any suggestions on how the process can be developed further to assist in this communication, we will be happy to consider this.*

*In relation to measures around schools, members are invited to raise any concerns that they have over road safety directly with the Traffic Management and Road Safety team.*

Yours sincerely



**Councillor Andrew Stevens**  
**Aelod Cabinet dros yr Amgylchedd ac Isadeiledd**  
**Cabinet Member for Environment & Infrastructure**

