

Report

09.11.50

Cabinet Member for Highways & Transport

Part

29 July 2009

Item No

Subject

Glan Usk Primary School – Enhanced Traffic Management Measures and Area Wide 20 mph Zone – Schedule 2

Purpose

To advise the Cabinet Member for Highways and Transport of the outcome of the statutory advertisement of the proposed traffic calming measures and associated traffic Order

Author

Principal Engineer (Traffic and Road Safety)

Ward

St Julians

Summary

In accordance with the decision made at the meeting of the Cabinet Member for Highways and Transport which took place on 11 February 2009 the proposed traffic calming measures and associated 20 mph Zone have been statutorily advertised during the period 8 – 30 June 2009

Also prior to the commencement of the period of statutory advertisement a letter drop by hand was undertaken to approximately 1 400 residential properties which are situated within the proposed 20 mph Zone A copy of the letter and Supplementary Information are attached as Appendix A

In addition to the above the local Members for St Julians have also undertaken 2 informal letter/questionnaire drops to residential properties in the area concerning the proposals and other traffic related issues/concerns associated with Glan Usk Primary School

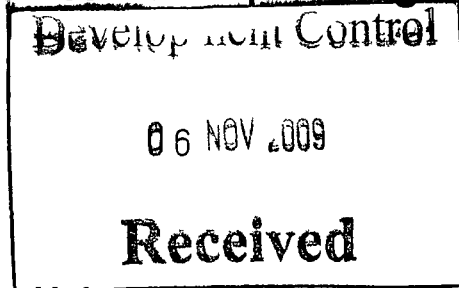
In response to the statutory advertisement of the proposals the Head of Law and Standards has received

- 2 letters of objection
- A single letter expressing concern should the proposals be amended in the vicinity of a residents home (the residents concern has since been allayed) and
- A letter from Heddlu Gwent Police confirming that they would not object to the scheme if there are sufficient traffic calming measures put in place to ensure vehicle speeds do not exceed the desired limit

A copy of the letters of objection are attached as Appendix B

The main points raised in the two letters of objection received and my response to them have been tabulated and are shown in Appendix C

A copy of the Newport Liberal Democrats Durham Road area Traffic Survey letter/questionnaire which was distributed by the local Members to 1200 homes in



advance of my letter drop (Appendix A refers) and the subsequent statutory advertisement of the proposals being undertaken is attached as Appendix D

Copies of the 11 completed forms received by the local Members as a consequence of their second letter drop to residents which was undertaken towards the end of the statutory advertisement period are attached as Appendix E

Whilst consideration has been given to all the responses received, the purpose of this "Schedule 2" report is to respond to formal objections received by the Head of Law and Standards which were submitted in accordance with the information contained within the Notice

Proposal (i) To introduce traffic calming measures within the Bank Street/Durham Road/ Turner Street/East Usk Road area at the approximate locations shown on Drawing No 11633/4 which will be displayed at the meeting

(ii) To introduce a 20 mph zone as shown on Drawing No 11633/4

(iii) To make and implement the Order within the next four months and to advise the local Members, Heddlu Gwent Police and the respondents accordingly

Contact Steve Bowden 01633 232845 steve.bowden@newport.gov.uk

Action by Head of Engineering and Construction

Timetable To introduce the traffic calming measures and make and implement the traffic Order within the next four months

Signed

1 Background

- 1 1 In accordance with the decision made at the meeting of the Cabinet Member for Highways and Transport which took place on 11 February 2009 the proposed traffic calming measures and associated 20 mph Zone have been statutorily advertised during the period 8 – 30 June 2009
- 1 2 Also prior to the commencement of the period of statutory advertisement a letter drop by hand was undertaken to approximately 1 400 residential properties which are situated within the proposed 20 mph Zone A copy of the letter and Supplementary Information are attached as Appendix A
- 1 3 In addition to the above the local Members for St Julians have also undertaken 2 informal letter/questionnaire drops to residential properties in the area concerning the proposals and other traffic related issues/concerns associated with Glan Usk Primary School
- 1 4 In response to the statutory advertisement of the proposals the Head of Law and Standards has received
- 2 letters of objection
 - A single letter expressing concern should the proposals be amended in the vicinity of a residents home (the residents concern has since been allayed) and
 - A letter from Heddlu Gwent Police confirming that they would not object to the scheme if there are sufficient traffic calming measures put in place to ensure vehicle speeds do not exceed the desired limit
- 1 5 A copy of the letters of objection are attached as Appendix B
- 1 6 The main points raised in the 2 letters of objection received and my response to them have been tabulated and are shown in Appendix C
- 1 7 A copy of the Newport Liberal Democrats Durham Road area Traffic Survey letter/questionnaire which was distributed by the local Members to 1200 homes in advance of my letter drop (Appendix A refers) and the subsequent statutory advertisement of the proposals being undertaken is attached as Appendix D
- 1 8 Copies of the 11 completed forms received by the local Members as a consequence of their second letter drop to residents which was undertaken towards the end of the statutory advertisement period are attached as Appendix E
- 1 9 Whilst consideration has been given to all the responses received the purpose of this Schedule 2 report is to respond to formal objections received by the head of Law and Standards which were submitted in accordance with the information contained within the Notice

2 Options Considered

- 2 1 To progress the proposed traffic calming scheme and associated 20 mph Zone as advertised
- 2 2 To leave the situation unchanged

3 Preferred Choice and Reasons

- 3 1 Option 2 1 is the preferred choice for the reasons outlined in the Schedule 1 report dated 11 February 2009

4 Proposals

- 4 1 To introduce traffic calming measures within the Bank Street/Durham Road/Turner Street/East Usk Road area at the approximate locations shown on Drawing No 11633/4 which will be displayed at the meeting
- 4 2 To introduce a 20 mph Zone as shown on Drawing No 11633/4
- 4 3 To make and implement the Order within the next four months and to advise the local Members Heddlu Gwent Police and the respondents accordingly

5 Legal Implications

- 5 1 A traffic Order is required in accordance with the Road Traffic Regulation Act 1984

6 Financial Implications

- 6 1 The Cabinet has recently considered and approved the use of the £266k allocation for Highway Works as contained within the Capital Programme for 2009/10 £32k of which is to be used in upgrading the traffic signal installation at the Bank Street railway bridge

7 Staffing Implications

- 7 1 Staff time has been and will be utilised in processing this matter

8 Sustainability and Environmental Issues

- 8 1 The implementation of the proposed traffic calming scheme will enhance road safety and regulate vehicle speeds within the traffic calmed streets and in the vicinity of 2 local parks and will serve to encourage pupils and parents associated with the new Glan Usk Primary School to make their journeys to and from the school on foot or by bicycle rather than by car

9 Equalities Impact

- 9 1 The Enhanced Traffic Management Scheme will contribute to the quality of life for residents of the area and other users of the associated highways

10 Crime Prevention Impact

- 10 1 The Enhanced Traffic Management Scheme will serve to regulate vehicle speeds and discourage contraventions of the speed limit within a significant number of residential streets

Mandatory Consultation

11 Comments of the Monitoring Officer

- 11 1 The Monitoring Officer has been consulted and has no comments on this issue other than to confirm that a traffic Order is required in accordance with the Road Traffic Regulation Act 1984

12 Comments of the Chief Financial Officer

- 12 1 As the report correctly states at the Cabinet meeting which was held on 14 July 2009 it was agreed that the £266k allocation for Highway Works as contained within the Capital Programme for 2009/10 could be used to fund the implementation of the scheme and the upgrading of the traffic signal installation at the Bank Street railway bridge Therefore there are no financial reasons why this decision cannot be taken

Other Relevant Consultations

13 Ward Members

13 1 Comments of Councillor E Townsend

I believe that this report shows contempt for the views of residents in the area and for elected members There is a clear weight of opinion that the traffic calming measures proposed are

excessive I have invited the cabinet member to visit the area with me to demonstrate to him that a large number of the proposed measures are an expensive over reaction to the planning conditions

There have been two neighbourhood meetings one in which the proposals were presented by Mr Stickler and which caused considerable outrage At a second meeting there was a considerable weight of feeling that the proposals were over the top

The consultation letter sent to all homes in addition to the statutory requirements was hardly neutral After extolling the virtues of the system it belatedly asked towards the end of page 2 for comments and objections

The survey of residents views conducted by ward members took no pre determined stance It asked residents for their views and then reported back those views in the form of a reminder to residents that if they had a view to express they should respond by the due deadline

For the department to have ignored those responses is irresponsible

I would further comment that once again this is an example of going through the motions of consultations after a decision has effectively been made (bar the signing off) That may be the way this department operates but it is not the way the administration has set out to operate

If consultation is to happen then there has to be evidence that people s views will be taken into consideration

In summary

- 1 There is clear support for 20mph limit in this area
- 2 There is a very strong sense from residents and from the ward members that the number of proposed humps - 92 is excessive and that the desired effect of reducing the speed of vehicles can be achieved with less intrusion by humps
- 3 I suggest that as a matter of urgency the cabinet member visits the site with me to see the proposals and that a revised proposal is drawn up quickly so that the work can be completed in time for the school to open
- 4 I draw your attention to the fact that the cabinet agreed up to £260 000 At a time when there are enormous pressures on budgets this should not be regarded as an upper target to aim for and the scheme should be amended to meet the requirements rather than remain as it is in order to use up the budget
- 5 The report does not address the question of how the missing access road from the south to the proposed drop-off point can be covered This has a bearing on both the need for traffic calming to the south and on the volume of traffic that will use the Bank Street access
- 6 Please can we hear what the head teacher says (what he says now rather than what was said theoretically five years ago) and what the current school governors say
- 7 It is not acceptable for the need to act quickly at this stage to override the clear interests of residents of the area
- 8 Please can we also see what precautionary plans are in hand to monitor traffic when the school opens and what alternative measures might be considered in order to alleviate any problems that might be anticipated I am disappointed that the report does not cover the detail of the anticipated traffic problems

13 2 **Comments of Councillor C Townsend**

I m afraid I must agree with all of the comments made by Councillor Ed Townsend

We live in St Julians and use the roads in the area on a regular basis

We also know the feelings of local people and the huge problems that will ensue if these traffic calming measures are introduced

Possibly the most stupid idea of all is to place traffic humps on short stretches of road with dead ends

One can hardly travel at more than 20 mph to begin with so the humps are an expensive waste of time

Huge problems will be caused for residents in an area over burdened with parked cars and traffic problems

I would ask the department to look at this area again

Once it s done it s hard to undo

14 **Heddlu Gwent Police**

- 14 1 As stated earlier in the report Heddlu Gwent Police would not object to the scheme if there are sufficient traffic calming measures put in place to ensure vehicle speeds do not exceed the desired limit

Background Papers

Report to Cabinet Member for Highways and Transport – 11 February 2009

Report to Cabinet – 14 July 2009

SMB/LAW/glan usk primary school traffic man& 20mphzone29july09 doc

23 July 2009

Steve Bowden
SMB/LAW/D22/538

01633 656656
01633 656656
01633 232564
99463 Newport (Gwent) 3

The Owner/Occupier
St Julians Ward
Newport
South Wales

May 2009

Dear Sir/Madam

RE GLAN USK PRIMARY SCHOOL – PROPOSED ASSOCIATED 20 MPH ZONE

Please find enclosed a copy of Drawing No 11633/4 which shows a proposed 20 mph Zone that affects all the adopted roads which are accessed off Caerleon road between its junctions with East Usk Road and Bank Street

The objectives of the scheme being to

- Improve road safety in the area and
- Encourage pupils to walk or cycle to school

In recent years similar Area Wide 20 mph Zones have been implemented within the Maesglas and Duffryn Estates and within Somerton which have been well received by the residents

Previously requests have been received from residents of many of the streets situated within the proposed 20 mph Zone asking for traffic calming measures to be introduced. Examples being Bank Street, Stockton Road, Stafford Road, Margaret Avenue, Constance Street, Usk Street, Trostrey Street, Crawford Street and other streets situated within the vicinity of the park.

Also following the receipt of a representation from the Governors of Durham Road Primary School several years ago a traffic calming assessment was undertaken in the vicinity of the school. However due in part to the congestion that occurs at the beginning and end of the school day vehicle speeds were typically below 20 mph and it subsequently ranked lowly when compared with other school sites most of which have since been treated.

Whilst acknowledging and accepting that physical traffic calming features do not prove favourable to all motorists and residents the above is indicative of the fact that there are many residents who do wish to see them installed within their streets and are appreciative of the road safety benefits afforded by such schemes.

Continued

I hope that the above and the attachments are both informative and pleasing to you. I also hope that you will appreciate that the implementation of the scheme would serve to

- Reduce perceived and real road dangers and encourage pupils and parents to walk to school as much as possible and
- Serve to remove extraneous traffic from the area by encouraging motorists to use the B4596 Caerleon Road rather than Durham Road for example as a rat run

Finally I wish to inform you that prior to such a scheme being progressed it is a requirement that the proposals must be statutorily advertised. This will take the form of Public Notices appearing in the South Wales Argus and being posted on street lighting columns for example within the streets affected by the proposals over a period of 28 days.

The purpose of the statutory consultation being to afford any citizens whether a resident or otherwise the opportunity to formally comment on or object to the proposals.

It is intended that the period of statutory consultation will commence within the next week or two and I request that if you wish to formally comment on or object to the proposed scheme that you do so by writing to the Head of Law and Standards in accordance with the information contained within the Notice.

Subsequently any such objections received will be reported to the Cabinet Member for Highways and Transport for consideration prior to a decision being made.

Yours faithfully

S M Bowden

S, M BOWDEN
For Head of Engineering & Construction

SUPPLEMENTARY INFORMATION

During 2000/01 the Welsh Assembly Government (WAG) introduced a Local Roads Safety Grant Initiative whereby it allocated funding to each Local Authority in Wales for the introduction of road safety schemes and improved Education Training and Publicity programmes. The main purpose being to reduce road casualties with particular emphasis being placed on reducing child casualties.

WAG also encouraged Local Authorities to consider the introduction of 20 mph Zones at appropriate sites and subsequently general emphasis both political and through the media was placed on the introduction of Safer Routes to Schools Schemes improved routes for pedestrians and cyclists and in particular the introduction of 20 mph Zones in the vicinity of schools or on routes leading to schools.

In view of the above successive Councils and Cabinet Members for Highways and Transport within Newport have been extremely keen to see 20 mph Zones introduced within the vicinity of schools and many schemes have therefore been implemented.

Such schemes invariably include 1.6m wide speed cushions rather than full width road humps since they are the preferred choice for the Emergency Services and Bus Operators. Such measures have proved to be very effective in improving road safety and reducing average vehicle speeds by typically 8-10 mph at various locations within Newport e.g. Beaufort Road, Heather Road, St Julians Avenue, Aberthaw Road, Ringland Circle etc with sites having been treated on a worst first basis.

In line with the Local Road Safety Grant Initiative WAG introduced its Road Safety Strategy for Wales which included the Government's three casualty reduction targets i.e. from a baseline of the average number of casualties per year between 1994 and 1998 the targets to be achieved by the year 2010 are:

- 40% reduction in the total number of Killed or Seriously Injured (KSI) casualties
- 50% reduction in the total number of Child Killed or Seriously Injured (KSI) casualties
- 10% reduction in the rate of slight casualties per 100 kilometres travelled

With regard to the first two targets the Road Traffic Casualty Statistics for 2007/08 (the stats for 2008/09 are not yet available) indicate the following reductions in casualties in Newport which are attributable in part to traffic calming schemes which have been implemented and other road safety initiatives:

		1994-98 Baseline	2007/08
All Casualties	Fatal	9 (per year)	6
	Serious	113 (per year)	44
	Total	122 (per year)	50
Therefore against a target reduction of 40% by 2010 the 2007/08 actual reduction was 59%			
		1994-98 Baseline	2007/08
Child Casualties	Fatal	1 (per year)	1
	Serious	22 (per year)	4
	Total	23 (per year)	5
Therefore against a target reduction of 50% by 2010 the 2007/08 actual reduction was 78%			

SMB/LAW/supp guidance casualties doc 12/05/2009

23 Stockton Close
Newport
South Wales
NP19 7HH
01633 665372

Mr G D Price
Head of Law and Standards
Newport City Council
Civic Centre
Newport
South Wales
NP20 4UR

29 06 09

Dear Sir

Re Enhanced Traffic Management Scheme for Glan Usk Primary School Newport

After having spent 30 years in St Mary's Primary School Newport (15 as Deputy and 15 as Acting head) I am very aware of the need for a new school for Durham Road children and am aware of the need for making the roads safe. As a resident of Stockton Close for 33 years I am concerned about the method being proposed to slow traffic Bank Street due to no garage facilities is permanently full of parked cars. This alone slows the traffic since most cars take it in turns to pass each other. If you place speed bumps in the road then the cars will be permanently parked on them leaving only one in the centre of the road. I have spent the last 18 years as an outpatient at the orthopaedic department at the RGH with treatment of every nature and pain management for my back.

I need to be able to position my front wheels head-on in order to negotiate a speed bump without causing pain in my back. I feel that I want to be able to do this on Bank Street. Surely a long range camera would be most effective since speeding can result in a fine and points on your licence.

Please give careful consideration to the health of residents while finding a solution to keep children safe. A proper survey of residents' opinions would have been beneficial. What are your statistics for residents who want these measures? What percentage of the total residents have asked for them?

The one way roads can be negotiated more easily.

Yours sincerely



Mrs L Connolly

Copies to
Mr E Townsend Councillor St Julian's ward
Mrs C Townsend Councillor St Julian's ward
Ms G Ford Councillor St Julian's ward

Mr G Price
Head of Law & Standards
Newport
Civic Centre
Newport

26th June 2009

Dear Mr Price

**RE GLAN USK PRIMARY SCHOOL - PROPOSED ASSOCIATED 20 M P H
ZONE**

I wish to object to the above proposal on the grounds of the following

- 1 No accident have happened to any child attending Durham Road School in the forty years I have lived in the area
- 2 Durham Road has never had a Panda/Zebra or any type of crossing before
- 3 The school is being relocated, so why impose constrictions of residents after the school is no more
- 4 While I agree to a 20mph regulation, I am not happy with road cushions, they make travelling over them painful to residents with disabilities
Consideration should be given to these inhabitants
- 5 Also attention is required on the extra noise levels, more dust and dirt, air pollution and cars accelerating and decelerating

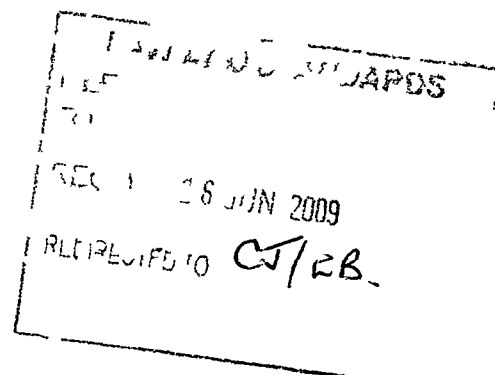
I would suggest a principal comparable to Nash Road whereby the speed limit is enforced within the hours when the children are travelling to and from school. It works well enough on Nash Road. It seems futile to push forward with the proposal just because the Welsh Assembly Government has made money available. That money could be better spent on facilities within the St Julians ward.

I hope you look favourably at my objections and suggestions

Yours sincerely

John Martin
35, Orchard Street
Newport
NP19 7DL

copy to Cllr David Attwell



APPENDIX C

Respondent	Respondent's Comments	Response by Head of Engineering & Construction
1 A letter of objection from a resident of Stockton Close	(i) The resident has been an outpatient for 18 years at the orthopaedic department at the Royal Gwent Hospital due to problems associated with her back She is concerned that the presence of parked vehicles on Bank Street will prevent her from being able to position her vehicle in a manner which would enable her to effectively negotiate the speed cushions	(i) Within residential streets and in particular 20 mph Zones it is not unusual from the 2 outer cushions in a set of 3 to be partially parked on by vehicles In such circumstances motorists have the option of straddling the central cushion with their vehicle when traffic flows permit This may require a motorist to effectively give way to oncoming traffic should any be present to enable them to align their vehicle centrally with the cushion prior to straddling it Such actions add to the overall traffic calming effect such measures achieve 2 (iv also refers)
2 A letter of objection from a resident of Orchard Street	(i) No accidents have happened to any child attending Durham Road School in the forty years I have lived in the area	(i) Whilst the data within the Accident Record Database does not extend that far back I am aware that it does indicate that no traffic incidents causing personal injury have occurred to pupils attending Durham Road School within the past 5 years However the purpose of the proposed scheme is to improve perceived and actual road safety within the area thereby reducing the likelihood of a road traffic incident occurring and the potential seriousness of such an incident should one occur
	(ii) Durham Road has never had a Panda/Zebra or any type of crossing before	(ii) Whilst the section of Durham Road fronting the Primary School has not benefited from the installation of a controlled pedestrian crossing point since it would not have satisfied the criteria had one been requested it has benefited from the services afforded by the provision of a School Crossing Patrol officer for a significant number of years
	(iii) The school is being relocated so why impose constrictions of residents after the school is no more	(iii) The proposed scheme is associated with the Planning Approval for Glan Usk Primary School and the School's Travel Plan and its purpose is to improve both actual and perceived road safety within a significant portion of the catchment area for the school and in the vicinity of 2 local parks accessed within it Historically requests have been received from residents of many of the streets concerned requesting the introduction of traffic calming measures within their streets for a variety of reasons They will also benefit from the implementation of the scheme 24/7

Respondent	Respondent's Comments	Response by Head of Engineering & Construction
	(iv) While I agree to a 20 mph regulation I am not happy with road cushions they make travelling over them painful to residents with disabilities	(iv) The type of speed cushion to be installed are 1.6m wide rather than the 1.9m wide option which is also available. They are the preferred choice of the Emergency Services including the Ambulance Service. It is important to realise that whilst the posted speed limit will be 20 mph this is the maximum speed at which vehicles should be driven. Therefore it is for each citizen to determine what constitutes an appropriate speed at which they can comfortably straddle or traverse the speed cushions and any vehicle being driven at lower speeds would effectively supplement the traffic calming effect caused by the presence of the speed cushions (1(i) also refers)
	(v) Also attention is required on the extra noise levels more dust and dirt air pollution and cars accelerating and decelerating	(v) I am not aware of any anecdotal evidence which proves that the presence of such traffic calming features actually cause an increase in noise levels dust dirt and air pollution With regard to the comment concerning the possibility of cars accelerating and decelerating it is common practice when designing such schemes to keep the longitudinal distances between features as uniform as site conditions permit to enable drivers to proceed through the area at a relatively uniform speed without the need for them to be constantly changing gear and braking/accelerating
	(vi) I would suggest a principal comparable to that on Nash Road whereby the speed limit is enforced within the hours when the children are travelling to and from school. It works well enough on Nash Road	(vi) The scheme referred to is an Intermittent 20 mph Speed Limit which was introduced approximately 4 years ago. It is not enforced and has been the subject of complaint due to issues associated with the associated signage i.e. they have been subjected to vandalism are prone to malfunction and due to their nature are operational every day i.e. not just Mon-Fri during term time. It is doubtful that they have any effect on influencing vehicle speeds and it is likely that they will be removed during the next financial year. The provision of such a system within the area which is the subject of this report would be futile.
	(vii) It seems futile to push forward with the proposal just because the Welsh Assembly Government has made money available. That money could be better spent on facilities within the St Julians Ward	(vii) The scheme forms part of the Council's Capital Programme for 2009/10 and is NOT being funded by the Welsh Assembly Government



Durham Rd area Traffic Survey

Dear resident

Ed Townsend and fellow Lib Dem councillors Gill Ford and Carmel Townsend are keen for you to have a say in what happens when the new Glan Usk school opens after Christmas. Newport City Council is consulting residents about plans to introduce a 20mph limit in the entire area within the boundary created by Clarence Place, Caerleon Road as far as the motorway and the river. This will also involve the installation of traffic calming measures in the form of road humps throughout this area.

Please take a couple of minutes to answer the questions in this survey and we will pass on your answers in the form of a summary to the council's traffic engineers. We will also report back to you on the collective views of residents.

We will call back in about half an hour so please leave the completed survey hanging from your letter box. We can then collect it without disturbing you further.

If we missed you then you can post it back to us at no charge to you - by FREEPOST to

St. Julian's Lib Dems
FREEPOST NATW950 NP4 0BR

Thanks for your help Ed Gill and Carmel

Ed Townsend Gill Ford Carmel Townsend



Tell us your views

don't forget to include your name and address overleaf so that we can let you know what we're doing

Your views on school traffic

This survey will only take a few minutes. Your views are important for us.

1 The 20mph limit is required by the planning conditions for the new school.

Do you agree that this is a sensible condition?

Yes No

2 The main traffic access for parents is from Bank Street across the railway line to a drop-off point in the Glebelands returning across the bridge.

Do you agree that this is the sensible way for vehicles to get to the school?

Yes No

3 The catchment area for the school means that few if any cars will need to turn right from Caerleon Road to get into Bank Street. Most will turn left from Caerleon Road into Bank Street. This means that they will have to turn right out of Bank Street when they leave.

Do you think there should be measures to prevent the build-up of traffic in Bank Street as vehicles wait to turn right?

Yes No

4 It has been suggested that vehicles queuing to turn right out of Bank Street may use Durham Road and Stockton Road as short cuts to avoid the wait.

Do you agree that this is likely?

Yes No

5 It has been suggested that a no right turn from Bank Street to Caerleon Road could speed up the flow of traffic by getting drivers to turn left and use the roundabout at the Motorway to return down Caerleon Road towards the shops

Do you think that this is a sensible approach?

Yes No

6 It has been suggested that a no right turn might encourage people to use Durham Road and Stockton Road as a short cut.

Do you agree?

Yes No

7 The original plan was for there to be a second drop-off accessed from the South through Turner Street and Collier Street along a new riverside accessed road. This will not be provided until the delayed housing development begins

Do you think this should be provided

Straight away
 When the houses have been built
 Not at all

8 Do you agree that regular traffic calming humps throughout the area are an essential part of this plan?

Yes No

9 The school will open in the New Year 2010

Do you have any other comments about the traffic plans?

About you

In which age group are you?

18-30 30-45 46-60
 61-70 70-80 80+

Do you have any children

at primary school? Yes/No
 at secondary school? Yes/No
 at college/university? Yes/No
 living at home? Yes/No

If there was an election tomorrow which party do you think you would support?

	General Election	Council Election
Liberal Democrat	<input type="checkbox"/>	<input type="checkbox"/>
Labour	<input type="checkbox"/>	<input type="checkbox"/>
Lib Dem or Labour	<input type="checkbox"/>	<input type="checkbox"/>
Conservative	<input type="checkbox"/>	<input type="checkbox"/>
Lib Dem or Conservative	<input type="checkbox"/>	<input type="checkbox"/>
Plaid Cymru	<input type="checkbox"/>	<input type="checkbox"/>
Green	<input type="checkbox"/>	<input type="checkbox"/>
BNP	<input type="checkbox"/>	<input type="checkbox"/>
Independent	<input type="checkbox"/>	<input type="checkbox"/>

Have your say!

Please use this space to tell us about any issues or problems that you think we should campaign on in the area or how our area could be improved

(Empty space for handwritten comments)

Name _____
 Address _____
 Postcode _____
 Mobile 07 _____
 Tel 01633 _____
 E-mail _____

- I could help deliver a few leaflets in my area
- I'll display a poster at election time
- I can put a poster on a stick in my garden
- I can do some clerical work at home
- I'll be supporting the Lib Dem team at election time
- I'd like to vote by post
- I'd like to join Newport Lib Dems

please come and see me

Send this back to us using our FREEPOST address: St. Julian's FOCUS Residents Survey, FREEPOST NATW950, NP4 0BR

Comments on Glan Usk travel plans needed by Tuesday

YOU CAN STILL HAVE YOUR SAY

● Newport City Council has written to everyone in the area affected by plans for a 20mph speed limit and traffic calming measures for the new Glan Usk school.

The letter invited you to comment on the plans.

If you have not already replied to the letter, you have until Tuesday to do so.

● You can use this sheet to add your comments.

Please send your comments to Head of Engineering Civic Centre

Newport NP20 4UR or hand deliver them to Ed Townsend 43 St Julians Road and he will hand them in.

Your comments

BANK STREET

20 m.p.h SPEED LIMIT
AND TRAFFIC CALMING
ABSOLUTELY CRUCIAL
FOR AN ACCESS ROAD
TO A HEAVILY POPULATED
AREA, A PLAYING PARK
AND A 500-600 PUPIL
NEW SCHOOL! ALSO -
PEDESTRIAN (PELICAN?) CROSSING
FOR YOUNG + OLD RESIDENTS.
+ "SLOW" DRIVING LESSONS FOR
MOTORISTS OBJECTING TO CALMING!!
IN ALL AREAS!

Name

BRIAN DONOVAN

Address

3, DORINGTON COURT

Ed Townsend and the local Lib Dem team asked residents for their views earlier this year. You can see a summary of the responses on the back of this sheet. Ed has shared these results with council officials, along with other comments made by local residents.

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The letter invited you to comment on the plans. If you have not already replied to the letter, you have until Tuesday to do so.

● You can use this sheet to add your comments. Please send your comments to Head of Engineering Civic Centre Newport NP20 4UR or hand deliver them to Ed Townsend 43 St Julians Road and he will hand them in.

Your comments

WHY CREATE THESE PROBLEMS LISTED OVER PAGE "BY USING BANK STREET WHEN ACCESS FROM THE SOUTHERN ~~AREA~~ SIDE OF SCHOOL WOULD ELIMINATE THEM, OUR CONCERN LIVING ON BANK ST. CAR USERS COMING FROM SCHOOL IF NO RIGHT TURNS ARE ENFORCED INTO STOCKTON RD + DURHAM RD THEY WILL USE BANK LANE AS A "RAT RUN"

Name MR. R. DAYLIS
Address 1. BANK ST. NPT

Ed Townsend and the local Lib Dem team asked residents for their views earlier this year. You can see a summary of the responses on the back of this sheet. Ed has shared these results with council officials along with other comments made by local residents.

66211

YOU CAN STILL HAVE YOUR SAY

● Newport City Council has written to everyone in the area affected by plans for a 20mph speed limit and traffic calming measures for the new Glan Usk school.

The letter invited you to comment on the plans. If you have not already replied to the letter, you have until Tuesday to do so.

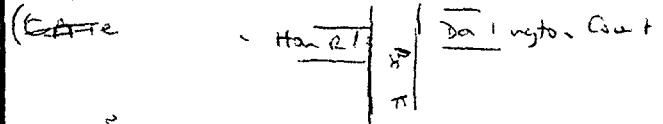
● You can use this sheet to add your comments.

Please send your comments to Head of Engineering Civic Centre

Newport NP20 4UR or hand deliver them to Ed Townsend 43 St Julians Road and he will hand them in.

Your comments

- ① I agree 20mph limit in these narrow streets is a good idea
- ② I think it is wishful thinking to imagine pupils will walk to school
- ③ Do sleeping policemen have to be the large ones - surely there should be some consideration for car owners and their cars!
- ④ I believe there should be no parking allowed at junction of Sutton Rd and Bank Street



Currently pick up trucks (large vehicles) park here, and cars leaving Sutton Rd and coming down Bank Street are unsighted. It's very dangerous and a wide area has not been considered here.

Name I Symonds

Address 21 Oak Street

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Your comments

Traffic calming humps
area waste of time and
Money as most parents
use their cars to
take children to
school because they
need their cars to
go to work after
dropping the children
off before and we
all know most mothers
need to work if its
only part time

Name R STONE

Address 12 LHANVAIR RD

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Comments on Glan Usk travel plans needed by Tuesday

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20 JUN 2009
engineers

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Your comments

TRAFFIC HUMPS ARE NO USE AT ALL IN DURHAM RD AS THE SPEED OFFENDERS ARE BUSES NOT CARS ALSO ED TOWNSEND PROMISED TO GET DURHAM LANE GATED OFF BUT NO MATTER HOW OR WHEN YOU CONTACT HIM AT HOME OR WORK HE NEVER GETS BACK TO YOU IT SEEMS THAT SINCE HE HAS BECOME DEPTF LEADER HE DOESNT CARE I CERTAINLY WOULD NOT VOTE FOR HIM OR HIS FAMILY AGAIN

Name

MRS E JONES

Address

47 DURHAM RD

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ENV & ECONOMY
EAC SM13
01 JUL 2009

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Your comments

(1) TO USE BANK ST AS A SCHOOL ACCESS WOULD ONLY INCREASE ALREADY OVER USE OF THE STREET BY TRAFFIC GOING TO THE BOWLS CLUB AND THE PARK

(2) ACTION IS NEEDED TO REDUCE THE SPEED OF VEHICLES USING BANK ST

(3) WHIST A NO RIGHT TURN INTO CARRLOW RD FROM BANK ST, WOULD BE A GOOD IDEA IT WOULD ONLY THROW ADDITIONAL TRAFFIC INTO DURHAM RD AND STOKTON ROAD TO ENABLE TRAFFIC TO MAKE A RIGHT TURN INTO CARRLOW RD FURTHER DOWN TOWARDS CONSTANT STREET CAUSING MORE TRAFFIC ON THE ROADS

(4) A REDUCED SPEED LIMIT ON ALL THESE STREETS (SAY 20MPH) WOULD BE EXCELLENT

Name CATHERINE WEBB (MRS)

Address 16, KEMPSEY BANK STREET.

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Your comments

All those so-called calming measures will lead to more road-rage

Why one in Frank St or Old Bond St? You speed there or it's the river or a brick wall.

20 MPH OK

Was access to the school not pre-planned? Seems to me a case of the stable & the horse.

Name J Rumble

Address 3 Frank St

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Your comments

"NO SPEED HUMPS
ARE AN HAZZARD TO
INDIVIDUALS PEOPLE
SOUTHERN ACCESS
ROAD ~~THE~~ YES"

30 JUN 2009

TO  MAIL ID
SMB up

Name

MRS MRS D WINFIELD

Address

11 DARLINGTON COURT

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Your comments

limit
20 MPH speed and
traffic calming needed
urgently in Bank Street
especially for elderly
residents, as traffic
increases and anticipated
and Zebra crossing

Name

P Foley

Address

9 DORINGTON COURT

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Your comments

SPEED HUMPS AFFECTS HUNDREDS OF PEOPLE WITH BAD BACKS + NECKS AND ARE OBSTICALS THAT WE TRY TO AVOID AND DO NOT STOP THE IDIOTS ROAD SIGNS THAT SHOW YOUR SPEED AS THE ONE'S OUTSIDE ST MARYS QUEEN'S HILL ARE MORE EFFECTIVE AND ALSO DO NOT AFFECT PEOPLE WITH DISABILITIES

Name BRIAN COLLINS

Address 70 DARLINGTON COURT

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I do think you need a speed limit.

^{Dear Sir,} Your comments

I am 88 years of age I didn't think it would affect me. I go to St Julians Senior Citizens Club on Monday & Thursday nights using a taxi. I catch the 10c bus to go to town. I would have problems getting from Bank Street to Sutton Road as I live in Darlington Court. Most other times my children use their cars otherwise I would be horse bound. I would think we would have to have a crossing from Darlington Court to Sutton Road to catch the bus - yours truly
B-E Brown (A/M)

Name MRS B E BROWN

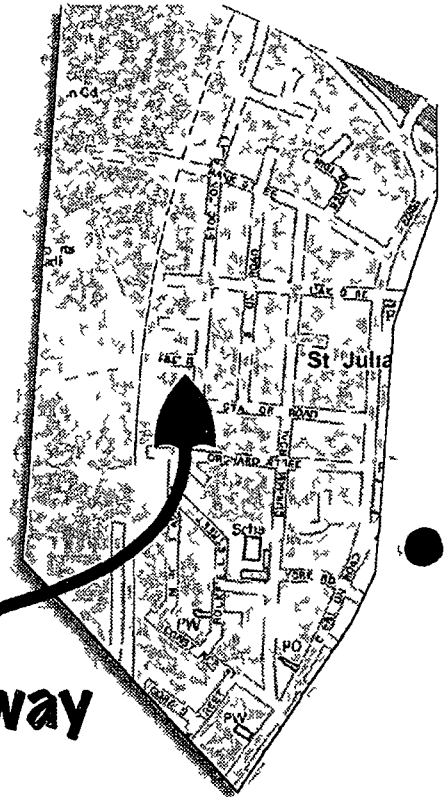
Address 17 DARLINGTON COURT

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Survey update from your **Lib Dem** team

What you said about plans for school traffic

Ed Townsend and the local Liberal Democrats sent out a survey to homes in the Durham Road and Turner Street areas. We asked what you thought about the proposals for a 20mph speed limit, traffic calming and other issues.



Results for the area between Constance Street and the Motorway

83% Agree that 20mph speed limit is a good idea

29% Agree that Bank St as the main school access is a good idea

85% Agree action is needed to prevent build-up of traffic in Bank St

84% Agree traffic queuing in Bank St will lead to problems in Durham Rd and Stockton Rd

69% Agree that 'No Right Turn' from Bank St in Caerleon Rd would be helpful

88% Agree that no right turn would cause problems in Durham Rd and Stockton Rd

36% Agree that traffic calming humps are essential

Want to see the southern access road built

Immediately 79%

After the houses are built 17%

Never 2%

* excludes the 'Don't know' answers