

Consultation Report

Rhyd Y Penau Road Zebra Crossing / Fidlas Road Zebra Crossing (Rhyd Y Penau Roundabout)

Project No: 15111

A consultation was held on the above scheme proposal between 24th July and 07th August 2015, 14 letters and emails were received as was a petition that contained 55 signatures in relation to this scheme.

The purpose of the consultation was to obtain information from the local community in order to improve the scheme and if possible address local concerns. We haven't asked for a vote as to whether local residents are for or against the scheme as the scheme is aimed at addressing an identified road safety issue which affects local residents and also motorists driving through the area. However, these schemes do not generally proceed unless there is majority of Councillor support.

The concerns and comments are summarised as below, along with the Council's response. In view of the below it is proposed to proceed with the implementation of the scheme subject to available funding.

Rhyd Y Penau Road Zebra Crossing

Issue – Positioning of Tabled Zebra

Resident stated that:

“Access to our driveway is already compromised by the positioning of bollards at the zebra crossing on one side and a street lamp on the other. Being mindful of general safety concerns we have already taken the step of modifying our back garden to allow space to turn our car so that we can always exit the drive facing forwards. Even with this proviso, if turning east from our driveway we are obliged to enter the lane of the oncoming, westward, bound traffic in order to complete the exiting turn. This is because the bollards prevent us turning the car until well out into the road. The plans in the consultation pack are not sufficiently detailed to determine whether the modifications will create additional problems for us driving into or out of our driveway; however the presence of a speed bump is unlikely to help. To avoid further problems for us and our visitors and risk to the safety and convenience of road users as we attempt to manoeuvre in and out we request that you take this opportunity to improve access to our driveway rather than making it more difficult.”

and

“We were surprised that the proposed rising speed hump on the west side of the Zebra was not placed before the school entrance as opposed to immediately adjacent to our house. Placed as it apparently is according to the plans any resultant deceleration would appear to be far too late to prevent careless drivers arriving at the zebra crossing at speed and colliding with anyone on it at the time. Slowing down vehicles well prior to the school entrance with the rising speed hump (as practiced elsewhere in Cardiff e.g. Heol Uchaf) would reduce the risk to young children, move some of the noise, pollution and vibration away from our

house, and might avoid making it more difficult for us to access our driveway. This proviso also applies to the ramp at the eastward end of the table also although, given the proximity of neighbouring houses, extending it in this direction might be more problematic for neighbours' vehicle ingress and egress."

Response

At a meeting with local ward members and residents on Rhyd Y Penau Road, the Council explained that detailed design would take place to ensure that existing issues will be minimised. Therefore these improvements will allow residents to enter their driveways in an easier fashion than currently exists.

Placement of the speed table was to improve the current zebra crossing facility that is meters away from the entrance to the school. This upgrade will slow vehicles heading in both directions on Rhyd Y Penau Road, whilst allowing pedestrians to cross in a safer manner.

Fidlas Road Zebra Crossing

Issue – Positioning of Tabled Zebra

Resident stated that:

"The siting of the proposed crossing is probably the worst place that could have been picked in the whole of Fidlas road. Why? because there are no less than six cross overs leading from drive ways onto the zig zag lines and 3 of them line up with the edge of the Zebra Table crossing. The properties involved have the potential of parking 17 cars between them on the drives, each of these cars would have to break the law to get into and out of their individual drives due to the zebra crossing. Your Department will have full knowledge of what these laws are and the difficulty of reversing a car into a driveway from Fidlas road at the present, if the zebra crossing is sited as proposed, reversing onto our drives will become dangerous for ourselves, other road users and pedestrian's plus as I say we will be breaking the law."

and

"I believe that the "build outs" are going to cause me severe problems particularly when reversing onto my drive. I can also foresee difficulties if I wished to turn left as it looks as though the "build outs" are going to come right to the edge of my drive and there will be little, if any, room for manoeuvre.

If you are at all familiar with Fidlas Road you will perhaps appreciate the nightmare that it can be getting on and off residential drives due to the continuous heavy flow of traffic and, in my opinion, this situation is only going to get worse with the arrival of another zebra crossing! I need to reverse up my drive as there is no way I would be able to reverse off the drive during the rush hour; in all honesty neither would I wish to for reasons of safety."

Response

Although the Highway Code specifies that drivers should not stop or park on zigzag markings, this relates to drivers who intend to park or wait on zigzag markings for no justifiable reason. As part of the Zebra Crossing, Pelican and Puffin Pedestrian Crossing Regulations, exceptions are given as to when drivers may stop on zigzags.

These would be if the driver is prevented from proceeding by circumstances beyond his/her control; if it is necessary for him/her to stop to avoid injury or damage to persons or property; or if he/she stops the vehicle for the purpose of making a left or right turn. On this basis, drivers are legally able to continue to wait and reverse onto their driveways. However when detailed design takes place the Council will ensure that zigzag markings and buildouts will be minimised within reason, this will improve vehicle movements into surrounding driveways. The consulted location for the tabled zebra crossing is in the current desire line for pupils attending the local school.

Following a Councillor site meeting, it has been agreed that the Council will propose an additional table on Fildas Avenue in the vicinity to the entrance of the Primary school, which will allow children to cross in a safe manner. This additional table will be consulted on separately in the near future, however will be constructed at the same time if approved.

General

Issue – Cost of Scheme

Resident stated that:

“the unnecessary cost (and consequent savings) which is difficult to support in these restrictive financial times.”

and

“As a general comment I believe that Cardiff Council spend too much time and money on these type of projects. I wonder where the initiative for this particular modification came from?”

Response

This scheme is being funded by the Welsh Government Local Road Safety Grant, the main objective of these Road Safety schemes is to reduce road collisions. This scheme was developed in order to address a road safety concern which was identified following a review and assessment of the Police database of injury collisions in Cardiff over a five year period.

It is not possible for Officers to use this Grant funding for purposes other than for which the Welsh Assembly Government has determined.

Issue – consultation process

Resident stated that:

“Concerned about Time allowed for consultation”

Response

Our standard procedure on Transport Schemes is to allow two weeks for the public consultation period. One response was received after this period, and this has been included in this report.

Issue – Noise and Pollution

Resident stated that:

“we have concerns with regards to increased vehicle emissions and air quality deterioration that is expected. As vehicles are expected to travel in lower gears, while negotiating the speed bumps, the emissions will rise, increasing the air pollution in the area.”

and

“we believe that these noise levels will increase, particularly as vehicles will be accelerating and decelerating at the rising and falling ramps”

and

“They increase noise levels where they are implemented. Not just by engine and brake noise from people slowing down and speeding up, but also from trucks and lorries carrying loads that get bounced around.”

Response

We do not carry out noise readings before or after traffic calming features such as these are installed. We rely on Department for Transport Guidance such as Traffic Advisory Leaflet 6/96 and Local Transport Note 1/07. The advice from these documents is that “Conventional methods of measuring traffic noise do not readily expose annoyance factors associated with changes in the variability of noise. Consequently, it is difficult to predict accurately the perceived noise impact of traffic calming schemes (Abbot et al., 1995b).”

We therefore do not carry out noise level readings, however in order to minimise any noise, we shall be installing tarmac ramps as these are less severe than the pre-formed ramps and consequently emit less noise.

With regard to pollution, an Environmental Assessment has not been undertaken as the scheme that we are developing does not require planning permission. It should be noted that the scheme will not generate additional traffic movements, and generally in Cardiff, we find that for there to be a risk of National Air Quality Standards to be exceeded, we need all three of: reasonably large traffic flows, vehicle queuing for significant parts of the day and buildings close to the road to hinder dispersion. The scheme proposals are unlikely to significantly affect concentrations of key pollutants at the residential properties.

Issue – Table causing damage to properties

Resident stated that:

“While we understand that there is no confirmed linkage between the additional vibrations caused by speed humps and structural damage to buildings, we remain concerned that the tabled zebra will result in cracks to our property and front wall”

Response

The guidance from the Department for Transport on road humps and ground-borne vibrations is based on British Standard 7385: Part 2 which gives threshold values of vibration exposure which may give rise to minor cosmetic damage to buildings. These values were used to calculate minimum distances at which it would be

desirable for road humps to be sited from dwellings, according to soil type. This table shows that even very minor hairline cracking should not occur unless the road humps are placed less than 4m from a dwelling, even for the softest soil, although it is quite possible that the effects of a commercial vehicle crossing a road hump on soft soils could be sensed up to 76m away. However, as all properties are situated further than the minimum distance given in the advice it is considered that no structural damage would be induced by vibration.

Issue – Table causing damage to vehicles

Resident stated that:

“They cost driver’s money by using more petrol and brake pads in addition to the damage caused to suspension, oil sumps and exhausts etc.”

and

“They cause damage to vehicles, particularly sports cars (even at low speed). This is especially the case when many drivers, unfamiliar with the area, encounter the bumps before they realise they are there, particularly at night.”

Response

It is proposed to construct the new speed tables using tarmac ramps with a gradient of 1 in 14. These have been installed in other areas of Cardiff and have found to be effective in reducing traffic speeds whilst not causing discomfort.

Vehicles driven over speed tables at appropriate speeds should not suffer damage.

During the detailed design process we shall assess the existing highway lighting, and will provide additional lighting if required at the new speed table locations.

Issue – Inconvenience to Emergency Vehicles

Resident stated that:

“They slow the response times of emergency vehicles.”

Response

The Emergency Services have been consulted on these proposals. We have not received any negative comments from the Emergency Services, and this scheme has received the positive support from the Police.

Issue – Existing Speed Camera

Resident stated that:

“I remember an article published in the South Wales Echo last year, that the gatso (speed camera) had not caught any speeding motorists in the previous 12 months”

and

“Speed cameras might be an alternative but enforcement of existing controlled speed limits is much more relevant”

Response

Following a recent meeting with 'GoSafe' (which is a partnership funded by a Welsh Government Grant) who install and operate these speed enforcement cameras, additional measures were needed to allow this existing speed enforcement camera to work. I can confirm that this work has recently taken place, therefore the camera is now operational and will remain for at least the next year.

With regards to installing additional speed enforcement cameras, GoSafe have to comply with Central Government criteria when proposing to implement a fixed camera sites; it is unlikely that an additional camera would be installed, however this will be proposed to GoSafe.

Unfortunately there are not many effective means of reducing vehicle speeds on Welsh roads; speed humps and cushions are however a proven effective method. Instances where we have removed speed cushions, for example where a road has been resurfaced, vehicle speeds reverted back to high vehicle speeds.

Issue – Request for additional measures

Resident stated that:

“The 'crossing' between the Nant Fawr woodlands and entrance to Fidlas park/Llanishen Reservoir situated near the bus stop to the east of my home could be made in to another tabled crossing to further slow traffic whilst further east up Rhyd-y-penau Road”

Response

There is currently no justification to introduce further traffic calming measures in the surrounding vicinity at the present time.

Issue – Request for a 20mph limit

Resident stated that:

“Alternative ways of calming traffic would be to place a 20 mile an hour limit all along Fidlas Road”

Response

20mph limits are 'signage only' schemes and Department for Transport Guidance states that these should only be introduced where the existing traffic speeds are 24mph or less. During the development of these proposals traffic speed surveys have been carried out. The 85th percentile traffic speed on Fidlas Road been recorded as 30mph, consequently a 20mph limit would not be appropriate for Fidlas Road, where the existing 85th percentile traffic speed exceeds 24mph.

Issue - property value

Resident stated that:

“I am writing to inform you that I have some major concerns around this proposal, not least what it might do to the value of my property,”

Response

Whilst we appreciate the concern which has been raised, unfortunately there is no scope for the County Council to provide individual assistance. This is because the

Land Compensation Act 1973 only provides for loss of value due to the provision of a new road and there is no provision for compensation as a result of changes of this nature.

Issue – Collision data

Resident stated that:

“to my knowledge there has never been a road accident involving a pedestrian in the last 20 years”

Response

The scheme was identified following a review and assessment of the Police database of injury-collisions in Cardiff over a five year period. This assessment identified 2 serious collisions and 13 slight collisions on this route over this time period. These collisions include vulnerable and high risk groups, such as children, the elderly, pedestrians, cyclist and motorcyclist. Reducing the traffic speeds and improving the pedestrian crossing facilities will address the collision causation factors. This scheme has received the support from the Police and GoSafe.

Issue – Traffic

Resident stated that:

“They often divert traffic to alternative residential streets.”

Response

There is no evidence to suggest that motorists alter their routes to avoid traffic calming, however post monitoring will take place once the scheme has been constructed to determine if traffic flows are increased on surrounding roads as a result of this scheme.

Issue – Lights from Vehicles

Resident stated that:

“When vehicles drive over them with their lights on, this points the dipped beam up to eye level. This not only causes nearby houses disturbance, but also gives the illusion of the headlights being flashed, dazzling and causing confusion to other motorists and often causing accidents.”

Response

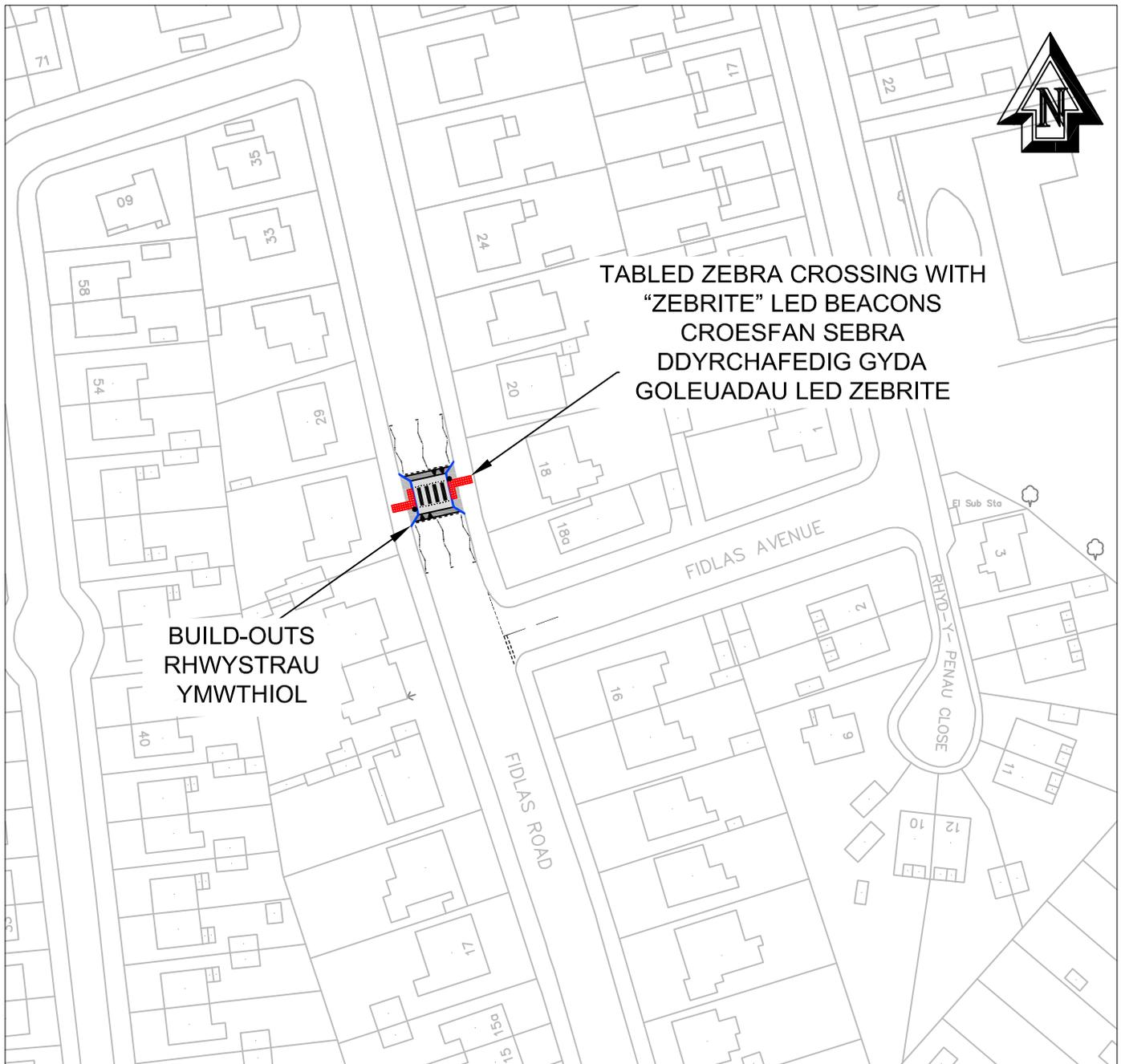
The highway codes states that it is not a recognised signal (flashed headlights), therefore any motorists viewing this should proceed as normal. Any dip or bend in the highway layout can also cause this illusion.

Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the revised plan shown below.

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A full consultation pack is available at www.cardiff.gov.uk/transportprojects. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3338 to request a paper copy.



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