

Consultation Report

Project Title: Heol Pontprennau – Tabled Zebra Crossing
Project No: CO17147

A consultation was held on the above scheme proposals between 24th November 2017 and 8th December 2017. Two comments were received from members of the public regarding the proposed scheme, none of the comments which were received were objecting the proposed scheme.

The concerns and comments are summarised as below, along with the Council's response.

Issue 1

“Sustrans Cymru is concerned that the crossing facility is not on the desire for pedestrians. To try and improve this recommend constructing a path through the verge to enable people to walk directly to the crossing.”

Response

The existing footpath which runs between Heol Pontprennau and Burwell Close forms part of the Councils adopted Highway. The land adjacent to this footpath is owned and maintained by the Councils Park Department. As there is an existing footpath in close proximity to the proposed Tabled Zebra Crossing location we would not look to introduce a new footpath at this location, however, we have contacted the Councils Park Department to see if we can widen the existing footpath in order to improve accessibility for users along this footpath and also arrange for any overhanging shrubbery to be trimmed back.

Issue 2.

“I fully understand the road safety aspects of putting in a zebra crossing, however , could I ask what assessments have been made to consider the impact of increased noise and vibrations to residents in my position , as noise pollution from traffic and buses at the bus stop are increasing all the time , I would not like to be further impacted by slowing vehicles , vibrations from buses and larger vehicles who will have to navigate the raised table .

Has consideration been given to a standard zebra which would seem to me to do the job without the need to add the table effect.”

Response

Whilst I acknowledge that there may be an increase in noise pollution when introducing Traffic Calming features around the City, speed ramps are the only method currently available to us to effectively reduce vehicle speeds in order to improve road safety for vulnerable users.

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. 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.

Recommendation:

In view of the feedback received, and following majority support from the Local Ward Members it is recommended that the scheme be progressed as advertised.