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## **Lakeside Primary : Active Travel Scheme Area A – Celyn Avenue**

### **Consultation Report**

**Project No: CO18108**

A consultation was held on the above scheme proposals between 22/02/2018 and 22/03/2018.

The purpose of the consultation was to obtain information from the local community in order to improve the scheme and if possible address any local concerns.

From the 250 properties consulted and 9 site notices displayed on site, 17 individual responses were received with regard to Scheme A

- 12 Supports scheme, some provided additional comments/suggestions
- 5 Disagree with proposals

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

### **Recommendation**

**In view of the below it is proposed to proceed with the implementation of the scheme as outlined in the consultation plan.**

#### **Issues related to Vibrations**

*“The use of any kind of traffic hump causes vibrations which in extreme cases can cause damage to nearby houses, walls etc.”*

*“I do not want any more vibrations caused which could have a detrimental effect on my property i.e. Cracking of plaster etc.”*

Regarding vibrations to properties, 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 the properties on Celyn Avenue are situated further than the minimum distance given in the advice it is considered that no structural damage would be induced by vibration.

### Issues related to Increased Noise Levels

*“Although speed humps can often reduce average noise levels they cause peaks in noise characterised by a loud thump as the vehicle goes up and down the table this is especially bad with straight sided speed tables.”*

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 as follows:

"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 when implementing traffic calming schemes. We have chosen to introduce tarmac ramps at this location rather than pre-formed ramps because tarmac ramps are less severe than the pre-formed ramps and emit less noise and vibration. Speed ramps are the only method currently available to us which effectively reduce vehicle speeds in order to improve road safety for vulnerable users.

### Issues related to Fumes

*“The crossing does not need to be raised (tabled) as they cause the traffic to slow and increase fumes unnecessarily.”*

It is acknowledged that road traffic emissions (particulate matter (PM) and primary/secondary nitrogen dioxide (NO<sub>2</sub>)) are the primary contributing factor to poor air quality in Cardiff. Cardiff Council are very aware of the concerns for air quality impacts and committed to achieving levels as low as reasonably practicable. Whilst research has shown that traffic calming measures can lead to a localised increase for some vehicle emissions, such measures are predominantly concentrated in residential areas with low traffic flows. Any increase in emissions as a result of the installation of traffic calming measures is likely to be minimal and unlikely to cause a significant impact to the overall air quality levels in the area, especially at those locations deemed highly sensitive (residential properties). It is documented that the level of emissions decreases with increased distance from the kerbside and so any localised increase will predominately be reduced at any nearby residential property. The Council needs to balance the benefits that will be gained from traffic calming measures, in terms of saving lives and reducing injuries, to any small increase in emissions that may be caused. In order to improve air quality, as well as contribute to health improvements in Cardiff, an increased use of sustainable and active travel alternatives is essential. Traffic calming measures are an effective tool to encourage and promote alternative

safe active travel opportunities, enhance road safety and fundamentally improve air quality by reducing the number of vehicle trips.

The Council is aware of the concerns upon children's health linked to perceived air pollution issues associated with traffic around schools. Whilst it is appreciated that increased traffic flows during peak commute times in the morning and afternoon may look to cause short term spikes in concentrations, the Council has undertaken monitoring at a number of schools across Cardiff which indicate that levels at these schools are below air quality standards for NO<sub>2</sub>. The Council is looking to expand its school monitoring programme further in 2019, and we can approach Lakeside Primary School to establish whether they wish to take part in this programme. However, in order to ensure any future exposure of children is reduced further the best and most sustainable solution to these problems is encouraging more children to walk and cycle to school, as an alternative to being driven there. To this end, we have an aspiration for every school in Cardiff to develop an Active Travel Plan. Such a plan would set out a school's commitment to promoting active travel through specific policies and educational activities as well as identifying future infrastructure improvements beyond the school gates to make walking and cycling safer and easier. The Council is committed to supporting schools in developing and implementing Active Travel Plans. We are currently working with a small number of schools to pilot specific activities, with a view to developing an approach which could be rolled out more widely. We will approach Lakeside Primary School to gauge their interest in developing an Active Travel Plan.

#### Issue – Request for additional Zebra instead of a table near Lomond Crescent

*"I would support a third Pedestrian Crossing at the top of Celyn Avenue but INSTEAD of and in place of the table."*

Surveys have been carried out to assess if there was a demand for a Zebra Crossing at the suggested location, but the recorded Pedestrian figures were very low and there is no current justification for a zebra crossing. However, ducting will be installed at the table which will make it easier to upgrade to a zebra crossing in the future should the Pedestrian flows increase.

#### Support for the scheme

*"I strongly support the package of measures proposed."*

*"I am writing to support the introduction of a new crossing to make it easier to cross Celyn Avenue."*

*"I agree with the two new raised zebra crossings near the Discovery woods and Tesco."*

*"I fully support the use of a zebra crossing at this location, supported by traffic calming measures."*

*"May I firstly just say again how very pleased I am that, after so many years of witnessing speeding traffic on this road (which, at the often MASSIVELY excessive speeds seen, greatly endangers other drivers, pedestrians in general and, in particular, the elderly and young families who make up so much of the local population here), there is now an intention on your parts to try to calm the traffic here."*

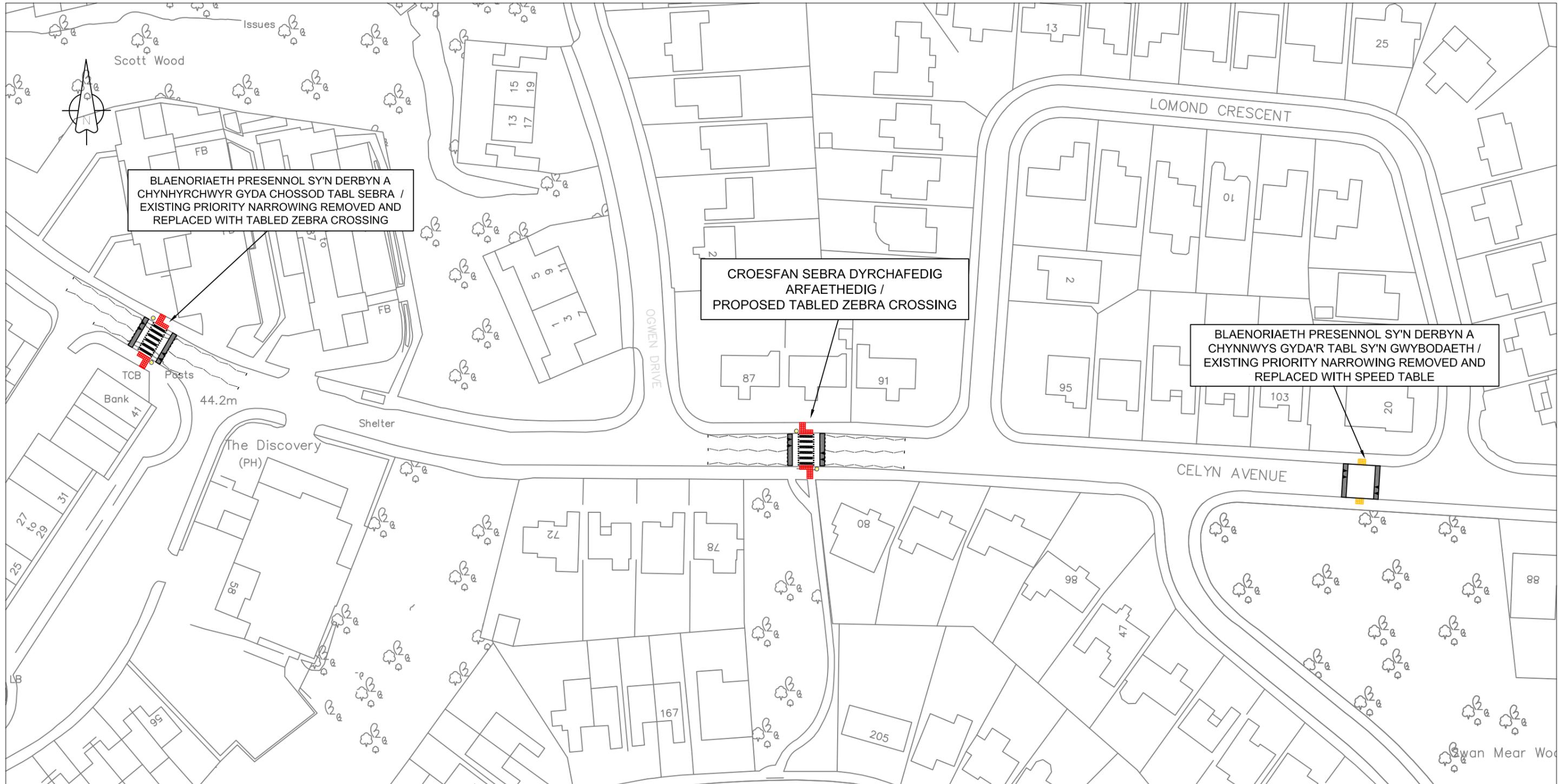
*"As stated I am most welcoming of these traffic calming ' traffic management measures,"*

*"As a resident of Lomond Crescent, a parent of a child at Lakeside School (and at Cardiff High) and a driver that regularly drives up and down Celyn Avenue, I can't praise the Area A "*

*"Raised speed tables on Celyn Avenue should slow all traffic down more effectively than the current road narrowings which often encourage drivers to speed up to get through quickly ahead of oncoming vehicles"*

Yn dilyn ymgynghoriadau diweddar ar gynnis rheoli traffig, mae'r Cyngor yn paratoui i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun diwygiedig a welir.

Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn [www.caerdydd.gov.uk/Projectautrafnidiaeth](http://www.caerdydd.gov.uk/Projectautrafnidiaeth) ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch [Projectautrafnidiaeth@caerdydd.gov.uk](mailto:Projectautrafnidiaeth@caerdydd.gov.uk) neu ffoniwch 029 2087 3354 i ofyn am gopi papur o'r adroddiad ymgynghori.



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

Further details about this consultation are available at [www.cardiff.gov.uk/TransportProjects](http://www.cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk) or telephone 029 2087 3354 to request a paper copy of the post-consultation report.