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**Lakeside Primary: Active Travel Scheme**  
**Area D – Cefn Coed Road Zebra Crossing**

**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 50 properties consulted and 6 site notices displayed on site, 8 individual responses were received.

- 3 Supports scheme, some provided additional comments/suggestions
- 2 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 relating to Parking concerns**

*“At busy periods, during the week when students are visiting and at weekends on sunny days with Roath Park visitors, cars park opposite the junction of Cefn Coed Gardens causing a restriction to the width of the road; this is problematic, as cars have to come out into the middle of Cefn Coed Road in order to get a good visibility of traffic coming down the hill towards the junction”*

*“Cefn Coed Road, students often park on each side”*

*“The location of the proposed crossing is in an area of the road where parking is currently allowed on both sides. This situation has caused issues over the years as the road is too narrow for 2 cars to pass one another.”*

*“The crossing location and consequent no parking area on either side of it will inevitably result in cars double parking lower down the road - outside our house. Even in the current situation it is often extremely difficult and dangerous to reverse out of our drive.”*

*“If the proposal goes ahead I think it is essential that some form of parking restriction is included in the plan - from the junction of Cefn Coed Gardens in the direction of*

*Roath Park Lake. This could ideally'No Parking between 8am and 6pm on one side of the road."*

*"Student parking is an on-going problem in Cefn Coed Road and whilst I have no objection to the zebra crossing or its proposed location, greater thought needs to be given to the knock on effect of removing a substantial area of existing parking."*

There are no proposals to introduce additional parking restrictions (Traffic Regulation Orders) as part of this scheme, but it is acknowledged that parking will be displaced as a result of the proposed zebra crossing zig-zags. The parking levels will be reviewed as part of the post-implementation monitoring and additional restrictions will be implemented if deemed necessary.

Any requests for Traffic Regulation Orders should be directed to the Traffic Regulation Order Team to investigate, the team can be contacted using the below details:

TRO Team, Cardiff Council, Room 301, County Hall, Atlantic Wharf, Cardiff, CF10 4UW  
NeighbourhoodServices-BusinessSupport@cardiff.gov.uk

#### Issues related to Fumes

*"There is new evidence that a table contributes to the third most common cause of Alzheimer's Disease which is due to iron particles that have been heated to a high temperature getting into the brain (Contact Cardiff University – Biosciences Dept. or myself should you wish to verify). There are only 2 known sources: - Vehicle disc brakes and Vehicle engines."*

*"A Table is also known to be the cause of other pollutants (Carbon particulates, CO<sub>2</sub> & NO<sub>x</sub> gases) which can lead to a higher risk of asthma and bronchitis. More of the same pollutants will be generated when the table is being built/repared due to the inevitable traffic disruptions."*

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.

#### 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."*

*"The use of speed humps causes discomfort for all vehicles, especially cyclists"*

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 Cefn Coed Road are situated further than the

minimum distance given in the advice it is considered that no structural damage would be induced by vibration.

Traffic calming is proven to be an effective way of reducing road casualties. The decision to install ramps is not taken lightly as it is understood that they cause inconvenience to safe, responsible and law abiding motorists. Regrettably it has been found that these are often the only effective measure that can be used to ensure that the roads are safe, particularly for vulnerable users such as elderly and young pedestrians and cyclists. This is because, currently, ramps are often the only measure that effectively and significantly improves the driving behaviour of the minority of un-safe, irresponsible and reckless drivers. The traffic will be driving at slower speeds which will create a safer highway environment for all road users.

The design of the speed tables will include ramp gradients of 1 in 14, with a plateau length of 6m and a ramp height of 75mm. This should result in a ramp which is effective in reducing vehicle speeds and, if driven over at an appropriate speed, should not cause discomfort to vehicle occupants.

#### Issues related to scheme cost

*“The cost of tabling, both initial and subsequent maintenance (+ the additional street furniture costs/light pollution) would save many more lives if the money was given to Social Services for example.*

The proposed package of measures will help to create safe walking routes to Lakeside Primary School, and create a safer highway environment through having reduced vehicle speeds and formal pedestrian crossings. This will encourage more children to walk to school, increasing activity levels, which will have positive health benefits. This proposal is being developed using funds from the Welsh Government under their ‘Active Travel’ Grant, it is not possible for us to use the funds for other purposes.

#### Issues relating to the noise

*“A much lower quality of life for those living close to a table; they will have to endure the never ending “thump” as vehicles transit the table”.*

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, though we appreciate that there may be increased noise levels.

#### Issues relating to water ponding

*“The proposed area for the table does suffer unusually heavy water flows. Most of Cardiff’s tablins cause problems for pedestrians and residents alike due to the cascades of pooled water that drench passers-by.”*

The requirements for drainage provision will be assessed during the detailed design stage, and will be discussed and agreed with the Council’s drainage team. New gully connections will be installed as necessary.

#### Issues relating to the location of the Crossing

*“Looking at the proposed site on the plan for the zebra crossing, it seems to be very close to the entrance to Cefn Coed Avenue, perhaps too close. The line of sight to the right for drivers exiting Cein Coed Avenus has always been hampered by the line of Cefn Coed Road. Con-sequently, great care has to be excercised for safety reasons.”*

*“the style and proposed placement of this takes no account of visibility for car users when exiting Cefn Coed Avenue.”*

Pedestrian flow surveys have been carried out during the scheme development which identified that pedestrians cross at this location, and it is considered that placing the crossing where it serves the desire line is of the utmost importance.

The zig-zag road markings associated with the new crossing will mean that vehicles will not be permitted to park as close to the junction as they currently do, this will therefore improve the visibility for motorists exiting from Cefn Coed Avenue.

Zebra Crossings can be placed within 5m of a Junction and we can confirm that this is within design guidance.

#### Issues relating to the build-outs

*“The bailouts (once occupied) increase the impairment to visibility when exiting Cefn cored Avenue  
Build-outs increases danger for cyclists who are forced to divert their path, potentially into the path of vehicles.”*

The build-outs will enable pedestrians to clearly see, and be seen by, approaching vehicles. When pedestrians are using the crossing, or waiting on the build-outs, they

will have priority over motorists and will effectively stop the traffic on Cefn-Coed Road, this will make it easier for motorists to exit from Cefn Coed Avenue.

The zig-zag road markings will help to guide cyclists as they approach the zebra crossing, cyclists will not have to make sudden changes in direction which would bring them into conflict with motorists.

#### Support for the scheme

*"I welcome the opportunity for a safe place to cross and a traffic management scheme that will reduce the speed of traffic going up and down Cefn Coed Road."*

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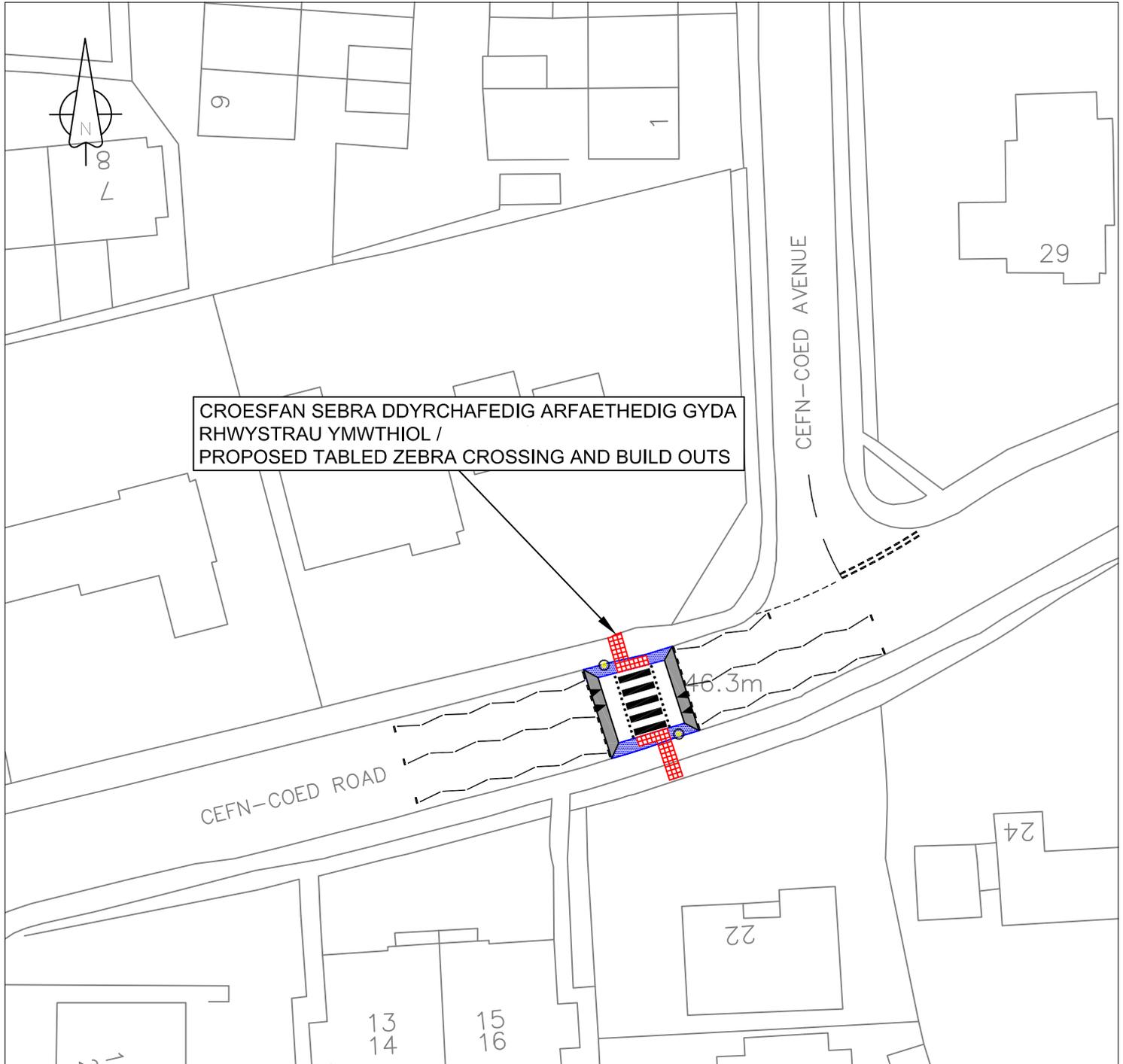
*"I fully support the installation of the proposed Pedestrian Crossing."*

*"I am obviously anxious to support the safety of children"*

*"We are pleased to hear that there is a planned zebra crossing for Cefn Coed Road. As a resident of Cefn Coed Gardens we feel that as well as a safe road crossing for pedestrians, it will slow the traffic down as it nears our junction."*

**Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, mae'r Cyngor yn paratoi i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun.**

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 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.