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Lakeside Primary : Active Travel Scheme Area B – Ontario Way

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, 68 individual responses were received with regard to Scheme B

3	Supports scheme, some provided additional comments/suggestions
65	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 NOT to proceed with the implementation of the scheme as outlined in the consultation plan.

Following discussions with the local Councillors the proposals have been revised and a new consultation will be carried out on the revised proposals.

Issues relating to the One Way

“The one-way proposal can compound the chaos. Making Ontario Way to Torrens Drive one-way will increase speeds on that stretch of road”

“So to penalise the whole neighbourhood by imposing a one way system, seems very unjust, not to mention the unnecessary cost this will involve.”

“I am completely opposed to the 'One Way' system”

“The funding from the Welsh Assembly is for ACTIVE TRAVEL so that is what the scheme should provide. A one way system will NOT do this It will prohibit any cycling from Lakeside Drive up into Woolaston Ave (so that stops me from cycling to and from town)”

“I write to make clear my strong objection to the proposed one way system on Winnipeg Drive.”

“a one way system would be very inconvenient for all residents”

“This will inevitably result in an increased volume of traffic in Winnipeg Drive in what is currently a relatively a quiet road outside of school start and finish times, and I am totally opposed to this idea.”

“I am completely against the proposed implementation of a One Way system in Winnipeg Drive and Woolaston Avenue.”

“I am writing to VERY STRONGLY OBJECT to this scheme.”

“We note the one way system running along the lower end of Woolaston Avenue, east of where it meets Torrens Drive, to the side of the school will effectively prevent access by vehicles approaching from Roath Park Lake/Lakeside Drive driving east (left to right) along Woolaston Avenue beyond the junction with Tonens Drive.”

“A one-way system only penalises the Local residents by restricting access to their homes”

It is an unreasonable measure to introduce a one-way system which would adversely affect residents 100% of the time, to address a problem caused by just a few vehicles, during a very short window of time on school days – which equates to only 7% of the average total daytime road usage by local residents.”

From the above examples, which are just a selection of the responses received, it is quite evident that there is very little support from local residents for a permanent One Way system. The one-way proposal will not be progressed, alternative proposals are currently being developed in conjunction with the local Councillors. A new consultation will be carried out shortly.

Issues related to Current Parking Situation

“minority of parents have parked, including: parking on zigzag lines, opposite the school gates and even completely on the pavement.”

“At present nobody is able to prevent drivers parking on single and double yellow lines!”

“I ask you to visit the school at 08:45 (not in high vis) and watch the parents who blatantly park on the zigzags right outside the school gate they don't give a dam about anybody else only their own”

“With all the new safety measures there is no mention of tackling the bad parking etiquette of a lot of parents, parking on double yellow lines, pavements blocking residents drives and garage areas.”

“PARENTS IN CARS MOUNTING PAVEMENTS WITHOUT DUE CARE to pedestrians – either to park there or to pass another vehicle, resulting in many ‘near misses’”

“PARENTS PARKING ON THE PAVEMENTS, meaning pedestrians need to walk into the road to pass”

“PARENTS PARKING ON CORNERS AND ON DOUBLE YELLOW LINES, causing reduced visibility for pedestrians who need to cross the road and cars trying to pull out of junctions, and also blocking the dropped pavement sections which allow people in wheelchairs / pushchairs / on scooters / with guide dogs to cross the road.”

“THE DOUBLE YELLOW LINES IN OAKDENE CLOSE AND CEFN COED AVENUE ARE CONSISTENTLY IGNORED.”

Alternative proposals for the School Safety Zone are currently being developed following discussions with the local Councillors. A new consultation on the revised proposals will be carried out shortly.

The new proposals will include additional parking restrictions, junction protection and loading restrictions during school hours. Enforcement of these restrictions will be carried out by the Council’s Civil Enforcement Officers. Consideration will also be given to introducing bollards on the footways to remove the obstructive footway parking.

Issues relating to ‘resident’s only’ parking

“I would like to request a ‘resident parking’ zone for the properties”

“RESIDENTS ONLY PARKING FROM 8.15AM TO 9.15AM AND 3 PM TO 4 PM DURING TERM TIME. PERMITS TO BE ISSUED TO RESIDENTS.”

“I would therefore request an allocated resident permit parking be enforced,”

“Would the council consider making the area from the Cefn Coed Ave / Hunters Ridge junction to the Cefn Coed Ave /Oakdene Close junction (towards the school) Access Only or Residents Parking Only.”

We appreciate that residents may wish to reduce traffic and parking levels in this area by means of an "Access Only" Order, but in recent years the Chief Constable has stated that the police would be unable to support such traffic Orders because of the difficulty in enforcing them with their existing staff resources. Consequently new "Access Only" restrictions are no longer implemented by the County Council.

The purpose of the resident only parking schemes which the Council provide is to reserve a percentage of road space exclusively for use by residents where parking conditions are particularly heavy, they are not used as a mechanism to remove all

non-residential parking from a particular street. Additionally, our current Policy does not apply to locations where residents have off-street parking available.

Issues relating to 20mph zone

“I applaud the suggestion of a 20mph speed limit. Is there any possibility of reducing it even further?”

“The idea of imposing a 20mph limit is all well and good, but the main problem isn’t speed. Thus, putting in tabled build outs is unnecessary.”

“I think the 20mph and zebra crossings will make it safer to walk/cycle to school.”

“20 mile per hour speed limit on the proposed minor roads, excluding Celyn Avenue and Cefn Coed Road.”

“I think most residents tend to drive at less than 20mph anyway”

“I agree with the proposed implementation of the various zebra crossings and the 20mph limit on Winnipeg Drive.”

“The proposed 20mph is a must but needs to be enforced, we already see many instances of speeding traffic and near misses.”

As part of this project we propose to introduce a 20mph speed limit on the roads immediately adjacent to the school i.e. Ontario Way, Winnipeg Drive and Woolaston Avenue. A 20mph speed limit for the adjacent roads, including Lakeside Drive and Celyn Avenue, will be considered as part of the strategic approach to speed limit changes in Cardiff.

The Council are currently implementing new 20mph speed limits in Cardiff, these are part of a strategic approach to speed limit changes. Subject to the availability of funding, the 20mph area schemes will be implemented over a number of years, initially starting in the areas south of the A48 and gradually moving out of the city. Following the completion of measures in the areas south of the A48 the Council will then consider the best approach for areas in the parts of the city including Cyncoed.

Issues relating to the Path in Discovery Woods

“A raised all weather path through the woods in all directions to link it all up together with street lighting for the winter months and the trees trimmed to make them safer as a lot of branches fall off in high wind”

“There is a zebra crossing on Wollaston Av between the school and a path through Discovery Wood - this is great. In conjunction with this, please could we request a re-gritting if the woodland pathway.”

“Tarmac or suitable alternative hard surface to the pedestrian route through the woods behind the Discovery Pub. This route is avoided by parents during wet weather (most of spring, autumn and winter) as it is too wet and muddy.”

“Install an all weather path through Discovery wood to encourage more people to be able to walk, especially in wet weather.”

We are currently consulting with colleagues within our Parks team regarding upgrading the path. Subject to their approval, we hope to make improvements to the existing path as part of the Active Travel Scheme.

Support for the scheme

“Regarding the traffic calming measures to Ontario way, Lakeside. The proposals look excellent. Thank you for making moves to improve the congestion and make it safer for the kids.”

“I can see the benefits of introducing a one-way system past the primary school on Ontario Way during school hours, particularly in the morning for school drop-off and in the afternoon for school collection. However, it is only during school hours that this system will be beneficial.”

“Therefore, I am generally supportive of the proposed scheme which I believe will benefit Lakeside Primary and Cardiff High School children, their parents, teachers, and vulnerable local residents.”

“We are in favour of the proposed one way system, however we can also see that one way from the junction of Ontario way upwards on Woolaston Avenue to its junction with Winnipeg Drive could also be viable in calming traffic.”

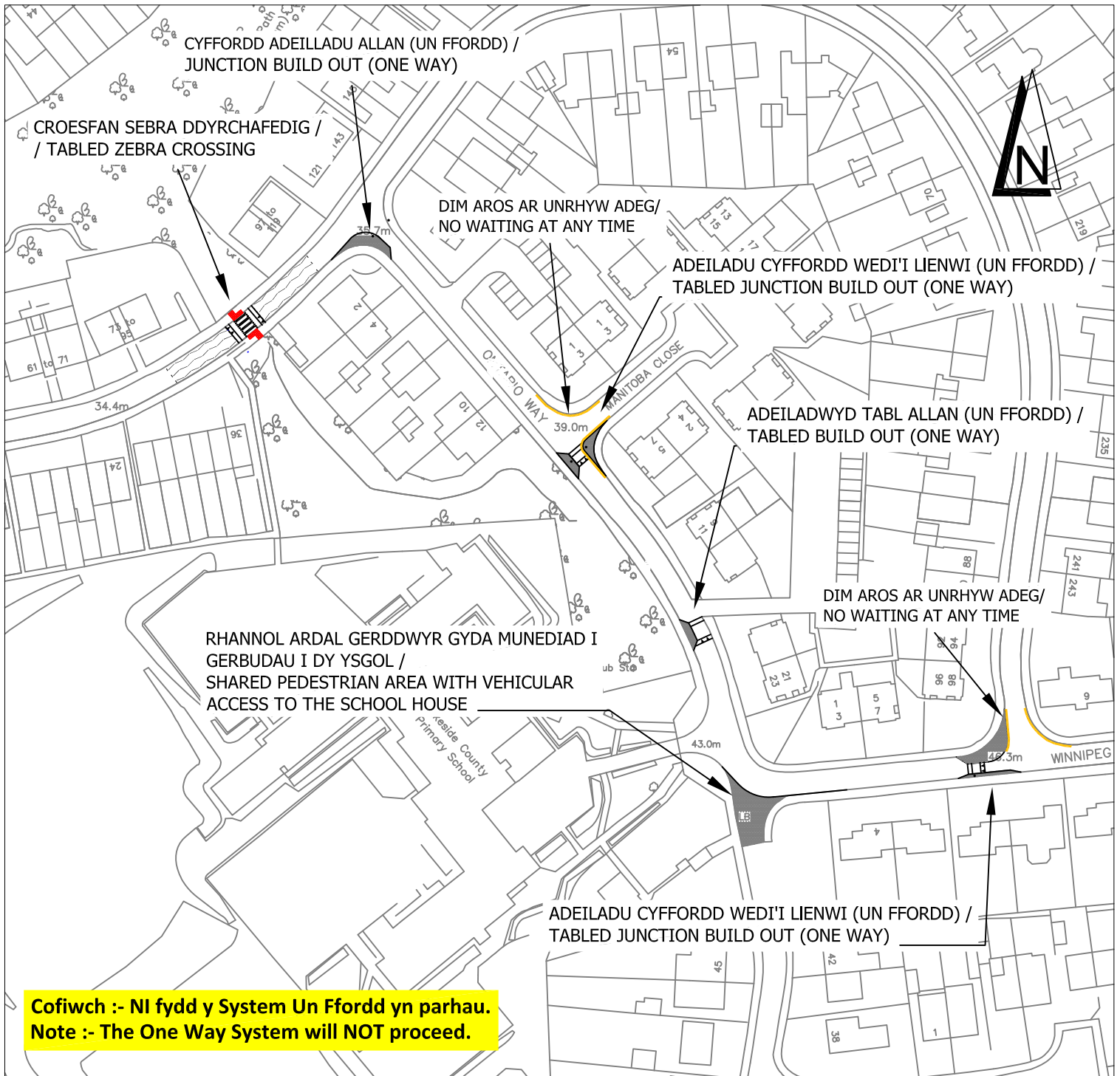
“As both a local resident on Woolaston Avenue and a parent at the school, I am very supportive of the overarching objectives of the proposed scheme”

“I can't thank you enough for implementing this safety project.”

*“20MPH speed restrictions – I **SUPPORT** this proposal,
although I have my doubts as to whether it will be followed as the parents do not seem to follow the measures & I do believe they need to be policed / enforced.*

Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, NID YW'R Cyngor bellach yn cynnig gweithredu'r cynllun a welir. (Efallai y caiff cynigion diwygiedig eu cyflwyno cyn hir.)

Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/ Projectautrafnidiaeth ar y ddolen 'gweld ymgynghoriadau'.



Following the recent consultation on a traffic management proposal, the Council is NO LONGER proposing to implement the scheme shown. (Revised proposals may be presented in due course.)

Further details about this consultation are available at cardiff.gov.uk/TransportProjects using the 'view consultations' link.