Lakeside Primary : Active Travel Scheme Area B – Ontario Way

Consultation Report

Project No: CO19000

A consultation was held on the above scheme proposals between 24/05/2019 and 14/06/2019.

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, 10 individual responses were received with regard to Area B

5 - 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.

Location A: Issues related to Crossing outside 95-97 Woolaston Avenue

“Nor is there a need for a zebra crossing outside 95-97 Woolaston Avenue.”

“I agree with the one at location A by the flats 95/97 Woolaston”

“a raised zebra crossing - 95/97 Woolaston Ave ...I disagree Most children walk up Woolaston ave on the side of the road by Torrens Drive as they come up from Lakeside Drive and Torrens Drive. would it be better to have a crossing on Torrens Drive?”

“Both raised tables proposed for Ontario Way are very close to the junctions with Woolaston Avenue and Winnipeg Drive where drivers will be slowing anyway so serve very little additional purpose.”

Traffic surveys have been carried out which identified that a large number of pedestrians cross the road at this location to access the side entrance to the school. The crossing location has been chosen because this is the main desire line by pupils and parents.
Location B: Issues related to Crossing outside 56-58 Woolaston Avenue

“Having lived in Woolaston Avenue for over 20 years there is no need for crossing facilities at this location.”

“a raised crossing point outside 56/58 Woolaston Ave ...I approve”

“With the above in mind we see no need for a crossing point by 56/58 Woolaston Avenue. The proposed crossing would also mean the loss of further parking spaces for myself and neighbours.”

The crossing location has been designed using data from traffic surveys carried out for the main desire line by pupils and parents. The speed table will help to maintain slow vehicle speeds in the 20mph speed limit area.

Vehicles will not be permitted to park across the tactile paving and there will be a loss of one parking space. All of the neighbouring properties have off-road parking available.

Location C: Issues related to Crossing outside 17-19 Ontario Way

“However, I am concerned that having a new raised Zebra Crossing outside numbers 17 and 19 Ontario Way will make it very difficult for residents to access the off road parking area behind numbers 13 and 15. The right turn coming down Ontario Way would be far too acute to do this manoeuvre easily or safely”

This zebra crossing will not be changing the kerb line at the entrance to the off road parking area, and residents will be able to access the parking area as they currently do. The zig-zag road markings will extend across the off road parking area access which will mean that cars will not be able to park here, this will keep the access to the parking area clear.

Issues relating to the cost of the scheme

“.I never realised Cardiff council was so flush with money and desperate to spend the tax payers money on ideas that have not been thought out properly “

“Could we ask if any research has been conducted on the use of the path and need for a crossing at this point? If a considerable sum of tax payers money is to be spent on the project in preference to other issues across Cardiff then I’m sure we’d all like this decision to be based on proper research.”

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 these funds for other purposes.

Issues relating to ‘Parking Restrictions’

“a resident of Woolaston Avenue is that any parking restrictions such as crossing, zig zags, single and double yellow lines, dropped tactile paved curbs, zebra crossings WILL BE TOTALLY IGNORED AT SCHOOL TIMES BY THE PARENTS”

“The easiest, safest and cheapest way to improve active travel to and from this school is to prosecute the persistent parents who flaunt the parking restrictions”

“This is primarily down to a total absence of any sort of enforcement. The not inconsiderable investment in whatever measures you implement will be to no avail without enforcement.”

“I don’t think the single yellow lines on Ontario Way will be in the least bit effective as most people will just ignore them. One final point on enforcement, as I understand it cars need to be stationary for at least 10 mins before they can be issued with a ticket. This is simply not effective in these circumstances as many drivers will only be away from their cars for around this time. The only effective form of enforcement in these circumstances is to prevent them parking in the first place by having officers present to deter them.”

“Many also park on corners, over drives or cause obstruction or road restrictions that are a hazard as they want to park as close as possible to the school and limit the time spent walking”

“We also think parking restrictions on corners would help enormously, enabling better visibility at junctions for both pedestrians and vehicles.”

The Proposed Parking Restrictions will be enforced by the Civil Enforcement Officers using a camera car. It is proposed that the restrictions will include a ‘no loading’ restriction during school hours which can be enforced immediately without the 10 minute ‘grace period’ that currently exists.

Issues related to Increased Noise Levels

“You don’t need a raised uncontrolled crossing at location B as this is on a hill traffic in both directions will create unnecessary noise and pollution from braking and accelerating away.”

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

“It is also now well documented that one of the main issues for parents walking their children to school is the levels of air pollution that they encounter, specifically particulates. The constant braking and acceleration associated with a raised table only exacerbates this, not only in terms exhaust fumes but also in the form of dust from brake material”

“You don’t need a raised uncontrolled crossing at location B as this is on a hill traffic in both directions will create unnecessary noise and pollution from braking and accelerating away,”

It is acknowledged that road traffic emissions (particulate matter (PM) and primary/secondary nitrogen dioxide (NO₂)) 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.
Issues relating to the Path in Discovery Woods

“I note the proposal to improve the path through Discovery Wood which is very welcome. Would it be possible to add lighting as during winter months, in the evenings the centre section of the path is very dark?”

“That you should make improvements to the gravel pathway leading from the proposed crossing in Lakeside Drive to the proposed crossing in Celyn Ave, and a gravel pathway to the opening onto Woolaston Ave near no. 97 and a crossing from the gravel path closest to the school directly across the road to the school entrance on Woolaston Ave.”

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 with a new gravelled surface as part of this Active Travel Scheme. However no Lighting will be permitted within the woods as this is a conservation area and would affect the wildlife and bats.

Issues relating to 20mph zone

“With regard to these speed bumps, if the road is a 30mph road why are the speed bumps designed to slow a vehicle down to well below the speed limit.”

“Therefore, we feel it would be a good idea to restrict the speed to 20 mph and enforce this with cameras etc”

As part of the School Safety Zone, a new 20mph speed limit will be introduced in the area which will cover Ontario Way, Winnipeg Drive and part of Woolaston Avenue. This change in speed limit will require a TRO, which will be subject to a separate consultation as part of the legal TRO process.

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 Celyn Avenue in Cyncoed.

Issues relating to the Emergency Services

“(creating extra pollution and noise)
How can an ambulance in an emergency travel these roads the patient would be thrown up onto the ceiling and what about fire engines, these speed humps/tables should not be installed and removed throughout Cardiff”
All Emergency Services have been consulted with in regards to the scheme. We
have received support for the proposals from the Police and have not received any
negative feedback from the other emergency services.

Support for the scheme

“I'd like to express my complete support for the proposed scheme, and any
measures which support safe routes to school and Active Travel. In addition to the
measures proposed.”

“I appreciate that safety around a school is paramount and the inclusion of Zebra
Crossings will improve safety in Woolaston Avenue.”

“I fully support making the area safer for children walking to school.”

“Am fully in agreement with the whole idea of making it safer for children to walk to
school in this area.I have no objection to the traffic proposals”

“We also believe crossing points directly opposite the 2 primary school entrances are
a good idea.”
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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 cardiff.gov.uk/TransportProjects using the 'view consultations' link.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown, subject to a Traffic Regulation Order process. Further details about this consultation are available at cardiff.gov.uk/TransportProjects using the 'view consultations' link.