

**Riverside: St.Marys Primary School**  
**Safe Routes In The Community**

**Consultation Report**

A consultation was held on the above scheme proposals between 17/07/2017 and 31/07/2017. This consultation took place over the summer holidays, correspondence received after this deadline was still considered as part of this report.

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 166 properties consulted and 8 site notices displayed on site, 28 individual responses were received, which included written and telephone responses, these have been summarised as follows:

6	Supports scheme
5	Neither supported or disagreed, provided comments/suggestions
17	Disagree with proposals

A petition was received with 8 signatories who were opposed to the proposal. 3 of these petitioners had also submitted individual responses.

The concerns and comments are summarised, along with the Council's response. A sample of the incoming comments are shown under each subheading in italics.

**Recommendation**

In view of the below report, it is proposed to proceed with the implementation of the amended scheme, subject to available funding.

The scheme has been amended from the details shown on the consultation plan.

- The zebra crossing proposed outside No.84 will be removed from the scheme, and the School Crossing Patrol will continue to operate at the existing build-out i.e. outside No.78.
- The zig-zag road markings will be reduced to the minimum possible to reduce the amount of parking loss.
- Surveys will be undertaken to assess whether this location meets the criteria for a 75% residents parking scheme.

We are assessing whether a zebra crossing could be located in an alternative location on Wyndham Crescent. The concept design is currently being prepared and will be subject to a separate consultation process.

**The below are comments received during the consultation period that are against the proposal:**

**Comments relating to the consultation process**

*"Why do residents only have 2 weeks to reply whereas the council have years to make the plans"*

*“please let me know how you will make the final decision - will it be based on the amount of residents objections versus the amount of parents who guarantee to abandon their cars and walk their children?”*

*“I feel aggrieved that none of the business owners on this junction have been consulted about these proposals and how they would impact on our businesses”*

*“You have provided only 14 days for residents to review and challenge your proposals. Residents could have been on holidays and you seem to have not had any consideration for residents concerns”*

A two-week consultation period is standard practice with our Transport Projects public consultation process. However, whilst on the consultation document it indicated a closing date of 31<sup>st</sup> July 2017, we have accepted consultation feedback until Friday 18<sup>th</sup> August 2017, as we appreciate this consultation took place over the Summer Holidays. As our schemes follow an extensive process that passes through a number of stages, it is not always possible to delay the start of our consultation in order to avoid summer holiday period.

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. The decision on whether a scheme will proceed or not is not based on the number of residents who agree or disagree with the proposals. All comments received during this consultation period are carefully considered to enable a decision to be made on what action should be taken to address the issues raised. After the Post Consultation Report has been finalised and discussed with the local Ward Members, the report is published. This report notes the issues raised and gives the designer's response including any changes which are deemed appropriate. This then sets out the intended progress of the scheme, including any revision, review or cancellation of the current proposal.

When the report is finalised a copy of the report is published on the Council website at [www.cardiff.gov.uk/TransportProjects](http://www.cardiff.gov.uk/TransportProjects) and selecting the post consultation link under the relevant scheme title. Alternatively, a paper copy is available by e-mailing [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk). Site notices are displayed on the street within the proposed Traffic Scheme area that will inform the public of the outcome of the consultation process (directing them to the Council's website for further information), as no additional letter drop is undertaken.

#### A number of issues were raised relating to the loss of parking and the current resident parking scheme

*The removal of parking from the centre of Wyndham Crescent will exacerbate what is already a shortage of car parking spaces in the area.*

*...will lead to a reduction in parking which is already at a premium, more parking not less is needed*

*With the proposal to place a Zebra crossing there will be no opportunity of parking outside Nos.78 to 90*

*There are already not enough resident bays for the number of houses in Wyndham Crescent*

*One common problem in the area is cars parking across drop curbs at road crossings. Is it a possibility to mark these with double yellow lines to prevent such parking?*

*I have grave concerns over parking in the area. From the proposals you have outlined, there looks to be at least SEVEN on-street parking spaces lost with the zebra crossing on Romilly Crescent and the four 'junction build-outs'.*

*I request Wyndham Crescent have 75% residents parking in any event as we can only park on one side of the road.*

*With the proposed road layout changes, and taking into account restaurant users, it is going to be even more difficult to find any parking for Romilly Crescent residents.*

*can you ensure that more resident spaces are provided for us in this area within this new scheme?*

*Reduced ability to park (this is already difficult enough and will have a knock-on effect on surrounding streets as residents of Wyndham Crescent look for alternative places to park*

*I object to the changes proposed by the council to the number of resident parking spaces in Wyndham Crescent*

*parking is already a major issue in the area. The removal of spaces would cause a huge problem.*

We have reviewed the location of the zebra crossing, the zebra crossing proposed outside No.84 will be removed from the scheme, and the School Crossing Patrol will continue to operate at the existing build-out i.e. outside No.78.

The zig-zag road markings will be reduced to the minimum length permissible in order to minimise the loss of parking.

Currently, parking takes place close to the junctions of the side roads with Wyndham Crescent. The Highway Code states 'Do Not stop or Park opposite or within 10 metres of a junction', the junction build-outs are required to improve safety for pedestrians crossing the junctions, to protect driver sight lines and to facilitate vehicle manoeuvres. Whilst vehicles may have previously parked in close proximity to these junctions, this proposal is intended to improve visibility for pedestrians and motorists, and unsafe and/or illegal parking should be prevented.

There will be a gain of 9 parking spaces when the existing parking restrictions in the vicinity of No.114 Wyndham Crescent and No.9 Romilly Crescent are revoked. There will be a loss of 4 parking spaces at the build-outs. This will result in a net gain of 5 parking spaces as a result of this scheme.

There are a number of locations where existing parking takes place which is illegal and unsafe in accordance with Rule 243 of the Highway Code. These spaces will no longer be available as a result of the junction build-outs being proposed as part of this scheme. This is not considered to be a loss of parking but will result in a significant road safety improvement, particularly for vulnerable road users such as pedestrians and cyclists.

Cardiff Council is aware of the demand for parking and we take all measures to maximise the available space within these types of scheme. However, the safety of pedestrians and facilitating safe convenient pedestrian movement, particularly to and from schools, is considered very important. In accordance with the Council's policies and strategy, this takes precedent over parking provision.

It should be emphasised that the Council cannot control the level of car ownership. Oversubscription of available parking as a result of high car ownership by local residents will therefore impact on the potential for success for any residents' parking scheme.

The current Cardiff Parking Strategy states that existing resident only parking facilities may be increased up to 75% of available parking space in areas of acute parking pressure when the weekday daytime level within the existing bays reaches 70% or more. Parking surveys are currently being undertaken to assess whether Wyndham Crescent and the surrounding roads meets the criteria stated in the Parking Strategy. A review of the current parking arrangement will then be undertaken by the Council's Policy team.

#### A number of issues were raised relating to the loss of parking affecting the local businesses

*"How will my stock be delivered to the shop? A pallet of paint cannot be trollyed to me if there is nowhere for the delivery lorry to park."*

*"These businesses rely to a large extent on customers that travel long distances to shop or eat. As many of the businesses on this junction are unique (and not what you would find in a large retail park) customers looking to make a specialist purchase are likely to travel some distance to shop. Furthermore, these businesses require somewhere close by to load and unload"*

Under these proposals, the parking restrictions in the vicinity of No.9 Romilly Crescent will be revoked. There will therefore be the opportunity to turn this into a loading bay with specific time restrictions for businesses to use to load and unload. A review of the current parking arrangement will be undertaken by the Council's Policy team as part of the wider review of the parking restrictions and residents parking in the area.

After this formal Transport Project Consultation process is finalised and an agreed decision has been made on how to proceed with this scheme, we will instruct the Traffic Regulation Order team to start a legal Traffic Order process to support the introduction of parking restrictions on the road. As part of the Traffic Regulation Order process, site notices will be placed on site to make the public aware of the proposals, these site notices will list exact dimensions of any proposed Traffic Regulation Orders for the area.

#### Comments regarding potential light pollution

*"There will also be light pollution with flashing lights affecting bedrooms."*

The proposed beacons incorporate LED lights into their design, and therefore they mostly omit light into the direction of the oncoming traffic, and there is minimal light emitted from the sides of the beacon into adjacent properties.

### Comments relating to the location and design of the zebra crossing

*“Why move the crossing ?,A crossing point was built at the cost of thousands to the council tax payer , why not put the zebra crossing on the existing crossing point”?*

*“The length of the zebra Zig Zag lines is excessive , I have seen examples in Cardiff which are much shorter. The width of a car either side is more than sufficient either side.”*

The zebra crossing proposed outside No.84 will be removed from the scheme, and the School Crossing Patrol will continue to operate at the existing build-out i.e. outside No.78. We are assessing whether a zebra crossing could be located in an alternative location on Wyndham Crescent. The concept design is currently being prepared and will be subject to a separate consultation process.

The zig-zag road markings will be reduced to the minimum length permissible in order to minimise the loss of parking.

### Comments regarding the potential impact on property value

*this will have consequences in terms sale-ability and price of those houses affected*

*Reduced value of properties on Wyndham Crescent and desirability of the area as a place to buy/ rent*

*given the potential financial impact of your work i.e. likely to lead to a reduction in property price, I would like to understand what financial compensation you will be offering to residents.*

There is no evidence to suggest that this proposal would have a negative or positive effect on house prices, however, residents are always free to seek independent legal advice on this matter.

Whilst we appreciate the concerns which have been raised, unfortunately there is no scope for the County Council to provide individual assistance.

### Comments with Safety concerns on the proposals

*The number of controls within in a short distance will mean a plethora of street furniture build outs and bus stops will only serve to distract drivers from observing possible dangers therefore making the road more hazardous for pedestrians cyclists and other road users*

*your proposals to remove double yellow lines will increase the traffic hazard across Wyndham Crescent and the same challenges currently experienced by those on Severn Road.*

Traffic calming is proven to be an effective way of reducing road casualties. The traffic will be driving at slower speeds which will create a safer highway environment for all road users.

The parking restrictions on the south-west side of Wyndham Road will not be removed under these proposals.

### Comments relating to enforcement of parking restrictions

*It will increase the chaos of illegally parked parents dropping off and picking children from the school*

*parents of children at St Mary's parking dangerously on the double yellow lines on Wyndham Crescent on the same side as the school and also parking in all the residents only parking bays*

*twice a day, 5 days a week for 40 plus weeks of the year parents park randomly, dangerously and illegally up and down the Crescent and on Wyndham Road when they drop their children off*

*how you will improve child safety through the irresponsible driving/parking of parents dropping off/picking up their children from the school. These parents create a bigger traffic hazard than anything else that happens on the road currently.*

A letter will be sent to the school reminding parents that if they do chose to drive to school that they should park safely, legally and with consideration to others.

The Council's Civil Enforcement Officers will also undertake regular enforcement of the parking restrictions. Failing to comply with parking restrictions is a matter that may be dealt with by the Civil Parking Enforcement Officers who are available on 029 2087 2087 seven days a week between the hours of 0700 and 2200.

In addition, the Council's Road Safety Education team will be working with the school to raise road safety awareness within the school, and to offer practical training such as Kerbcraft and cycle training, in order to give children the skills they need to walk to school safely.

### Comments relating to potential pollution

*Due to increased breaking and road bumps pollution and noise will increase*

*I also point you to the government's plans to take out speed bumps and therefore how the zebra crossing will comply with those proposals*

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 that "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.

The Government's latest national air quality strategy suggested that removing road humps could be considered as an alternative to charging Clean Air Zones, however road safety groups have raised concerns that this may lead to an increase in collisions and reduction in road safety. At present Cardiff Council have no plans to remove road humps, particularly from residential areas with low traffic flows, such areas do not usually have air quality problems, so speed humps do not significantly contribute to the total amount of pollutants.

### Comments relating to potential vibrations

#### *Concerned about vibrations*

Speed ramps are the only method currently available to us to effectively reduce vehicle speeds in order to improve road safety for vulnerable users. Unfortunately, there may be some vibrations felt in adjacent properties when large commercial vehicles drive over the speed ramps.

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 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.

### Comments relating to traffic speed

*You say that 'high traffic speeds' are another reason given as to why parents won't walk their child to the school - but you have just made the Crescent a 20 mph zone - so how can that still be the case?*

The Council are currently implementing new 20mph speed limits in Cardiff, these are part of a strategic approach to speed limit changes. These new areas are generally 'signage only' schemes, and will be enhanced with physical traffic calming measures where appropriate, such as at pedestrian crossings or in the vicinity of schools.

### Comments relating to the Conservation Area

*You will be aware that the improvement measures proposed along Romilly Crescent are within the Conway Road Conservation Area. Limited detail is provided in relation to the quality of finish to the junction build outs. In the absence of such information, I ask that the junction build-outs are constructed from appropriate high quality paving that is sensitive to the Conservation Area setting*

*I therefore ask that this one-off opportunity is used to reintroduce some trees into the junction build-outs in particular, those within the Conservation Area on the Romilly Crescent and Wyndham Road junctions.*

The comments have been noted and will be considered during the detailed design process.

**The below are comments received during the consultation period which are in support of the proposal:**

*I am broadly in favour of the changes to the junction at Severn Road, as these have minimal effect on residents, and will help to improve road safety*

*I fully support the use of additional zebra crossings and more so the use of speed tables in the area to help with traffic calming. Also I fully support the proposals to build out some of the junctions which are excessively wide at present. I believe the proposed plans will increase safety for pedestrians greatly*

*I am writing to express my support of the proposed traffic management scheme. For us, the junction with Severn Road and Wyndham Crescent is the worst with drivers frequently turning into Severn Road even if I am actually in the road, crossing with my children.*

*First may I say how pleased I am that measures are going to be put in place to decrease the speed of traffic on Wyndham Crescent and Romilly Crescent as very few vehicles (including Number 61 buses) actually observe anywhere near the 20mph speed limit.*

*We should not have parking at the expense of the safety of pedestrians especially children walking to school, I cycle with my children to school and work but other parents and colleagues are ironically (adding to the traffic) because they are to be threatened by traffic to walk or cycle to work or schools.*

*traffic calming is understandable and necessary, but to take away desperately needed parking is a ridiculous proposal*

*our most frequent walking route (to shops, park etc) takes us across the currently hazardous junction. There is currently no safe crossing point and with cars usually parked along the roadside visibility is poor. My daughter's grandparents also walk with her over this junction and have expressed how vulnerable they currently feel. The proposed crossing and built out junction will really help us and encourage us to walk more.*

*I am supportive of measures being carried out as improved crossing facilities and traffic calming are very much needed in the area.*

*I recognise and agree with the need for traffic management along Wyndham Crescent and Romilly Crescent, particularly given there are 2 primary schools in the vicinity with a high level of foot traffic at peak times. The implementation of a 20mph speed limit is welcomed and further traffic calming measures would also be welcomed. However there is a real concern that the proposals do not address sufficiently the issue of parking.*

**Comments were raised relating to Romilly Crescent**

*The 200m to 300m length of Romilly Crescent to the northwest of the proposed scheme has been subject to a number of road traffic incidents in recent years..... and I therefore ask that consideration is given to the construction of an additional speed table at the Romilly Crescent-Conway Road junction*

Unfortunately, this request is outside of the scope of this project. The comments have been noted and will be considered as part of our Annual Area investigation process into road safety concerns.

## **A number of issues and requests were raised relating to Wyndham Road**

*“some drivers will invariably use Wyndham Road to circumvent the traffic management on Wyndham Crescent leading to increased traffic, speeding and consequential problems on Wyndham Road.”*

*“there will be fewer parking spaces on Wyndham Crescent meaning markedly more demand for parking on Wyndham Road.”*

*A number of suggestions were made by residents*

- 1. Echelon parking;*
- 2. One-way system*
- 3. Additional parking restrictions on the bend*
- 4. Parking restrictions at both junctions of Wyndham Road with Wyndham Terrace*
- 5. Access Only*
- 6. Request for traffic calming*
- 7. Request for 75% resident parking scheme*

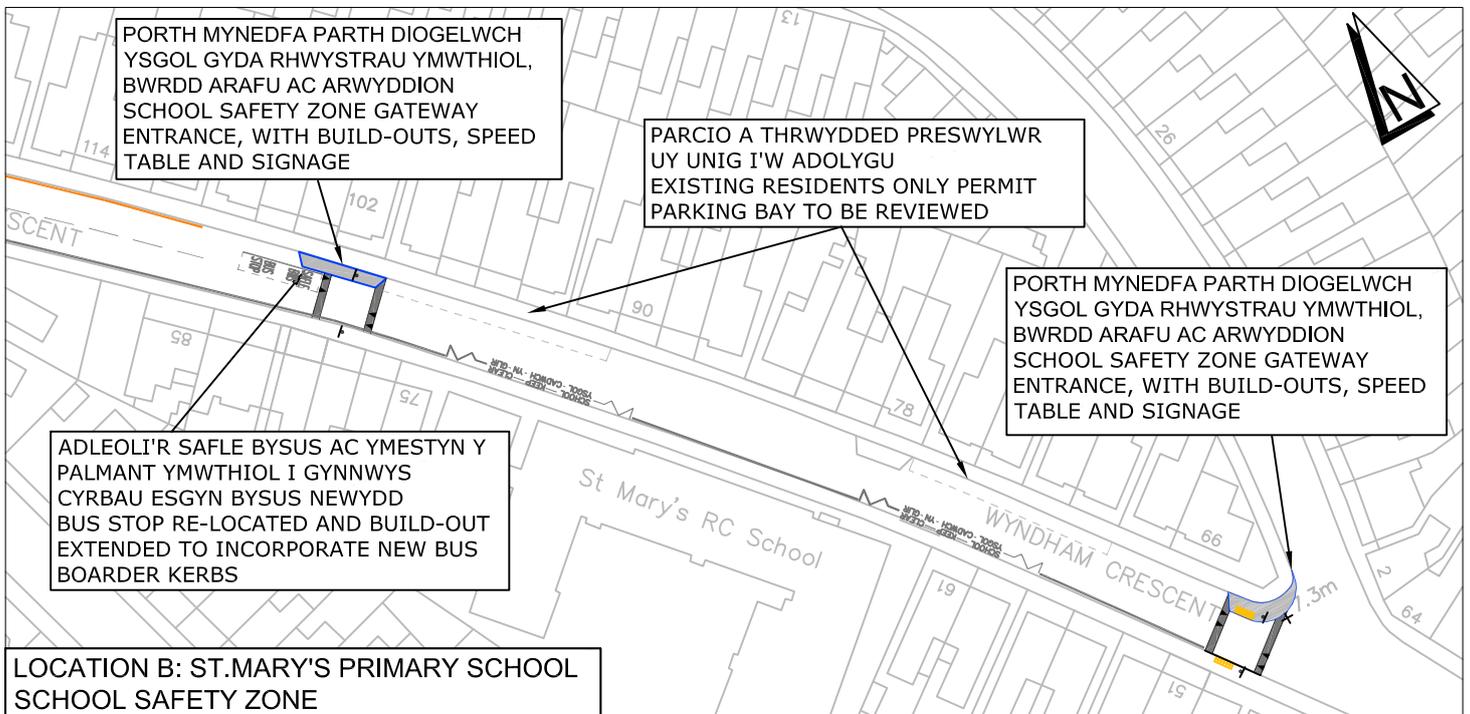
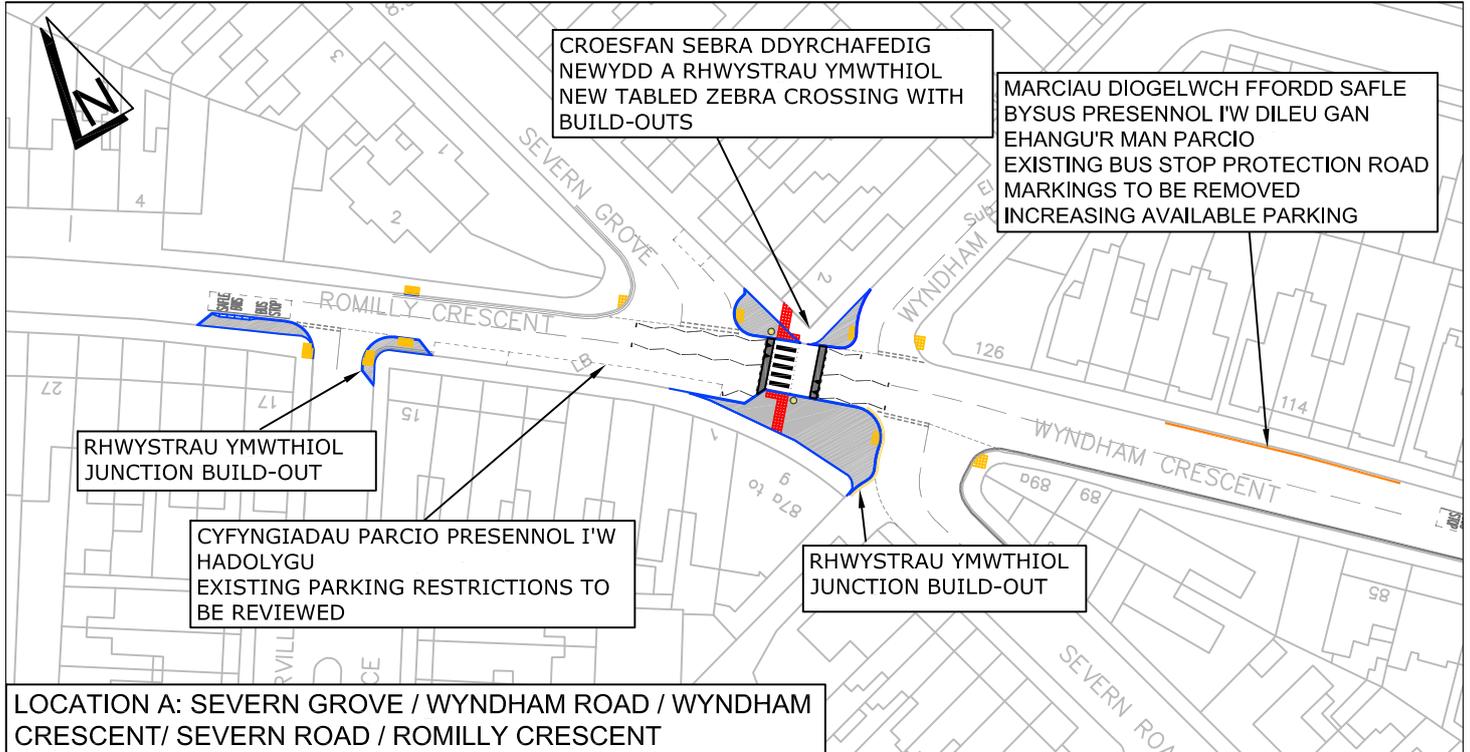
We would respond to these as follows;

1. For echelon parking to be introduced in a road there must be sufficient roadspace available for the vehicle reversing and turning movements that such a scheme entails. Wyndham Road is approximately 8 metres wide and echelon parking could be placed on only one side of the road and then only if parking on the opposite side were prohibited by introducing double yellow lines. Such a scheme would therefore provide no increase in available parking space.
2. Introducing a one-way system is likely to see an increase of vehicle speeds on the road, as drivers would be un-opposed. However, this will be assessed in the Annual Area Investigation into road safety issues.
3. This will be considered as part of the wider review of parking restrictions on Wyndham Crescent and Wyndham Road.
4. This will be considered as part of the wider review of parking restrictions on Wyndham Crescent and Wyndham Road.
5. We appreciate that residents would wish to reduce traffic and parking levels in Wyndham Road by means of an "Access Only" Order. The police have advised that they would be unable to support such traffic Orders because of the difficulty in enforcing them. Consequently "Access Only" restrictions are no longer implemented by the County Council.
6. The request for traffic calming will be assessed in the Annual Area Investigation into road safety issues.
7. Parking surveys are currently being undertaken to assess whether Wyndham Road and the surrounding roads meets the criteria for a 75% Residents Parking stated in the Parking Strategy. A review of the current parking arrangement will then be undertaken by the Council's Policy team.

**This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg.**

**Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, mae'r Cyngor yn paratoi 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 3802 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 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 3802 to request a paper copy of the post-consultation report.