

## **Post Consultation Report**

**Project Title:** Crown Way – Pedestrian Crossing Facilities  
**Project No:** CO16166

A consultation was held on the above scheme proposals between 24<sup>th</sup> November 2017 and 8<sup>th</sup> December 2017. During the public consultation stage three comments were received from members of the public or external agencies, these comments were as follows:

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

### **Issue 1**

*“Move the crossing closer to Whitchurch Road to improve sight lines for both pedestrians and motorists.”*

### **Response**

During the initial concept design stage Vehicle Track runs were undertaken which look at how vehicles of different sizes are able to manoeuvre around junctions to identify if a new proposed road layout would cause any issues. It identified that if the pedestrian refuge was moved nearer the junction of Whitchurch Road then larger vehicles driving from Whitchurch Road turning into Crown Way would not be able to make this manoeuvre without coming into conflict with the pedestrian refuge. Therefore this is the nearest location to Whitchurch Road that the pedestrian refuge can be introduced without causing conflict for larger vehicles.

### **Issue 2**

*“Mark surface as a Zebra Crossing – to give pedestrians priority.”*

### **Response**

The cost of introducing a Zebra Crossing at this location would be substantially more than the monies which has been allocated to deliver this scheme and therefore this scheme will only comprise of upgrading the existing pedestrian refuge.

### Issue 3

*“Resurface the kerbside 1 metre strip along Whitchurch Road adjacent to the junction – to eliminate rough surface for cyclists.”*

### Response

During the Detailed Design Stage a more accurate cost for delivering the scheme will be produced and it is at this stage we will identify if there is funding available to carry out additional measures such as resurfacing. If additional funding is not available and the road surface is damaged around this junction this will be referred to our Asset Management team who are responsible for the maintenance of adopted highway across the City.

### Issue 4

*“Reduce the pavement widths at approach and departure from junction and widen carriageway - to provide an on road cycle lane. The pavement is wider than needed for the weight of Pedestrian traffic so a cycle lane would seem a better use of the available width.”*

### Response

Increasing the width of carriageway is likely to increase vehicle speeds, which would not improve road safety at this location. There is also not sufficient funding available to look at the reconstruction of the footways as part of this proposed scheme.

### Issue 5

*“I'd also narrow the north-side exit of Crown Way. A pedestrian refuge between left turning and right turning lanes if the crossing is moved near the junction (as you propose), otherwise add ghost space for cycles only on this corner, like on the south-side (which should also be cycle-available)”*

### Response

There is not sufficient road width to introduce a pedestrian refuge between the left turning and right turning lanes on Crown Way, however it is agreed that the introduction of a ghost build out on the north side corner may encourage drivers to reduce vehicle speeds when manoeuvring around this junction. This issue will be assessed further during the detailed design stage.

### Issue 6

*“Sustrans Cymru would recommend constructing tighter corner radii on both corners to ensure vehicles slow down as they turn into Crown Way.”*

### Response

During the concept design stage it was identified that if the junction width was reduced then larger vehicles manoeuvring around these junctions would not be able to make to make this manoeuvre without driving across the footway or the pedestrian refuge. For this reason ghost build outs are proposed for this location. Whilst these are not a physical deterrent these may encourage drivers to reduce their vehicle speeds around this junction. As mentioned above during detailed design stage we will investigate whether ghost build outs can be introduced on both sides of the junction.

### **Recommendation:**

In view of the feedback received, and following majority support from the Local Ward Members it is recommended that the scheme be progressed as advertised.