Consultation Report

A469 Phase 3 - Maes-Y-Coed Rd To St Georges Road Cycle Route

A consultation was held on the above scheme proposals between 15th and 29th July 2015. Four responses were received, two of which requested further information/clarification and two disagreed with the proposals. The concerns and comments are summarised as below, along with the Council’s response.

Issue 1.
Widening of the footpaths for cyclists; Whilst not against the proposal to allow additional facilities for cyclists, this is clearly at the expense of narrowing Maes-y-coed Road. Any survey of the road would reveal that this road, in particular the junction with Caerphilly Road is used by large volumes of traffic throughout the day. As a resident that backs onto the road, any slowing down of traffic moving from this area will increase noise, pollution and disruption for me.

Response
A topographical survey has been undertaken along the extent of the proposals which provides an accurate measurement of the extent of the adopted highway. The proposed widening to the footways and changes to the carriageway layout will still permit the movement of traffic along Maes-Y-Coed Road. Vehicle track analysis has also been undertaken to ensure HGVs and other traffic can still manoeuvre at the Caerphilly Road / Maes-Y-Coed Road junction, as well as along Maes-Y-Coed itself, where the number of lanes will remain as existing.

Issue 2.
Lidl traffic; The lack of a designated right turn out of Lidl clearly causes traffic to back up into the store car park. This was clearly recognised by the store, who on the first few days following the opening of the new store sited a member of staff at the exit to politely encourage customers exiting to turn left rather than turn right. I am sure that there have already been a number of near-misses caused by customers fed up of waiting for a gap to turn right and I have observed a number of cars pulling out across the empty oncoming traffic lane to try to push into the queue of traffic at the junction, not caring whether they are causing traffic to back up elsewhere. Further changes to the road layout that offers no solution to this existing problem is only likely to add to the existing issue. Again, waiting traffic causes noise and pollution and creates a potentially dangerous situation for cyclists.

Response
No changes to the access/egress were proposed as part of the modifications to the Lidl store or as part of the planning process. The introduction of a dedicated right/left turn to exit the site would not assist vehicles exiting right, but only benefit vehicles turning left that would otherwise be held behind right turning vehicles.
As queueing primarily occurs within the site boundary and that any changes would need to be put forward and funded by the owners of the site, modifications to this junction are outside the scope of this scheme proposal. Residents or customers of Lidl may wish to contact the store to request that the introduction of an additional exit lane is considered and it may benefit customers to exit the site.

We will however monitor any issues as result of vehicles queueing back to the Caerphilly Road junction, with the view to providing a 'keep clear box' at the junction to ensure traffic flow is maintained.

**Issue 3.**

*Turn for articulated lorries; Having been in the right hand lane to turn right into Maes-y-coed Road, I have, on a number of occasions been faced with large articulated lorries that are turning into Caerphilly Road, particularly from the Kingsmill factory and Memory Lane Cakes. Although very skilfully maneuvered, the lorries veer very close the queueing traffic as they turn. I would expect that there is likely to be some impact felt to these drivers by changes to the road layout and particular concern for drives of these large vehicles that are unfamiliar with the road layout should these changes be implemented.*

**Response**

The removal of the central island on the Maes-Y-Coed Road arm of the junction will provide more space for HGVs to position themselves to make the left turn into Caerphilly Road. As part of the overall modification to the junction (as part of Phase 2 and 3), HGV movements will be improved. Markings can also be added to assist in guiding vehicles on the correct course if necessary.

**Issue 4**

*Toucan crossing; There is some sense in moving the crossing and a long crossing rather than a staged cross via the current island is likely to avoid inpatient pedestrians from taking a chance at crossing when they shouldn't. However, I am concerned that the removal of the island will result in drivers cutting the corner as there will no longer be anything physically there for them to drive around. This has happened to us on a number of occasions when waiting at the other entries to the junction, particularly when drivers are trying to turn across the junction before the lights change, there is no physical barrier to stop them from cutting the corner and the front of my car has almost been hit.*

**Response**

The straight across crossing points will not only benefit pedestrians, but also cyclists, users of mobility scooters and many other users. Carriageway markings can be added to assist in guiding vehicles on the correct course if necessary.
**Issue 5**
Two lanes/one lane; A yellow box has been painted onto Maes-y-coed Road at the junction with Armory Drive as indicated on the plan. This essentially should aid the residents turning in and out of this estate. However, it remains quite treacherous when there are volumes of traffic as you are unable to clearly see the second lane when turning right into Armoury Drive or traffic from the left when turning right onto Maes-y-coed Road. Although, as shown on the plan, there is one lane until after the yellow box, traffic breaks into two lanes from as far down as Ton-Y-Ywen Avenue. Drivers do not limit their speed as they drive side by side and to narrow this further is likely to increase collisions. Whilst there may not be an intention for there to be two lanes of traffic from this distance from the traffic lights, there is and this is demonstrated in the photographs attached. This will surely impact the plan shown in site 2b and could lead to the injury of any cyclists as at this point the cycle lane appears to be on the road, rather than on the pavement. Drivers will likely hit each other or simply drive in the cycle lane, so diminishing its intention. In addition, a cycle lane is likely to make turning left from Armoury Drive impossible due to the angle. Residents are already restricted on turning right, due to being unable to see what traffic is coming from the left and the yellow box prevents edging out to see.

**Response**
The proposed cycle lane will have delineation kerbs installed within the mandatory cycle lane. This will physically prevent vehicles from travelling along the cycle lane.

Only single lane queueing will be possible to the east of the Armory Drive junction which will assist with access and egress and general safety at the junction.

**Issue 6**
I am aware of Bollards that will be installed adjacent to property 372, 366 & 366 to deter illegal foot way parking. Number 372 and 370 of North road are businesses and it is vital there is sufficient parking space otherwise the business would be affected badly. The amount of space between the bollards to be widened maybe to around 364. There are also disabled in the are who rely on getting on nearby transport as they have walking difficulties.

**Response**
The existing vehicle crossover only serves two properties which have a very narrow strip of parking, suitable for small vehicles. The vehicle crossover itself is not suitable for parking as it obstructs the free flow of pedestrians and cyclists.

The bollards will be positioned outside the extents of the existing vehicle crossover to ensure access to the private strip of land is maintained. Should vehicles park within the vehicle crossover, it is likely that the crossover will be revoked on safety and accessibility grounds.
**Issue 7**
Some of the properties that front North Road do not have a front garden and open directly onto the existing share surface. Cyclists pass at speed and there is a danger that residents may get knocked over by a cyclists. Some cyclists also fail to stop on the two side roads. A segregated route may be more appropriate where bikes are closest to traffic.

**Response**
Comments noted and will be considered as part of the detailed design process.

**Issue 8**
Where the existing sections of guard rail and safety kerbs are being changed, residents currently have difficulty access their drives due to the narrow access points and radius style vehicle crossovers.

**Response**
As part of the improvements, access to properties will be considered.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement
the scheme based on the plan shown below.

A full consultation pack is available at www.cardiff.gov.uk/traffic-consultations. Alternatively, please e-mail
TransportProjects@cardiff.gov.uk or telephone 029 2087 3289 to request a paper copy.

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