

Post Consultation Report

Heol Hir – Priority Narrowing Removal

Project No: CO19046

A consultation was held on the above scheme proposals between 22nd July 2019 – 12th August 2019, although any correspondence that was received shortly after the deadline was still included 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 approximately 150 properties consulted and 6 site notices displayed on site, 5 individual responses were received, all the comments related to the priority narrowing around the Heol Hir / Copperfield Drive junction, these have been summarised as follows:

- 5 - Object to the proposal

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

Recommendation

In view of the below it is proposed to **proceed** with the proposal subject to available funding. The scheme will remove the existing priority narrowing's on Heol Hir and replace them with a Speed Table and a Tabled Zebra Crossing. This will help reduce vehicles speeds along this route which will improve overall road safety in the area for all road users.

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

Issue: Removal of the Priority Narrowing around Copperfield Drive will have a negative effect on road safety

“My husband and I consider that proposal puts our lives at risk when endeavouring to exit Copperfield Drive by turning right towards Excalibur Drive.

Albeit there is a mirror opposite traffic is still coming around an almost blind bend when heading south. At the moment most of us are very content to wait until there is a gap in the northward flow so that we can tuck in behind when turning right.”

“We have lived in Pickwick Close since *(date redacted)* and frequently use the junction to turn right up Heol Hir to visit the Doctors Surgery and Supermarket.

As it is it is an extremely nerve racking experience due to the speed of traffic driving down.”

“Please, please, please do not remove the road narrowing. It would be almost impossible for us to get out of the street as the cars come around the corner and such high speeds as it is, without the road narrowing's you would be putting us at risk of an accident.

“If the road narrowing is removed this will result in a continuous flow of traffic, past Copperfield Drive, making it very difficult for cars to vacate Copperfield Drive, safely.

At the moment cars vacating Copperfield Drive rely heavily on the road narrowing system to Heol Hir. The road narrowing has served us well, over the past 30 years and we do NOT WISH it to be removed.”

“However, it is not clear how the measures would "improve pedestrian crossing facilities" as suggested in the "Description of Scheme Proposal". Particularly adjacent to the Copperfield Drive junction, pedestrian crossing facilities may be made considerably worse.”

“The provision of a raised table, in addition to the slowing effect of the fairly sharp bend in Heol Hir, might tend to slow the traffic to some extent but surely nothing like as much as the existing narrowing and priority rule which causes it to halt quite often and always be prepared to halt.

Moreover, merely having the raised table there would be of little assistance to traffic wishing to exit Copperfield Drive left or right into Heol Hir. This operation is difficult enough now and relies largely on the priority rule at the narrowing to give a decent opportunity to get out safely. Due to the adjacent bend (and back garden fences), there is very little visibility to the right when seeking to exit.”

It is agreed that this existing narrowing currently assists vehicles turning right from Copperfield Drive onto Heol Hir as they can join at the end of any northbound traffic through the narrowing, and they effectively have priority over southbound vehicles on Heol Hir. The removal of this priority narrowing will mean that the junction of Heol Hir / Copperfield Drive will operate as a standard priority junction, consistent with other junctions around the City, in which drivers have to pull out when it is safe to do so.

Currently southbound vehicles on Heol Hir only have to slow down or completely stop when they are confronted with vehicles travelling in the opposite direction. Therefore, when vehicles are travelling southbound through this narrowing if there are no vehicles travelling in the opposite direction then vehicles can continue along this route without reducing their

speed. The introduction of physical speed tables will ensure vehicles travelling in both directions will have to reduce their speed regardless of whether there are vehicles travelling in the opposite direction.

Following the feedback which has been received as part of this consultation we are now looking to build out the eastern side of the speed table on Heol Hir at its junction with Copperfield Drive. This will align vehicles travelling southbound away from the kerb edge which will increase visibility of these vehicles to vehicles exiting the Copperfield Drive junction. This will also reduce the carriageway width pedestrians have to cross at this location that further increases safety for pedestrians crossing at this location.

There will also be sufficient warning signage introduced and additional Araf / Slow Road Markings to further warn drivers they should reduce their speed as they approach this location.

Issue – Noise Levels from Speed Tables

“It will also cause increase sound levels to the rear of our house which are already unacceptable.”

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. Regrettably, speed tables are the only effective method currently available to us to successfully reduce vehicle speeds in order to improve road safety for vulnerable users, it is acknowledged that there may be vehicle noise caused when vehicles drive over the speed tables. 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.

Issue – Collision Data Query

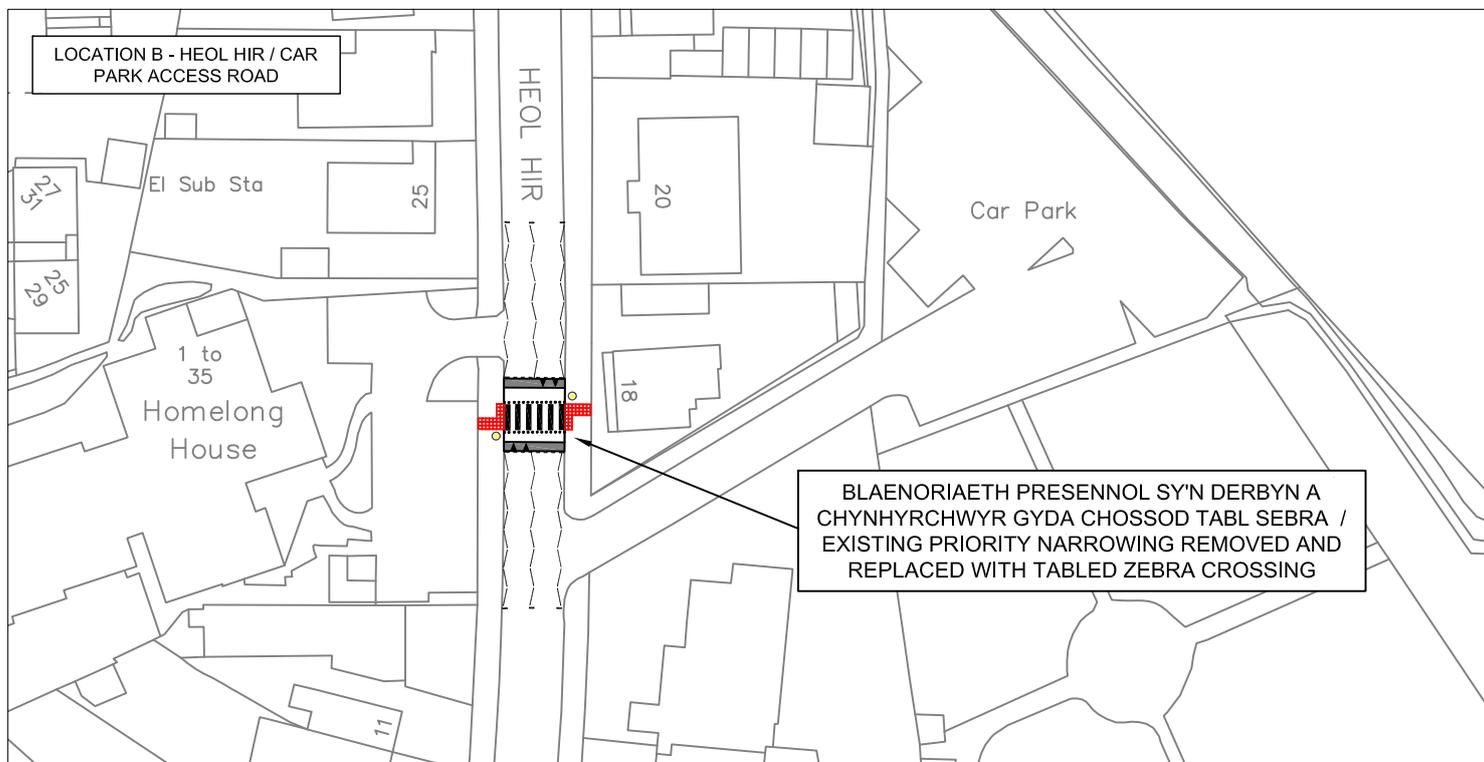
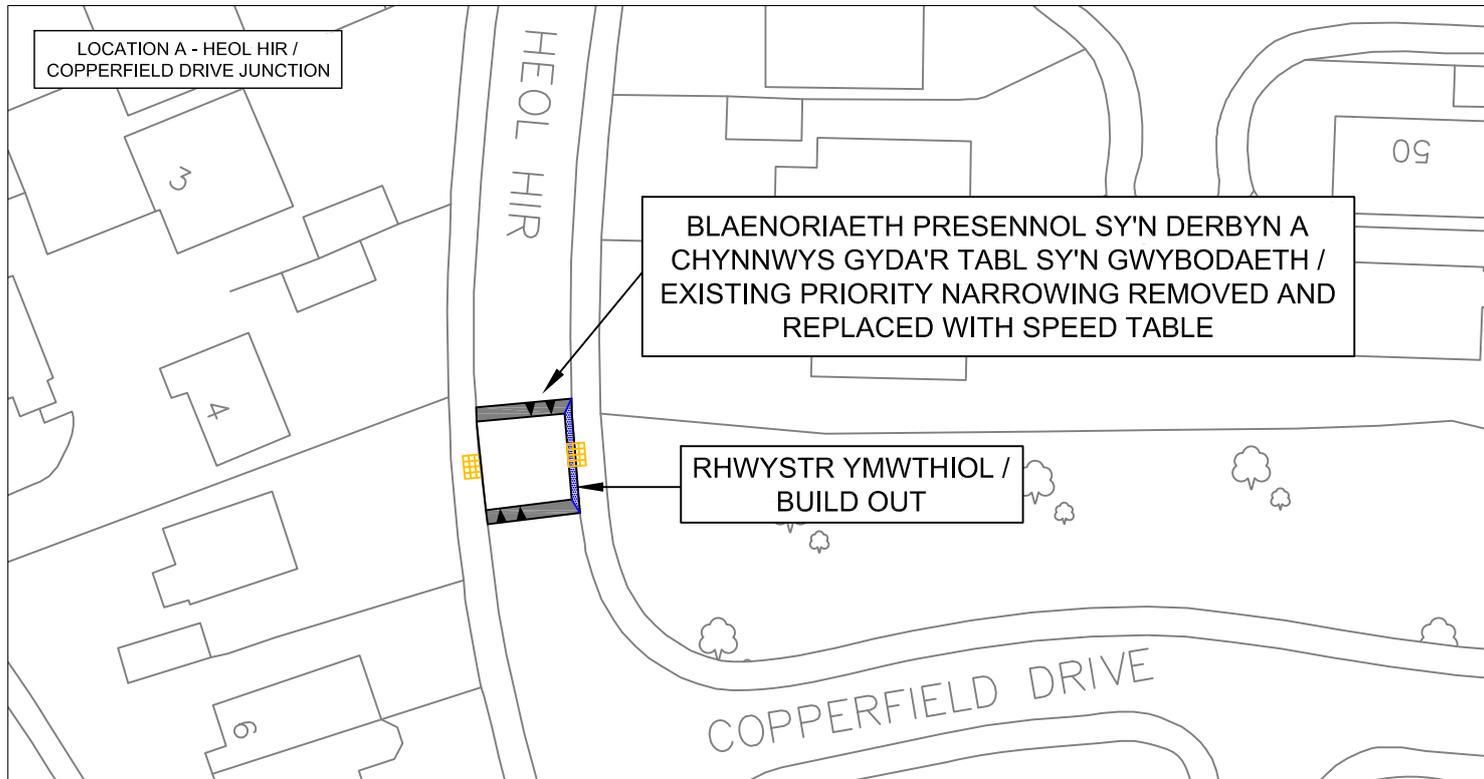
“Please look at statistics because I’m reliably informed that there were accidents prior to the road narrowing’s being introduced and none since.”

A check of our aerial view mapping system goes back to 2001 which indicates that these priority narrowings were already implemented at this time. A check of our collision data from 1999 to 2018 indicates that there have been no recorded injury collisions around the junction of Heol Hir / Copperfield Drive during that period. Therefore, we are not able to assess any collisions which may have occurred prior to these narrowings being introduced.

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

“It appears that the removal of the two priority narrowings may have some benefit with regard to traffic flow.”

Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, mae'r Cyngor yn paratoui i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun, a fydd yn destun proses Gorchymyn Rheoli Traffig. 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'.



Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the revised plan shown. Further details about this consultation are available at cardiff.gov.uk/TransportProjects using the 'view consultations' link.

