Consultation Report

Radyr & Morganstown: Heol Isaf Highway Improvement Measures

Project No: CO18191

A consultation was held on the above scheme proposals between 16th May 2019 and 10th June 2019. 12 responses were received, 11 of which were in support of the scheme, and 3 providing additional suggestions. The concerns and comments received are summarised in italics as below, along with the Council’s response.

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

The following comments were received against the proposals or with suggestions on the proposals

Issue 1 – Location of crossing at Rectory Close junction

"Regarding the tabled crossing at Heol isaf/ Rectory close Radyr. On a safety point why do you move the proposed crossing south of Rectory Close. As most of the vehicles leaving Rectory close turn left onto Heol Isaf this will make for a safer exit as there cars parked on the road which create a problem seeing oncoming traffic. Also cars turning left will not have the double problem of making sure no cars are approaching and no persons are on the crossing."

Response

There is an existing uncontrolled pedestrian crossing just north of the junction and it is proposed to upgrade this to a zebra crossing. There is no pedestrian footway on one side of Rectory Close and locating the new zebra crossing to the north of the junction will provide pedestrians with a good link to the existing footway.

Issue 2 – Safety of zebra crossing, request for puffin crossing

“I appreciate the proposed traffic management scheme for Heol Isaf but question how safe the crossings will be with no traffic lights. There is an existing Zebra Crossing on Heol Isaf, at the junction with Park Road, with no traffic lights and it is dangerous. Both my husband and myself have experienced cars not stopping while actually being on the crossing. I’ve even seen the lollipop man, for Radyr Primary school, be ignored. It is VITAL that this crossing is included in the improvement measures. At present the existing bollard flashing
lights can hardly be seen and the same goes for the road markings making it difficult for drivers to see it.”

“However my purpose in writing is to implore you to put in traffic light controlled crossings as you have by the shopping precinct rather than zebra crossings as the traffic could do with slowing down anyway. At dusk and after dark it is very difficult to see people at the zebra crossing by the school and also as they have that bit that narrows the road it means that there is restricted room for cars passing.”

Response

An assessment of the relative safety of zebra crossings versus signal controlled crossings (i.e. puffin, pelican, toucan) was recently carried out in Cardiff. This assessment identified that there is not a clear case that one type of crossing is any safer than the other, in terms of frequency of collision or the severity of collision. At many locations and under appropriate traffic and pedestrian flow conditions, zebra crossing are appropriate and have the advantage that they give pedestrians full time priority over vehicular traffic. For this reason, there is no current justification to change the type of crossing.

Zebra crossings give full time priority for pedestrians over vehicle users, however there is still a responsibility on pedestrians to use these crossings in a safe manner. Useful guidance is also given in the Highway Code (Rule 19) for pedestrians using zebra crossings.

The zebra crossing will be tabled so that traffic slows down when approaching ensuring that drivers are more able to respond to the road conditions ahead and allow pedestrians to cross safely and conveniently without delay. In addition, we propose to introduce a 20mph speed limit within Radyr, which will be subject to a separate legal Traffic Regulation Order process.

Issue 3 – Rectory Close

“My only two suggestions at present would be to table the entire junction with Rectory Close, to include the new crossing”.

“the Cardiff Council proposals do not include tabling the junction in its entirety. I feel this is a missed opportunity in terms of active travel and making a more ‘pedestrian scale’ environment.”

Response

The cost of tabling the whole junction is significant, particularly with the changes that would be required to accommodate the adjacent driveways. Unfortunately there is not sufficient S106 funding secured for Phase 1 of the highway improvement works to table the whole junction in addition to providing the other two zebra crossings on Heol Isaf and the 20mph speed limit in Radyr.
The operation of the junction will be reviewed to determine whether additional measures are required, and if required it may be possible to include these in Phase 2 of the highway improvements.

**Issue 4 – Request for additional measures**

“Whilst the measures are welcome it still seems inadequate that proposals to table the existing crossings on Heol Isaf at Park rd (adjacent to Radyr Primary school) and outside Radyr Comprehensive school are not being brought forward at the same time. To my knowledge these are the only two crossings outside schools in North/West Cardiff that remain not tabled. There have been a number of near misses on these crossings and due to the well documented speeding issue (even raised in Welsh media) they would benefit greatly from a physical feature which would provide a basic level of safety to children in Radyr”

“Whilst I am grateful for the proposed tabled crossing x 3 in Radyr and Morganstown I am concerned that this is a sticking plaster for a much more significant problem. It also does not correlate with the full VECTOS recommendations which were previously available to residents.”

**Response**

The measures being introduced as part of this scheme will form Phase 1 of the highway improvements for Heol Isaf. Regrettably we have limited funding for these highway changes and have prioritised making the improvements at locations where there are currently no pedestrian crossing facilities, together with the 20mph speed limit in Radyr.

Phase 2 of these measures will be delivered when the additional S106 funds are received from the nearby development, and will include pedestrian and cyclist improvements in the vicinity of Radyr High School and near Park Road, amongst other improvements.

**Issue 4 – Light pollution**

“We are very much in favour of the traffic calming measures we do have concerns the Belisha beacons will be a considerable nuisance and interrupt sleep. Could you confirm if cowlings will be fitted to reduce light falling on our property, or if not whether they can be considered?”

**Response**

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. However it will be possible for cowls to be fitted to the beacons in order to minimise the light emitted.
The following are extracts of letters received in support of the proposals

"I am wholly in support of improving this road as I walk my children along it twice a day for school and it is really unpleasant to be a pedestrian on the side of it"

“I would like to register my full support to the above proposed traffic management scheme. The sooner it can be installed the better!”

"We are pleased with the proposed traffic management"

“I am writing to express my full support for these proposals to make Heol Isaf a safer highway environment.”

“As a resident and motorist myself, I consider any disruption to vehicular traffic on Heol Isaf caused by these proposed safety measures to be advantageous in providing some small deterrent to the substantial amount of traffic using Heol Isaf and Radyr as a through-route. I also believe that the proposals will lead to lower speeds and driver behaviour, more appropriate to a village B road”
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 www.cardiff.gov.uk/TransportProjects using the 'view consultations' link.
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