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Creigiau & St. Fagans: Heol Pant-Y-Gored: Highway Improvements

Consultation Report

A consultation was held on the above scheme proposals between 4th January 2019 and 25th October 2019. 40 individual responses were received. The concerns and comments received are summarised 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 proposals in order to discharge the conditions of the S106 Agreement.

Issue 1 – 20mph speed limit

A number of respondents requested that a 20mph speed limit is introduced on Heol Pant-y-Gored.

Response

The Council agree that a 20mph speed limit would be appropriate for Heol Pant-y-Gored, this is in-line with our current strategic approach to speed limit changes. The proposals for this new speed limit are currently being developed and we anticipate that this will be delivered in the next financial year (subject to funding). The change in speed limit will require a legal Traffic Regulation Order to be processed before it can be implemented on site, and this will be subject to a separate consultation process. The new 20mph speed limit will include Heol Pant-y-Gored and the residential streets in Creigiau village.

Issue 2 – Pedestrian safety concerns

Several respondents raised pedestrian safety concerns, particularly in relation to the potential for vehicles to mount the footway on Heol Pant-y-Gored. Specific requests were made for bollards, railings or raised kerbs (tief kerbs) to be installed along the length.

Response

In general, the Council does not support the provision of barriers alongside footways. Street furniture such as guard rails or bollards has to be placed with a minimum clearance of 450mm to the kerbface and this can narrow the footway. Guard rail can also pose a safety risk to other vulnerable road users using the highway, particularly to cyclists. There is a risk that cyclists may get caught or trapped against the railings, this had led to fatalities in other parts of the country and we are removing pedestrian barriers where possible such as when junctions are re-designed. Short lengths of pedestrian barriers will still be used in locations to

prevent pedestrians running directly onto the carriageway, such as outside school or park entrances.

The passing bays will provide a safe area to allow HGV's and other large vehicles to pass each other without mounting the footway.

Issue 3 – Position and size of passing bays

A number of respondents queried the location of the four passing bays, and whether additional bays should be provided on the road leading to Robin Hill.

Response

The bays will be 6.3m wide and 20m in length, which is sufficient width for two large vehicles (including coaches) to pass each other. The passing places will also include tapers on approach and on exit in order to facilitate the movement of vehicles into and out of the localised widening. The passing bays are not intended to be used for multiple large vehicles at one time, they are designed to allow one large vehicle to pass another at the location of the widening. Passing places are often provided on rural roads on a permanent basis to accommodate passing traffic.

The locations of the passing bays have been chosen in order to maintain forward visibility between the bays, particularly near the bend. This will ensure that approaching motorists have the opportunity to wait within a passing place when they see an oncoming vehicle.

The section of the road from Pant y Gored farm to the junction with Cardiff Road is wider (in part) than the section of road where the passing places are being provided, and will therefore accommodate two large vehicles passing without the need to provide additional passing places.

Issue 4 – Entrance to quarry

A number of residents raised queries relating to the entrance to the quarry, and the interaction of the quarry entrance with the entrance to the recreation ground.

Response

The approved planning permission requires that changes are made to the quarry entrance. Details of the scheme will have to be submitted to the Council for approval. The scheme is to comprise of the construction of a traffic island at the entrance to the site in order to deter/prevent vehicles from turning right out of the site and left into the site. The scheme is required to ensure that the use of the proposed development does not interfere with the safety and free flow of traffic passing the site.

The design will address issues that relate to access to the Recreation Ground and facilitating the safe movement of pedestrians, segregating quarry traffic from the traffic and pedestrians using the recreation ground. In addition, any necessary parking restrictions at the entrance can be provided to remove such parking immediately at the entrance, if this is deemed to be problematic.

Issue 5 – Noise levels and air pollution

Several respondents raised concerns relating to HGV's waiting in the passing bays and the noise and exhaust emissions generated by the high volume of HGV traffic.

Response

Under the planning approval, the Council's Pollution Control (Noise and Air) have requested a financial contribution is made to fund ongoing air quality monitoring during the operation of the quarry.

The passing bays will be signed as 'passing places', the passing bays are not intended to be used for vehicles to wait in for prolonged periods of time. However, if vehicles are observed to park within these passing places which then results in the passing places becoming unusable for HGV's it may be necessary to introduce parking restrictions. This will be monitored following the resumption of operations at the quarry and parking restriction will be implemented if deemed necessary.

Issue 6 – Hedgerow survey

A number of residents raised concerns relating to the hedgerow which will have to be removed to construct the passing bays and the loss of habitat.

Response

An Ecological Impact Assessment Report has been carried out in consultation with the Council's ecologist and this includes an assessment of the value of the hedgerows. The ecologist has suggested that we clear vegetation for the construction of the passing places in two stages under a watching brief. We will carry out the first stage of the phased vegetation clearance in January, the above ground material will be cleared by hand to minimise the likelihood of disturbing dormice. The subsequent removal of the remaining vegetation will be carried out in May.

The hedgerows will be replanted with suitable tree and plant species to be specified by the Council's ecologist.

Issue 7 – Impact of traffic through Creigiau Village

Several respondents raised concerns that road users will avoid using Heol Pant-y-Gored which will increase the volume of traffic in Creigiau Village as the alternative route.

Response

The Council are currently developing proposals for a 20mph speed limit to be introduced in Creigiau Village, which will also include new pedestrian crossing facilities. The reduced speed limit and improved pedestrian crossings will help to create a safer highway environment, particularly for vulnerable road users.

Issue 8 – Vehicles queuing prior to the quarry opening time

Several respondents raised concerns that quarry lorries may queue on Heol Pant-y-Gored waiting for the quarry to open.

Response

This concern was addressed in the Planning Committee Report, paragraph 8.34.

In order to address this concern a condition is proposed regarding site management, which will be able to address/minimise any issues relating to vehicles associated with the quarry parking within the passing bays and queuing on the adopted highway. This will be discussed with Tarmac and is an operational issue for the quarry.

Issue 9 – General concerns regarding the re-opening of the quarry

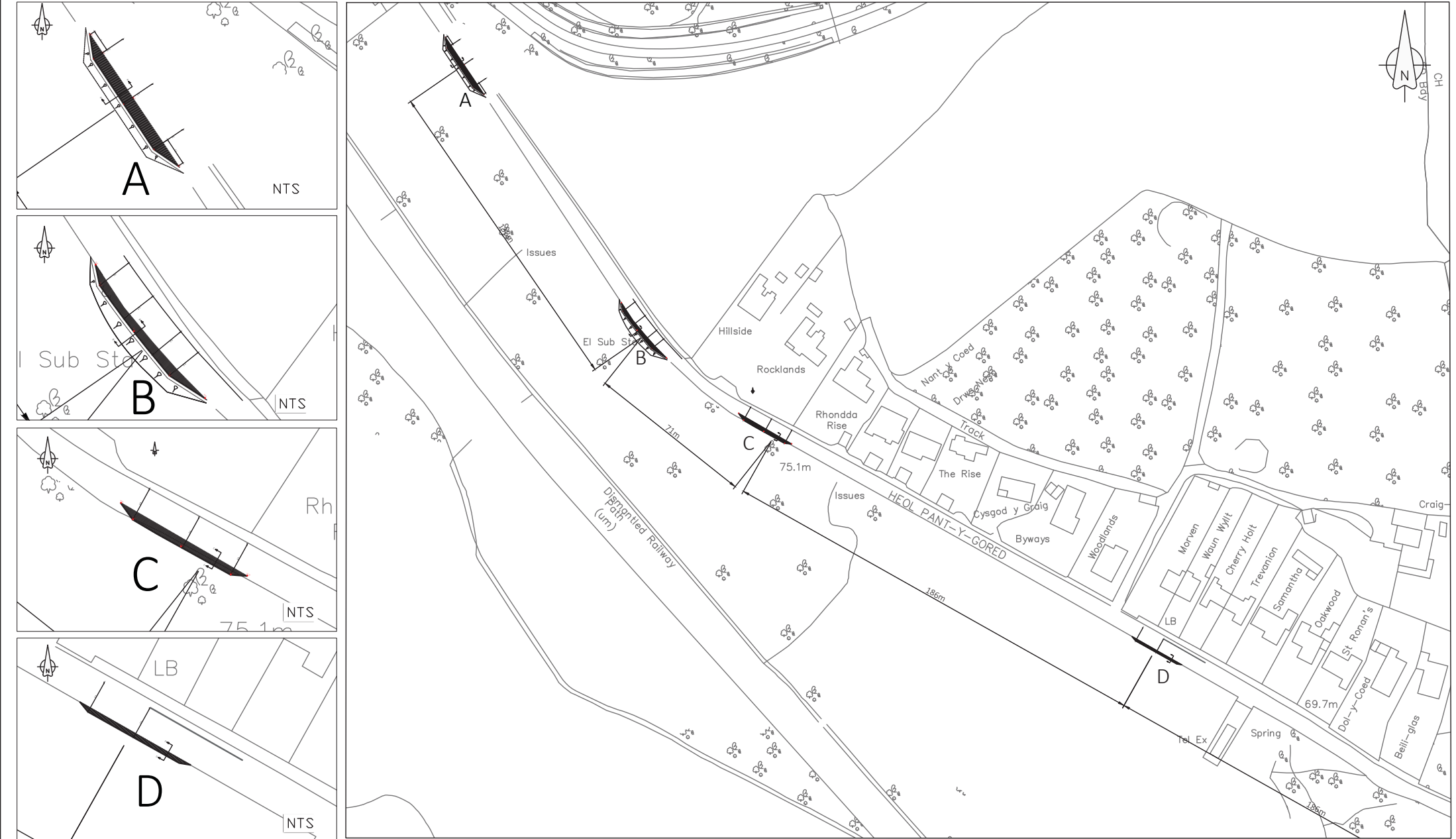
A number of respondents raised concerns relating to issues which are outside of the scope of this consultation, such as;

- *Requests to stop the development proceeding, and for the quarry not to re-open*
- *Suggestions of alternative routes for the HGV's to use*
- *Concerns over the number of HGV's using the quarry*
- *Hours of operation of the quarry*
- *Noise and dust from the quarry*
- *Ecological concerns relating to the quarry operations*
- *Highway maintenance concerns resulting from increased HGV traffic*

Response

This consultation only relates to the construction of the passing bays. This scheme is required to discharge a Section 106 agreement associated with the extension of Creigiau Quarry, for which planning permission was granted 21st December 2018. We are not able to address any specific points which relate to the operation of the quarry as part of this consultation. Information relating to the above points can be found in the Planning Committee Report for this application 15/01953/MJR, which is available on the Council website.

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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. Alternatively, please email TransportProjects@cardiff.gov.uk or write to Transport Projects, Room 301, County Hall, Cardiff, CF10 4UW