

Consultation Report for

Lisvane Road (Mill Road To Crofta) Section 106

A consultation was held on the above scheme proposals between 15th and 29th September 2017 with the purpose of obtaining information from the local community, in order to improve the scheme and if possible address any local concerns. Eight responses were received from members of the public, which have been summarised as follows:

Summary of responses received:

- 7 Support the scheme (with feedback in some cases)
- 1 Provided comments / suggestions

In view of the above, it is intended to proceed with the Detailed Design and implementation of the scheme. At the end of the report, a summary of the current proposed changes has been included.

Issue 1: *The bend in the vicinity of Westoe and West House is 'blind'. Traffic travelling east often accelerate after the 'slow' markings on the round immediately before this bend and then have to brake suddenly or swerve as they move around the bend. They do not see the rest of the road until after West House. The traffic calming measures planned for further down the road will not affect this area and it will continue to be a risk to pedestrians and local traffic. You may wish to consider replacing the slow sign outside Westoe with a speed table. This will also offer protection to pedestrians crossing at Marian court.*

The road is also rather narrow around the bend and there is a tendency for cars travelling in both directions to cross over the central point in the road as they round the corner. This effect is magnified when cars are travelling at speed.

Response: According to our 'Adopted Highway' records, some of the verge area, walls and vegetation is making visibility difficult and appears to be privately owned. On this basis, the residents that may be experiencing difficulty exiting their properties may wish to consider making alterations within the private land area to improve visibility for access/egress. It is advisable that the Council's Planning Department is contacted in respect of any changes.

The use of additional road markings (ladder markings) or edge of carriageway markings will be considered to assist in reducing vehicle approach speeds and signage advising of the 'narrowed' carriageway, as part of the detailed design process.

Issue 2: *The bus stop on Lisvane Road is close to the junction with Mill Road and should be moved or removed altogether. It is dangerous to have a bus stop so close to a busy junction. There is another bus stop less than 300 metres away further east on Lisvane Road. In a suburban area, with a relatively low volume of bus travel, there is no need for 2 bus stops so close together.*

Response: The improvements at the junction will provide increased visibility at the junction. Moving the bus stop further away from the junction will actually reduce visibility for traffic heading westbound due to the bend in the road.

Some residents in the area may not have access to their own vehicle, for a variety of reasons. Therefore by removing the stop makes it more difficult for those with accessibility issues to

gain access to public transport, especially when taking the topography of the area into consideration. Although this scheme is aimed at making various safety improvements, it is also aimed at improving accessibility within the community and to more sustainable modes of transport. On this basis, the removal or relocation of the stop would have a detrimental effect.

As the bus services are relatively low frequency, there are no safety concerns in respect of the current bus stop location. However, as part of the scheme's post-implementation monitoring, we will monitor the layout to determine whether the scheme is meeting its aims and objectives and determine whether further measures are necessary. Advance signage and lining will also be investigated as part of the schemes detailed design process.

Issue 3: Overall, the extent of the proposal strikes me as excessive and a relatively low priority. I would question the likely return on investment.

Response: The scheme has been developed following receiving funding from a development in close proximity. It is aimed at addressing localised areas of concern in terms of road safety, as well as footway improvements and access to public transport. Further information about this is available in the consultation documentation on the Council's Website.

Issue 4: The information gives no details about the duration of, or timetable for the necessary works. The works would lead significant noise, other nuisance and disruption for local residents. Please clarify how this will be managed and alleviated.

Response: It is anticipated that the works will commence early in the New Year and would take around 10 weeks to complete. Information such as this will become clearer when the scheme has been detailed designed and developed further. During the schemes construction, a certain amount of disruption is likely to occur, but every effort will be made to keep this to a minimum. Details regarding the on site management will be developed as part of the detailed design process and when a contractor is appointed.

Issue 5: Anything to improve the safety of this road will be more than welcome. I live in Woodside Court and use the bus service. In spite of 2 bus stop signs the only one in use is the South Rise stop. The other has not been in use for some considerable time. Crossing the road twice each time has become more difficult. In spite of all the go slow signs, speed and poor visibility particularly poorly maintained hedges, bushes, and trees are the main problem.

Response: As only the west-bound services are currently operating, it is proposed to upgrade the west-bound stop on the southern side of the road. Access will also be improved by the provision of an uncontrolled crossing point and a bus boarder. Due to the limited budget available and as both South Rise and Woodside Court are relatively low use junctions, the bus stop will be retained at its current location.

Issue 6: We are delighted to see that there will be new traffic calming measures on Lisvane Road. The junction between Woodside Court and Lisvane Road is currently a serious risk, both to those travelling eastward along Lisvane Road (especially cyclists who may go very quickly but can't be heard approaching), and to those pulling out of Woodside Court. I would like the council to consider additionally putting measures in place to ensure that the southern 25 metres of Woodside Court are kept clear of traffic, at least on one side of the road. At present, residents and visitors frequently park on both sides causing regular serious obstructions to the point where I cannot get my small car through. An ambulance or fire engine would definitely not be able to get past. When the junction is built up further, allowing

uncontrolled parking along both sides of Woodside Court near the junction could make the safety risk even greater.

Response: The request for parking restrictions has been noted and will be investigated. The introduction of parking restrictions requires a Traffic Regulation Order (TRO). This is a legal process that is undertaken separately to our main scheme. On this basis, this will be investigated and processed (if justified) separate to the main scheme proposal.

Issue 7: *Could you add further traffic calming measures near Crofta? You have to cross the road just past Crofta (going up the hill) because the footpath switches to the other side of the road. Cutting back the vegetation will improve visibility (although it is difficult to ensure it is always kept cut back) but some traffic still goes too fast. You would think they would slow down for the bridge, but some don't. It seems that people treat Lisvane Road as a country lane with a 60mph limit rather than an urban road with a 30 mph limit. Or would it be possible simply to put up extra 30 mph signs to remind people?*

Response: As part of the proposed development to the east of Crofta, the road layout will be changed to accommodate new access roads. The proposed highway layout will include traffic calming measures that will assist in reducing vehicle speeds along Lisvane Road.

In respect of providing 30mph signs, where there is street lighting, a road is automatically covered by a 30mph restriction, unless Cardiff Council has made a traffic Order specifying a different limit. Consequently, the presence of street lighting indicates that there is a 30 mph speed limit in force unless there are signs to the contrary.

The Welsh Assembly and the Department of Transport have both indicated that it would not be legally possible to provide 30 mph repeater signs within a 30 mph area, as the lamp columns themselves already serve this function.

Issue 8: *I note that the designs presented in your letter have, at this point in time, only been developed to a conceptual level of detail. I would ask that I am consulted again as the works are designed up in further detail please.*

Response: If requested, further detail drawings can be provided when they become available. Although it is not part of our consultation process to provide detailed design drawings, we do provide these drawings on our consultation page on the Council's website for information purposes (when available).

Issue 9: *I note the likely need to construct a retaining wall to facilitate the pedestrian infrastructure improvements on Lisvane Road to the rear of Crofta. I assume that the works will be conducted wholly within the publicly adopted highway. Additionally, there are large and mature trees at the rear of Crofta whose root systems may conceivably extend into the area that would be affected by the retaining wall works. I would ask that you consider the potential impact of the retaining wall on these trees, in order to ensure that their stability is not affected, as I would not want them to become vulnerable to falling either into Lisvane Road or towards the properties in Crofta.*

Response: All works will be within the extent of the Adopted Highway and we will be liaising with the Council's Parks department concerning both highway as well as private trees. Ensuring that the verge and trees are stable will be the main priority when developing this part of the scheme.

Issue 10: *Particularly when turning right out of Woodside Court one is turning uphill into a blind bend, personally I always open the car window to enable approaching vehicles to be heard however one cannot hear bicycles which come down the hill and around the bend at considerable speed. I am concerned that the proposed speed table on its own will do little to lessen that speed. A notification of concealed entrances together with electronic speed warnings would provide an additional warnings to both cars and bicycles and increased effectiveness.*

Response: Speed humps are one of the few measures that actually assist in reducing vehicle speeds. Whilst they will target the vast majority of drivers, there are some drivers who choose to drive in a manner that not only puts themselves at risk, but others also.

The request for additional signage has been noted and will be considered as part of the detailed design process.

Issue 11: *Although vehicles approaching from Lisvane have an electronic speed warning and slow sign before reaching the Nant Fawr stream bridge they then increase speed to go up the hill. Narrowing an increasingly busy Lisvane Road may decrease and not increase safety either for vehicles turning into it or for pedestrians who have no safe crossing point.*

Response: Research has identified that vehicles drive slower when travelling through narrowed sections of highway. It is hoped that the proposed traffic management measures as part of this scheme, on Station Road and as part of the proposed measures of the development will have a positive impact on the driving behaviour of those using Lisvane Road.

Further investigation work and liaison with British Telecom has identified that due to the costs associated with diverting fibre optic services, there are insufficient funds to narrow the footway on the southern side of Lisvane Road to provide wide junction build outs on the northern side. On this basis, it is likely that this section of carriageway will be narrowed to minimum standards (but still providing a centre-line and 2-way traffic flow), to provide small junction build outs at the Woodside Court junction.

To facilitate the improved pedestrian facilities and the speed table, it will be necessary to alter the radii at the junctions. Vehicle track analysis will be undertaken to ensure that private vehicle can make the manoeuvre without having to cross over the centreline.

Issue 12: *Our particular concern is the speed with which traffic travels around the bend in the road between the entrance to Marion Court and properties on the northern side on the bend before Woodside Court. The effect of this bend is that the exit from the drives is effectively blind. It is even difficult to cross the road because of the combination of speed of traffic and the bend in the road. It is also very difficult for drivers travelling in either direction to see what is coming around the corner until they are a long way around that corner.*

So while we are generally extremely supportive of the changes you are proposing we believe there is one significant flaw which needs to be addressed. At the moment you are planning to introduce a speed table outside the Willows. This should have a significant impact on the speed of traffic travelling along Lisvane Road from the east which is to be welcomed. However traffic proceeding towards that point from the west will not be aware of the traffic calming until after they have rounded the bend referred to above. Our concern with your proposals therefore is that it will not have much of an impact on traffic travelling from the west. And this is the really dangerous aspect of the current arrangements given the blind exits from

West House, Glyn Pedr and The Willows. We would therefore request you to consider a slight amendment to your plans where your speed table was moved to a point on the bend between Marion Court and the bend. This would then have an impact on the speed of traffic travelling from the west so as to significantly reduce the speed of that traffic along the most dangerous part of the route. Our concern if this change was not made would be that traffic travelling from the west would only reduce speed after travelling around the bend. It would therefore reduce the length of road over which a speed reduction would be observed and thereby reduce the impact of the changes you are making.

We would contend that the effect of moving the speed table some 40/50 yards to the west would be to generate a much greater impact on road speeds in both directions without adding to the cost of your project.

Response: Advance warning signs and road markings will be provided in ahead of the proposed speed table in both directions. Some of the visibility issues for the properties that front the bend are as a result of high verges, walls and vegetation. By removing these feature visibility would be greatly improved (refer to issue 1). It is noted that some of these frontage are within private land.

The speed table has been placed adjacent to Woodside Court to reduce vehicle approach speeds at the junction to assist residents exiting, as visibility is restricted. This facility will also be close to the pedestrian desire line (exiting Woodside Court) at the junction and benefit the 59 properties within Woodside Court, as well as those existing South Rise (in excess of 200 properties).

The concerns raised have been noted and mitigating measures will be considered as part of the design in the form of lining and signing (ladder markings and warning signs), however as part of the schemes post-implementation monitoring we will assess the scheme to identify whether further measures are necessary.

Summary of current identified changes:

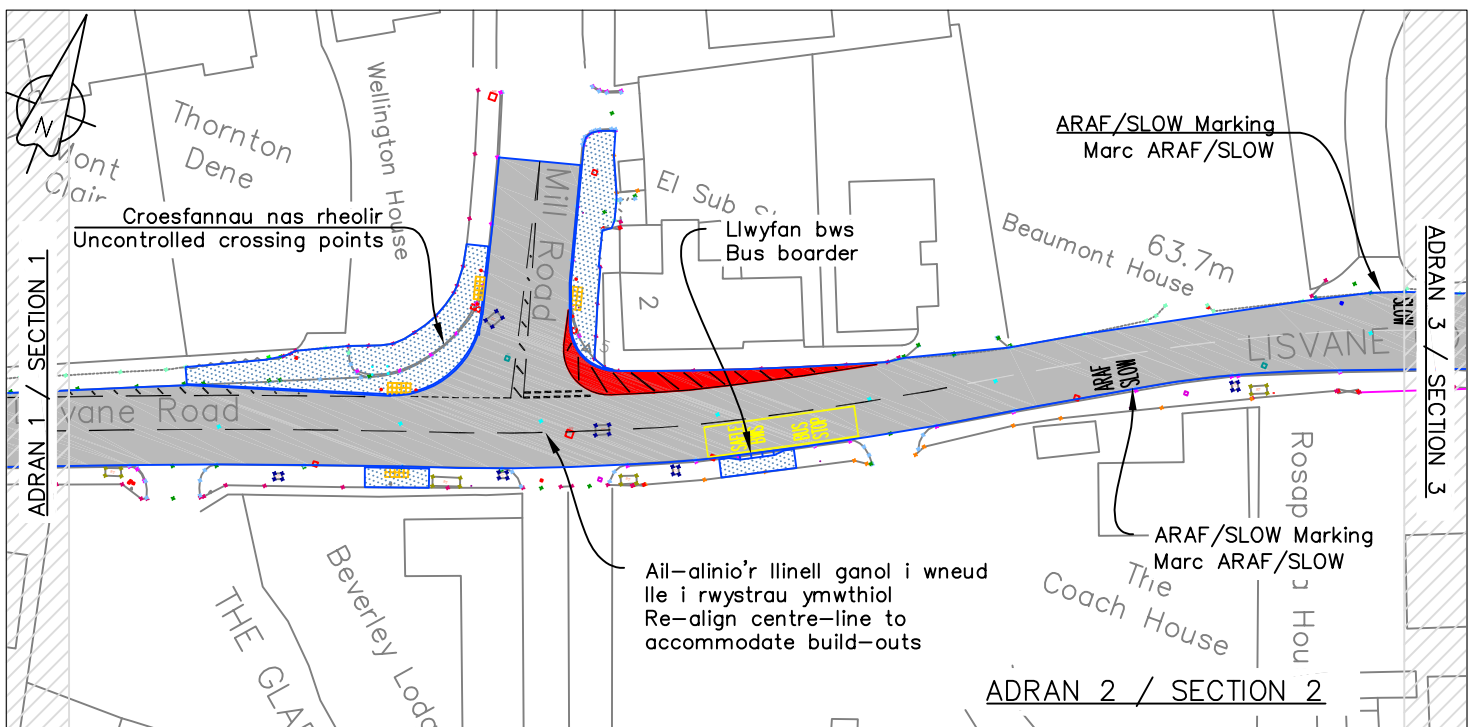
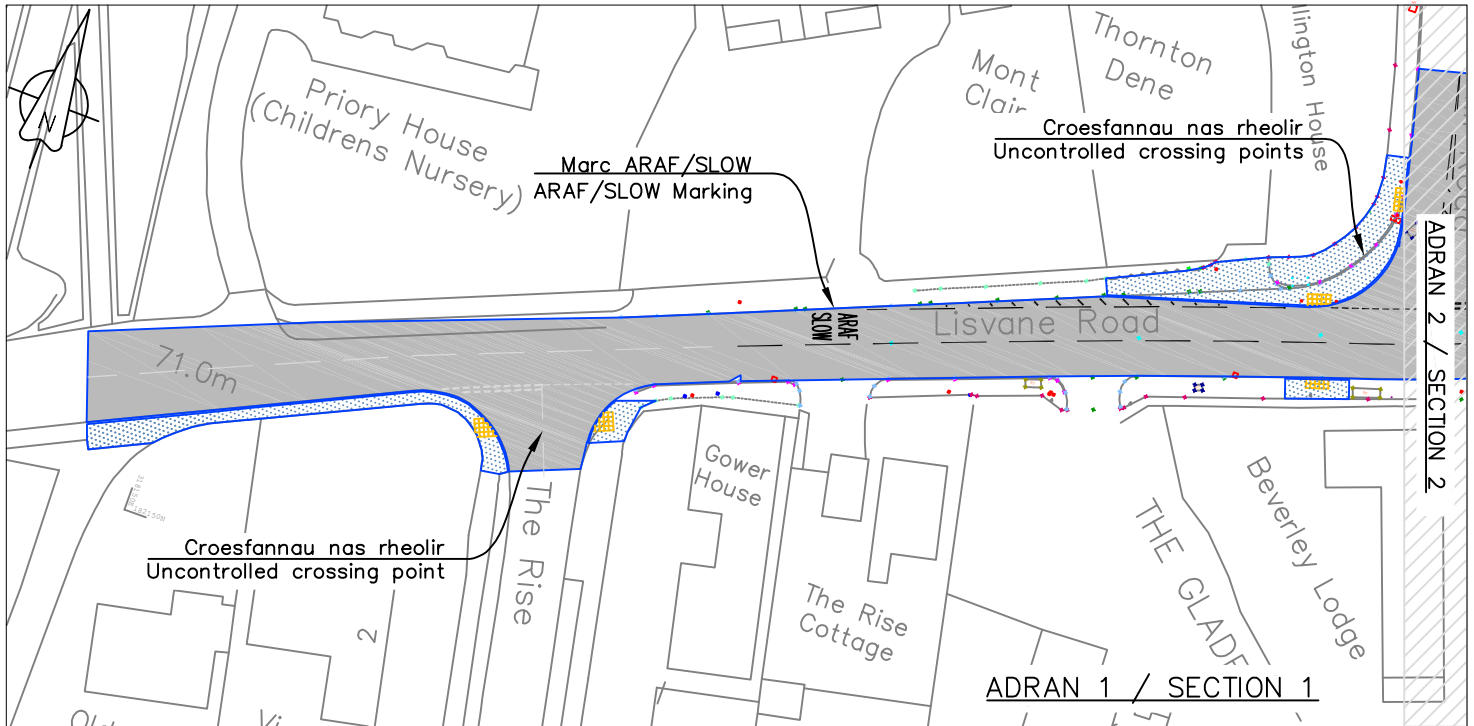
- Signage/lining – additional signage/lining will be considered on the advance to various features where concerns have been raised (as part of the detailed design process),
- Woodside Court – It will not be possible to undertake the full changes proposed at this junction due to the costs associated with relocating buried fibre optic communication services. Further investigation will be undertaken as part of the detailed design process to improve visibility at the junction.
- The bus stop at the Woodside Court Junction will be retained at its current location.
- Mill Road junction, the build-out on the eastern side of the junction has been replaced with a painted build-out to reduce costs.

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Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the revised plan shown.

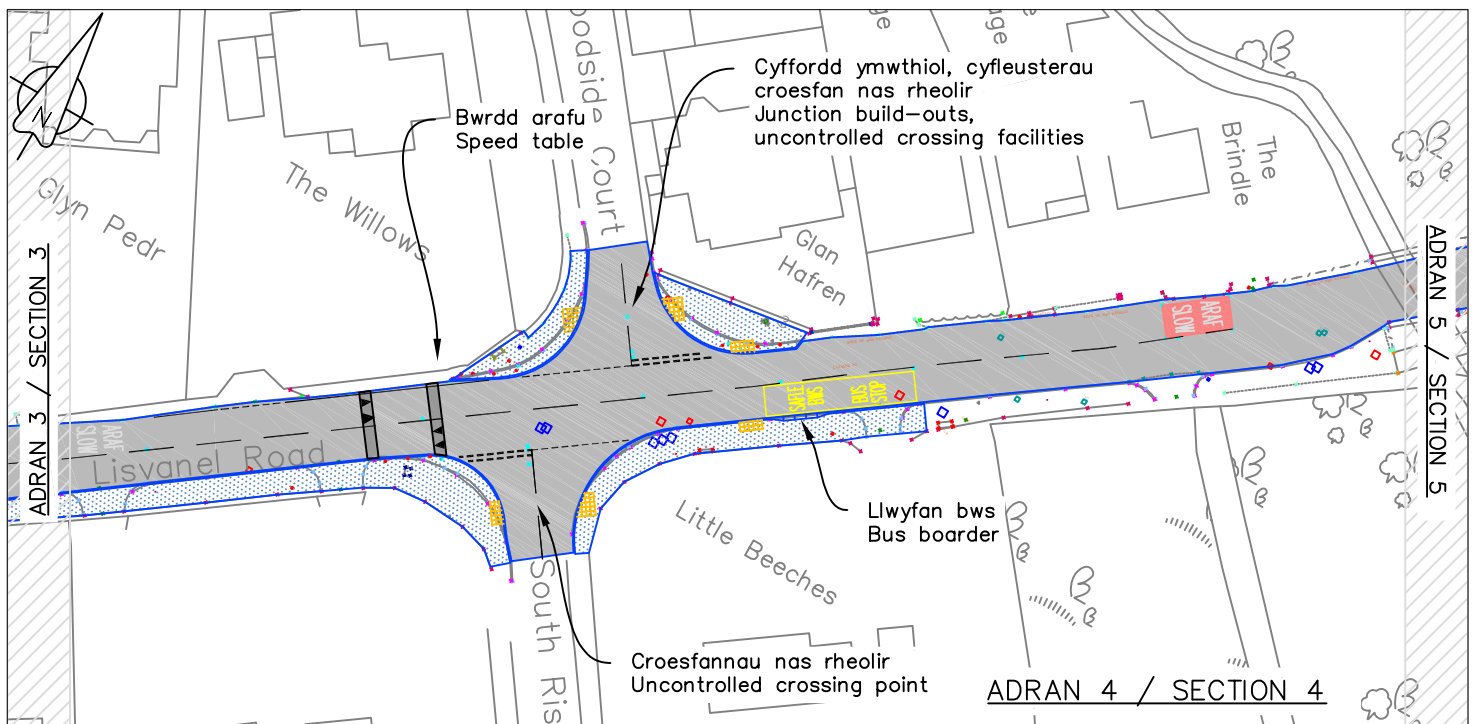
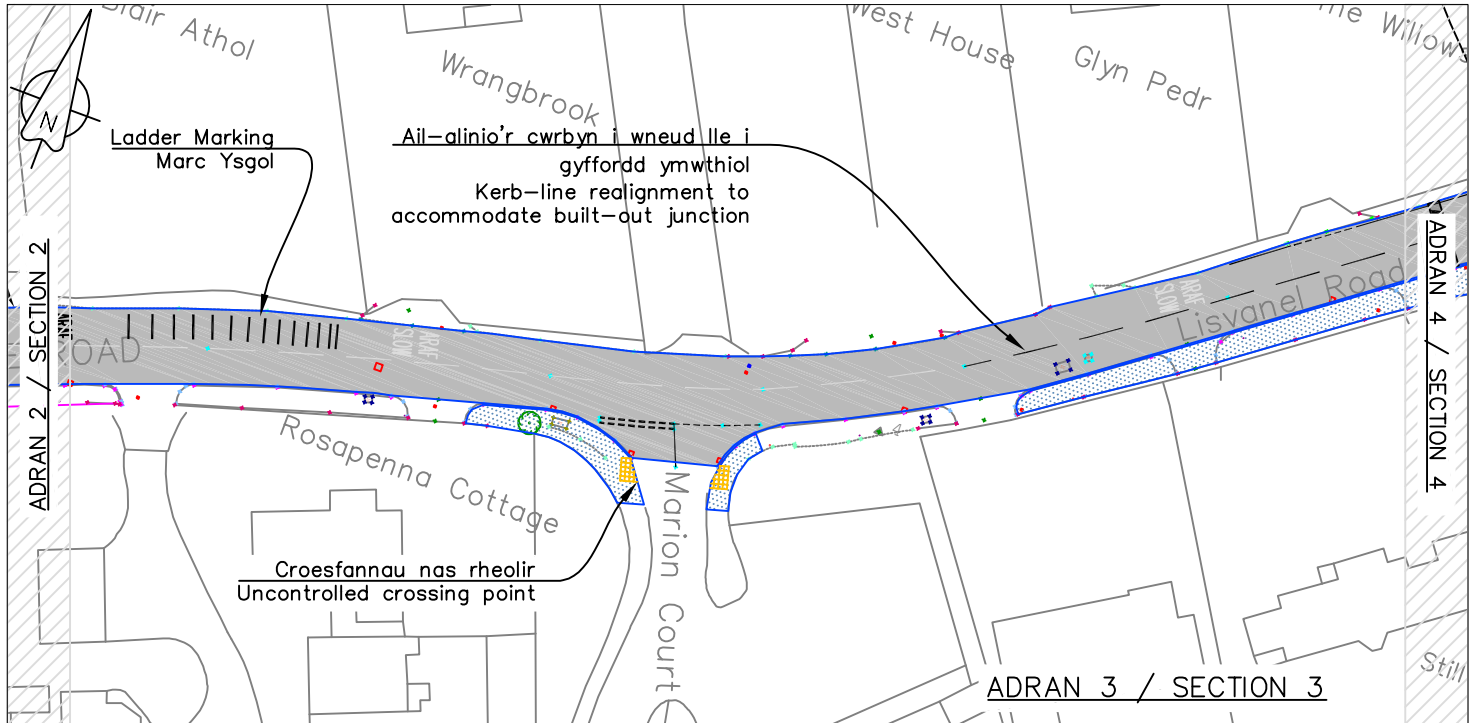
Further details about this consultation are available at www.cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3250 to request a paper copy of the post-consultation report.

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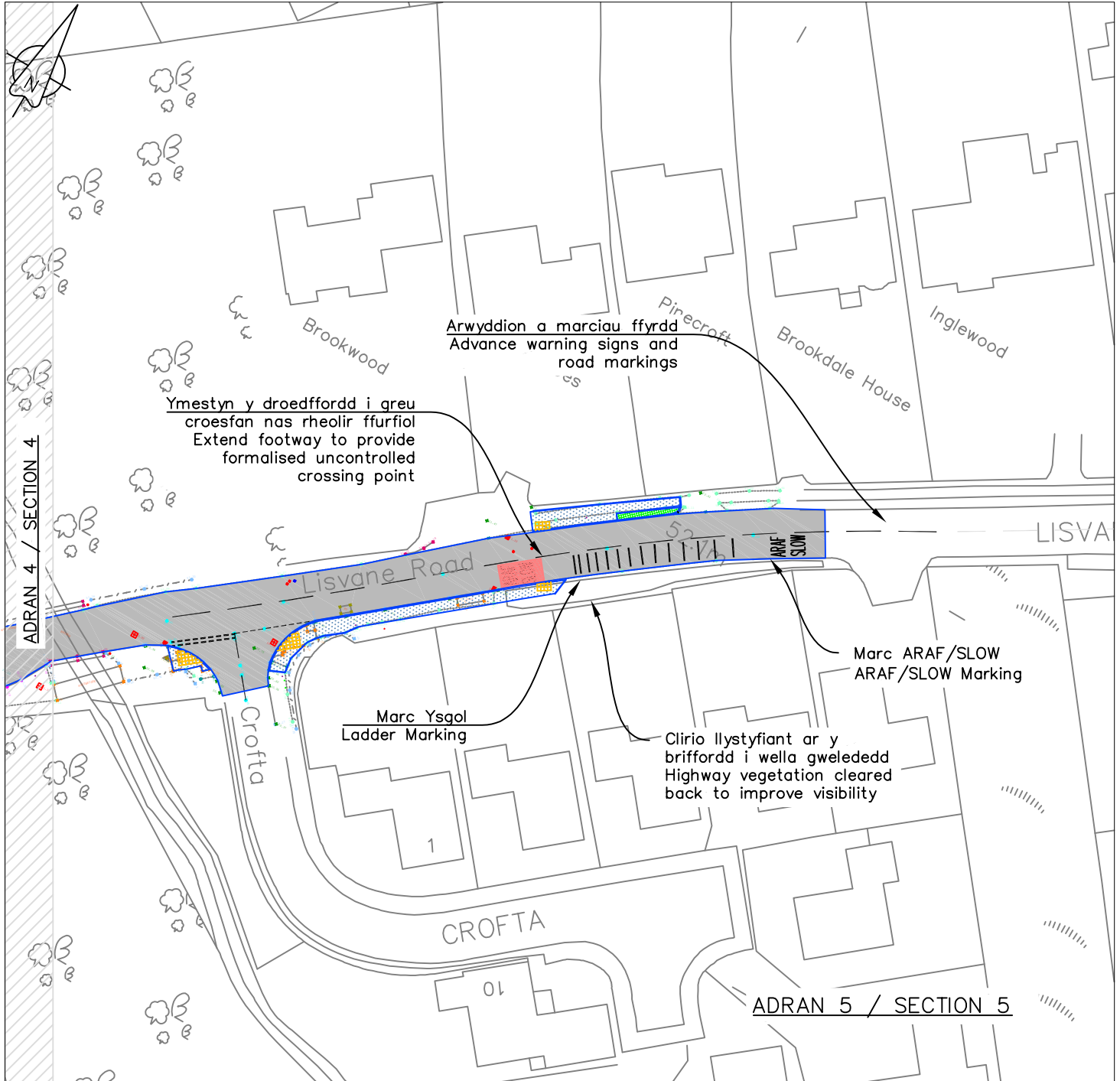
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