

Post Consultation Report

Rhyd-y-Penau Road – Priority Narrowing Removal

Project No: CO18272

A consultation was held on the above scheme proposals between 31st July 2019 – 21st 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 80 properties consulted and 8 site notices displayed on site, 31 individual responses were received, these have been summarised as follows:

- 14 – Support the proposal
- 12 – Object to the proposal
- 5 – Raised comments but did not state whether they support or object to the proposal

The concerns and comments are summarised as below with a number of examples of the specific comments, 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 central refuge on Rhyd-y-Penau Road and replace it with a parallel pedestrian and cyclist zebra crossing. There will also be the introduction of two Speed Tables along Rhyd-y-Penau Road and a Tabled Junction on the Berrymead Road / Rhyd-y-Penau Road Junction.

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

“I write to support the traffic calming measures proposed on Rhyd-y-Pennau Rd.”

“The proposals are entirely appropriate given the accident record for the locality and based on my personal experience as a local resident.

There is certainly a speeding issue along this stretch of Rhyd-y-Pennau Rd which presents a substantial risk given that there is large volume of pedestrian movements throughout the day in the locality”

“Although I appreciate something does need to be done about the speed of road users”

“I welcome all the parts of this scheme”

“Responding to scheme CO18272. This scheme is very welcome, particularly as the road is prone drivers taking advantage of the straight hill stretch to speed, particularly motor cycles. I'd guess we routinely see speeds of 50 mph, and even 60 mph happening there”

“I fully support any action taken to calm the traffic speed in this road”

“I have considerable difficulty getting in and out of my drive because of the ridiculous speeds done by some motorists. I therefore support the proposal in principle but with a few comments”

“The zebra crossing will be very useful to the public which is why only this should be implemented. “

“I am writing to generally support the proposals for the traffic management measures in Rhydypenau Road. There have been numerous accidents over the years in that particular stretch of the road as indicated for the traffic management measures.”

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

Issue – Drainage Issues

“The area has a record of flooding during the spring and autumn. Much of the problem is caused by tree deposits being washed down the hill (seeds, leaves and small branches blocking the drains being the main culprits.) I have noticed earth deposits this year also which I put down to the works to renovate the reservoir site.

Are you considering the flow of water to the drains on the tabled junction as they will be raised above the general height of drains in the area? This could cause problems on heavy rain days as the water will have nowhere to go. The tabled junction would then become a dam and spread the rainwater upstream. Houses on the south side of the road would become liable to receive this water.”

The proposed "Tabled Junction" at this section of road will almost certainly exacerbate this problem unless substantial improvements are made to the road drainage system. Can you assure us that this will be done?”

The lack of maintenance of regular clearing of the gullies does not help. It is a constant worry having to go out at all hours of the day and night to clear the blockages to prevent the water running into the front garden.”

“The Council appears to have made no provision to modify the existing road drainage. The Council ought to be aware that severe ponding occurs at its traffic tables along Rhyd y Penau Road. The flooding is a risk to road users and to pedestrians who all too frequently have to find alternative routes to avoid deep surface water extending across the pavement and road.”

As part of our Transport Projects Internal Consultation we consult with a number of internal teams including our “Flood and Coastal Risk Management” team, no concerns were raised from the team during this initial internal consultation.

During the Detailed Design stage a number of surveys including Topographical Surveys are undertaken so that the designer can assess if there are any changes required to the drainage as part of this scheme. In view of the comments raised we are arranging for a full CCTV drainage survey to be undertaken throughout the area to assess the condition of the existing drainage in the area and investigate if there are any additional drainage measures required.

We were made aware that the main issue at this location relates to debris from the trees travelling downstream and blocking the existing drains. We have raised this with the Council Parks department to arrange for regular maintenance of the trees along this route to try to minimise the amount of debris blocking the drains, together with the Street Cleansing teams.

Issue – The Traffic Calming Features will increase noise levels

“The noise of constant rumbling over said speed tables is going to become a major nuisance to those trying to sleep, especially if there are shift workers in the vicinity.”

“It is also to be noted that these types of vehicle greatly increase local noise levels as they pass over the edges of the road tables, often with sudden, sharp, alarming and loud decibel events. More tables would thus increase the occurrence of this happening.”

“I trust there will be no noise occurring from the speed tables as cars drive over for nearby residents.”

“Cars continually braking and speeding up as well as undercarriages scraping along the road surface and larger lorries air brakes as they slow to hit the bumps. This will cause a major issue in terms of noise.”

“The introduction of traffic calming measures results in increased noise over a 24 hour period, which is injurious to health on a permanent basis.”

We do not carry out noise readings before or after traffic calming features such as these proposed measures. 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.

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. Speed ramps are the only method currently available to us which effectively reduce vehicle speeds in order to improve road safety for vulnerable users, though we appreciate that there may be a noise or vibration disturbance caused to neighbouring properties when large vehicles travel over the road hump.

Issue – The Traffic Calming Features will increase pollution

“This scheme would require the construction of a number of road tables, the presence of which is to reduce traffic speed. Whilst this in itself may be a beneficial thing, it also has an impact on the environment by increased CO₂, nitrous oxide/nitric oxide and diesel particulate emissions as engines are moving at a lower speed and gear changing is required by the driver as they pass over the tables, particularly so in the case of lorries and larger vehicles”

“My main objection is based on the increased levels of local pollution that this scheme will cause. The majority of drivers decelerate as they approach these types of speed tables and then accelerate once they've moved off. The deceleration releases particulate pollution from the brakes of the vehicles and then additional exhaust fumes are generated by the subsequent acceleration. Vehicles travelling at a steady speed generate far less pollution. This concerns me as the increased pollution will particularly impact the children attending Rhydyphenau Primary School.”

“These measures will inevitably lead to more queues on this route and road traffic will be increasingly stationary with engines running. Given the recent evidence and increase in concerns over emissions and the impact on pedestrians and, given the number of children walking this route, this should be thoroughly investigated before these proposals are taken further.”

It is acknowledged that road traffic emissions (particulate matter (PM) and primary/secondary nitrogen dioxide (NO₂)) are the primary contributing factor to poor air quality in Cardiff. Cardiff Council are very aware of the concerns for air quality impacts and committed to achieving levels as low as reasonably practicable.

Whilst research has shown that traffic calming measures can lead to a localised increase for some vehicle emissions, such measures are predominantly concentrated in residential areas with low traffic flows. Any increase in emissions as a result of the installation of traffic calming measures is likely to be minimal and unlikely to cause a significant impact to the overall air quality levels in the area, especially at those locations deemed highly sensitive (residential properties). It is documented that the level of emissions decreases with increased distance from the kerbside and so any localised increase will predominately be reduced at any nearby residential property.

The Council needs to balance the benefits that will be gained from traffic calming measures, in terms of saving lives and reducing injuries, to any small increase in emissions that may be caused. In order to improve air quality, as well as contribute to health improvements in Cardiff, an increased use of sustainable and active travel alternatives is essential. Traffic calming measures are an effective tool to encourage and promote alternative safe active travel opportunities, enhance road safety and fundamentally improve air quality by reducing the number of vehicle trips.

Issue – These features will lead to increase congestion / traffic in the area.

“I do not believe that any of these proposals will be beneficial to help any traffic. Rather it would be increasing the traffic and congestion.

The tabled junction will remove many parking spaces which are essential to the neighbourhood and the parents who's children attend Rhyd-y-penau primary school. By removing these parking spaces you will be further increasing the traffic on this road as parents will be continuously driving until they have found a suitable parking space.”

“As you will know, traffic in this area is already extremely slow moving during school times. Your proposals will make it worse and many drivers will seek alternative routes through more residential areas”

“A final consideration must be the housing development now under construction at Plas Ty Draw. The additional and increasing traffic in the future coming from this location will only make Rhydypenau Road busier and therefore the issues raised above worse.”

The introduction of the Speed Tables and Tabled Junction proposed as part of this scheme do not remove any parking. There are no parking restrictions associated with these features which would prevent vehicles parking at these locations.

The location of the proposed Zebra Crossing and associated Zig Zag Road Markings are at a location where vehicles do not currently park. Whilst there will be a minimal loss of parking on the north side of the road to the immediate west of the Park entrance this parking is being restricted in order to increase visibility for drivers approaching this location. It is considered that this is a minimal loss of parking and will not have a significant impact on the number of vehicles displaced.

With regard to increased traffic at school times, Council officers are working to develop a programme of engagement with schools across Cardiff to support the development of Active Travel Plans. Such a plan will provide a mechanism for schools, supported by the Council, to address issues relating to how their staff and pupils travel to school, with the emphasis on encouraging walking, scooting and cycling. The plan would set out a school's commitment to promoting active travel through specific policies and educational activities as well as identifying future infrastructure improvements beyond the school gates to make walking and cycling safer and easier. The Council is committed to supporting schools in developing and implementing Active Travel Plans. We are currently working with a small number of schools to pilot specific activities, with a view to developing an approach which could be rolled out more widely. This pilot work will be undertaken over the next 6 months. At the end of this period we will be in a position to directly engage with other schools and we will contact Rhydypenau Primary School and Cardiff High School to gauge their interest in developing an Active Travel Plan following the pilot work.

Issue – There is no requirement for any new Traffic Calming Features along Rhyd-y-Penau Road

“We question the need for more road furniture. That part of Rhyd y Penau is well catered for by the island and by the speed camera”

“Rhyd-y-Penau primary children do not need a new crossing. They walk down either side of the road to the school and if necessary use the crossing by the school.”

“As we already have effective measures in place near the primary school (the speed camera, the pedestrian crossing with traffic calming road bumps) I cannot see the need for expenditure on further roadworks.”

“The proposed scheme is unwarranted. Currently, there is a tabled pedestrian crossing outside the school, a pedestrian refuge just to the east of Berrymead Road, and a police speed camera that has only recently been replaced with a new type, plus a bend in the road. The tabled pedestrian crossing outside the school is controlled by a ‘lollipop man’, who helps to regulate the flow of people and cars at peak times.”

There have been a number of recorded injury collisions along this section of Rhyd-y-Penau Road, a number of which were vehicle to cyclist collisions. The delivery of a new controlled pedestrian and cyclist crossing and reduced vehicle speeds will create a safer and more attractive pedestrian and cyclist environment and thus encourage a greater proportion of journeys to school to be undertaken on foot or by cycle.

Issue – Zebra Crossing Safety

“I strongly oppose the council’s drive to remove traffic islands. They are a very safe and quick way for walkers to cross roads.

By contrast, I have complained several times to the council and elected politicians about safety on zebra crossings, to no effect.

Anyone who uses them know drivers frequently ignore them; I have lost count of the number of times I have nearly been hit.

They are only safe when combined with islands or humps. This proposal has neither, and actively aims to remove an existing island.

This proposal will make crossing the road more dangerous for walkers using the crossing.”

“Driving has become worse over the years and many people do not even SEE you waiting by the crossing/ or crossing it and I think hardly anybody has read and understood the highway code!!”

Pedestrian Refuges were historically introduced at locations where there was a demand for pedestrians to cross the road. These were a relatively low cost measure in comparison to the introduction of a Zebra Crossing. However, at locations where there is a pedestrian demand and there is sufficient funding available we look to replace these features with formal crossing facilities such as zebra crossings.

The existing pedestrian refuge at this location would not provide sufficient width for a wheelchair / pushchair user to wait at this location if they were crossing the road. The introduction of a Zebra Crossing at this location would also include the introduction of Belisha Beacons, Advanced Warning Signage and Road Markings that raise awareness that pedestrians may be crossing at this location.

Regarding drivers failing to stop at Zebra Crossing as with all pedestrian crossings, pedestrians should always check that traffic has stopped before you start to cross (Highway Code rule 18), and at zebra crossings “give traffic plenty of time to see you and to stop before you start to cross.” (Highway Code Rule 19).

Issue – Collision Records – no details of collisions to support this scheme have been provided.

“I have never known an accident at the traffic island from the bus stop to the gates of the park and I cross there with my dog twice a day.”

“My first comment would be that I was surprised that a high number of recorded traffic incidents have occurred on this stretch of road. Where is this information recorded? I live around the corner in Bettws-y-Coed Road so am interested for my safety.”

“Also have you considered that the reason for the accidents is that of cars parking too near the junction on Dan y Coed Road and Rhydypenau Road inhibiting cars turning into Dan y Coed road?”

“On safety your proposal states “Overall there are numerous injury-related collisions involving pedestrians, cyclists and motorists”. This is extremely vague and you should provide some real statistics to back up your plans.”

Officers carry out an annual analysis of all collisions across the city which provides an objective assessment of collisions and sites where they occur in terms of their frequency, seriousness and likely cause and apply a ranking to each site for the purposes of prioritising sites for funding bids.

Welsh Government set certain criteria for which we must demonstrate that our proposed scheme would meet. The focus of Road Safety Capital funding from Welsh Government is aimed at identifying clusters of collisions around the City and developing a scheme that aims in reducing these collisions at a specific location. At the time the Welsh Government bid was submitted the latest collision data available to us was 2013 to 2017 inclusive which identified that there had been five collisions along this section of Rhyd-y-Penau Road. Three of which were “serious” collisions and two “slight” collisions, two of these collisions also were vehicle to pedal cyclist collisions. Due to the fact there was a cluster of collisions, three of which were serious, meant there was justification to identify this area as a location which needed investigation.

Issue – Scheme is a waste of money and taxpayer’s money should be used elsewhere.

“This consultation looks like a sledge hammer to crack a nut. If you have any money to spend it would be better spent on repairs to the pavements which are in terrible condition and to resurfacing the road which develops bad potholes from time to time.”

“I do not consider this money well spent. Social Services are desperate for funds just think what the house purchase and this traffic calming will amount to. It is all very well to say three different costing areas are involved but is all public money.”

“We know that Cardiff Council operates under financial pressure, and have to trust that our monthly £245 is put to good use. We have the perhaps unworthy thought that the Highways department has been allocated a sum of money and has to spend it lest it lose it for the following year”

This scheme is being funded from “Welsh Government: Road Safety Capital”, this funding was awarded by the Welsh Government after we developed this scheme and which met their criteria in relation to improving road safety. As this funding has been allocated towards delivering this project this funding cannot be re-allocated towards other issues such as maintenance of the Highway.

Issue – Gradient of Speed Table

“There is a pedestrian crossing near to very western end of Rhydypenau Road (next to the roundabout) which has in my view been set up very poorly. The gradient either side of the crossing is so steep that I can't imagine that it meets the regulations, and vehicles routinely have to slow down to a near crawl to get through this. If the gradients are similar to those at the crossing near to the Primary School on Rhydypenau Road, that would be fine and effective.”

“The speed hump as you turn into Rhydypenau Road from the Rhydypenau crossroads is far too high and causes a lot of cars to scrape the bottom so please don't make the new tables as high (& if you can reduce the height of the existing hump that would be great!)”

"I have read your proposed plan for the extra speed bumps on Rhydypenau Rd. My comments are PLEASE ensure that the height transition is not like the speed bumps near Rhydypenau roundabout, which is like mounting and going over a kerb. These bumps may be at a regulation height but a smoother transition should have been installed."

We can confirm that the speed tables which are being introduced as part of this scheme will be introduced at a 1:14 gradient which is in line with our current design standards on a Bus Route. When the speed tables have been constructed we shall carry out a "level surveys" to confirm that the speed tables have been constructed to the design specification. If there were any issues identified following these level surveys it would then be for the contractor to rectify this to ensure that the speed table meets the design specification.

Issue – Relocation of the Bus Stop will create additional visibility issues.

"At present during both rush hours and when the school is open, the area from Dan-Y-Coed Rd and Berrymead Rd is extremely congested and is on a bend which reduces visibility for vehicles and pedestrians.

The crossing to the path does need upgrading, however, I am worried that by moving the bus stop and using a buildout will cause visibility issues when the bus is stopped.

The bus stop should be positioned a little further back up Rhydypenau Rd, perhaps between the two new proposed speed tables. This would definitely improve visibility as it is away from the bend by Dan-y-Coed Rd."

"We would suggest either of 2 potential alternatives to the current proposal for the relocation of the bus shelter:

- a) relocate the bus stop without the shelter, thus avoiding any impact on the line of sight; or
- b) leave the bus shelter where it is & relocate the pedestrian/cycle crossing instead

We trust that you will make the appropriate changes to avoid creating a new danger"

"The configuration of the bus stop position and zebra crossing appears to pose significant risk to pedestrians and cyclists using the crossing when a bus has stopped. It appears that in this scenario visibility of the crossing for drivers from the west will be significantly reduced, with anyone crossing from south to north potentially moving across from behind a stationary bus.

The same configuration has significant risk that vehicles travelling from the east will try to overtake a stationary bus at the bus stop, even though such a manoeuvre on a zebra crossing is illegal. At busy times, when vehicles are queuing for the crossing at the school or even for the roundabout further west, such vehicles will find they are obstructed and cause significant obstruction."

There will be zig-zag road markings associated with the zebra crossing which will ensure the Bus Stop is set approximately 10 metres-back from the crossing location. There are many locations around the City where Bus Stops are in close proximity to zebra crossings.

During the initial design stage it was identified that in order to accommodate a zebra crossing at this location there was a requirement to relocate the existing Bus Stop and

Shelter at this location. We liaised with the Public Transport Team about relocating the bus stop without introducing a bus shelter and we were advised that bus shelters are introduced in order to offer protection to bus service users during adverse weather conditions. This is in line with the Council's aims for Modal Shift which looks at reducing the number of dependant car users and replacing encouraging walking, cycling or public transport use.

Whilst it agreed that when a bus is parked in the Bus Stop this may slightly obstruct visibility at this location there are sufficient measures to control vehicle speeds on the approaches to the zebra crossing. The bus service at this location is infrequent (1 bus per hour and a half) and will only stop for a short period of time for passengers to board or alight, therefore it is unlikely that buses will be parked at this location for long periods of the day.

Regarding the suggestion of relocating this bus stop further along Rhyd-y-Penau Road between the two speed tables, we can advise there are already existing bus stops on the Rhyd-y-Penau Road to the east of Dan-y-Coed Road and we would not look to relocate this Bus Stop as it would then be too close to the existing bus stop.

Issue – Speed could lead to response time delays for Emergency Services

“It is more than likely that the proposal would hinder or prevent emergency services entering and leaving Berrymead over significant periods of the day.”

As part of our Transport Consultation we consult with a number of external agencies including the emergency services. The Police have responded to our consultation stating that they fully support this proposal.

Issue – Traffic Calming features can cause discomfort for people with poor health or injuries

“Rhydypenau Road is on a direct route to the University Hospital and police stations and consequently often has emergency vehicles passing along. The presence of additional road tables will not help with the speed of these services and may in fact make it more uncomfortable for the occupants.”

“The raised platforms/humps are a problem for anyone with health issues, particularly spinal issues, and your proposals increase the frequency of these ‘bumps’ over a short distance.”

The physical features being introduced as part of this scheme such as the “Speed Tables” and “Tabled Junctions” are all introduced in line with current design guidelines and standards which dictate the gradients and angles these physical features should be introduced on the Highway. Providing vehicles slow down sufficiently when travelling over these features there will be no detrimental effect to drivers / passengers as they travel over these features.

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. Speed ramps are the only method currently available to us which effectively reduce vehicle speeds in order to improve road safety for vulnerable users.

Issue – Cyclists potentially cycling straight out from park onto the crossing

“Finally, as you intend to create a cycle route through both parks in the future will you install barriers at the park entrances to protect pedestrians walking along Rhyd-y-Penau Road from cyclists emerging at speed from the park?”

The location of the proposed Parallel Zebra Crossing is being introduced slightly off the pedestrian desire line for pedestrians or cyclists crossing at this location, cyclists exiting from the park will have to slow down as they approach the crossing.

Issue – Scheme will have a negative effect on cyclists

“It is claimed the proposal will create "a safer and more attractive pedestrian and cyclist environment" As a cyclist myself, who regularly commuted to work by bicycle prior to retirement, I disagree.

I find raised speed tables an annoyance as they are usually uncomfortable to enter and invariably I lose speed and momentum at them. They do not make me feel safer on my bike and nor do they encourage me to cycle. I suspect other cyclists feel the same.”

As part of our Transport Consultation we consult with a number of external agencies including Cycling Groups and also our internal Cycling Team and no concerns were raised as part of this consultation process. The introduction of traffic calming features ensures all road users have to reduce their speed and therefore this improves overall road safety for all users.

The below are additional comments received during the consultation period:

Issue – Request for Traffic Regulation Orders

“There is often traffic chaos when the school starts and finishes due to parents parking without any consideration for other road users. I would therefore suggest that there should be double yellow lines from the new crossing until well past the school.”

“Also, there is a problem with visibility when pulling out of Berrymead Rd as vehicles are often parked on the corners of the junction. Will the tabled junction ban parking and will double yellow lines be provided to keep vehicles from parking near the junction?”

“So, are you intending to put longer double yellow lines on both sides of Dan-y-Coed where it meets Rhy-y-Penau otherwise there is a further potential for accidents and danger to pedestrians?”

“No mention has been made of any parking restrictions which you may or may not be including in your proposals.”

There are no proposed changes to Traffic Regulation Orders as part of this scheme, any requests for Traffic Regulation Orders should be directed to the Traffic Regulation Order to investigate, the team who be contacted on the below details:

*TRO Team, Cardiff Council, Room 301, County Hall, Atlantic Wharf, Cardiff, CF10 4UW
NeighbourhoodServices-BusinessSupport@cardiff.gov.uk*

Issue – Rhyd-y-Penau Road Roundabout – The scheme has created a more dangerous roundabout

“I believe that more accidents have occurred at the roundabout after the changes than before. Large vehicles turning left from Fidlas road into Rhydypenau road have to encroach on the outer downward lane in order to negotiate the turn. This also adds to the tailbacks and frustrations of drivers and pedestrians.”

“The Council has no information to demonstrate that the traffic calming measures it has built have reduced accidents.”

Rhyd-y-Penau Road / Fidlas Road Roundabout is outside the extent of this scheme and does not form part of this consultation. If residents have any other road safety concerns these can be emailed to: TransportProjects@Cardiff.gov.uk or sent to Transport Projects, Room 301, Atlantic Wharf, Cardiff, CF10 4UW for investigation.

Issue – Location of Traffic Calming Features / Why not table the proposed Zebra Crossing

“The associated document states that there have been 'numerous injury related collisions' with pedestrians, cyclists and motorists at the junction of Rhydypenau Road and Danycoed Road yet the proposed table platform is to be built at the junction with Berrymead Road, some distance away”

“It is stated that accidents have occurred at the junction between Rhyd y Penau Road and Dan y Coed Road. This would promote the need for a tabled junction at that junction and not that leading into Berrymead Road. The Council would seem confused about where to build the raised junction.”

It is normal practice that we would table a zebra crossing, however, there is an existing bridge structure which runs over the stream and we are not permitted to construct a speed table within 25m of a structure. Therefore the introduction of the speed table to the east of the junction with Dan-y-Coed Road and the tabling of the junction of Berrymead Road will ensure vehicle speeds are reduced as they approach the zebra crossing from both directions.

Issue - Consideration should be given to relocating the existing Speed Camera at this location

“Are you keeping the speed camera? It appears superfluous with all the speed tables”.

“At the junction with Rhydypenau Road and Danycoed Road there is an existing speed camera which would appear to have recently been upgraded. The presence of this is indicated to motorists coming west down the hill on Rhydypenau Road and should therefore be a clear deterrent to travel above the regulation speed of 30mph.”

“Or even moving the speed camera further up Rhydypenau Road which would ensure cars slowing down before the junction.”

“The expensive digital camera recently installed by the council should now be sufficient deterrent and should not necessitate the proposed number of traffic calming measures.”

“If the measures proposed go ahead it would seem that the fixed speed camera near the junction with Dan Y Coed Road will be redundant as it will be practically impossible to exceed the limit once the new measures are in place. It would be helpful, therefore, if the fixed speed camera could be relocated to the upper end of the road or consideration given to other such measures that would better control the speed on this stretch of the road.”

Following implementation of this scheme post scheme surveys will be undertaken at this location to assess vehicle speeds along this route. If the speeds along this route have been reduced we will liaise with GoSafe in order for them to decide if there is still a requirement for this Speed Camera to remain at this location. The Speed Cameras are operated by the Welsh Road Safety Partnership, also known as GoSafe. The positioning of these cameras has to be in accordance with the site criteria set down by the Welsh Government, further information about camera locations can be found at www.GoSafe.org.uk.

Issue – There is the requirement for additional Traffic Calming Features at the northern end of Rhyd-y-Penau Road

“Whilst the proposals contained in this consultation will undoubtedly improve the road safety and environment along Rhydypenau Road, I would ask if there is scope to add another speed table between the junctions of Dan-yr-Heol and Heol Esgyn roads?”

“I live at the top end of the road & we also need calming measures. It is obvious that drivers are speeding up to 70mph once they pass the Berrymead junction.”

“The main issue they highlight is the lack of any proposal to install traffic calming measures at the upper end of Rhydypenau Road which has become far more vulnerable to speeding than the area where the measures are to be installed.”

The funding for this Scheme has been awarded from Welsh Government, and there are no additional funds available towards introducing additional features along this route.

If residents have any other road safety concerns, including vehicles speeding along the northern end of Rhyd-y-Penau Road these can be emailed to:

TransportProjects@Cardiff.gov.uk or sent to Transport Projects, Room 301, Atlantic Wharf, Cardiff, CF10 4UW for investigation.

Issue – Introduce a priority narrowing instead of speed tables.

“If, after consideration of the above views, it was still desirable to continue with these proposals would it not be better to proceed with a road narrowing scheme and preferential dedicated traffic flow similar to the existing constructions on Gwern y Rhuddi Road”

I can confirm that currently Cardiff Council are carrying out a City Wide review of priority narrowings around the City, and where funding is available these are being removed and being replaced with alternative traffic calming measures such as speed tables.

Priority narrowings mean vehicles only have to slow down or completely stop when they are confronted with vehicles travelling in the opposite direction. Therefore 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 ensure vehicles

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

Issue – Request for a 20mph speed limit for Rhyd-y-Penau Road

“Would it be possible to consider lowering the speed limit to 20 miles an hour, as in other areas of the city?”

The Council are currently implementing new 20mph speed limits in Cardiff, these are part of a strategic approach to speed limit changes. Subject to the availability of funding, the 20mph area schemes will be implemented over a number of years, initially starting in the areas south of the A48 and gradually moving out of the city. I would confirm that Cyncoed will be considered as part of a future scheme.

Issue – Parallel Zebra Crossing – Highway Code / Legal Standing

“No doubt you will proceed regardless but I can find no reference to a "parallel crossing" in the on line Highway Code. (stupid name why not pedestrian/cyclist zebra crossing so we all know what is meant!) There is only reference to a Toucan crossing for dual use. Is this what you propose when you refer to a "new controlled crossing" in your description of the scheme?

Most importantly what legal status does your parallel crossing enjoy (see above) in case of an accident and how many drivers are aware of it?”

The Highway Code is revised periodically by the Department for Transport, but Parallel Crossings are fully legal and recognised in the Department’s documents, such as the official guidance on appropriate signs and layout at TSRGDSchedule 14, including Part 1, Section 18, 21, 25, and Part 2 sections 31 and 53.

<http://www.legislation.gov.uk/ukxi/2016/362/schedule/14/made>

Issue – Is there going to be a School Crossing Patrol introduced on the new crossing

“I assume you won’t put a crossing patrol person on the new zebra crossing so could the school authorities ask parents to continue to use the existing crossing or there will be even more traffic chaos with cars having to stop at 2 different zebra crossings close to each other.”

School Crossing Patrols are the responsibility of our Road Safety and Training Team, they have no current plans to provide another School Crossing Patrol at this location. School pupils will be able to use this new zebra crossing. Providing safe and convenient crossing facilities will encourage more children to walk to school.

Issue – Request for a Driver Feedback Warning Sign

“Would it be more cost effective to install the speed awareness indicators as per Cyncoed Road. This might be less disruptive”.

Whilst Driver Feedback Warning Signs are reminder to drivers of their speed, these feedback signs do not force drivers to reduce their speed. We are experiencing continuing problems with maintaining existing signs in working order and there is a cost implication of addressing the frequent faults which occur. For these reasons, we are not currently installing

new signs either as part of traffic calming schemes or in isolation. Therefore, when sufficient funding is available to introduce physical traffic calming measures such as speed tables these would always be the preferred option where practicable.

Issue – Parks / Alley Gating Issue relating to overgrown foliage in a rear lane.

“If you have any resources to expend on something which would be of value to residents in upper Rhydypenau Road, I suggest that the council tidy up the appalling mess at the back of houses 129-151 which has been created by the council. In 2011 on the initiative of Jon Maidment a fence was erected at some 10 metres from the back garden walls. For a few years council operatives used to cut the grass along the passage between the walls and the fence. Nothing, however, has been done for at least four years and the whole area is completely overgrown with brambles and - more worryingly- willow and other trees which are growing up against residents' back garden walls. Because the area is so overgrown it is impossible for my neighbours or myself to gain access and tidy the ground around their walls. Could I suggest that Cardiff City Council resume its policy of clearing this area at least once a year?”

I can advise that the issue raised above relates to land which is under the ownership of the Councils Parks Department and does not form part of the Adopted Highway. Therefore any issues or concerns would have to be directed to the Cardiff Council Parks Department for them to investigate.

Issue – Civil Parking Enforcement Issues

“I understand the year 6 school children are trying to re-educate drivers on correct parking but this is not their job. Where are the traffic enforcement officers?”

The Council's Road Safety Education team manage a “Junior Road Safety Officer” programme which engages school pupils in raising road safety awareness, including illegal and inconsiderate parking.

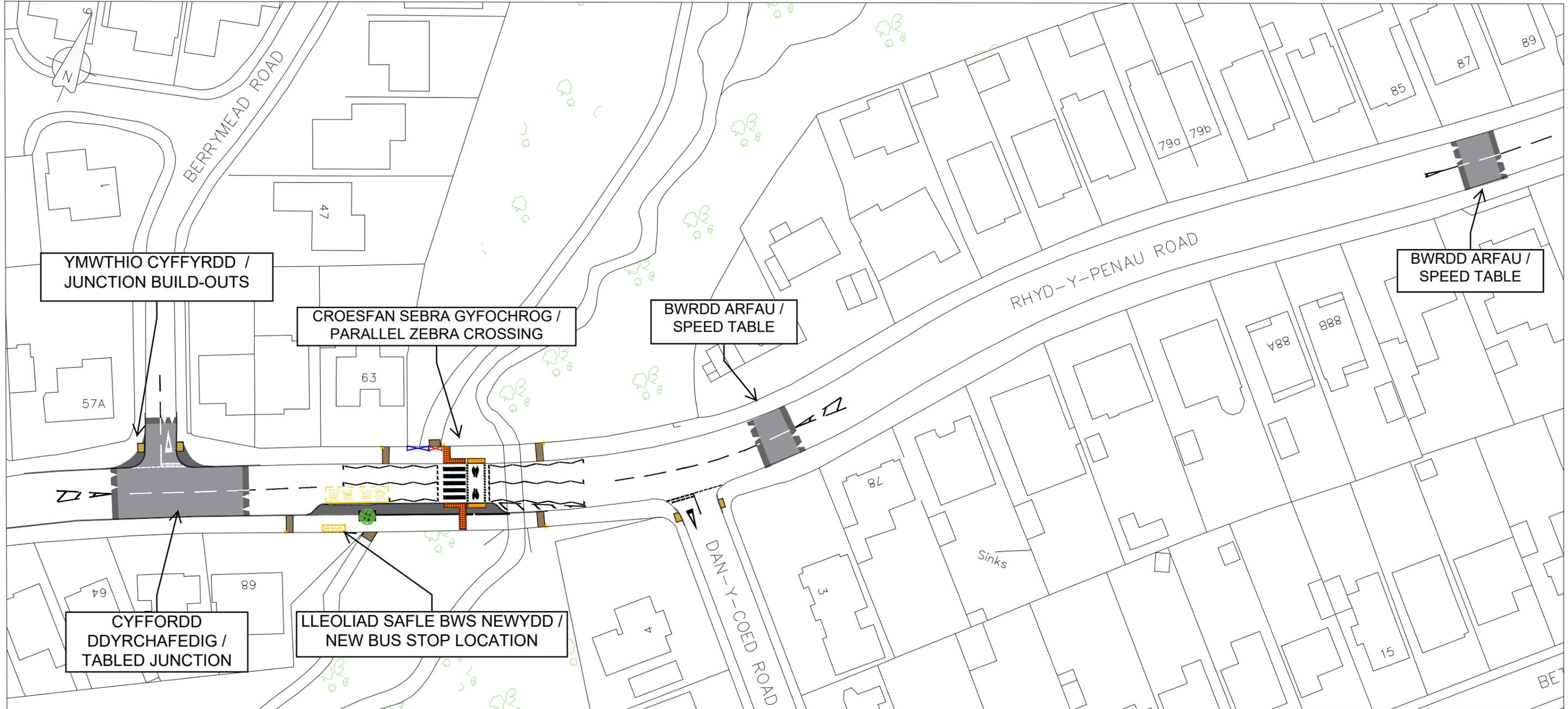
The existing parking restrictions are regularly enforced by the Council's Civil Enforcement Officers, however any request for enforcement of existing parking restrictions should be directed to the Civil Enforcement Officers who can be contacted via C2C on 029 2087 2087.

Issue – Scheme Costs

“How much will the traffic calming measures cost to install and maintain.”

I can advise that there has been £280k awarded from Welsh Government towards delivering the entire scheme. Regarding maintenance costs, where schemes are introduced around the City any maintenance of traffic calming features are managed by our Asset Management Team who carry out inspections and programme any required maintenance into their programme of works.

Yn dilyn ymgynghoriadau diweddar ar gynngig rheoli traffig, mae'r Cyngor yn paratoui i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun diwygiedig a welir. Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn 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.

