

## **Post Consultation Report**

### **Whitchurch Village – Pedestrian Crossing Facilities**

#### **Project No: CO18058**

A consultation was held on the above scheme proposals between 17<sup>th</sup> July 2018 – 7<sup>th</sup> August 2018, 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 45 properties consulted and 6 site notices displayed on site, 6 individual responses were received, these have been summarised as follows:

- 6 - Support the proposal
- 1- Object to the proposal

Of all the above individual responses additional comments were also made regarding the schemes and these have been addressed within the body of this report.

#### **Recommendation**

In view of the below it is proposed to **proceed** with the proposal subject to available funding. The scheme will introduce signal controlled pedestrian crossings on all arms of the junction, the footways will also be widened around the junction and bollards introduced in order improve pedestrian facilities in the area.

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

“Have you actually visited the proposed site? May I suggest you carry out a short survey of traffic in the area, paying particular attention to the pavement outside the Plough (why not carry out your survey from the relative comfort & safety of the Plough itself?) on the junction of Old Church Rd & Merthyr Rd.

You will find that (at least) 5 in 10 vehicles turning left into Merthyr Rd from Old Church Rd mount the pavement!..... & you plan to widen it!

In my opinion this will result in serious injury & possibly death to pedestrians. Please re-consider these plans.”

“Widening the existing pavement outside the plough is to be welcomed, but will make turning left by large vehicles here difficult. What provision will you be making to prevent large vehicles mounting the pavement (and destroying it in the process) whilst turning left? Have you considered preventing any left turns here? Or banning lorries/vehicles over a certain size from the approach from Old church road.”

As is the case with all Transport Projects Schemes as part of the initial development of a scheme surveys are undertaken which look at factors such as vehicle flows, vehicle speeds, pedestrian movements and also site visits are undertaken in order to help us make a decision on what road safety measures are required at a specific location.

During a number of site visits and observations being undertaken which included monitoring vehicles movements around the junction of there were no instances observed of vehicles driving across the footway at this location. Whilst it may be the case that vehicles do drive over the footway at this location there was no evidence of this during the site visits and surveys. It is worth noting that at this location the existing kerb edge is substandard and has no significant upstand, under this new proposed scheme a full height kerb will be introduced at this location which will be more of a deterrent to prevent drivers driving across the footway at this location.

Even with the existing road layout vehicle track runs have been undertaken which identify that vehicles, including larger vehicles, can undertake the existing left turn manoeuvre from Old Church Road onto Merthyr Road without the requirement to drive across the footway. The existing Advanced Stop Line on Merthyr Road is substantially set back from the junction in order to facilitate larger vehicles performing this left turn manoeuvre. If drivers are currently driving across the footway at this location this is due to bad driving and is not an issue regarding the layout of the road.

As the existing footway on the north east side of Merthyr Roads narrows outside The Plough there are occasions where footway users have to walk into the road to pass each other which could lead to collision between pedestrians and vehicles at this location. The widening of the footway at this location would enable pedestrians to continue along the footway without having to walk onto the carriageway.

There are no proposed changes to prohibiting larger vehicle making a left turn manoeuvre as this would require a Traffic Regulation Order and also advanced warning signage throughout the area, and works of this nature are outside the scope of this scheme.

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

"I regularly use this junction as a pedestrian, as a cyclist, and as a motorist, and I am fully supportive of this plan, which should make the area much safer and easier to navigate."

"The general thrust of the proposal seems eminently sensible to us as a parish - we simply ask you to also take in to account our needs for access to the church."

"I welcome the all-red crossing phase"

"Widening the existing pavement outside the plough is to be welcomed"

"I am very grateful that you have put this change out to consultation- I am entirely at favour with the change that you have suggested at this junction"

"We the resident of the above are pleased to see plans to make life easier for pedestrians in the locality."

**The below are additional comments that were received during the consultation period regarding other matters arising from the consultation:**

"Can I just clarify if feeder lanes for the ASL's have been considered? These would improve the layout if space is available. Also, has there been any consideration of a diagonal crossing of the junction for pedestrians to cater for desire lines?"

"Can you please ensure that the cycle lane has a feed in lane- else it would be illegal for a cyclist to join this infrastructure whilst the light is red. Without this, a cyclist that made their way to the front here would be confronted with the choice to either wait to the left of a car at the front of the queue- or to technically break the law by crossing the first white line into the ASL. Many vehicles are likely to be turning left at each of the junction arms- this would put any cyclist in danger."

Whilst feeder lanes at this location would be of benefit to cyclists we are only able to introduce feeder lanes if there is sufficient road width to do so. This will be investigated during the detailed design stage of this scheme. However, if there is not sufficient road width to introduce a feeder lane it is worth noting that under the latest changes to the TSRGD 2016 (Traffic Signs Regulation and General Direction 2016) a new variation has been introduced which omits the lead-in lane or gate entirely.

Comments received from our Cycling Team have informed us that they have long term plans on the Integrated Network Map to develop a cycle route along Church Road / Old Church Road and southbound on Merthyr Road. However, as part of this proposed scheme ASL's are being introduced in order provide additional cycling facilities as part of this scheme. As this scheme has been designed with the main focus on improving pedestrian safety in the area, any changed in relation to additional cycling facilities would have to be investigated by our Cycling Team.

One comment received was in relation to the proposed full height kerb replacing the existing drop kerb arrangement outside the Church. Concerns have been raised that vehicles use this access point to offload heavy equipment for essential church maintenance.

Discussions will be undertaken with the Church to ensure a suitable solution is introduced at this location that will not have a detrimental effect on vehicles who require access to the Church.

"The ASLs are to be welcomed, but are routinely abused by traffic. What measures will you put in place to disincentivise vehicles using them? Will you place the traffic lights before the ASLs so vehicles will need to remain behind the ASL to see the traffic signals, whilst installing dedicated cycling lights (similar to the new ones on Cathedral Road)."

The introduction of cycling specific traffic signals will be reviewed as part of the detailed design stage although this will be subject to available funding. Rule 178 of the Highway Code states: "Motorists, including motorcyclists, MUST stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times, e.g. if the junction ahead is blocked.

"If your vehicle has proceeded over the first white line at the time that the signal goes red, you MUST stop at the second white line, even if your vehicle is in the marked area.

"Allow cyclists time and space to move off when the green signal shows."

In relation to drivers who contravene the Advanced Stop Lines motorists could receive three penalty points and a £100 fine for stopping inside the Advanced Stop Lines (ASL) when pulling up to a red light.

"Given that the new signal controls will operate on an "all-red" phase basis, have you considered diagonal crossings as well - this would seem a logical addition to the proposals?"

"I welcome the all-red crossing phase, but what provision is being made for diagonal pedestrian crossing on the all red phase, similar to what exists at Corbett/Colum road junction, along with diagonal studs/road markings? Removing the drop kerbed outside the church would seem to indicate that this is not happening - retaining it would make a diagonal crossing much easier for people with prams and in wheelchairs."

Cardiff Council introduce Yellow Box Junctions at busy junctions to aid the flow of traffic through the junction. As there is an existing yellow box in operation at this location under the Traffic Signs Regulation and General Directions 2016 we are not permitted to introduce diagonal crossing facilities where there are yellow box junctions.

"The project is a good idea except the widening of the pavement outside the plough by going into the road. Yes the pavement needs widening along the whole length, but not at the expense of the road. Part of the front of the plough 'beer garden' should be taken away even if that means by compulsory purchase."

This scheme is being delivered as part of our General Capital Funding which we get allocated every financial year. As a team Transport Projects only look to undertake schemes on the adopted Highway and would not get involved with compulsory land purchases for schemes as works of this nature is outside of our remit. Therefore we are proposing to widen the footway by extending the footway onto the existing carriageway.

“There are however items we would like to see addressed

1) 20 mph on the whole of the above”

The Council Policy and Strategy Team are currently investigating the implementation of additional 20 mph areas throughout the City. Initial focus will be on residential areas adjacent to the city centre. In due course, and subject to funding, other areas will be considered for 20 mph limits.

“2) That double yellow lines mean no parking, mainly trucks unloading for premises on the Merthyr Road or anywhere else. There is an area on the above for this which is not used for the businesses on the road.”

There are no proposed changes to Traffic Regulation Orders as part of this scheme, there are existing double yellow lines in operation within the vicinity of this proposed scheme and any changes to these existing restrictions 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

“3) The lane which runs parallel to the Merthyr road, and also adjacent to our property as above, when first work was carried out and completed we were pleased. We no find the nuisance value of vehicles of all sizes using it either to avoid a red traffic light, traffic queues, gain quick access to Penlline Road or to use “British Legion” area car park all causes chaos with vehicles going opposite directions, accompanied by the usual language of outraged drivers.”

The lanes referred to are outside the scope of these works.

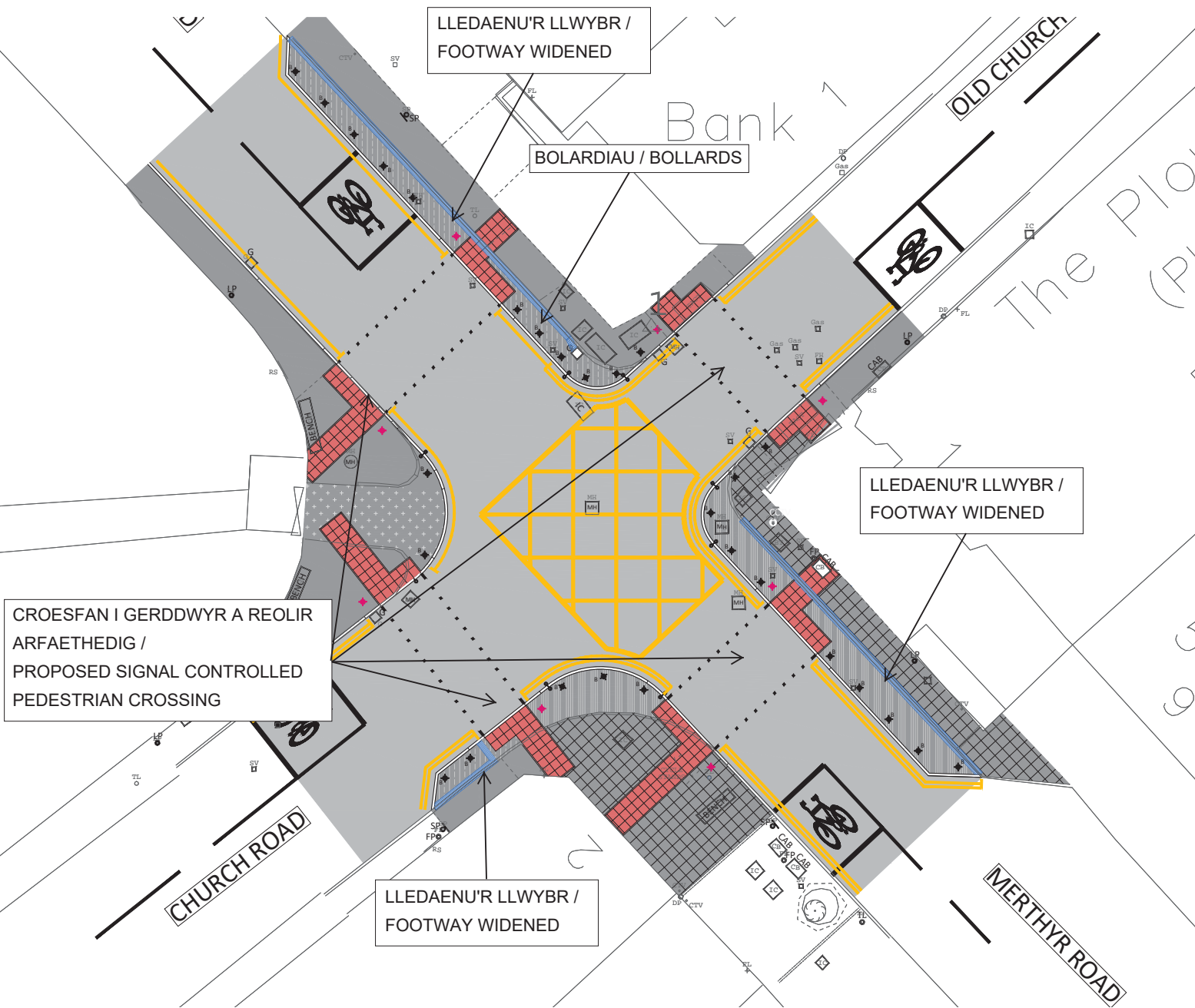
“4) Signs to be raised on the Merthyr / Penlline roads for the effect “entrance and exit” to northern car park.”

There is existing signage on both Merthyr Road and Penlline Road which notify drivers of the car park to both accesses. These signs are of sufficient height as not to cause an obstruction to pedestrians walking along this route.

**Yn dilyn ymgynghoriadau diweddar ar gynnig rheoli traffig, mae'r Cyngor yn paratoui i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun.**



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'. Fel arall, e-bostiwch [Projectautrafnidiaeth@caerdydd.gov.uk](mailto:Projectautrafnidiaeth@caerdydd.gov.uk) neu ffoniwch 029 2087 3289 i ofyn am gopi papur o'r adroddiad ymgynghori.



**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](http://www.cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk) or telephone 029 2087 3289 to request a paper copy of the post-consultation report.