



Depending on the adopted highway width and availability of funding, consideration will also be given to widening the footway on Heol Isaf and Main Road to improve pedestrian access. Narrowing the carriageway will also assist with reducing vehicle speeds.

Costings
(Based on recently completed schemes)
Costs include all development and design fees etc.

Tabled Zebra crossing 4 No. @ £80k ea	£320
Tabled Puffin crossing 2 No. @ £90k ea	£180
School Safety Zone	£160k
20mph speed limit	£150-200k
TOTAL	£810-860k

Works to be carried out
Topographical survey
Carriageway condition survey
Drainage CCTV condition survey
Current vehicle / pedestrian flow surveys
Scheme concept design
Ward member and Public Consultation
Consultation with Emergency Services, Bus Operators etc.
Detailed Design
Tender process and scheme delivery
Traffic Regulation Order (20 mph limit, single yellow lines, double yellow lines) will require 6-9 months.

Road Safety in Radyr and Morganstown

A Second Update from the Community Council

On 10 October 2018, a meeting was held between Radyr and Morganstown Community Council and Paul Carter, the Head of Transportation at Cardiff Council, to discuss road safety. This

followed our meeting with the Council on 8 August (a note of that meeting was published in the Radyr Chain).

This is what Cardiff Council told us this time:

- Cardiff Council should have around £980k to spend on road improvements in Radyr and Morganstown - mainly along the main road through the community however, not all of that money is available now. The £980k is Section 106 money, which developers

would normally transfer to Cardiff Council after they have sold trigger quantities of housing.

- £300k may be made available in the near future (enabling some of the proposed work to start early next year). Efforts are being made to secure early availability of the remaining £680k.
- The worst case scenario would mean that the remaining £680k would be paid, in tranches, by the developers

over the life of the Plasdwr works. Plasdwr could take 10 to 20 years to complete.

- A separate £300k tranche of Section 106 money is being used to improve bus routes and create bus lanes along Llantrisant Road. However, because buses also travel through Radyr and Morganstown, there may be scope to use some of this tranche in R&M.
- An initial plan has been prepared by Cardiff Council. This can be viewed at Radyr and Morganstown Community

Council's office - and comments on the plan can be submitted to the community council. (The Community Council is aiming to respond to Cardiff Council by the end of November).

The plan proposes:

- To create a 20mph zone throughout the whole of Radyr and Morganstown (however, Clos Parc Radur is not included in the 20mph in the plan as currently drafted).

- A new, tabled zebra crossing near the bus stops in Morganstown.

To table the existing zebra crossing in Morganstown.

- A new, tabled zebra crossing near the junction with Min-y-Coed.

- To table the existing zebra crossing near the junction with Park Road.

- To table the existing zebra crossing near the junction with Station Road - and to upgrade that to a Puffin crossing.

(https://en.wikipedia.org/wiki/Puffin_crossing)

- A new, tabled zebra crossing near the entrance to Radyr Medical Centre.

- A school safety zone for Radyr Comprehensive School (the school community will have an opportunity to comment on this). The zone will also deal with the problems caused by cars parked near the school, including at the end of the school day.

It would not be possible to build all of the above schemes with the money currently available. To build everything would cost £810 to £860k (this includes surveys, design, consultation, tendering and legal work). Only £300k is sure to be available in the short term.

Cardiff Council would welcome the Community Council's views about the draft plan - and which elements should be built first (it may be, for instance, that the new crossings should be a priority, with existing crossings tabled at a later date).

Cardiff Council understands that 20mph zones tend not to operate successfully unless traffic speed is restricted as well (eg by use of tabled crossings). As such, simply erecting 20mph signs would probably not reduce traffic speed to 20mph. This needs to be borne in mind as these works are prioritised.

Cardiff Council agreed to consider safe crossings for people on horseback, the future of Golf Club Lane, the roads near the entrance to Radyr Station and the section of Windsor Road without a

footpath.

It was agreed that it was reasonable to consider whether or not tabling will have an effect on pollution levels. Individual cars may emit more pollution under certain driving conditions, but if traffic volumes, along with braking and accelerating, can be reduced (with less congestion thanks to more people using park and ride schemes, or travelling by train), then pollution levels should fall. Noise is another factor, especially for those living near tabled crossings.

The use of a Vidalert system to monitor HGVs travelling through Radyr and Morganstown was discussed. It was agreed to consider this further.

The park and ride scheme near Junction 33 of the M4 would have room for 1,200 cars. Again, the funds to build this would depend on early availability of a separate tranche of section 106 money.

The park and ride scheme off the A470 would have room for 2,000 cars. This scheme involves Transport for Wales, and is to be built as part of the proposed Metro scheme.

Cardiff Council has discussed with Keolis Amey the possibility of changing ticket pricing to introduce the same ticket price into Cardiff from Radyr and Taffs Well. This could help reduce the volume of traffic through Radyr, to the station.

Speaking after the meeting, the Community Council's chair, Cllr Ralph Vaughan, said:

"It was good to learn that progress has been made with regard to improving road safety in Radyr and Morganstown. The Community Council began campaigning for these improvements many years ago, as part of its response to the Plasdwr LDP consultation. Thanks to the community council's work (assisted by Councillor Rod Mckerlich), Section 106 money was secured. And now we can see how Cardiff Council proposes to use that money. The plans can be viewed at our office in the Old Church Rooms - and the community council will need to give Cardiff Council its views with regard to priorities by the end of November. We will also, of course, do all that we can to press for early release of the remaining £680k".

Cllr Huw Onllwyn Jones
October 2018