

Radyr and Morganstown Community Council response to the Travel Plan 17/02304/MJR

Land to the North and South of Llantrisant Road North West Cardiff

The Travel Plan covers a large area and the Community Council appreciates that time constraints may have prevented a thorough look at all the options available to mitigate the travel problems that will arise from the proposed developments at Plasdwr.

The Community Council hopes that by submitting this response, the alternatives which could be used in Radyr and Morganstown to improve cycle routes and create safe walking routes for pupils travelling to Radyr Comprehensive will be incorporated into the Travel Plan and implemented.

We also hope that existing routes to Radyr railway station that do not involve travelling on Heol Isaf will be improved.

While mentioning Radyr railway station, Appendix L(6) shows the **War Memorial. This area is already under duress at rush hour with traffic heading for the Railway station. The provision of two crossings will not address the traffic issue at this location, a gyratory scheme or a traffic light system is essential** and the Community Council is disappointed that this has not been an essential part of the travel plan in Radyr. It recommends that this location should be reconsidered as a matter of high priority. The Community Council would be delighted to discuss the options in more detail.

Our focus is entirely on minimising the appalling traffic problems we already experience at rush hour and maximising the existing network of public rights of way to make it possible for cyclists and walkers to reach the station at Radyr and Radyr Comprehensive without having to travel on Heol Isaf.



Photo 1 Heol Isaf January 24 2017 at 15.06 looking down the road.

This corresponds to
Sheet 3 of 7 Appendix L (3)



Photo 2 Heol Isaf January 24 2017 at 15.05 looking upwards.

This corresponds to Sheet 3
of 7 Appendix L (3)

A survey of Heol Isaf at both Radyr Comprehensive School starting time and at its finishing time would have revealed that there is on pavement parking on both sides of the road, that the situation is often close to gridlock and that emergency vehicles struggle to get past.

Most parents would choose to take their child by car to school rather than have them cycle on Heol Isaf at school rush hours. It is a very busy road at these times. Cars are parked half on, half off the pavement on both sides of the road, see Photo 1 and Photo 2 and the traffic is extremely heavy.

Lack of parking on Heol Isaf

There is not enough off parking available to the existing residents of Heol Isaf and many have to park on the road to access their homes. The cycle paths are not an option for these residents.

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Changing widths on Heol Isaf

We note that there is no Sheet 2 of 7 in Appendix L (3) which would show under current plans a significant change in width of Heol Isaf which it would not be feasible to continue for its entire length.

Lack of pavements on Heol Isaf

We note that there is no Sheet 8 or Sheet 9 in Appendix L(3) which would show there is no pavement on Heol Isaf on one side after the Scout Hut

Concern for stability of Heol Isaf

There is a steep drop on the other side of the road. We are aware that the Highways Department in Cardiff Council know there is a steep drop. If there is a landslip, as there was at another point on Heol Isaf, the road could collapse and the landslip could block the train line to Merthyr from Cardiff. We have been advised it cost over a million pounds to stabilise the slope afterwards.

Hilly profile of Heol Isaf

We note there is no mention that Heol Isaf is hilly and that even experienced cyclists on quiet Sunday mornings choose to weave their way up the hills, rather than cycle straight up.

Danger to children cycling on Heol Isaf

The thought of young children weaving their way up Heol Isaf on a cycle path that is beside a congested traffic lane is appalling. We are not opposed to cycle lanes in principle. We are just stating the obvious. Encouraging cycling on Heol Isaf is not the way forward.

Can we suggest something positive? Yes.

Route using Footpath 47

It is possible for pupils living in what is known as the Tree Area of the community, Ash Tree Close, Willow Tree Close etc to cycle via Golf Club lane to link up with Llantrisant Road and then cross Llantrisant Road to enter Footpath 47 to reach Radyr Comprehensive's side entrance.

Route using Footpath 39, Bridleway Prow 40 and Footpath 48

It is also possible for them to use Drysgol Road, Windsor road and then across the Play Area using Footpath 39 to join Bridleway (Prow 40) which leads to Radyr Farm Road. They can then cross Heol Isaf and enter Woodfield Avenue and use Footpath 48 to enter Radyr Comprehensive from a back entrance.

Crossing for Prow 40 Appendix L(5)

We note the desire to use Prow 40 which is a Bridleway to enable people to access both the Railway Station and Radyr Comprehensive. In both cases Heol Isaf will need to be crossed. The junction is shown in yellow on this diagram.

Since it is a Bridleway, the crossing should be a Pegasus crossing. These are very similar to a normal crossing but not only is there a button that can be pressed by pedestrians and cyclists, there is also higher up a button that can be pressed by a rider without having to dismount.

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Additional Costs?

Improvements to Footpaths 47, Footpath 39, Bridleway Prow 40 and Footpath 48.

A bicycle shed at the back entrance of Radyr Comprehensive and a paved entrance.

If the Golf Club Lane route were to be actively promoted for cycle use, a bollard system that can be operated by key holders and the emergency services would be recommended as the lane is narrow. Or a subtle widening of the lane to keep its character as has been done recently in Pant Tawel could be considered.

Alternative route Taff Trail

Pupils from Morganstown can also use this route to access the school or they can cross the railway line to reach Gelynis Farm and then cross onto the Taff Trail. This takes them to Radyr Railway station. They can then cycle up Kings Road into Taff Terrace and access Woodfield Avenue via a path that has recently been claimed as a Bridleway.

The other option would be for them to cycle into Junction Terrace and enter Radyr Woods and use Footpath 49 to reach the back entrance of Radyr Comprehensive School.

Costs?

Footpath 49 would need to be improved in places.

Advantages?

Footpath 49 links to Footpath 50 which links to Footpath 47 which makes an off road cycle route for people who live on Plasdwr to enter by crossing Heol Isaf at the junction of Llantrisant road. This would enable them to reach Radyr Station without having to travel along Heol Isaf

Costs?

Footpath 50 would need improving but it was originally a cart road and it would not be difficult to restore it.

Advantages?

This would also link up with a path Footpath 48 that runs close to Godwin Close and that leads to Radyr Court Road.

There would be an advantage to Western Power to have this Footpath improved as it is under their pylon line.

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We strongly recommend **INVESTING IN BRINGING FOOTPATH 47 UP TO CYCLE PATH STANDARD** as it could take the cycling traffic by pupils of Radyr Comprehensive safely into the school's side entrance **WITHOUT THEM HAVING TO USE HEOL ISAF** provided a formal crossing exists where Llantrisant Road meets Heol Isaf.



Photo 3 Footpath 47 leads from the bottom of Heol Isaf straight into a side entrance at Radyr Comprehensive. This is flat, and off road. It would be a **FAR SAFER CYCLING ROUTE** for pupils than forcing them onto Heol Isaf.

Since it was a cartroad, it would not be difficult to upgrade it to a cycle way.

There is only one obstruction, a beautiful old tree. The school fence could easily be moved backwards three feet to allow for the retention of the tree.

Page 27 We note there is an intention to use Footpath 41. Photograph 4.3 It is essential that Footpath 41 is retained.

It has been mentioned that this could be a cycle option.

We are not sure whether it has been appreciated **that Footpath 41 meets Heol Isaf by going down a set of very steep steps**. It would be possible to have an engineering solution to alter the gradient of this Footpath but it is difficult to see any solution that would not entail disruption to the existing houses on Heol Isaf either side of this Footpath.

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Page 29 Figure 4.3 Walking Routes to Key Local Services and Facilities

The footpath network around the perimeter of Radyr Comprehensive has not been shown on this figure. It is heavily used by school children, by dog walkers and by people using it as a short cut from Danescourt to Radyr Station. The relevant **footpath** numbers that are not shown on the figure are **47, 50, 48 and 49.**

Page 26 Figure 4.2 Alignment of Existing Public Rights of Way

FYI the Community Council submitted this autumn evidence forms to Cardiff Council to claim what is known as the Ash Path as a Public right of way (Bridle Way). This is a **path from Radyr railway station that links up to the bridleway shown in Figure 4.2 as 52.**

The route of the Ash Path has been diverted (we do not know by whom) but it is possible to walk easily from Radyr railway station to Radyr Court Road and on to Llandaff which is the location of part of Cardiff Met University, one of the key destinations mentioned on Page 31.

We would welcome the diversion of the Ash Path to be formalised into a Public right of way as a Bridleway which would enable it to be used by cycles.

This is a much shorter route from Radyr to Cardiff Met than using the Taff Trail which is forced by a meander in the river to make a large loop.

The Ash Path is easily accessible from the Sidings and from the centre of Radyr.

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P27 4.12 This refers to two footpath links as being alternative, attractive and direct routes to Danescourt Local Centre. The links are attractive but they are not an alternative at present.

There are three issues.

1. The footpath link shown in Photograph 4.5 to Danescourt is NOT PAVED ALL THE WAY. The photo is deceptive. The tarmacked entrance peters out into a small path that is very muddy and currently is not suitable for cyclists. THIS PATH NEEDS UPGRADING.

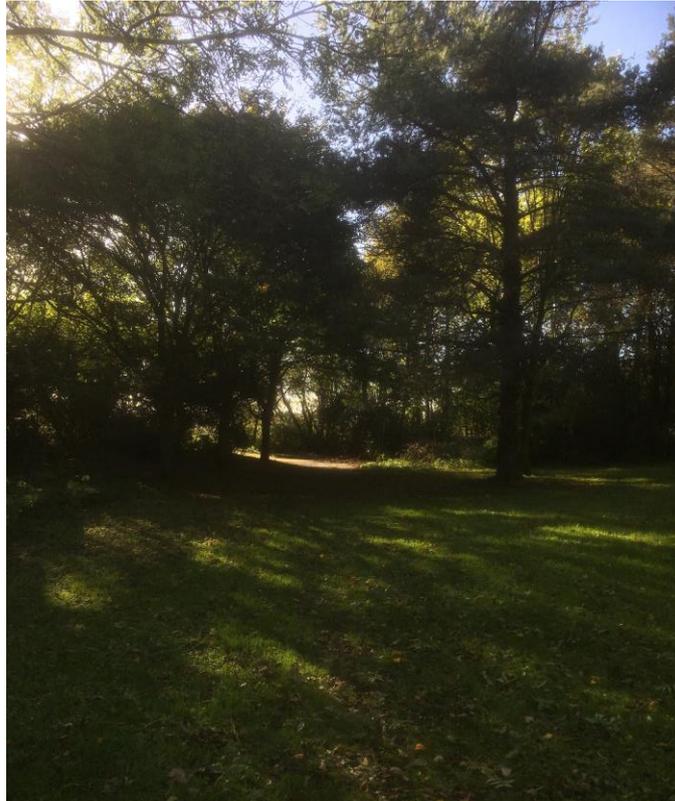


Photo 4.

The actual path mentioned on p27 needs improvement.

The initial wide path shown in Photo 4.5 very quickly turns into a narrow muddy path not suitable for pram pushing.

2. The footpath enters Buckley Close through a passageway that showed up as unadopted when a search using Cardiff Council's GIS system August 2017.
3. The footpath into Heol Aradur is dangerous to access from Llantrisant Road, There is no pavement on the Danescourt side of Llantrisant Road on this section. There is no formal crossing facility.

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There are two points that we presume are typos.

1. In Appendix A Schedule 3, under Highway Contribution we suggest that only one point is needed for point 1 and 2, unless a different Highway Contribution in each case was intended.
2. We also presume that under point 3, the value is £300,000,000 in each case and not £300,000.00

We welcome the desire to have walking buses and cycle and scoot to schools initiatives.

We would flag up that the fighting fund is totally inadequate unless the travel issues within Radyr and Morganstown are resolved before the fund becomes available.

We note that bicycle vouchers of £50 are going to be given, one per house, as residents move in. On today's prices, even buying a second-hand bicycle from a reputable dealer is going to be more expensive than £50.

We wish Mr Southwell well in his new post as Travel Plan Coordinator. We very much hope he will meet us and since the Travel Plan is a living document, take on board the points we have raised in this response.