

141 Heol Isaf  
Radyr  
Cardiff  
CF15 8DX  
4<sup>th</sup> August 2016

Councillor Ramesh Patel  
Cabinet Member, Transport, Planning & Sustainability

City of Cardiff Council / Cyngor Dinas Caerdydd  
Cabinet Support Office / Sywddfa Cymorth y Cabinet  
Room 514 / Ystafell 514  
County Hall / Neuadd y Sir  
Atlantic Wharf / Glanfa Iwerydd  
Cardiff / Caerdydd  
CF10 4UW

Dear Ramesh,

### **B4262 Subsidence and concerns road from Radyr to Morganstown**

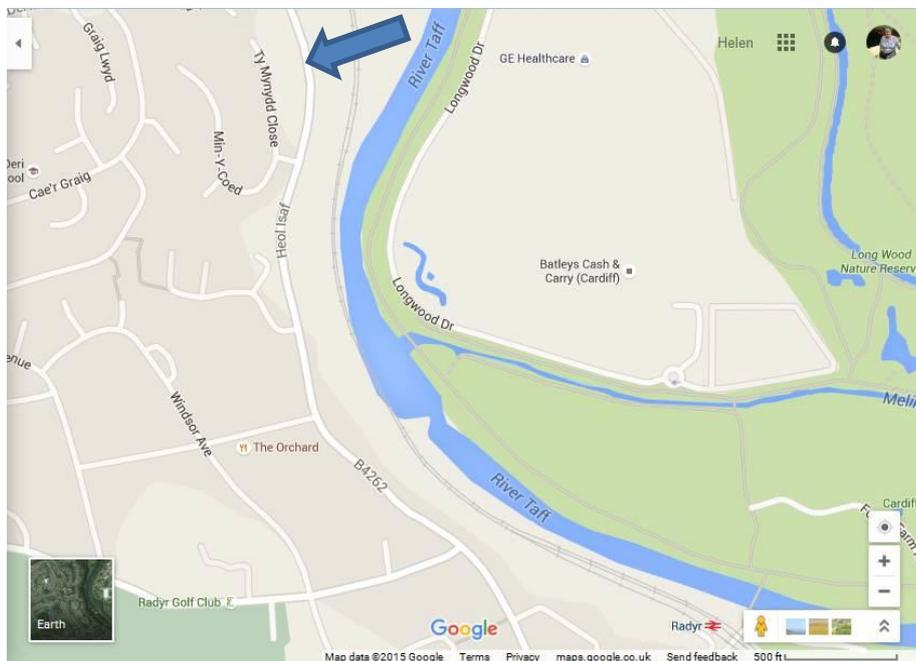
It was good to see you on last Wednesday at the opening of the Radyr Weir Hydroelectric Building. It's a very impressive venture and it was great to see the Archimedes screws start turning, brought back memories of my physics lessons. Congratulations to all concerned.

Last November I received from Mark Drakeford's office a letter you had sent him re B4262 and our concerns re subsidence. I had wanted to reply immediately but felt it was important that you should see the size of the landslip we had in Radyr and the work at Radyr Weir prevented me from accessing a good point to take a photo for you to see.

I was so glad that on Wednesday you could see the scale of the landslip on Heol Isaf opposite Radyr Weir. Cllr Rod McKerlich advises me that it cost over a million pounds to make the slip stable. I gather the work was done by Network Rail. It is possible to make out the building at the top behind the trees and a lamp post which gives some indication of the height of this slip.



I have shown you a Google map here and you will notice immediately that Heol Isaf is no further away from the railway line as it goes towards Morganstown than it is where there has been a landslip. If anything, Heol Isaf is closer to the railway line just after Ty Mynydd Close. I have shown the location with the blue arrow.



On the page after my signature, I have shown a photo of the current amount of land between the pavement and a steep drop down to the railway and the river. It is such a steep drop that the railway is hidden but if Heol Isaf, as a road, were to slip at this point, it is highly likely that the landslip would block the railway as the previous one did. There is less than three feet from the pavement to the edge of the drop in places.

The chaos if Heol Isaf, as a road, were to be impassable doesn't bear thinking about. Whenever there is a problem on the A470, Heol Isaf is used by people living further up the Taff valley as a way of avoiding congestion around Whitchurch and Coryton. The B4262 is a route that emergency vehicles can use to reach the A470 if an accident has blocked the A470 between Radyr and Whitchurch.

It is a vital communication link.

The scenario of the landslip onto the railway line while a train is going past is also one that doesn't bear thinking about. But the risk should be assessed whether we want to think about it or not and Network Rail should be involved in this.

Questions we would like to see answered are:-

- a) Is the B4262 road from the Scout Hut to Bryn Derwen built on bedrock? What geological stone is immediately beneath it?
- b) Houses elsewhere along this river cliff have piled foundations going down to river level. Does the B4262 have a piled foundation?

- c) If a house on the river side of Heol Isaf can lose its garden down to the river overnight what is in place to stop the B4262 slipping down?
- d) What measurements are being taken to monitor the current situation?
- e) What site visits have taken place with Network rail and Cardiff Council and our local county councillor to start the process of putting an engineering solution in place that will protect the railway line from a landslip and will prevent the road from slipping too?
- f) Is there a feasibility study in place which would at least outline possible ways in which the road can be made safe permanently and possible costs and possible phased work to spread the financial load?
- g) If there is no study, please could one be made?

We very much hope you will realise why we are so concerned. Nothing would please us more to know that the slope is absolutely stable, that the road is completely secure and that we really do not need to worry.

But the hard facts remain is that we can see with our own eyes that the wooden fences are becoming misshapen, that the ground is slipping very slowly at present away from underneath the iron fence work and we know that no one expected the previous landslip.

I have copied Craig Williams MP in because I know he has already been in touch with Network Rail and can give you the relevant contact details. He often uses this road as his way home.

I have also copied Cllr Rod Mckerlich in because I know he has already raised his concerns about this stretch of road many times.

I have copied Mark Drakeford in as I have lobbied him consistently about this stretch of road every time our paths cross.

If you would like to see for yourself what is worrying us I know that Cllr Rod Mckerlich would be happy to meet you and show you as indeed would I.

Many, many thanks for giving this your attention,

With best wishes,



Helen Lloyd Jones

B4262 ( Radyr to Morganstown) Fragility of Ty Nant road ( the continuation of Heol Isaf ) near Maes yr Awe, on side nearest the cliff



The river Taff is the white glow almost vertically below  
Fence on side of pavement B4262

Fence on edge of pavement B4262

About three foot, maybe less from edge of pavement to an almost vertical drop down towards the river.

Any landslide could not only pull at least part of the road away but also would be highly likely to obstruct the railway that links Cardiff to Merthyr.