

The Station Road Area Survey

Follow up report



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Introduction

The Station Road area is an important part of our community.

It is where we can go to shop, to eat, to spend time with friends and family, or to use the services that are available there (such as the optician, dentist and beauty parlour).

We want to ensure that this area thrives - and that the businesses located there can succeed (to benefit the wider community).

This area faces a number of pressures, however:

- Its proximity to Radyr Station can make the area a convenient place for commuters to leave their cars, before catching a train to work.
- In addition, the Plasdwr development may lead to an increase in the number of people using Radyr Station - adding to the number of commuters looking for somewhere to park for the day. This can cause parking difficulties for those who live in the area - and for those using Station Road's businesses.
- The development of the large 'District Centre' in Plasdwr (within a few hundred yards of the Heol Isaf roundabout) could bring pressure to bear on some Station Road businesses. They will need to compete with the larger shops, restaurants and cafes to be opened at the Centre.
- With regard to road safety, the development of the Sidings - and the provision of additional parking spaces at Radyr Station - have not been accompanied by any alterations to the roads leading to and from those areas. There is no new provision with regard to pedestrian safety - and traffic has to negotiate narrow roads, with poorly designed junctions - all of which were built when the volume of traffic was much less.
- Even the development of Cwrt Bryn Teg, for elderly residents, failed to lead to any improvements for pedestrian safety on Station Road.
- Added to this is the fact that some parts of the area could benefit from a refresh. We have no recycling bins, the old Spar remains an empty eyesore, only three cycle racks are available for cyclists - and even the community noticeboard has seen better days!

Station Road is a much valued and important part of our community. It seems likely, however, that it could benefit from improvements to its appearance - and to road safety with regard to pedestrians, cyclists and motorists.

As Station Road comes under more pressure, in a community trying to deal with an increasing amount of traffic - as well as the growth of a 'new city' on its doorstep - we should do all that we can to enhance and protect this valuable community asset.

As we consider this, however, we need to balance the needs of those who live in this area with the needs of those who use our local businesses.

At a challenging time with regard to public finances, the forthcoming availability of Plasdwr Section 106 money suggests that it would be timely to develop a vision for Station Road as a matter of some urgency. We should also ask Cardiff Council to invest funds other than Section 106 money, to benefit our community.

At the end of the day, of course, any decisions with regard to this area will be matters for Cardiff Council to pursue.

Only Cardiff Council has the legal power, the money and the technical know-how to ensure that we can protect and develop Station Road.

Our role is to develop a vision for the area - and to work in partnership with Cardiff to deliver that vision, for the benefit of our community.

Our survey

In order to trigger a conversation about the Station Road area, the Community Council's Road Safety Working Group considered a number of ideas aimed at achieving the objectives set out above. Those ideas were considered by the Community Council (and discussed with Cardiff Council officials), before a survey was conducted to seek the views of those who would be directly affected by any changes (living on Station Road, Windsor Crescent, King's Road, King's Avenue and a small number of houses on Heol Isaf).

Rather than seeking general views, we decided to seek responses to specific options. Such as: should Station Road be one-way? Should we introduce residents' parking on Windsor Crescent - or should the King's Road / King's Avenue junction be tabled? Annex A lists the questions asked in the survey.

Inevitably, the survey drew a strong and robust response! We welcome this - and find it useful that we now have some clear views about the merits, or otherwise, of our proposals.

The survey also led to respondents providing us with new ideas, alternative solutions - and fresh concerns about other road safety issues.

As we have made clear - the Community Council is in not wedded to the ideas it issued for consultation. Our aim is to take on board the responses to the survey; to consult further with the wider community - and to suggest solutions that could lead to improvements, whilst seeking to balance the needs of those who live in this area with the needs of those who use our local businesses.

The results

We distributed 150 copies of our survey letter, to the streets referred to above, including all of the residents of Cwrt Bryn Teg.

73 people completed our survey - and we had four responses via e-mail. We also received comments via our website. In addition, some comments were posted on local social media.

We have sought to take all of these responses into account.

Here are the key results:

Does the Station Road area need to be improved?

A majority of respondents (almost 57%) agree that the Station Road area needs to be improved.

The comments received in relation to this included:

For improving Station Road:

- Station Road is often gridlocked - a one way system would be a good idea.
- I live on Windsor Crescent. My car has been hit twice and it's really dangerous. It's used as a rat run. Also lorries come down and get stuck. I have been hit in Station Road too.
- Enforce current parking restrictions i.e. patrolling traffic wardens. Currently people simply ignore existing restrictions
- Two-way traffic does not currently work on Station Road, it is very difficult to drive in the direction from King's Ave or Windsor Crescent to Heol Isaf as traffic is relentless in the other direction.
- Parking is a major problem with lack of enforcement on current restrictions. Traffic volume in Station Road reaches danger levels at peak times.
- It is a poor representation of our village.

- Cars drive too fast and park badly
- There are many 'stand-offs' leading to tension and conflict
- In Station Road, as in many village main streets, there is a balance between the needs of the residents, commercial businesses and those using them.
- We get so many parking on our small crescent due to the shops and due to the increasing late night drinking on Station Road, that residents cannot park.

Against improving Station Road:

- Too many shops have tables outside - looking congested and not like a village environment. I don't see this as an improvement and has led to people lingering and causing more parking and congestion where I live on Windsor Crescent
- Greater priorities if any spare cash available should be road safety, potholes, pavement repairs, drain clearance, litter picking, tree maintenance.
- Bearing in mind the floods in neighbouring council areas, maybe any spare council cash could be loaned to areas in greater need.
- It looks spacious and attractive as it is.

And we received some important some caveats:

- Any improvements to Station Road should not be deleterious to the surrounding area
- Improvement is desirable, but beware the law of unintended consequences - improving Station Road should not adversely affect the surrounding area
- It is crucial that no funds are used on changes that make matters worse than they already are.

In general, a large majority of the comments we received referred to problems caused by the present situation - especially with regard to road safety and parking.

These results suggest to us that we are right in seeking to improve the Station Road area.

Should Station Road be one-way?

Notwithstanding the concerns about road safety revealed by the survey, making Station Road one-way seemed to split opinions, with 44% in favour and 46% against.

Interestingly, 68% of respondents who live on Station Road would like to see it made one-way. Support for this in the surrounding streets was much lower (as low as 28% for Windsor Crescent).

Some of the comments received suggest that opposition to this focuses on its impact on the surrounding streets. For instance, if Station Road, Windsor Crescent and King's Avenue were *all* made one-way, this would require *all* traffic to use King's Road in order to access Heol Isaf (rather than having the additional options of entering Heol Isaf from Station Road or Windsor Crescent).

These concerns could be mitigated if Windsor Crescent remained open for two-way traffic (as discussed later).

Even so, if Station Road was made one-way, any traffic emerging from King's Avenue onto Station Road would *have* to turn right - returning to King's Road after the station roundabout. To avoid this detour, King's Road traffic could be allowed to exit via Windsor Crescent, by leaving a short section of Station Road (from Windsor Crescent to King's Avenue) as a two-way road. However, such an arrangement (Station Road being one-way, then two-way, then one-way again) could be confusing for drivers, especially those not familiar with the area.

On the other hand, if the advice from Cardiff Council suggests that this mid-section of Station Road *could* be two-way, then this option could be considered. Our view, however, is that such an arrangement would be confusing.

The comments received in relation to making Station Road one-way included:

For one-way:

- This would significantly improve traffic flow along Station Road and also reduce issues at the junction with Heol Isaf, where at peak times traffic waits to turn into Station Road
- Two-way not currently working
- Would improve road safety and control traffic volumes
- This is a sensible suggestion
- This would be great
- Station Road should be made one way, but there should be a pedestrian crossing just before Windsor Crescent to stop cars speeding down to the station - and to offer safe crossing to children and the elderly.
- I agree that a one-way system would be good as with constant parking on both sides of the road, two-way traffic is dangerous.
- One-way with diagonal parking bays down one side.

- Station Road should be one way, with all traffic flowing towards the station
- Making Station Road one-way has some merit. The bottom of Station Road is already one-way and there is occasional conflict with cars from Windsor Crescent trying to turn right into Station Road.
- Station Road should be made one-way to all traffic Safer for pedestrians in crossing the road.
- With speed restrictions to stop people driving very fast

This last comment is an important one. It may be possible, however, to instal a zebra crossing on Station Road, as suggested by some survey respondents (see below). This could encourage drivers to proceed with care.

Comments against one-way:

- It should be entirely pedestrianised.
- If it is made one-way, along with the other proposals for one-way roads, has thought been given to how large delivery lorries will manage to reach the shops, and then exit the area?

On balance, we feel that there is merit in making Station Road one-way along its entire length.

Some respondents referred to delivery lorries, some of which enter Station Road from Heol Isaf, then use the Winsdor Crescent corner to turn their lorries around, to leave the way they came. We doubt that this is a safe manoeuvre - and feel that making Station Road one-way will ensure that lorries leave the area either via the station roundabout, or via King's Avenue.

Should Winsdor Crescent be one-way?

This was opposed by 61% of respondents. Again, there was a difference of opinion between Station Road residents (57% in favour) and the rest (around 70% against - rising to 86% of Windsor Crescent residents voting against).

Objections were based on:

- increasing traffic speed
- some thinking the one-way system should flow along Winsdor Crescent the other way (from Station Road to Heol Isaf)
- some residents were concerned that access to their garages would be more difficult.

One respondent explained

'Making Windsor Crescent one-way does not work, and particularly not in the direction you have chosen. Shoppers coming into Station Road first seek a parking space there and then look for one in Windsor Crescent. To force them to go down Station Road, or King's Avenue, and 'go round the block' to get into Windsor Crescent will deter many potential shoppers – they won't bother. Keeping it two-way avoids these issues and also prevents it become a race track or a rat-run for people going to the Station. Sometimes there are benefits in roads being 'non-optimum'.

On balance, we have no strong feelings about this - and would be content to agree with the majority of Windsor Crescent residents that the street should remain two-way. Doing so would, indeed, slow traffic (although negotiating the street with cars travelling in opposite directions will remain a fraught experience). This would also enable traffic entering Station Road to return to Heol Isaf via Windsor Crescent - as well as via King's Road.

Should King's Avenue be one-way?

This was opposed by 51% of respondents (with 30% in favour and 19% 'don't mind').

However, a key issue raised by respondents was the danger presented by the junction of King's Avenue and King's Road - especially when exiting from King's Avenue. Many of the comments received were on the following lines:

- This one-way you propose is going the wrong way on your plans
- ...but in opposite direction, as present exit out to King's Road is a blind spot
- Dangerous exit
- If one-way direction should be the other way to that shown on the plan.

It seems possible, therefore, that the issue may not be an objection to a one-way road per se, but just to the direction of travel proposed in our survey.

Option 1: On balance, we agree that this junction is particularly dangerous with regard to traffic exiting from King's Avenue. We agree therefore, that making this road one-way, (with traffic heading away from King's Road *towards* Station Road), could improve the safety of the junction.

Option 2: Alternatively, if the King's Avenue / King's Road junction can be made significantly safer (by, for instance, tabling it - see below) then we would be content to agree with what seems to be the majority view - that the street should remain two-way. This would also maintain flexibility with regard to the circulation of traffic - which would be of assistance to those seeking a place to park and shop (including those travelling here from the Sidings).

Tabling

Respondents were asked for their opinions with regard to tabling the Heol Isaf / Station Road junction; Station Road to its junction with Winsdor Crescent - and the King's Avenue / King's Road junction.

We thought that these proposals would be strongly supported, since they can make a significant contribution to road safety. Generally, tabling has been shown to reduce accidents by around 44%¹ - with motor vehicles likely to travel at around 13 mph over a speed table. And, of course reducing motor vehicle speeds increases safety because:

- vehicles travel less distance before the driver can react to a hazard
- breaking distance is reduced, so vehicles can stop more quickly before a hazard
- a slower moving vehicle will exert less energy on occupants as the vehicle rapidly changes speed on impact (crashes)
- a slower moving vehicle will transfer less energy to a pedestrian in the event of a collision.

Even so, there was little support for these in our survey:

- 58% did not want the Heol Isaf / Station Road junction tabled
- 60% did not want Station Road to its junction with Winsdor Crescent tabled
- 62% did not want the King's Avenue / King's Road junction tabled.

The comments received in relation to this included:

Against tabling:

- Tabling increases pollution and wear & tear on vehicles.
- Tabling is a potentially dangerous thing for pedestrians

¹<https://www.trafficchoices.co.uk/traffic-schemes/speed-table.shtml>

- Traffic is already slow enough at this junction.
- Can you assure me that tabling does not cause damage to vehicles with frequent use? I would be going over these areas maybe several times a day. Is a 20mph speed limit not enough?
- It might take drivers' attention away from everything else going on at a tricky crossroads with a crossing right next to it.
- From research online, tabling is very expensive. The money would be better spent on improving other aspects...
- I don't think it will make a difference and it will only cost more. Children might think it is totally safe to cross.
- Danger to pedestrians by having vehicles at the same level as pedestrians should rule this out, if the cost doesn't
- With the limited budget I don't think this is a priority
- Any tabling here will increase flow down adjacent roads towards the station
- Tabling may actually distract drivers when they actually need to be more focused on the risk.

We have some difficulty with many of these comments.

We feel that road safety is more important than the cost of installing tables, wear and tear on vehicles and the possible impact on pollution levels. And, with regard to the latter point, we will soon have to migrate to electric vehicles, in accordance with the UK Government's proposed ban on new petrol and diesel cars from 2035.

In addition, even in a 20mph zone, we can expect the average speed to fall no lower than 28 mph (based on evidence from existing 20mph zones). As mentioned above, tabling reduces speeds to around 13mph - so we support moves to install tabling at dangerous junctions - and at places with numerous pedestrians (for instance, those crossing Heol Isaf to access Station Road).

Comments supporting tabling:

- Anything to keep traffic out of this area is welcome.
- Tabling would add value to the proposed traffic schemes
- Definitely
- Any and all traffic slowing measures are good.
- It would completely change the feel to that of a village - which I am in full support of.

On balance, we feel that there is merit in considering further the suggestion that tabling should be installed at the Heol Isaf / Station Road junction - and at the King's Avenue / King's Road junction. We believe that this will improve road and pedestrian safety at these junctions. We accept, however, that if King's Avenue is made one-way (as discussed above) this may weaken the case for tabling its junction with King's Road.

With regard to concerns about the cost of tabling, we note that this has been provided in other parts of Cardiff - and we are happy to ask Cardiff Council for a similar level of investment in Radyr.

With regard to the section of Station Road which leads from Heol Isaf to its junction with Windsor Crescent, changing to a one-way road will provide an opportunity to create a better balance between pedestrian and motorist use of the road. This could involve tabling, or some other design, which could promote the community value of this area. We will discuss this with Cardiff Council.

Parking

We felt sure that parking would be a contentious issue in the Station Road area. Some streets (such as Windsor Crescent) were not designed for two-car households - and the entire area has competition for car parking spaces between residents, commuters and those working at, and using, the businesses located on Station Road.

And, as mentioned above, we suspect that pressure with regard to parking will intensify as Plasdwr is developed.

Our survey results confirmed our views - with many robust responses warning against making life more difficult for residents! We found those responses to be very useful - especially one suggestion that we should look to develop the provision of restricted parking across the area - but with permits allowing residents to park without any of those restrictions applying to them.

It may also be possible to provide permits for those who work on Station Road (although we also wish to encourage Station Road businesses to make the most of the parking spaces available to them at the rear of their properties).

These are called Controlled Parking Zones in some areas of the UK (such as this one, in East Riding: <https://www.eastriding.gov.uk/environment/roads-streets-traffic-and-parking/parking/restricted-parking-areas-cpz-and-rps/controlled-parking-zones-cpz/where-and-what-are-cpzs/>)

Cardiff Council's website states that permits cost £7.50 for the first resident - and £30 for a second resident. Visitor permits also cost £30 (unless the household has no other type of permit, in which case a visitor permit would cost £7.50).

Visitor permits are described on Cardiff's website as being for short-term parking. Some residents queried where tradesmen working in their properties could park. For instance, a plumber may need to park outside a property for most of the working day - going to and from his or her vehicle to collect tools and parts. The same is true with regard to visitors staying for a long period. We will discuss this issue with Cardiff Council.

With regard to the scope of the time-restriction, it has been suggested that these should apply between 9.00am and 6.00pm (or thereabouts). It may also be possible to vary the amount of parking-time available to persons visiting the area to use local business, depending on exactly where they park. For instance, prime spaces by the shops on Station Road could allow less time than spaces further away. As such, someone fetching milk from the Co-op could park directly outside, but for a relatively short period (such as 30 minutes), whilst someone having lunch in Cicchetti's could park for longer (such as 2 hours), but slightly further away.

We are conscious of the fact that restricting parking on these streets may impact on other streets nearby. For example, if commuters cannot park all day on King's Avenue, they may park on Taff Terrace or on Windsor Road. As such, if a controlled parking zone is to be introduced in the Station Road area, we would ask Cardiff Council to consider how far it should extend around Station Road (and Radyr Station).

Another issue that was mentioned frequently was the absence of parking enforcement. We agree that, whatever parking regime is in place, it should be enforced. As such, we will ask Cardiff Council to ensure that the Station Road area is appropriately monitored by traffic enforcement officers - with regard to time-limited parking and parking on double yellow lines.

Apart from the above, the response to the survey showed almost 68% support for the bottom end of King's Road to continue to have unrestricted parking on one side (from its junction with King's Avenue to the station roundabout). Our view was that withdrawing the right to park here could increase traffic speed, with no parked cars serving as a barrier between pedestrians and motorists. We think that this stretch of road is close enough to the station - and far enough from Station Road - not to require any parking restrictions.

In addition, if King's Avenue is made one-way, we believe that more thought should be given to parking on this street. It should certainly be part of a controlled parking zone, but thought should be given to whether or not parking should be allowed on both sides of the street.

There is also a short stretch on King's Road (near its junction with King's Avenue) where it is difficult for the two lanes of traffic to pass each other. Thought should be given to restricting parking to one side only on this short stretch of road.

King's Road / Heol Isaf junction

Again, we thought our proposal that the junctions between the two branches of King's Road and Heol Isaf should be improved would be supported - since exiting this junction can be difficult, especially at peak travel times. In addition, traffic turning right onto Heol Isaf can block traffic wanting to turn left.

We were surprised to see, therefore, that 43% of respondents did not support this proposal (with 35% supporting and 22% as 'don't know').

However, nearly all of the submitted comments referred to the dangerous nature of this junction. For instance:

- The current situation is dangerous. Drivers uncertain about when to move out e.g. from Kings Road into Heol Isaf.
- Forbid traffic entering Heol Isaf from the angled junction to the right of the monument. It is positively dangerous as the driver is at an angle and cannot see clearly traffic on Heol Isaf travelling from the direction of Christ Church.
- I am absolutely convinced that there will be a terrible accident at this point unless this is addressed.
- I see and live with the dangers of this corner on a daily basis and have seen for myself several near misses involving cars and pedestrians. The principle cause of the danger to pedestrians and road users is the speed at which vehicles approach the junction when coming up from the station area.

On balance, therefore, we think we would be justified in asking Cardiff Council to consider the design of this junction with a view to making it safer.

Radyr Station approach

56% of respondents agree that there should be safer ways for pedestrians to cross the roads as they approach Radyr Station (29% disagree; 15% don't mind)

Comments included:

- Very dangerous - cars coming from new station car park or new houses often do not slow down when coming onto King's Road. It's a dangerous place to try and cross - have personally had near misses on foot
- Vehicles travel way too fast around the corner at the roundabout from the estate. There should be a zebra crossing painted on the road and speed bumps install to slow the cars.
- A crossing is needed
- The crossing point on King's Road is particularly dangerous because it is not visible to traffic approaching the roundabout from De Clare Drive.

Cardiff Council has told us that it is already considering this issue - and, based on the results of our survey, we will continue to encourage them to do so.

CCTV

49% of respondents agree that CCTV should be installed near the junction of Station Road and Heol Isaf, to deter anti-social behaviour at Windsor Gardens and Station Road (28% disagree; 23% don't mind).

Comments included:

- Excellent idea. Those doing no wrong have nothing to fear.
- Personally, I've seen very little anti-social behaviour in this area, but the installation of a camera may deter such behaviour.
- I am a great believer in CCTV - if you have nothing to hide, etc. It can be useful in fighting crime...
- I'd welcome this

There were also some doubts about the need for CCTV:

- I go to Station Road every evening and am completely unaware of any anti-social behaviour.
- I am not aware of significant problems

On balance, we think we should discuss this further with the relevant authorities, to determine whether or not they believe that CCTV would be appropriate for this location, based on their experiences in other areas.

Closing Station Road for events (etc)

The idea behind this question was to gauge how those who live in this area would feel if more use was made of Station Road as a community hub - and as a location for community events (such as the annual Christmas tree lighting event).

This was opposed more than any other proposal, with almost 80% voting against (with 10% in favour and 10% 'don't mind'). Interestingly, opposition was highest on King's Road (91%) and Windsor Crescent (86%) with Station Road residents recording 67% opposition.

Comments included concerns about increasing traffic on other roads, rowdy behaviour, the impact on businesses with people unable to park on the road - and, simply: 'no need for this'.

Although these results are interesting, there are no firm plans at present to close Station Road for anything other than the Christmas event. It is useful to know, however, what residents concerns would be should any other events be proposed.

Widening the pavement between Slice and the Radyr Tap

This was opposed by 49% of respondents (31% were in support, 20% 'didn't mind')

Comments included concerns about noise and antisocial behaviour; making it harder to drive along this stretch of road; Slice and the Tap being inappropriately located - and the proposal leading to fewer parking spaces.

One comment referred to our Welsh weather restricting socialising outdoors!

Others, however, liked the proposal:

- Absolutely. This would allow the possibility of welcoming, for example, pop-up market stalls.
- If workable with traffic and parking needs
- That would look lovely

This issue is a reminder of the need to secure a balance between the needs of those who live in this area and the needs of those who use our local businesses. This could be considered further, pending the outcome of other decisions, including whether or not Station Road is made one-way.

Windsor Gardens

The option of altering Windsor Gardens to provide additional parking space gained very little support (30% in favour as opposed to 60% against - with 10% 'don't mind').

We are happy to abandon this idea - especially if a controlled parking zone could be introduced.

Zebra crossings

We were pleased to receive a suggestion from a group of residents that a zebra crossing should be installed on Station Road, especially given that Cwrt Bryn Teg is home to a large number of elderly residents. Such a crossing would provide them, and other pedestrians, with a safe way to cross Station Road. We support this idea.

The same group of residents expressed concern about the proposed alteration of the Pelican crossing at the Heol Isaf / Station Road junction into a tabled zebra crossing (ie with no push-button controlled traffic light).

They would prefer the Pelican crossing to remain, but have no objection to the crossing being tabled. They were particularly concerned about this, given the number of children and young people they see using the crossing, as well as elderly people using it on their way to church or the health centre.

Cardiff Council has explained that the rationale for a zebra crossing is that, with tabling - and with a 20mph speed limit - the crossing should be safe enough just as an ordinary zebra crossing. This would enable pedestrians to approach the crossing, wait for approaching cars to stop - and then cross. At present, pedestrians have to wait for the light to change. Cardiff's view is that a zebra crossing would give more priority to pedestrians (who could 'turn up and cross', rather than 'turn up, wait - and then cross'). However, given residents' concerns, we will discuss this further with Cardiff Council.

Some residents also suggested the need for a zebra crossing for King's Road, near its junction with King's Avenue. That would make for a safer crossing, whilst also encouraging drivers to proceed with caution. We support this suggestion.

The response of Station Road Businesses

The limited discussions we've had with Station Road businesses (the Radyr Tap, Slice and Cicchetti) suggest that they support these proposals. Some concerns were expressed about the fees imposed by Cardiff Council for placing tables and chairs on pavements - these could prove to be a disincentive to enhancing the services they could offer to customer.

Cycling

Some respondents raised the impact of any changes to the Station Road are on cyclists. We noted above the limited number of cycle racks - and would support installing more. We also supported the installation of the Next Bikes station. We will discuss with Cardiff Council how best to ensure that cyclists approaching Station Road from the station area will not be disadvantaged by any one-way system.

Apart from this, we will be working with Sustrans to develop a cycling strategy for Radyr and Morganstown. We will draw their attention to this paper.

Conclusions

- A majority of respondents agree that the **Station Road area needs to be improved.**
- **Station Road should be one-way** along its entire length.
- (But if the advice from Cardiff Council is that the mid-section of Station Road could be two-way, then that option should be considered).
- **Winsdor Crescent** should remain two-way.

- **King's Avenue option 1:** this could be made one-way (with traffic heading away from King's Road towards Station Road). This could improve the safety of the King's Road /King's Avenue junction.
- **King's Avenue option 2:** Alternatively, if tabling the King's Road /King's Avenue would make the junction significantly safer, then King's Avenue could remain two-way
- **Tabling should be installed** at the Heol Isaf / Station Road junction and the King's Avenue / King's Road junction.
- (However, if King's Avenue is made one-way this may weaken the case for tabling its junction with King's Road).
- the section of **Station Road** which leads from Heol Isaf to its junction with Windsor Crescent should be redesigned to create a better balance between pedestrian, cyclist, motorist and community use of the area.
- **A Controlled Parking Zone** should be introduced for the Station Road area, with permits allowing residents, their visitors and tradesmen working in their homes (as well as those who work on Station Road) to park without any parking restrictions applying to them.
- The bottom end of **King's Road** should continue to have parking on one side, with no parking restrictions.
- **Station Road businesses** should make the most of the parking spaces available to them at the rear of their properties
- The Station Road area should be appropriately monitored by **traffic enforcement officers** - with regard to time-limited parking and parking on double yellow lines.
- Cardiff Council should be asked to consider the design of the **King's Road / Heol Isaf junction** with a view to making it safer.
- We will continue to encourage Cardiff Council to make the **pedestrian approach to Radyr Station** safer.
- We will discuss with the relevant authorities whether or not they believe that **CCTV** would be appropriate for Station Road
- A **zebra crossing** should be installed on Station Road
- We will ask Cardiff Council to consider residents' concerns about altering the Heol Isaf / Station Road **Pelican crossing** to a zebra crossing
- A **zebra crossing** should be installed on King's Road.
- The needs of **cyclists** should be considered.

Next steps

We will discuss the above with those who would be directly affected by any changes (i.e those living on Station Road, Windsor Crescent, King's Road, King's Avenue and a small number of houses on Heol Isaf).

Depending on the outcome of those discussions, we will then consider consulting with the wider community. That consultation would include a public meeting.

*Radyr and Morganstown Community Council
March 2020*

Annex A

Station Road Survey Questions

These were the key questions asked in the survey:

- Do you think the Station Road area needs to be improved?
- Should Station Road be one-way along its entire length?
- Should the Station Road / Heol Isaf crossroads be tabled?
- Should Station Road be tabled from its junction with Heol Isaf to its junction with Windsor Crescent
- Should Station Road have time-limited parking (to allow enough time to shop or dine - but not to park in order to catch a train to work)?
- Should the pavement between Slice and the Radyr Tap be widened, to provide more room for tables and seating?
- Should Station Road be closed to traffic at peak 'social hours' (eg Friday evenings in the summer) from its junction with Heol Isaf to its junction with Windsor Crescent?
- Should a CCTV camera be placed near the junction of Station Road and Heol Isaf to deter anti-social behaviour at Windsor Gardens and Station Road?
- Should Windsor Crescent be one-way along its entire length?
- Should the northern end of Windsor Crescent consist of a mix of residents' parking and unrestricted parking?
- Should the end of Windsor Crescent closest to Station Road have time-limited parking (to allow enough time to shop or dine - but not to park in order to catch a train to work)?
- Should King's Avenue be one-way?
- Should parking on King's Avenue be restricted to one side only?
- Should parking on the top end of King's Road and the whole of King's Avenue be time-limited?
- Should the top end of King's Road (from its junction with Heol Isaf to its junction with King's Avenue) have parking restricted to one side only?
- Should the bottom end of King's Road (from its junction with King's Avenue to the roundabout) continue to have parking along one side, to help slow traffic - and provide a barrier between pedestrians and traffic?
- Should the King's Avenue / King's Road crossroad be tabled?
- Should the junctions between King's Road and Heol Isaf be altered, to improve safety with regard to traffic moving between King's Road and Heol Isaf?
- Should there be safer ways for pedestrians to cross the road at the approach to Radyr Station?
- Should the pavement on Windsor Road, next to Windsor Park, be removed - with a small section of the park used to create angled parking?