

PROPOSED PEDESTRIAN CROSSING GROESFAEN SUMMARY

Comment	Response
<p>I am pleased to see a crossing at last. However, I suggest that it should be in line with the lane that leads to the village playground that is a few metres to the east.</p>	<p>The location of a crossing has to be based on road safety grounds. Local Transport Note 2/95 provides clear guidelines for local authorities when considering the installation of pedestrian crossings. This includes a minimum clear visibility to the crossing and in order to meet with this requirement it is not always possible to locate a crossing at a location preferred by residents. Moving the crossing further east would reduce the clear visibility distance to below the minimum required to the detriment of road safety.</p>
<p>There is a great need for double yellow lines on both sides of the road at the junction of Y Parc with the A4119.</p>	<p>There are no proposals to introduce waiting restrictions in this location at the present time however, a request for waiting restrictions will be added to a list of potential schemes to be included in a future capital works programme.</p>
<p>Consideration must be given to providing off-road parking for residents who, at the moment, have to park along the A4119 where the crossing is planned.</p>	<p>There is no onus on the council to provide parking opportunity for residents. It is the vehicle owners responsibility to find a safe and legal place to park. Residents would need to approach the owners of any privately owned car-park should they wish to use the facility. Further the Council does not have the funding to purchase land in order to create car parking for residents.</p>
<p>Not sure how adding hatching either side of Y Parc will improve matters as the main issue exiting Y Parc is the wall to the right of the junction which limits and blocks the view up the road.</p>	<p>The hatching will allow the Give Way marking to be brought forward increasing drivers visibility to oncoming traffic.</p>
<p>Why reduce the width of the carriageway. I am concerned about essential parking on road.</p>	<p>A carriageway width of 3m will be maintained in each direction which is sufficient to allow vehicles to pass a parked vehicle albeit they may have to wait for a gap in traffic travelling from the opposite direction. However it should also be noted that vehicles should not park where they could obstruct the free flow of traffic.</p>
<p>Removing the speed camera at that point was a bad idea.</p>	<p>The fixed camera has been replaced with average speed cameras which encourages drivers to maintain a constant speed along a greater length of highway.</p>
<p>Can I also bring to your attention the speed at which traffic enters the village after leaving the dual carriageway by The Castell Mynach at 60 mph ! Upon approaching the 30 mph signpost on entering Groesfaen Village, speeding occurs.</p> <p>If there is anything that can be done in this circumstance to make the A4119 safer for all users at both ends of the village.</p>	<p>Amending the speed limit here is beyond the remit of the scheme.</p>

<p>There is an issue of the positioning of drop kerbs at Y Parc to facilitate crossing by wheelchairs and prams/buggies. The siting of the present dropped kerb arrangement guides the pedestrian to cross right alongside the main traffic flow at the widest point. The dropped kerb position at this junction should be similar to the dropped kerbs at the Penygroes junction, set well back from the main road.</p>	<p>It is beyond the remit of the scheme to adjust kerb lines and there is not sufficient funding for the scheme to allow for this.</p> <p>However, bringing the give way line forward will have the effect of increasing the distance between pedestrians and passing traffic.</p>
<p>Equally important issues relate to the stretch of Peterston Road that is behind The Paddocks - from the A4119 to Nant Coslech. In particular:</p> <p>The 'boy racers' and others who rev up their engines and 'floor' their accelerators as they come off the A4119 pose serious safety risks to local pedestrians - including the elderly, infirm, children and animals. Speed restrictions and resurfacing of this road are essential.</p>	<p>This is beyond the remit of the scheme. However, noisy exhaust systems, excessive speed, reckless driving and so on are all examples of both poor driver behaviour and anti social behaviour which are matters for the police. While the council have no powers with which to address it, initial discussions have been held with the police with the intention of carrying out targeted operations. The comments regarding the road surface will be passed to the Highways Maintenance for consideration.</p>
<p>No provision has been made for a second crossing between the bus stops at the top of the village. This crossing should also be provided.</p>	<p>The provision of a second crossing is beyond the remit of the scheme.</p>
<p>There should be traffic calming measures and 20mph limit throughout the village.</p>	<p>There are no proposals to introduce traffic calming measures at the present time. However, while there are no plans to reduce the speed limit through Groesfaen at the present time, there is a Welsh Government initiative to introduce a default 20mph system across Wales which will be rolled out in the next few years.</p> <p>This initiative will see, with some exceptions, current 30mph on urban roads automatically reduced to 20mph.</p> <p>There will be a requirement to assess existing 30mph speed limits across the borough against a criteria which will include consideration of property density over a distance.</p> <p>Groesfaen will be included in the assessment which will be commencing in the near future.</p>
<p>There should also be a weight restriction applied to the road</p>	<p>Given that this is an A road and is able to accommodate vehicles of all sizes, there is no justification to introduce a weight limit.</p>