



# **Draethen, Waterloo & Rhydri/ Rudry: Developing a community strategy**

November 2010

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## Introduction

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This brief commission is facilitation, by community regeneration consultants, of the expression of concerns and aspirations for the community of Rudry, under the umbrella of the DWR (Draethen, Waterloo and Rhydri/ Rudry) Community Council.

The intention (and budget) was to prepare a summary of key issues that identify and perhaps begin to synthesise a strategy for future 'built environment' initiatives for the three villages and their neighbours in nearby hamlets and farms.

So this is not a report - more intense study is required. What is achieved here is a bringing together of expressions and discussion from the community - and there is certainly a considerable degree of consensus.

After our introductory comments, we present the main themes and recommendations firstly interpreted (by us) into the main conclusions. This is presented village by village and, with each, we have appended the comments from the day, as they came to us but sorted into an approximate topic order. So, each village has its own collection to work on. These comments are summarised in Appendix 1 at the end of the report.

## From the consultants

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We at Trilein found the day most constructive and positive and are certain that there is a sound basis on which the community can progress some of these matters.

Our experience in this type of community development ensures that we have no illusions about the task ahead, not least in the current financial climate. But we can assure you that the well-attended, lively and enthusiastic discussions that took place on the consultation day are as good a footing as you can hope for.

We certainly support the general thrust and much of the detail of your conclusions and would enjoy providing continued support to pursue them. Your desire to move with the times yet preserve the rich qualities of your local rural environments against undue pressures, not least from motor traffic, is certainly worthy and very much within our professional horizons.

## General points

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A successful consultation day took place on Saturday 6th November at the Rudry Village Hall. Approximately 60 villagers turned out from the three villages. Healthy discussion forums ran all afternoon for each.

Draethen was the best attended, with around 20 residents at the table for much of the afternoon; Rhydri had a steady changing core of six or seven, and a valuable range of inputs, including older people, parents and drivers.

Waterloo was least well served, with perhaps 10-15 participants in total, but nonetheless generated relevant comments and discussion.

There is little doubt what the pressing themes are for the communities. Everywhere it is traffic speeds, pedestrian safety and the need for roadway respect for rural communities. In addition to traffic issues in Waterloo, there is also major concern about the potential impact of the likely housing developments. It is clear that the community does not feel that its concerns, not least regarding traffic issues, are being taken on board by the Local Authority.

There are approximately 115 comments from the discussion in addition to our notes and observations. 80% of these comments were traffic and motor vehicle related. There is not much doubt about the issues.

## General traffic issues

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This summary deals with the three main communities but we should also register that there are also concerns about traffic on the country lanes, often just single track roads, which are used as 'short-cuts' to the M4. The road from Maen Llwyd to Cardiff Gate is a typical example. It is recommended that this road is designated for 'local traffic only', 'unsuitable for heavy vehicles' and 'no through road' For the period of the installation of such signs, it is proposed that it is indeed a no through road (say for one month). Also, measures should be pursued to block that route on 'sat-nav' mapping systems as it is being shown as a recommended through route for all vehicles. It is clearly unsuitable.

Similar traffic and speed concerns were raised for the Rudry Road and the Cefn Porth Road

Measures similar to those described below for the Monte pub in Rudry are also to be considered for the Maen Llwyd, where extension of surfacing onto the road, tables and chairs (and some bollards of course) should make the road single lane and 'give way'. Surface work also needs to be carried out at that junction to slow drivers down in the vicinity of this area.

In the first instance, the County Highways department should be asked to pursue and resolve the sat-nav issue.

Secondly, there is a legitimate desire to have all three villages and the additional junction settlements at the school and Maen Llwyd designated as 20mph zones. Further, much of the whole area is seen to be worthy of 30mph designation as there is sufficient local pedestrian and cycle activity to justify this. For the record, there is no statutory requirement to have street-lighting within 30mph areas. However, if there is no street lighting, then 'repeater' signs are required every 250m. These matters can be the subject of consultation with Highways

The community has no illusions about the role of speed control designations and their enforcement but it rightly seeks recognition that traffic flows and speeds are often wholly inappropriate for this area and speed designation would be a valued first step.

Nonetheless, it was felt that specific measures within each community are necessary. In general, these are conceived to be environmental initiatives and village enhancements that will also calm traffic rather than statutory signage and road markings. This approach was overwhelmingly adopted by the attendees and, at the request of the sessions; the following summary is presented as a basis for further consultation within the communities and with the statutory agencies.

It was also agreed that, whilst communities should pursue measures to modify driver behaviour in each village, a unified approach to County Highways and Local Politicians should be maintained with a view to seeking an overall response that does not result in 'off-loading' traffic from one road to another.

If traffic is to be re-directed, which it probably will, then likely recipients, such as in Draethen, close to the A46 connection, must have measures in place to ensure that any increase in traffic activity is constrained by physical impediments to inappropriate driver behaviour. In the longer run, the objective is to re-establish the village character of local communities and, together, make the current 'short-cuts' much less attractive as rat-runs and much more attractive to locals and passers-by, to the extent that they may like to stop and have a beer or a cream tea.

It is the explicit intention of the consultation to create conditions within the DWR area that discourage the view that short-cuts and rat-runs through these local roads will save time. Traffic calming will, in part, make rapid short-cuts unlikely. The solution to high speed and volumes of traffic should not be seen, under any circumstances, as a matter that can or should be resolved in the rural lanes of Rudry.

## Rhydri

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This section provides a summary of measures to be further explored in Rhydri village, in addition to 20mph designation discussed previously:

- Road narrowing, pinching and a single lane give-way entrance to the village on the Pentwynngwyn Road approach, closely followed by some form of landscaping, monument, surface change or the like to break the movement line of incoming traffic at the Garth Lane junction, currently designed as if the bus turning was the only consideration. This space needs to be closed down considerably.
- At the Monte – in consultation with the landlords, develop a scheme to extend the pavement frontage of the public house on to the road, change surfacing and make provision for seating there.
- Traffic needs to be ‘give-way’
- Resident parking to be consulted on and resolved as part of this exercise.
- Further pavement extension at the bus-stop to permit direct access to buses (traffic to stop whilst bus is at stop). This pavement extension to be part of environmental measures to be used to structure parking spaces.
- Surface changes and lane narrowing on road at car-park and play area.
- Similar surface changes and other possible interventions at the East end entrance (at the junction with the back lane) and initial traffic calming measures at a suitable point at the village entrance there, probably by the lanes junction about 100m east, and or at the lane to the pond.

It is also proposed that the community undertakes landscaping works on the greens on Starbuck Street, perhaps extend some of the garden/ planting towards the road (as a traffic calming measure) and perhaps use planters (or the like) on the other side of the road to help designate parking spaces and protect cars.

### Other measures to be considered

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- Speed control on back lane, or
- Closure of the lane, at a central agreed location, to prevent through access.

## Waterloo

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This section provides a summary of measures to be further explored for Waterloo, in addition to 20mph designation.

- ▶ New development – there is no conviction in the community that there is any substance in the County Highways’ view that there will not be a substantial increase in traffic towards the villages and the M4 connections.
- ▶ Clear signage is required at the Rudry/ Waterloo exit off the Newport Road that this route is unsuitable for heavy vehicles. Preferable it should be for ‘local traffic only’
- ▶ County Highways department should be asked to pursue and resolve the sat-nav instruction that encourages M4 traffic onto this road.
- ▶ Planning Gain Section 106 matters to be the subject of detailed consultation with the local community, including representation from the three villages and the DWR CC
- ▶ In addition to criteria in relation to the proposed school, there is a range of (undemanding but critical) design framework matters to be considered. These include:
  - The development must demonstrate its contribution to the integration and improvement of village integrity in Waterloo
  - The ‘main road’ is to be developed as a village street with homes facing the street
  - Every effort should be made to incorporate a ‘village store’ or the like into the scheme, certainly on the main road and as close to the existing community as possible
  - There are to be fronts of homes facing the river with a ‘homezone’ type shared surface streetscape encouraging and linked to walking routes along the river.
  - [Similar consideration should be given to the culvert at the south end of the site.]
  - There is to be a requirement for a Sustainable Urban Drainage System (SUDS) on the site, integrating with existing water courses and incorporating water-treatment (anti existing pollution) measures as necessary
  - The street structure in the depth of the new development should minimise walking distances to the existing community. Cul de sacs are to be discouraged
  - The community requirement for rural treatment of Main Street and watercourses implies a minimum of three development entrances onto the main road (as one might expect in a village of such size). At these junctions, the community expects to see modern traffic calming measures, with changed surfaces and levels, highly pedestrian friendly, tight visibility, etc. and designed to support the pedestrian character of the emergent village. (Intense application of Manual for Streets 2 and more.)
  - [These are just initial criteria based on site inspections and the consultations; clearly, more detailed criteria can be established on a more measured inspection. We, as urban designers, do not anticipate

many other major criteria, except perhaps as they relate to issues of local identity, density and street form, but these are presently of lesser consequence to the fundamentals of the scheme.]

- ▶ A focussed study should be undertaken of the bend at the bottom of the existing village (by the village sign) to examine how the integration of local features and the new development will benefit the existing community
  - (Study to include, possible site for shop, street routes, frontages, preservation of local natural environment, links into the local walking network paths, integration of old and new. We are concerned that the corner site on the 'land available for 9 new homes' has reportedly been sold without consideration of these matters.)
- ▶ Interim traffic calming measures including pinching and give way to be developed at the current Waterloo village sign
- ▶ Bus stop and bus shelter suitable for rural environment
- ▶ On the road before the river, fence or something to stop fly-tipping, back right into the trees

## Draethen

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This section summarises the measures to be further explored in Draethen, in addition to 20mph designation.

Re-establish the village's 'ownership' of the main road by creating conditions where pedestrians, cyclists and slow moving motor vehicles have at least equal status with through traffic – this to be achieved by a range of 'environmental' measures that will function also as traffic calming. Such measures and initiatives to be considered as a whole (rather than one by one) with a view to a sequence of initiative that together will contribute to the reduction of traffic speed through the village. Initiatives being considered include:

- From East (A46) – consolidation of the valuable role of the bridge in slowing traffic at the entrance to the village. [Ideally, villagers would like the restoration of the old bridge but this may be a heritage Lottery matter, following consultation with County Highways.]
- Immediately after the bridge, measures to be introduced to maintain the 'give-way' requirement on incoming traffic, such as pinching at the public footpath entrance/ exit, surface change, landscape work and pinching at the residential entrance
- A further measure, approximately half way up the hill and again just before the built up village, such as a pinching with flowers, shrub or tree to also give some protection to pedestrians who are otherwise vulnerable on that difficult stretch
- Surface changes, planting and garden/ landscape work at junctions through village and by the 'greens' to narrow road widths, and where appropriate help to define parking areas and protect pedestrians
- At 'North Lane' junction (by Old Brew House) traffic calming perhaps utilising the flowerbed to extend into the street and again help delineate parking there
- Similar initiatives to help delineate parking (where it already occurs) on that north side of the road. (Good for parking; good for traffic calming
- Look to Opening parts of the wall and changing road surfaces there as further discouragement to drivers.
- Similarly at the Square, including an opening to and from the park. Cars/ drivers have to be restrained, not local pedestrians and children.
- In short, a detailed design exercise is required for 'the square', perhaps even to make it into a square! Elements to be considered, in addition to the wall and the excessive turning radius, include; the space inside the wall, with the new(ish) tree; the 'triangle' on the way west; relocation of the post-box and telephone box, further consideration of on-street parking there and improvement to access to the Hollybush. Plenty of good ingredients to work on.
- There was also constructive discussion to give consideration to the hedging and boundaries that separate the village from its main road (e.g. at 'the other' green)
- Consideration to convert land at rear of Nant y Felin for residents' parking
- And moving back the hedged boundary of a house there (currently available) to allow some re-modelling of parking and pedestrian movement on the street.
- Measures at the west end of the village, as the built area begins, to pinch, require give-way and reduced speed to incoming traffic

## Appendix – Consultation comments

### Rhydri Village

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Sorted by topic/ theme

Rhydri additional comments from previous Open Day (Fair)

Paint ‘slow’ markings on road outside school on all approach roads

“Snail’s pace” signage (20mph) from Maen Llwyd through to end of Rudry Village

One-way system - stop the rat-run to M4/ Cardiff etc.

Prioritise Traffic Flow

Widen paving outside of pub (Monte) to slow traffic

East entrance:

- near sign for village; restrict width to one car
- speed bump on rear lane either end and behind Pub.
- speed bumps on road at east end or
- raising sections of road and cobble them

Obstacles to slow cars:

1. At east end near car park/ play
2. At large junction with Garth Lane/ Back Lane at west end
3. Narrow road before entrance to main village at east end.

Traffic speed measures at:

- Maen Llwyd Junction
- Proposed School
- Current School Junction
- Big Plant pot idea (Planters)

Cameras through Village

20mph through village

School junction - volume of traffic and speed. 20mph zone here.

At east end lane? Large rocks or landscape track by pond to stop kids coming out on to road too fast

Work to bus-stop in village - improve for pedestrians v parking

30mph in whole area, including connecting roads; 20mph in villages

Reopen path by Post Office/ pub for access from sheltered housing to PO and Bus stop etc.

Issues in back lane? Cars v children’s play v refuse collection etc.

Unsuitable road for HGVs and commuters

Can local children walk to school safely? No.

Can people walk around roads safely? No.

Flashing speed warning signs on every road.

Concern about use of Rudry as a cut through to Cardiff for M4 after additional 500 houses built at Waterloo

Lines on car-parking to designate spaces clearly (concern about not maximising parking spaces due to cars taking up too much space)

Current police speed checks are at wrong place and at wrong time!

Open up footpaths in all areas

Grass Cutting

Need shop and Post Office.

Put a toll gate at the end of Rudry Village, charge £1

Bring Natural gas to village

More Housing!

Provision for a Community Garden

## Waterloo – consultations comments

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Sorted by topic/ theme

Negotiate with planners/ developers to give money for school to become shop and PO and Environment Centre

30mph for whole RCC Area - not just the villages

Problem with Sat-nav as it directs traffic to the unsuitable Cardiff Gate - Rudry road

Need traffic sign from J33 - limit use, no through road, local traffic only.

These roads (Lisvane and Cefn Porth Road) need measures to reduce traffic and speeds

New Development

Requirement for SUDS (Sustainable Urban Drainage System to existing water-courses (including improvements to culvert)

Waterloo - Caerphilly - new development: According to surveys, 70% of traffic towards Caerphilly after development. Need new bridge by BP garage to take the traffic in the opposite direction without loading the lanes

Suggest a sign (no access for HGV) coming from the main road through the village

White lines on road to keep cars on correct side of road.

Road (to be made) not so obviously a main road (as was) to factory site.

Narrowing before dangerous corner (before rise into village

Narrow bridge over culvert - it does flood and would slow traffic.

At bend: calming measures (by sign) more flowers etc. including inclusion of reference to important lane for walks

White line repainting on roads leading to and through village

Indications that you are entering a village

Speed de-regulation sign in silly place. Traffic speeds up and races through woodland

Better signage for speed limits

Road signage at edge of area indicating - horses, single track roads, cyclists etc. for 8 miles!

Bus stop and bus shelter suitable for rural environment

No centre! Focus for community

Information box to show street map, walks, areas of interest

On the road before the river, fence or something to stop fly-tipping, back right into the trees

Trethomas(?) to Cardiff - Lanes are known to be quicker route to Cardiff via junction 30

Trethomas to Newport: It is quicker to go through the lanes to Cardiff Gate around motorway for Newport than through Bassleg (?) during rush-hour.

Caerphilly Basin to Cardiff: Lanes are known to be the quickest route to Cardiff via Junction 30

Toll Roads!

New bridge joining new waterloo development to Trethomas

Community website is out of date. Simpler Site but with frequent up to date postings would get information to more people.

Our Notes

Traffic is a holistic matter for all the villages together (local initiatives and area wide approach)

## Draethen – consultations comments

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Sorted by topic/ theme

Good

Conservation area

Pub could be a real asset and focal point to the community - could be more than just a public house.

Community allotment and community farm shop in derelict building in Hollybush car park? And Ruperra Information building

Make the triangle bigger

Mirror by entrance to playing field

Company vehicles fastest.

Connect with drivers to get a relationship (Eye-contact/ less road signs/ make drivers aware of environment)

Sat-nav sign. Need one?

Speed reduction incorporating parked vehicles.

No speed bumps - but traffic calming needed in consultation with conservation officer/ departments

Physical improvements to bridge - other structures to reduce speed?

Start speed limit from bridge (NE)

What type of traffic calming? Cameras? [Oh no!]

Short cut at peak times? Most drivers regular or not?

Need pavement (or safe provision for pedestrians) from bridge to village

Need 30mph to 20mph strategy - for 20mph through village

Make obstruction to slow traffic down on junction at square

Flowerbed at North Lane (by Old Brew House) to be focus for traffic calming measure possibly extend into road and also use to delineate parking that side.

Review hedging and boundaries on main road – e.g. at ‘other green’

Change surfacing at centre square

Land behind Nant y Felin - convert to parking for residents

Area by entrance to Hollybush (the square) - change road surface appearance; centre of village; reclaim the space.

Get police and village children to ask drivers why they speed. [Answer? Because they can!]

Community Policing

Install natural gas!

Improve children's playground - village park.

Barriers going into Hollybush! ???

Motorbikes racing through village - especially on a Sunday.

Remove tree at square (and improve that area)

At centre - restore old direction finger signs

Remove hedge on green?

Flower pots (Planters?) etc. centre of village - Hollybush

Restore areas around 'the square' and the 'triangle'; renovate the triangle including (e.g.) moving post-box and telephone box to there. And improvements to community space.

Move hedge back (at 'The Row?') to enable parking and footpath

West end - 20mph from house (and 30 from earlier)

Make more of footpaths, cycle paths and history of are, including Ruperra Castle/ Coed Ruperra.

On East road

Reflective plastic bollards knocked down on bend, need restoring

A visibility mirror on bend?

Speed and size of large agricultural tractors - with huge trailers on corner and abridge

Move the ugly sewage pipe from across the river

Think Village!

Enhance overall look of village - undo ugly signage.

Restore ancient bridge. Parapets in storage?

Old style street lighting

### Other Comments

Road parking at Maen Llwyd pub

Cars parked by roadside cause people getting on and off bus to have to step into the busy road. Could there be a car park and then stop cars parking on

road. Causes same problem for school bus? (I think this refers to Monte pub in Rhydri)

Toll booth to be installed for village with pass/ token for residents but make visitors pay toll, which can be used to maintain the road

Access only roads? Toll? Installed with voucher system for residents; money from outside to be used for maintenance.

## Contact details

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