

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	Explanation of various options well explained. Thanks.	Received with thanks.			Paper	6030558	#####
1a	<p>Firstly, a couple of points on how this info has been presented. You've referred to Court Street as Courtland Street through the options papers which proved confusing as we were confusing it with Courtland Terrace which leads onto Windsor Road. Also, by not providing a key for the maps, this also meant weighing the options up more challenging. I've selected the option where the traffic goes 2 ways on Church Street; however, this is already the case - traffic doesn't switch to one way until it reaches Union Terrace/Courtland Terrace. I believe ALL of the options would have a negative effect on Windsor Road. The volume and speed of traffic on this stretch of road is already a concern for residents and there is already a big issue with traffic travelling the wrong way up what is currently a one way street (often at speed to avoid being caught). Some of the changes proposed would greatly exacerbate this and, as you suggest, people might use this as a short cut to avoid traffic build ups. There is also a risk that traffic coming across Courtland Terrace or down Dickie's Hill would travel at speed down Alma Street which is not only steep but has a difficult exit onto Twynrodyn Road (Twyn Hill). This already carries risks in icy/snowy weather. Additionally, there is a significant camber to Milton Terrace/Windsor Road which often takes motorists by surprise as some cars have difficulty maintaining their line - particularly in bad weather (ice, snow etc)</p>	<p>The references to traffic effects in both Court Street and Courtland Street were checked as a result of this comment and were found to be correct although Courtland Street is, as stated, more accurately described as Courtland Terrace. Consideration was given to adding to the FAQ's to clarify this and draw attention to the keys in the bottom right corner of the maps which, on screen, needed to be scrolled into view. However, the social media community had already responded with advice on this. The comments were borne in mind at the public drop-in sessions but, possibly because the maps were visible in their entirety, queries on these two points did not arise. One other query was raised on the question of Church Street having both single and two-way traffic.</p> <p>Traffic levels on Windsor Terrace have been a particular concern in the development of the options put forward for inclusion in the air quality action plan. Option 2 and, to a lesser extent 3, are expected to have the greatest impact and were modelled to show their likely effects on air quality. Option 1 is expected to lower the volume of traffic reaching the junction of Courtland Tce., Windsor Tce., Alma St. and Dickies' Hill (St. Tydfils' Ave.) but some drivers will seek to avoid the diversion by travelling down Queens Road and this may increase traffic levels on Windsor Tce. Although it is not possible to predict how many will do so it is an issue, along with the risk to Alma Street, for which control measures have been considered.</p>			On-line	6030449	13/04/2018 20:56

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	For future traffic problem, better to have option 1B. I am affected by the traffic every day as I am living in bottom of Twyn.	Option 1b, and 1a, are both designed to benefit the whole of Twynrodyn Road rather than just the section between Windsor Terrace and Queens Road.			Paper	6030660	#####
1b	Hope it dont take 18months to put it back to the 2 way system.	Reverting Church Street to permit 2-way traffic should follow the proper assessment of the effects of the change made to the High Street. Work on this is currently expected to commence in the first quarter of 2019. For reasonable accuracy, NO2 measurements should include a minimum of three months' winter monitoring. If these could be obtained at the start of 2019 work on Church Street could commence later in 2019. If not, work on Church Street may be delayed until 2020.			On-line	6030162	22/03/2018 21:04
1b	How long will this take????	Please see the Action Plan for details.	Y	Y	On-line	6030734	#####
1b	How would options 2 and 3 help anyone?	Options 2 and 3 meet the mandatory requirement to improve air quality to national standards for the protection of the health of the residents of Twynrodyn Road. However, although they also provide some other benefits they cause significant adverse effects elsewhere.			Paper	6030713	#####
1a	I am a regular visitor to Queens road, it is unthinkable to allow a main flow of traffic through this already narrow and congested route.	Observations on traffic agreed.			On-line	6030575	#####

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
2	I believe the reversal of traffic up Pontmorlais will have a catastrophic impact on the businesses if lot of Council and HLF monies have been spent on regenerating the area and this could be detrimental to all the investment and work. I believe creating an access into Castle Yard would be beneficial as it would provide access to large scale parking for the Pontmorlais businesses, allow easier closing of the road for events at Penderyn Square and ease the pressure on Tesco roundabout.	<p>Various options for altering traffic flows in the High Street, Glebeland Street and Church Street were considered in preparing the draft Action Plan and all those having clearly detrimental effects on local residents and traders were rejected. Of the remaining few, the two involving the reversal of traffic flow on the High Street, in combination with maintaining the flow through Glebeland Street, offered potential advantages over the existing arrangement which had been suggested by some to have caused problems to traders since its introduction.</p> <p>The reversal of the direction of traffic flow on the High Street has been recognised as necessitating changes to the car parking arrangements in the area as access to the existing car park at the Circus will be affected. Various options have been considered already. As mentioned above, we have no definitive means of predicting the effect of re-opening of Castle Street to permit access to Castle Yard and if this were considered viable it would need to be trialled to establish its effects on other parts of the road network.</p>	Y	Y	Paper	6030663	31/05/2018 16:23

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	I don't think that any of the solutions presented will tackle the main issues. * Traffic at Tesco Roundabout will not decrease and there may be more queuing with traffic if 2 way traffic is allowed along Church St and Pontmorlais. The issues arose when traffic was prevented from turning into Castle Street from Pontmorlais and Church Street/High Street because of the creation of Penderyn Square outside of the old town hall. If that road was opened up M-F between 9am and 5pm, there would be less traffic at the Tesco roundabout and subsequently air quality would improve. Why wasn't this option considered especially as the bus station is likely to be moved to the old police station/Hollies Health centre site.	Air quality data does show a rise in traffic flow corresponding with overall changes in the town centre road network but the resolution of the monitoring technique is not sufficient to show the effect of particular road changes. The precise effect of the creation of Penderyn Square is therefore unknown. The 2018 ANPR data shows a high volume of High Street traffic travelling direct to the Rhydycar roundabout. This is thought to be avoiding the junctions leading to the gyratory system. If so, the re-opening of Castle Street as described could well have a beneficial effect. However, since the scale of the effect is highly dependant on driver behaviour it is not possible to predict whether the traffic reduction at the Tesco roundabout would be sufficient to produce the required improvement in air quality on Twynyrodyn Road. The suggestion would therefore have to be trialled to determine its benefits.	Y		On-line	6030379	09/04/2018 15:20
3	I HAVE ONLY CHOSEN AN OPTION IN THE PREVIOUS QUESTION AS IT WAS COMPULSORY. I DO NOT BELIEVE THAT ANY OF THESE OPTIONS ARE WHAT IS NEEDED, IN FACT OPTION 3 ONLY RE-DIRECTS TRAFFIC BACK TO THE SAME POINT AS PREVIOUSLY AND WILL ONLY CAUSE ISSUES IN OTHER AREAS. DRIVERS HAVE BECOME USED TO USING A PARTICULAR ROUTE AND IT WILL BE DIFFICULT TO CHANGE THAT ROUTE. DISAPPOINTED WITH ALL OPTIONS	Observations on Option 3 are agreed. This option improves the air quality for the residents of the part of Twynyrodyn Road where the air pollution is at its highest but it is not expected to produce significant improvements elsewhere.			On-line	6030755	08/06/2018 08:52

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
2	I live on Twyn Hill and reducing speed of traffic will be welcome by adding the chicanes. Option 3 will increase local traffic for all the residents requiring access to the car park behind Alexandra Terrace and on Gylfach Cynon as no other access but Twyn Hill will be available if option 3 was used. We all try to avoid using Twyn Hill and there are 2 other alternatives at the moment. Option 3 would remove them leaving us with only Twyn Hill. Not an acceptable option as this penalises us and increases our travel time and costs when trying to leave our properties for work.	Observations on traffic agreed.			On-line	6030202	24/03/2018 11:58
1b	I think that the reversal of Pontmorlais traffic is the most sensible option because a chicane would slow down traffic but not remove it, and also lead to more stationary traffic and engines being revved while waiting at the chicane. The option of sending traffic in all directions around streets in the Twynyrodyn area sounds stupid to me.	Observations on traffic agreed.			On-line	6030477	17/04/2018 11:11
1a	I understand not everyone is going to be pleased on whatever option is chosen. Traffic is increasing more and more the level of traffic on Goatmill road just at the top of Twyn Hill can be quite significant and dangerous. My point is if you are diverting traffic to alternative routes please ensure those routes are made safe for those residents, Physically and pollution.	Observations on traffic agreed.			On-line	6030584	09/05/2018 15:47
1b	If this survey has been going on for 17yrs why was TESCO built in its current location? obviously this was going to allow more traffic to use the roundabout and Twynyrodyn road.	The surveying of air quality across the whole Borough has been undertaken over this period but the traffic pollution problem on Twynyrodyn Road was identified more recently. When the problem was originally identified the pollution, and traffic, levels were lower. However, these have increased as a result of the growth in Tesco as well as the use of its car park and other changes in the town centre. Whilst the existence of Tesco contributes to the air quality problem it is one of a number of factors which could not have been predicted to cause an air quality problem when it was built.			On-line	6030727	07/06/2018 12:08

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	It should also be extended to the tram road as it's the southbound traffic hitting the Tesco roundabout that causes all the problems	The 2018 ANPR traffic survey results, which are currently being analysed, confirm a very large volume of traffic is travelling to the roundabout from the north. This will contribute significantly to the congestion at this point and removing it is expected to reduce the problems there.			On-line	6030757	#####
1a	It takes up to 40 mins to get to town via twyn from being stuck in queues. The roundabout by Tesco is dangerous at times.	Observations on traffic agreed.	Y		On-line	6030113	#####
1a	Just good luck on a hard job :)	Received with thanks.			Paper	6030555	#####
1b	Lots of difficulties seen with all options to be truthful but I feel this option would also help reduce the sheer volume of traffic on the hill too.	Observations on traffic agreed.			Paper	6030567	#####
1a	Move Tesco - or at least change it so that it's one route in and another out!!	Moving Tesco would require the use of compulsory purchase powers and doing so would be costly and would not provide the benefits obtainable from some of the other available options. Options 1a and 1b are both expected to promote the use of Tesco's second exit which is currently under-used as traffic using it is required to either return to the roundabout at the main entrance of travel via Courtland Street.			Paper	6030717	07/06/2018 10:00

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	Move Tesco's store away from a residential area.	Moving Tesco is technically feasible but would require the use of compulsory purchase powers and this requires the weighing of the costs and benefits. In this case the option of relocating Tesco would be costly and would not provide the benefits obtainable from some of the other options offered.			On-line	6030631	24/05/2018 13:14
1a	No				On-line	6030646	#####
1b	Option 1a - won't address the issue Option 2 - as above - maybe slightly Option 3 - will move the problem Option 1b - my preferred option will move traffic quicker and enable additional options for drivers. Least impact.	Whilst all of the Options divert traffic from the AQMA to some extent, Option 1b was specifically designed to allow more driver choice over that offered by Option 1a.			Paper	6030569	#####
1b	Option 1a and 1b would both take traffic from Twynyrodyn hill which the residents would like not only because of the pollution but because of the congestion on the hill and the amount of traffic since the redirection of traffic down to Tesco's .	Observations on traffic agreed.			On-line	6030428	#####
1a	Option 1a more suitable				Paper	6030711	#####

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	Option 1b is the only one that might help by reducing traffic needing to use the roundabout at the bottom of Twyn, it might help reduce congestion at the bottom of Twyn hill which I think is the cause of the air quality problem. Option 2 would not reduce traffic and might increase pollution due to cars slowing and option 3 will make things much worse for people living in the area, possibly creating problems elsewhere.	Please see the preceding response.			On-line	6030531	27/04/2018 15:20
1b	Option 2 I would urge the Council not to consider changing the current one way exit from Queens Road on to Twynrodyn Road .If was to happen it would transfer the poor air quality to Queens Road and due to the current traffic parking arrangements along Queens Road traffic would have a problem driving through as there is only room for single lane traffic between the parked cars on both sides of the road.	Agreed.			On-line	6030552	05/05/2018 16:00
1a	Options 2 and 3 are absolutely ridiculous it would increase traffic including commercial traffic across Queen Rd. This might help air quality on Gilfach Cynon, but will move the issue to Queen's Road. I can only assume options 2 and 3 were devised and planned by people who do not live in the affected areas.	Please see the preceding response on the air quality issue. The diversion of commercial traffic to Queen's Road and the other parts of the alternative route was one of a number of significant concerns related to Option 3 in particular.			Paper	6030715	07/06/2018 09:56
1a	Options 2 and 3 are idiotic	Options 2 and 3 were included in the consultation as they could improve air quality on Twynrodyn Road to a legally acceptable degree. However, the use of either would cause adverse effects to the local residents. These would have been unavoidable if no other alternatives had been found or overwhelming objections had been raised to the alternative solutions.			Paper	6030712	07/06/2018 09:53

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	Options 2 and 3 have been devised by lunatics with absolutely no thought for residents and the increase of traffic in that area and the result will be a creation of air pollution in that area instead.	It was recognised that Option 3, in particular, would cause air pollution levels to rise elsewhere. The scale of this increase was studied very carefully as it would not have been acceptable to reduce the air pollution on Twynrodyn Road to meet the air quality standard by increasing it to above the air quality standard for other residents. The increase in air pollution in adjoining streets was not so large as to prevent the use of the option in the absence of a better alternative.			Paper	6030714	07/06/2018 09:54
1b	Personally I think that the road in front of weatherspoons should be reinstated and that the high street should be two ways.	The reversion of traffic flows to their original conditions is potentially viable. However, the results of the 2018 ANPR survey suggest the addition of northbound traffic to the existing southbound traffic would result in a total traffic flow which might casuse a breach of the NO2 Air Quality Objective.	Y		On-line	6030115	20/03/2018 22:18
1a	Please look at removing section of road xx opposit 92 Gilfach Cynon as it obstructs traffic also below Queens Road traffic should xx enter Queens Road from Twyn Hill not exit this would improve flow. Kerb bollard should be installed at side of White Horse to prevent pavement parking.				Paper	6030488	#####
1b	Put as much thought into the trago mills roundabout problem that comes next...				On-line	6030107	#####
1a	Put traffic lights on the entrance to High Street and Pontmorlais linked to sensors on tramroad at Tesco when congested turn lights to red sending traffic to gyratory system.	Consideration has been given to installing traffic lights at this junction (generally referred to locally as 'The Circus') and at the junction of Church Street and High Street. This is intended to ease the traffic flow at these junctions and avoid congestion which might adversely affect persons on the High Street.	Y		Paper	6030486	18/04/2018 10:56

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	Queens road option is a disaster waiting to happen.	This is an option which was included as it is capable of improving air quality on Twynyrodyn Road. It does, however, present many disadvantages unrelated to air quality.			On-line	6030573	#####
1a	Safeguard against creating rat runs and additional problems. The option to divert traffic into Queens Road is an example of this creating congestion parking problems and safety issues.	A large element of the work carried out in preparing the options for the draft action plan has been related to trying to avoid creating rat runs, road safety and other problems both in the local area and nearby. Unfortunately, some are unavoidable and for some options they are more extensive and serious. The aim has been to keep these to a minimum as a result the worst options have not been included in the consultation.			Paper	6030568	08/05/2018 14:14
1a	Separate entrance and exit for Tesco. Suggest make Tramroad one way with exit from Tesco entering into tramroad to travel west up Pontmorlais or Church Street. Courtland Terrace needs some recusing measures.	The second exit from Tesco is known to carry very little traffic at the moment but this is expected to change when Pontmorlais High Street is opened to northbound traffic and it is no longer required to return to the Tesco roundabout or travel via Courtland Tce. Consideration has been given to restricting the exit from Tesco's car park but this may not be necessary after the northbound route has been opened. The need for it will be re-considered once traffic flows in the area have stabilised.	Y		Paper	6030484	18/04/2018 10:49
1a	Simply the lesser of many evils! Living in Luther Lane, any extra traffic produced by the change to Twyn Hill must be thought about & must be thought about and must be adhered to (yellow lines etc. are completely ignored).	Although both Options 2 and 3 are expected to increase traffic in Luther Street both Option 1a and 1b have the prospect of reducing it. The parking of vehicles on restricted sections of Twynyrodyn Road has been considered as it is necessary to improve traffic flow and reduce emissions as well as improve road safety.	Y		Paper	6030662	31/05/2018 16:20

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	Take Tesco roundabout away and make the traffic turn left. Make the tramroad one way north. Change the signs on the slip road sending traffic down the Twyn.	A substantial volume of traffic currently using the roundabout to travel from Court Street to Twynyrodyn Road will in future be able to travel north on Tramroadside. Only local traffic will have the use of it to travel south. Modifications to the signage on the slip road leading to Twynyrodyn Road has been included in the Action Plan as a measure which will have some benefit.	Y		Paper	6030485	18/04/2018 10:52
1a	Tesco is the root cause, maybe relocating it would bring huge benefits.	The system of Local Air Quality Management does allow the use of a very wide range of powers to improve air quality and the compulsory purchase of property is one of them. However, it also requires the weighing of the costs and benefits. In this case the option of relocating Tesco would be costly and would not provide the benefits obtainable from some of the options offered.			On-line	6030570	08/05/2018 18:56
1b	Tesco round about causes MOST of the congestion going up and down twyn hill, stopping the free flow of traffic, also the speed humps cause people to slow right down and again stops a free flow of traffic, If tesco round about was dealt with * as it is unsuitable for the amount of traffic using the area* there would be less congestion and therefore less fumes! I actually moved away from the Twyn area a year after tesco was built as i was suddenly quing to get out of my street which i hadn't done before then..	Observations on traffic agreed. The position of traffic calming, speed humps etc., will be considered as part of the implementation of the Action Plan to ensure, as far as possible, the smooth flow of traffic whilst maintaining road safety.	Y		On-line	6030676	01/06/2018 19:57

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	The congestion at the bottom of Twyn hill is almost completely due to the queues at the Tesco roundabout, probably exacerbated by traffic calming measures causing cars to brake and accelerates (sleeping policemen have been shown to increase pollution). This is the main cause of the air quality issues and has been made worse since more traffic has been forced to use the roundabout by the closure of the route via the town centre (Penderyn Square) and one way system. Option 1b comes closest to addressing that whereas the other options would not. Option 2, a chicane would not reduce the traffic and would probably increase pollution in a similar way to sleeping policemen and option 3 would simply divert traffic through a residential area, much of which would then head back via the Tesco roundabout e.g. along the tramroad to get to the A470 or town centre. I would suggest also looking at whether Glebeland Street can be made 2-way to provide a replacement route for the former traffic trying to reach the town centre.	<p>Observations on current traffic agreed.</p> <p>Studies have shown traffic calming is capable of increasing pollution levels although they may also be designed and positioned to reduce noise and air pollution.</p> <p>Option 2 is expected to reduce traffic to some extent but, as this depends on the individual driver's personal choice, it is not possible to predict this with any certainty. The risk of the measure causing increased pollution elsewhere had been taken into account and contingencies considered to minimise this effect.</p> <p>Observations on Option 3 agreed.</p> <p>Glebeland Street was considered both for the possibility of reversing the one-way system and for reverting it to two-way traffic. However, the arrangement of the buildings on either side of the road creates a classic air quality 'canyon' and any measures resulting in an increase in traffic flow carry an increased risk of exposing the residents to excessive levels of air pollution.</p>			On-line	6030530	27/04/2018 15:09
1a	The Council will do what they want to do anyway.	Consultations on draft Air Quality Action Plans were designed by Government to ensure local councils gain the views of the public and take these into account. However, the Council decided to offer the people of Merthyr the choice of options for dealing the problem.			Paper	6030487	#####
1a	The signage on the A465 Asda to Merthyr roundabout has a sign directing traffic into town. Could you alter the sign to send traffic down to Pentrebach roundabout and on to A470 and back into town. Also check the heavy lorries using the hill because there is a weight limit not being adhered to.	A number of requests have been received to alter the signage at the top of Twynyrodyn Road and this is currently being considered. The use of Twynyrodyn Road by vehicles in excess of the posted 7.5 t limit is a recognised road safety issue and will be brought to the attention of the police.	Y	Y	Paper	6030490	18/04/2018 11:08

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	The traffic lights at Farm Foods stops the flow of traffic causing back up. Traffic lights giving preference to Twynyrodyn hill on roundabout at Tesco's to enable twynyrodyn hill to clear quickly	The timing of these traffic lights has been adjusted several times in an attempt to minimise congestion on Court Street. Further adjustment is not thought feasible as they are currently arranged but several suggestions, now including this one, have been made for altering their arrangement. One or more of these may prove viable and be implemented as ancillary measures to the main action plan.	Y		On-line	6030667	01/06/2018 05:36
1a	This is the best that you have suggested however a one way system down Twynyrodyn would be a better option!	A one-way system down Twynyrodyn Road is one of the options considered in the preparation of the draft AQAP. It is viable if either option 1a or 1b is implemented first.			On-line	6030133	#####
1a	To stop lorries coming up and down the hill, there is a limit of 7.5 ton but this is not what happens. To deter traffic from coming down Twyn Hill with better signs up the top - let them go down slip road. A clean up operation of the dirty houses at the bottom.	The use of Twynyrodyn Road by vehicles in excess of the posted 7.5 t limit is a recognised road safety issue and will be brought to the attention of the police. A number of requests have been received to alter the signage at the top of Twynyrodyn Road and this is currently being considered. The condition of the houses at the lower end of Twynyrodyn Road is a result of the amount of traffic dust generated in the immediate vicinity of the roundabout and this will naturally decrease as traffic levels are reduced.	Y	Y	Paper	6030489	18/04/2018 11:06
1a	To stop pollution down Twyn Hill by moving traffic through Queen's Rd is going to have a much adverse affect on these residents.	Agreed - please see the preceding responses.			Paper	6030716	#####
1b	Twyn Hill is ridiculous at present and something needs to be done				On-line	6030105	#####

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	Walking is not encouraged along Twynyrodyn Rd as there is no pedestrian crossing at the bottom part and no crossing on Tesco roundabout. We have 2 children and live at Davies Terrace and it is a health and safety issue with no pedestrian crossing along the road.	Please see the preceding response.	Y		Paper	6030720	#####
1a	We do not want to direct the traffic to a different part of Twynyrodyn as that won't solve the problem. U are only moving it in my opinion. The traffic needs another way out of town & by letting people leave the town by changing the one way system through the top of town people could leave Tesco by the top entrance & turn left out of town . It would greatly reduce traffic at the roundabout. People who live in penydarren , dowlais, gurnos ect, would not have to come through twyn . Causing congestion on the roundabout with waiting cars causing pollution levels to be dangerous. We got enough to put up with from the open cast pollution.	Observations on traffic agreed.			On-line	6030102	20/03/2018 20:42
1a	Whatever option is chosen it must not have a detrimental effect on other surrounding areas. The speed of the traffic must be controlled to reduce both air and noise pollution.	Agreed. Whilst the Council is required to improve the air quality for the residents of Twynyrodyn Road who are currently exposed to high levels of traffic pollution this should, as far as possible, be achieved with a minimum of detrimental effects and, ideally, offer other benefits as well.			Paper	6030718	07/06/2018 10:01
1b	why was Tesco allowed to build a super store there in the first place when there is a retail park at Rhydycar it's the traffic using Tesco's that's the problem. And the high street has become a ghost town since the high street has been one way.	The scale of Tesco's current impact on local traffic is largely a result of it's growth over recent years. Unfortunately, this growth is often a result of 'permitted development' which is outside local authority control and, as a result, the Council is unable to prevent it. In this particular case, the increase in the capacity of the car park has had a more significant effect than it normally would as it being used as parking for access to the town centre as well as Tesco. Methods of counteracting this effect have been considered but are generally either not viable or of limited effect.			On-line	6030435	12/04/2018 13:09

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1a	With increased traffic through residential streets will you be looking at putting speed cameras as a safety measure for the young and old as speed humps have no affect and cause more pollution with cars revving up after going over them.	Speed humps may be designed and positioned to reduce noise and air pollution but studies have shown they are also capable of increasing pollution levels. They are installed primarily for road safety reasons but these other factors are increasingly being taken into account when these installations are designed or reviewed. The consultation results are strongly in favour of the options directing away from residential streets and the need fr speed cameras should therefore be reduced.			Paper	6030491	18/04/2018 11:11
1b	With the one way system at Avenue de Clichy reversing the direction of traffic through the high street makes sense. Allowing traffic from Glebeland Street to continue onto Tramroadside also makes sense to relieve pressure elsewhere.	The presence of the one-way system on the Avenue de Clichy was a significant factor in the choice of the proposal to reverse the direction of the traffic on the High Street. Current indications are that allowing traffic to continue to reach Tramroadside from Glebeland Street will be possible without significant adverse effect.			On-line	6030685	03/06/2018 14:40
1b	Would like many of the roads around Merthyr generally to NOT be one way only. It would allow easier flow of traffic around Merthyr generally to flow better. Also the road by the Red Spice restaurant to be opened back up so less traffic forced onto the gyratory.	Generally, the one-way roads currently in existence have been created to deal with problems either on those road links or those connected to them. The gyratory was designed to carry large volumes of traffic without causing adverse effects, such as road safety problems or excessive air pollution exposure, to the people using or living close to it. In doing so, it was also expected to produce benefits elsewhere in the network. However, driver behaviour may result in any change having unintended consequences and these systems may be altered to deal with these and the results of other changes, e.g. the growth in traffic travelling to a retail outlet. Both Options 1a and 1b are designed to increase traffic on the gyratory but to reduce it elsewhere. It is not currently expected that either option will have a significant effect, beneficial or adverse, on the traffic on the A4102, Bethesda Street, by the Red Spice. Traffic problems in this location should therefore be considered as a separate and specific issue.	Y		On-line	6030447	13/04/2018 13:14

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	<p>Would like to see more roads opened up to allow valves off in other parts of town. Such as behind the Civic Centre by the Salvation Army car park - would be great to see a small road here so that cars can leave the multi storey car park, Castle car park and Soar without going onto the gyratory. I think little valves off highly used areas would reduce the volume of traffic going through the gyratory and Tesco roundabout. We should be able to drive around town easier rather than it being made harder for us, especially with the new Trago Mills and the retail park. There used to be an exit by the Red Spice restaurant, would be nice to see that opened back up and also the bollards behind Flooks need to be removed. I tried to drive recently from William Street in Twyn to Hairport hairdressers in Pontmorlais. It should be such a short journey, but by the time I battled through Twyn hill, Tesco roundabout, the gyratory, up by Ty Keir Hardy, sat in two sets of traffic lights and then down through Pontmorlais, the journey took me 20 minutes!!! Residents really need help with this situation as so much time and money is being lost due to this. Would love to see roundabouts by the Mormon church and the Lantern pub instead of restrictive, time consuming traffic lights.</p>	<p>The principle of allowing traffic to be able to take shorter, more direct routes is the basis of Options 1a and 1b. In addition to providing a direct route for northbound Tramroadside traffic both of these allow traffic from the multi-storey, Castle Street and Soar car parks to travel north without using the gyratory system. They also allow traffic to circulate back via Pontmorlais West without travelling the extended route via the Tesco roundabout and tramroadside.</p> <p>Only areas with direct links to Twynyrodyn Road have been considered for this consultation but the other areas mentioned may be considered in future.</p>	Y		On-line	6030465	16/04/2018 09:38

Responses to Consultation Questions		Response to Consultation Comment	Issue for Further Consideration by :		Data Source	Ref. No.	Timestamp
Q1 - Preferred proposal:	Q2 - Do you have any comments?		Highways Engineering	Police			
1b	Would love to see the road from Twyn Hill across Windsor Terrace by the White Horse pub made into two way traffic and not just one way. There are a lot of streets around this area that I think could accommodate two way traffic to allow cars to move around easier, such as Alma Street and Queens Road. One way traffic is too restrictive and forces traffic to do huge detours and forces too much traffic onto equally narrow roads.	<p>The effect of changing the traffic flow on Windsor Terrace has been carefully considered and is potentially viable if either Option 1a or 1b have been implemented. Otherwise, allowing northbound traffic on Windsor Terrace presents an air quality risk at Darren View. A similar situation exists with the one-way section of Queens Road; this is also viable if Option 1a or 1b are already in effect. Alma Street has also been considered as the arrangement of the houses forms a classic air quality 'canyon'. Permitting up-hill traffic on this link presents a risk of creating an air quality exceedance and is to be avoided.</p> <p>Option 1a would have the effect of reducing traffic on this part of the road network and ease access to the streets mentioned.</p>			On-line	6030445	13/04/2018 09:41
1b	Would really like the street with the White Horse pub (Milton Terrace I think it's called) to be two way traffic, to allow traffic easier into Thomastown. Also Alma Street to be two way. These streets are much wider than William Street and Mary Street which are two way. This area is DESPERATE to be looked at as getting around Twyn is absolutely dreadful at all times. With simple two way traffic allowed on some roads would make life so much easier for residents.	<p>The effect of changing the traffic flow on Windsor Terrace has been carefully considered and is potentially viable if either Option 1a or 1b have been implemented. Otherwise, allowing northbound traffic on Windsor Terrace presents an air quality risk at Darren View. Alma Street has also been considered as the arrangement of the houses forms a classic air quality 'canyon'. Permitting up-hill traffic on this link presents a risk of creating an air quality exceedance and is to be avoided.</p> <p>Option 1a would have the effect of reducing traffic on this part of the road network and ease access to the streets mentioned.</p>			On-line	6030411	11/04/2018 19:20
1b	Would require a pedestrian crossing at the Tesco roundabout due to health and safety and encourage people to walk aswell as danger to children going to school / town centre. Tesco need to look at top car park ro change the set up to encourage cars to come in different entrance/exit.	Changes to the existing pedestrian crossing on Court Street have been suggested and are under consideration. The provision of a second crossing on Tramroadside close to the roundabout has also been suggested and, in addition to the road safety improvements mentioned, would favour the use of Tesco's second exit.	Y		Paper	6030719	07/06/2018 10:10