

Consultation Report

North Road / Corbett Road Cycleway Upgrade and Pedestrian Facilities

A public consultation was held on the above scheme proposals between 22nd November 2017 and 8th December 2017.

Twelve responses were received. The concerns and comments are summarised below, along with the Council's response.

North Road Cycle Track

Issue: *Relocating the cycle route to the boundary with the park will increase the amount of leaf litter on the cycle track during autumn/winter.*

Response: The cycle track is to be relocated in order to completely remove conflict with vehicles entering and exiting the car park. During a recent site visit it was observed that there is leaf fall throughout the car park, therefore keeping the cycle track in its current position would not necessarily remove the need for sweeping. Cardiff Council has begun a winter maintenance programme in 2017/18 to regularly sweep key cycle routes. The North Road cycle track will be included on this programme in future years.

Issue: *Has drainage been adequately considered?*

Response: A formal upgrade of the drainage between the Corbett Road junction and RWCMD will be undertaken as part of the scheme. North of Corbett Road junction, water currently drains across the car park and into the park. Drainage engineers have designed a conduit system to mitigate the effect of installing a raised kerb here. The surface of the cycle track will be re-profiled to eliminate low spots and flat areas to ensure that water does not stand. Maintenance of the drainage system will be undertaken by Cardiff Council's Drainage team.

Issue: *Existing lighting on North Road is not sufficient and parts of the car park are currently dark at night.*

Response: The scheme includes improvements to street lighting which will provide sufficient light for the new cycle track.

Issue: *Consider using glow in the dark surfacing on unlit sections*

Response: The scheme includes improvements to street lighting which will provide sufficient light for the new cycle track.

Issue: *The scheme requires the removal of a number of mature trees. Are these all necessary? The proposed replanting is inadequate because only 1 in 4 newly planted trees survive.*

Response: Of the 11 trees which are to be removed as part of the scheme, 9 need to be removed because they are either dead, diseased, stumps, or a self-seeded tree causing damage to the historic wall. The other 2 are necessary for the scheme to progress, but will be replaced. The scheme aims to provide 11 replacement trees. Tree replacements are semi mature and have a maintenance plan in place.

Issue: *The cycle track should be made wider than 3-4m to take account of the fence on one side of the cycle track in accordance with Welsh Government Active Travel Design Guidance.*

Response: The minimum width of the cycle track at pinch points is 3m. This meets the Active Travel Design Guidance standards of 2.5m minimum plus 0.5m to take account of the vertical feature. The majority of the cycle track is however in excess of this, with a width between 3.5m-4m.

Issue: *The cycle parking is in a location which will not be used.*

Response: The location of cycle parking will be reviewed to ensure any parking is provided near to destinations.

Issue: *The cycleway and footway should have priority over the existing vehicle access to properties.*

Response: This access will operate on the same principles as access to a driveway across a footway.

Issue: *It is not clear what the priority is at the access road to Bute Park.*

Response: The cycle track has priority at the access road to Bute Park. This is clear from the stop line on the Bute Park side and the give way markings on the North Road side. Coloured surfacing will also be provided in this location to draw attention to the presence of a cycle track across the access road.

Issue: *Permanent bollards should be provided to prevent parking on footways.*

Response: Permanent bollards obstruct footways and are therefore only installed as a last resort. Enforcement action can be taken against footway parking within the pay and display car park.

Issue: *Centre white line should be provided on the North Road cycle track.*

Response: There are no plans at present to provide centre lines on the cycle track. Movements along the cycle track are expected to be tidal, with more cyclists travelling towards the city centre in the morning and more travelling away from the city centre in the evening. By not having centre lines, this will increase the capacity of the track. Centre lines could be installed at a later date if monitoring indicates there is a problem.

Access to Ambulance Station

Issue: *Cyclists should not have priority over motor vehicles at the access to the ambulance station due to conflict with emergency vehicles and difficulties for motorists, particularly when making right turns into North Road. Warning signs should be provided making clear that cyclists do not have priority.*

Response: Due to limited funding, the scheme under consultation ends at the access to the ambulance station. The layout of the cycle track across the access to the ambulance station and into the off road route to Gabalfa will be reviewed as part of a separate scheme to complete the upgrade of the route.

Issue: *The area between the access to the ambulance station and the start of the off road track which continues to Gabalfa should be included in the scheme to address poor quality surfacing, obstructions caused by parked cars, and the dog leg between the upgraded cycle path and the existing cycle path to Gabalfa.*

Response: Due to limited funding, improvements to the route from the ambulance station to Gabalfa will be undertaken as part of a separate scheme to complete the upgrade of the route.

Issue: *Flush kerbs should be provided between the cycle track and the access to the ambulance station.*

Response: The cycle track will be at the same level as the carriageway, and a section of the access road will be resurfaced to ensure a smooth transition. Kerbs will therefore not be necessary.

North Road/Corbett Road junction

Issue: *The redesigned junction of North Road and Corbett Road does not feel like a natural one for cyclists to quickly and efficiently get from the North Road cycle path onto Corbett Road. Parallel pedestrian/cycle facilities should be provided at the crossing.*

Response: Consideration was given to the provision of parallel pedestrian and cycle crossings at this junction, however this could not be progressed for the following reasons:

- In order to eliminate conflict with pedestrians crossing Corbett Road, it would be necessary to implement a separate stage at the signals for the cycle crossing in addition to an all red stage for the pedestrian crossings. This would have a significant impact on the capacity of the junction and increase the time that both pedestrians and cyclists would be required to wait for a green signal to cross.
- There are significant constraints on the space available to implement a parallel crossing on the northern side of Corbett Road due to the proximity of the Bute Park entrance.

Issue: *There is not sufficient space on the raised area for the crossing into Corbett Road for cyclists to make the right turn without causing conflict with pedestrians. There is not sufficient space for cyclists to wait to cross Corbett Road.*

Response: The Toucan crossings are all 4m wide. The raised area alongside North Road is 6m deep, providing a large area for right turning cyclists to turn into and for pedestrians and cyclists to wait to cross. The footways around the crossings on Corbett Road will be widened to 3m, providing sufficient space for all users to wait to cross. It is expected that the majority of cyclists using the junction will be crossing North Road to access Corbett Road or the North Road cycle track rather than crossing Corbett Road itself.

Corbett Road

Issue: *Can the traffic island at the junction of King Edward VII Avenue / Corbett Road be upgraded to provide better protection for pedestrians crossing the wide junction?*

Response: The scheme has been revised to include an upgrade to the traffic island at King Edward VII Avenue.

Issue: *The proposed advisory lanes on Corbett Road will not provide sufficient protection for cyclists because they will not prevent motorists from driving or parking in the cycle lanes. Coaches will need to cross the cycle lanes to access the coach parking bays.*

Response: The design of Corbett Road will be reconsidered in view of the consultation responses received, in particular concerns about potential conflict with the coaches entering and leaving the coach parking bays. Cycle facilities on the whole length of Corbett Road will no longer be constructed at the same time as the North Road cycleway and North Road/Corbett Road crossing facilities. This will allow the design for Corbett Road to be reviewed to ensure that high quality facilities are provided which will avoid conflict with the coach parking.