A consultation was held on the above scheme proposals between 2nd December and 16th December 2014. Twenty one responses were received, of which three were received shortly after the consultation close date, but have been included in this report. These also included one telephone call (disagreement) and a personal drop in (agreement).

The nature of the responses to the proposals received can be categorised as follows:
- 10 - Sought clarification/made requests:
- 2   - Offered comments/made suggestions
- 5   - Disagreed/objected
- 4   - Offered agreement/support with added comments

The concerns and comments are summarised as below, along with the Council's response. In view of the below, and after further consideration, it is proposed to proceed with the implementation of the scheme subject to available funding.

**Issues/Comments Received:**

**Issue 1:**

*Various enquiries were received concerning the existing parking scenario (verge parking and footway parking) and the extent of the proposed parking bays.*

**Response:**

It is normally an offence to park vehicles on footways and also to park on a grass verge where there are parking restrictions adjacent to the verge or associated with the verge. It was agreed in 2011 that the existing restrictions on Caerphilly Road would not be enforced, until a parking solution was developed. Should this scheme implemented in its current form, it is likely that the enforcement of footway parking and verge parking would commence.

We will endeavour to provide the legal parking bays as per the consultation plan and extend parking where possible. It may however be necessary to amend the extent/length of the bays due to unforeseen site conditions or detailed design circumstances. A plan showing an indicative representation of the survey and the current proposal is attached.
**Issue 2:**
Most residents can park near their house, will the proposal make it more difficult to park near their properties. We get commercial vehicles in the spaces; should the parking be resident only. People and business from outside the area will block the spaces. Some people will use the spaces to park and ride. Should parking be reserved for residents only, one space per house. How many spaces will each property have? Will we be allocated spaces? Will there be spaces for visitors? At the moment visitors can park on the road whilst we park our car on the grass verge, this obviously will not be able to happen so where will they be parking? The neighbouring streets off Caerphilly Road have limited parking spaces at the moment and these changes would make them over congested.

**Response:**
It is normally an offence to park vehicles on footways and also to park on a grass verge where there are parking restrictions adjacent to the verge or associated with the verge. It was agreed in 2011 that the existing restrictions on Caerphilly Road would not be enforced, until a parking solution was developed. Should this scheme implemented in its current form, it is likely that the enforcement of footway parking and verge parking would commence.

As you can see from the drawings provided, we have tried to maximise the number of parking spaces whilst retaining as many of the existing trees and verge areas as possible. The overall parking provision will be similar to the overall parking demand we identified as part of a parking survey undertaken in February 2014. It may not be possible for all residents to park in close proximity to their properties, however there should be provision elsewhere on Caerphilly Road.

In respect of delivery drivers, as per the existing arrangements, delivery drivers would need to park in a legal and safe location. Should there be occasions were access is required over a long duration, it is recommended that the Parking Enforcement Team is contacted to discuss the options and times available, which can be done by contacting Connect to Cardiff on 029 2087 2087. When developing the necessary Traffic Regulation Orders, which is a separate legal process, we will endeavour to make provision for loading and unloading during the off peak period (which will also apply within the bus lanes).

Changes to the existing parking restrictions are yet to been determined, however it is likely that a resident parking scheme will be introduced. Any changes would be subject to a revised or a new Traffic Regulation Order. This is dealt with by a separate legal consultation process that we undertake in the New Year. For your information, there is a section within the 'Questions & Answers' section of the consultation pack that refers to Parking. A copy of the consultation pack is available on the Council’s website under the link: [www.cardiff.gov.uk/transportprojects](http://www.cardiff.gov.uk/transportprojects).
**Issue 3:**
What access arrangements have been put in place for access lanes as these properties have rear garages that require vehicle access. Concerned over vehicles parking over the parking bays and blocking access to driveways/garages.

**Response:**
The kerbing arrangement at the end of lanes or driveways would be dropped to carriageway level to maintain access. The issue of blocking access to driveways can be dealt with under existing legislation by contact the Police via the non-emergency number 101. H-Bar markings will be provided across vehicle cross-overs to highlight their presence and will assist in enforcement.

**Issue 4:**
The disruption to parking on the grass verges whilst work is underway - what are the proposals for us residents and families here at this time?

**Response:**
As part of the construction contract, we will look into the options available for temporary resident parking whilst the construction work is underway.

**Issue 5:**
There is a single yellow line on Caerphilly Road with parking restricted at certain times. Please could you clarify if this will remain or if new restrictions will be applied e.g. double yellow lines.

**Response:**
Changes to the existing parking restrictions are yet to been determined. Any changes would be subject to a revised or a new Traffic Regulation Order. This is dealt with by a separate legal consultation process to the process that we are currently undertaking. For your information, there is a section within the ‘Questions & Answers’ section of the consultation pack that refers to Parking. A copy of the consultation pack is available on the Council’s website under the link: www.cardiff.gov.uk/transportprojects

**Issue 6:**
The drawings do not show delivery/loading and customer parking in the vicinity of businesses.

**Response:**
There are existing loading and other restrictions along Caerphilly Road during specified times. However, we have noted the requests and will consider the request for loading and limited waiting in the vicinity of businesses, including any necessary minor kerb-line alteration to facilitate changes as part of the detailed design process. Changes to the existing parking/loading restrictions are yet to been determined. Any changes would be subject to a revised or a new Traffic Regulation Order. This is dealt with by a separate legal consultation process to the process that we are currently undertaking.
**Issue 7:**
The bus lane would result in a few buses getting down the road slightly better in the morning rush hour only. So for about an hour a day (this is about five busses) about five minutes per bus is saved per day. The bus concerned (mainly 27) runs many times an hour and so if people need to get somewhere earlier then they should get an earlier bus.

**Response**
The bus lanes will enable buses to effectively bypass the queueing traffic, promoting a more sustainable form of transport. Buses will not have to wait for long at the junctions which will help reduce bus delays. In addition to buses, taxis and bicycles (and possibly motorcycles in the future) are also currently permitted to use bus lanes.

The long term aim would be that more people will use bus services (including outside the city), which will result in more services being feasible on an infrastructure that is already in place for buses.

**Issue 8:**
The short stretch of bus lane south of the Maes-Y-Coed road junction is pointless because all the buses would come through the lights with the rest of the traffic, then divert into the bus lane only to pull out again adjacent to the shop. With the road reduced to only one lane the car traffic will back up to the lights. The buses will have to switch back into the main flow at the end of the lane. The result of all this would be no gain for anyone as far as I can see. It saves no time, causes the buses to have to pull into a flow dependant on drivers letting them in. For the 15-25 metres involved (about two bus lengths) there is on the face of it no gain for anyone. At the moment I can see that the traffic flows freely in rush hour. What is the point of this short section of bus lane?

**Response**
The junction has been realigned to enable buses to use the left turn lane on the northern side of the junction to cross the junction into the bus lane and bus-stop. Buses will be able to choose the left lane or ahead lane depending upon which is queueing greater. The realignment will also allow traffic to pass freely around buses when they are stopped at the bus-stop. Presently, buses waiting at the bus stop block southbound traffic when vehicles are waiting in the right turn lane on the southern side of the junction.

The new layout will result in reduced bus journey times through the junction without detriment to general traffic. The additional lane and realignment will also improve general traffic flow.
Issue 9
I am concerned that this road is only busy for an hour in the morning and an hour in the evening. The bus lane going south bound only would not help the traffic going north bound in the evening. In fact the fact that the cars could not take over the bus would cause even more obstructions.

Response
Bus lanes have been provided both for the northern side and southern side of Caerphilly Road, and are located where queuing regularly occurs during the peak hours. As the centre line of the carriageway will remain as a dashed line, vehicles are permitted to overtake buses when they are stopped, as long as it is safe and clear to do so.

Issue 10:
There is quite a camber on the road would the whole road be re surfaced to reduce risks to motorcycles? If not, motorcycles would have to ride on the top of the camber which could set them off balance.

Response:
It is likely that the carriageway will be resurfaced as part of the scheme's implementation and this concern will be forwarded to the schemes detailed designers for consideration and attention.

Issue 11:
The road is currently two lanes - one each way. The pavements on the odd side of the road are about the right width for the many people including mothers with pushchairs and toddlers to walk down and pass safely. If this were reduced it would be dangerous.

Response:
The majority of the footways will not require narrowing, however where sections of footways have been narrowed have been done so to provide legal parking (removing footway parking) and increase the extent of useable footway space. The majority of the footways will be around 2.5 metres or more.

Issue 12:
During the work to be carried out, I will be urging the council to put up some signs showing that the businesses are running as usual and what the time schedule for the work to be carried out will be like.

Response:
As part of the Works contract, the Council will arrange for signs to be put in place where applicable. We are yet to define a works programme which is subject to the outcome of this consultation process and available funding. The detailed programme will be developed at Tender stage and on award of the Contract to the successful Contractor. If the scheme is progressed without delay we would hope to initiate the tender process in around April/May 2015 with a view to commencing construction in Summer 2015.
**Issue 13:**
There is no mention of street lighting. Outside our house there is currently a street light in the middle of the grass verge. Will this be removed? If so where to? If not why? We like the position of the light as it makes us feel safer coming home at night.

**Response:**
The relocation of street lighting will be considered as part of the detailed design process. However, street lighting is installed for the safety of the public within the extent of the public highway and enhancement of the night-time environment. It is not intended for lighting private property.

**Issue 14:**
Caerphilly Road is too narrow for 3 lanes of traffic. Not far from the Maes-y-Coed junction there are factories so there are often lorries going up and down the road. To have two lorries and a bus side by side just would not fit. If there was a bus lane this would cause a lorry to need to mount the curb on the north bound lane so that all could pass as there would be parked traffic on the other side of the bus travelling south bound. Nowhere else in Cardiff has a bus lane on a road so narrow with people living on it and parked traffic as well. I am concerned that the rest of the day when traffic is free flowing and usually quite fast that the moving vehicles would be so much closer to the west side pavement. This is already a narrow pavement for such a main road. Traffic moving at 30 mph would be even closer to those wanting to walk. It would only be one fall by a child or other person and someone would get very hurt due to the speed and free flowing nature of this road for most of the time. The idea of this becoming a shared surface with cycles is a ridiculous idea.

**Response**
A minimum lane width of 3 metres will be used for the main running lanes. An example of similar bus lane scheme can be seen on North Road adjacent to St Josephs Primary School in the vicinity of Parkfield Place / Mynachdy Road, although some sections of the running lanes were installed slightly narrower. The lane widths comply with our guidance and will be subject to a road safety audit process.

**Issue 15:**
I believe that the trees are not diseased, however if it is we need to look at the issues with it coming down. Will it affect my front wall? How far out do the roots go? and would be be notified of the day if would be cut down? If plans for the road changes don't go ahead will the trees be coming down any way? On the plans there is a suggestion for new trees in the vicinity of the current trees. There are lampposts in the verges.
Response
All the Mature Cherry trees are suffering from a disease known as Bacterial Bleeding Canker, (Pseudomonas syringae pv. Aesculi), common name Bacterial Canker, scientific name Pseudomonas syringae pv. morsprunorum and P. s. pv. syringae. Prunus species are affected and have the main symptoms of being sunken, have dead patches of bark and small holes in leaves caused by bacteria and exudation of resin from infected areas. The timing of Canker forming is in mid-spring and shot-holes on foliage from early summer. The disease will eventually lead to the death of whole branches causing the tree to be prone to failure.

The removal of the trees will not affect the walls of properties and the extent of the roots will be exposed during removal. The diseased trees are declining and would need to be removed in the future, however residents would be notified in advance of any works. The location of new trees and other street furniture will be determined during the detailed design process.

Issue 16:
At the moment I cycle regally up and down Caerphilly road with my children. We currently use the pavement as my youngest are not confident yet enough on the road. We manage this by pulling onto the grass verge when pedestrians are near. If these plans go ahead than the verges won’t be there. The path is not wide enough to pass a bike and an infant trailer and a buggy coming the other way. The grass verges need to stay to encourage cycling into town.

Response
The proposed shared surface will benefit cyclists that are not confident to ride on the main carriageway. It is proposed to widen and resurface the existing footways where necessary to a width of around 2.5 – 3.0 metres, and provide dropped kerbs at the junctions to improve access, but no less than 2.0 metres. The scheme will also make it legal to cycle on the footway; this is currently not allowed.

Issue 17:
I note that one of the aims of the scheme is to improve facilities for cycling. The proposals do not deliver high quality facilities for cyclists. It appears that the only provision for cycling in the plans is to change an existing footpath into a shared use footpath / cycle path. Footpaths are used by pedestrians who travel at different speeds to cyclists and require different infrastructure. The Active Travel Act Design Guidance calls for cycling facilities to minimise conflict between pedestrians and cyclists - the scheme designs in conflict between these users. Shared use paths are not suitable in busy urban areas such as these and the Design Guidance explicitly states that in most urban locations the conversion of footways to unsegregated shared use should be the last resort.
Response:
We aim to achieve a minimum shared surface width of around 3 metres as per the Welsh Government’s Active Travel Design Guidance, although sections will vary in width between 2-3 metres as per the Council’s Cycle Design Guidance, which is due to the existing topography, required lane widths and presence of trees etc. The widths of the shared surfaces will be determined during the detailed design process. Cyclists can use the bus lanes and we are investigating the provision of an alternative, safe on-road route.

**Issue 18**
Street furniture on shared use paths can narrow the path and prevent safe cycling. Have the paths been surveyed and plans been made to relocate street furniture? How will the bus stops be repositioned to remove conflict between cyclists and pedestrians? Failure to amend the scheme will mean that it will not score high enough in the Cycle Route Audit Tool to be considered part of a active travel network. The Council will not be permitted to designate it an active travel route and it will not be permitted to be included on any route maps. The Design Guidance states that facilities for cycling are only successful if they are continuous. Your plans seem to indicate that a cyclist travelling north would have to give way to cross side roads 9 times in 700 metres. Blended side road entry treatment details how the footway can be made continuous across the side road, indicating strongly to drivers that footway users have priority. This should be implemented in the scheme.

Response:
In the vicinity of bus stops, appropriate signage/textured paving will be considered to warn all users. As part of the detailed design process, conflicting street furniture will be repositioned if necessary.

Due to overall constraints on the available width on the Caerphilly Road corridor, a shared use cycle/footway is considered to be the most appropriate means of securing cycle access for households and businesses along Caerphilly Road, although Caerphilly Road is not considered a primary route for cyclists. An alternate route is also being developed that will provide a route through less trafficked roads in close proximity to the A469, which will be consulted on at a later date.

**Issue 19:**
As a business, our customers require access. It is hard enough to get in and out now, especially at rush hour. We stated our concern earlier in the year to somebody in your office, who told us he would put something in place to ease our concerns, a 'keep clear box', but we cannot see anything like this on the drawings provided.

Response:
Unfortunately we do not normally provide protected access to private properties, both residential and business, unless there is a formal side road junction arrangement in place or a significant safety issue.
General issues:

The following alterations have been made in response to general concerns raised.

"H" bar markings - will be placed across the majority of vehicle access's in order to make it clear that it would be an obstruction offence to block the access by parking across it.

Additional Parking Bay - an additional parking bay has been created in the vicinity of 334 to 338 Caerphilly Road.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below. **(Phase 2 Section A - B Cam 2 ADRAN A - B)**

A full consultation pack is available at www.cardiff.gov.uk/traffic-consultations. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3289 to request a paper copy.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below. **(PHASE 2 SECTION C - D CAM 2 ADRAIN C - D)**

A full consultation pack is available at www.cardiff.gov.uk/traffic-consultations. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3289 to request a paper copy.

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Mae pecyn ymgyngohi law ar gael yn www.cardiff.gov.uk/traffic-consultations. Fel arall, e-bostiwch TransportProjects@cardiff.gov.uk neu ffoniwch 029 2087 3289 i ofyn am gopi papur.