A consultation was held on the above scheme proposals between 18th February and and 6th March 2015, however following general concerns with regard to the period allowed for consultation, all responses up to two weeks beyond the 6th of March respond by date (20th March 2015) have been included.

The purpose of the consultation was to obtain information from the local community in order to improve the scheme and if possible address local concerns. We haven’t asked for a vote as to whether local residents are for or against the scheme as the scheme is aimed at addressing city wide and regional issues. However, these schemes do not generally proceed unless there is majority councillor support although there are some circumstances where schemes will progress without this backing as long as there is Cabinet approval.

From the 263 properties consulted and 29 site notices displayed on site, 31 responses were received, which included written and telephone enquiries. This equates to around a 12% response rate.

The nature of the responses to the proposals received can be categorised as follows:

- 15 (6%) - Sought clarification/made comments and
- 16 (6%) - Disagreed, disagreed with certain sections or objected.

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.
Key scheme benefits:

Better bus services - The A470 corridor between Pontypridd and Cardiff has been recognised by Welsh Government as a vital regional transport artery. This scheme will enable buses to jump past queues during the morning and evening peak (particularly during the peak hour between 8 to 9am). Buses will not have to wait more than one cycle at each of the three junctions that these bus lanes approach. The result will be quicker and more reliable bus journeys into the city centre.

Improved Pedestrian Crossings – The scheme will create improved pedestrian crossing feature (which will also be better for cyclist movements), particularly in the vicinity of Whitchurch High School (lower). The Ty’n Y Park Road junction pedestrian crossing improvements will improve the links between the communities each side of the A470 and enable easier and safer pedestrian movements.

These improvements have been designed so that:

- The carriageway extent has not had to be increased and therefore existing footway (and adjacent verge) and off road cycle ways have been mainly unaffected.
- There will be no reduction in the capacity of the network; the capacity of the junctions will remain unaltered.

Issues/Comments Received:

The issues and comments received have been split into the following categories:

- Consultation – issue related to how the consultation was carried out
- Scheme justification – (why is the scheme being implemented?)
- Bus Lane concerns – Queries about how the bus lane will operate
- Disruption – Concern related to disruption during construction
- General Road Safety – Concerns about general road safety
- Pedestrians – Concerns about pedestrian safety and accessibility
- Access – Concern regarding access to residential properties
- Environmental – Concern in relation to the environmental impact of the proposals
- Cycling - Concerns about cyclist safety and accessibility
- Other highway concerns
**Consultation:**

**Issue:**
What is the reason for the date of 6th March so close to the date that we received this document? Why wasn't more time given for residents to find out more about this and therefore given time to protest. This is not a consultation, we have not been consulted with at all, and with just two weeks' notice to object, it appears that the hope is no one would have time to object.

**Response:**
We allow a two week period for the public to provide comment to our proposals as part of our standard consultation process. However, as we received general concerns with regard to the period allowed for consultation, we considered all responses up to two weeks beyond the 6th of March respond by date (20th March 2015).

**Scheme justification:**

**Issue:**
Why? The council is supposed to have a deficit, so why are you wasting money on this project which is really not needed? Perhaps there is no need for you to ask us to pay a further 5% on our Poll Tax. If you have money to waste, why don't you repair the potholes in the roads, or maintain the pavements which you insanely made into cycle paths. The only reason I can find that this work is being proposed is that local government will benefit from some form of EU funding for putting in a bus lane, which is of no use to man nor beast. Such proposed bus lanes will not be used by the Cardiff community so why are we paying for them. A great majority of the frequent buses coming down from Merthyr are completely empty. A reduction in their number would provide a much cheaper solution.

**Response**
The Government is committed to addressing the important issues of traffic congestion and environmental pollution, both of which are serious and growing problems. A key part of addressing these issues will be measures to encourage provision of more sustainable, environmentally friendly, forms of transport, including the development of more attractive public transport services. Buses already play an essential role in the transport systems of our urban areas.

The option of providing new major roads in urban areas is limited. Other measures are required. Improvements to public transport services, coupled with measures to discourage unnecessary use of private vehicles, is an important part of a coherent and environmentally sustainable strategy.

Bus services, can be more easily adapted to changing demands than fixed-track systems and, with their large carrying capacity, buses can make effective use of limited road space. Buses provide transport for people who for one reason or another are prevented from driving themselves - young, elderly and disabled people, those who are not able to drive a car, and those who do not wish to, either generally
or for particular journeys. Buses often provide these people with their only means of access to work, shops, education and social and leisure activities.

The A470 corridor between Pontypridd and Cardiff has been recognised by Welsh Government as a vital regional transport artery. Previous bus improvement schemes in both Cardiff and Rhondda Cynon Taff have been carried out using Welsh Government funding, and over time the current scheme and further works will give improvements for buses over the whole corridor.

The current scheme sits within this regional context and contributes to improvements in journey times and reliability over the whole length of the corridor. Journey time savings of up to 2 minutes can be achieved on this stretch alone, and this adds to those savings already possible from previously constructed bus priority measures.

There are currently 11 buses per hour (plus National Express services) using this section of A470, these are regional and sub-regional services bringing commuters and shoppers into and out of Cardiff. With planned housing growth in north Cardiff and south Rhondda Cynon Taff, it is very likely that these frequencies will increase.

In addition, whilst Cardiff Bus do not operate services currently over this section of A470, bus networks need to change over time to reflect the changing urban environment and provision of bus priority measures will increase the flexibility of future bus networks.

**Issue**

Has a cost benefit analysis has been undertaken? How much will the scheme cost?

**Response**

Cost benefit analyses using First Year Rate of Return have been calculated and give values of over £26,000 per annum for the bus lane element of this project.

The cost estimate is currently being prepared for the purpose of our bid process for funding and we anticipate an estimated cost of around £2.8 million for the overall scheme. Not only does the above estimate include the costs associated with the bus-corridor scheme, but costs associated with environmental improvements such as removing radius style kerbs on the vehicle cross-overs, footway resurfacing and dropped kerbs (uncontrolled crossing points) to improve pedestrian and cycle accessibility in the area. The cost of the bus lane element of the scheme is estimated to be in the region of £1.25 million.

However, the extent and content of the scheme may have to be revisited in order to meet the available funding. The funding source falls under the Welsh Government's Metro budget (Cardiff Capital Regional Metro). Some further information can be found on the Welsh Governments website: [http://gov.wales/topics/transport/public/metro/](http://gov.wales/topics/transport/public/metro/)

The cost benefit analyses is relevant, but must also be considered among other factors which to which it is impossible to allocate a financial benefit. There is not enough road width at the junctions to improve capacity and therefore no reasonably practicable way to accommodate growth of flow into the city. The bus lanes will
encourage the use of buses and therefore provide a potential for increased transport growth into the city.

**Issue:**
*I understand the funds available for this scheme emanate from a Regional pot, but there are other areas within Cardiff which need road improvement schemes of various types which are of a more urgent requirement than a bus lane along Ash Grove/Manor Way.*

**Response:**
The funding for this proposal is not associated with the funding the Council receives for its general resurfacing programme or for other road safety schemes, it is specific to improving a strategic transport corridor. See response above.

**Issue:**
*Should the money being proposed for bus lanes be spent more effectively in other parts of Cardiff. The money which is allocated for this project could in our opinion be used more productively to address the predicted problems in the North West and North East corridors once Cardiff has grown in size in accordance with the LDP.*

**Response:**
This proposal is part of a regional strategy for improving strategic routes into the city. Therefore many other routes will be developed at the same time as this scheme or in the future. Further information can be found on the Welsh Governments website: [http://gov.wales/topics/transport/public/metro/](http://gov.wales/topics/transport/public/metro/)

**Issue:**
*We note that there is no Park and Ride facility north of J32, M4 which would at least aid our understanding of this proposal. Additionally as local residents living on the road we feel that the bus services currently using the A470 are, for the most part, not held up by traffic. We also note that Cardiff Bus does not currently service the A470.*

**Response:**
With planned housing growth in north Cardiff and south Rhondda Cynon Taff, it is very likely that bus frequencies will increase. In addition, whilst Cardiff Bus do not operate services currently over this section of A470, bus networks need to change over time to reflect the changing urban environment and provision of bus priority measures will increase the flexibility of future bus networks. There is also potential for Park and Ride sites to be developed in the future north of the City. Queue length surveys show that during the am peak (8-9am) queues are resulting in significant delays to buses. This scheme will remove this delay and buses will be able to jump the queue and travel through the traffic signals during the first green stage.

**Issue**
*How does this project fit in with the proposal to electrify the Valleys lines to Cardiff?*
Response
This proposal sits alongside the proposals for the electrification of the Valleys lines. The improvements along this bus route will result in improved bus journey times and reliability. This will be an alternative, sustainable transport option if the railway option is not convenient or suitable.

The main aims and objectives regarding the electrification are as follows:

- To deliver a more efficient and sustainable transport network supporting long-term prosperity by enabling South East Wales to function as a single coherent economic region;
- To provide for increasing rail travel demand in South East Wales;
- To provide a catalyst for mode shift in South East Wales from car to rail transport;
- To produce positive effects overall on people and the environment, contributing to the overarching Welsh Government goals to reduce greenhouse gas emissions;
- To support the creation of significantly improved employment links for parts of South East Wales Valleys in the convergence funding areas; and
- To strengthen the role of the key economic centres in South Wales as the drivers of economic growth in South Wales.

This information, along with further information about the electrification of the Valleys lines, can be found on the Welsh Government’s web site via the following link: http://gov.wales/topics/transport/rail/electrification/valleylines

Issue
Should you not be planning for a subsequent reduction in road traffic rather than encouraging an increase?

Response
This scheme will not result in an increase in traffic; the capacity of the junctions, and therefore the overall capacity of this section of carriageway, will remain unchanged. The additional bus lane will merely create the option for buses to jump queues during peak traffic periods resulting in a reliable and quicker bus service. This scheme aims to improves the quality, efficiency and reliability of the bus operations along the A470 corridor. This makes bus services a more attractive to users, therefore working towards achieving modal shift towards sustainable modes of transport in Cardiff and discouraging unnecessary use of private vehicles.

It should be noted that the scheme will not generate additional general traffic, and will move general traffic away from residences which assist in reducing some of the current environmental effects for many residents.

Issue
Which of our local councillors have given their support for this scheme? This information will influence future voting.
Response
The Heath and Whitchurch Ward Councillors have given their support for this scheme proposal, resulting in a majority agreement from the local Members to proceed. However, the principles of the corridor scheme also have Cabinet approval.

Bus Lane concerns:

Issue:
Has a study been made of the effect of the bus lane which you installed on Northern Avenue? To date, I have not seen a single bus using it.

Response:
A modelling exercise was undertaken as part of the overall corridor to determine the efficiency of the bus lanes as well as the impact on the network. The outcome concluded that the full scheme benefits buses travelling southbound along the A470 during the AM peak period. On site observations have confirmed that the bus lanes are used and buses are able to jump queues, although it should be noted that in free flow traffic situations use of the bus lane is not necessary.

Issue:
The proposed scheme could at best only improve traffic flow for buses by seconds. Is there the scope/option of extending/improving the time management/sequencing of traffic lights or are they currently running at optimum levels to cope with traffic flow?

Response:
Traffic Signal junctions in Cardiff are operated under an Urban Traffic Control (UTC) real time system called SCOOT (Split Cycle Offset Optimisation Technique) which allows the green time proportioned to each approach at these junctions to be varied between an upper and lower limit, depending on the volume of traffic at any particular time whilst maintaining co-ordination between traffic signals. This type of control strategy measures the number of vehicles and resulting congestion on each approach. The SCOOT system is set up to deal with the different traffic conditions that are experienced throughout the morning peak, evening peak and off peak periods and consequently signal cycle time, green time and the co-ordination between signals changes during the day and night.

Issue:
Will the bus lane operate 24 hour?

Response:
The bus lanes will be 24 hour, although there are unlikely to be many buses between 23.00 and 06.00. The bus lanes and any changes to the existing parking/loading restrictions will be subject to a Traffic Regulation Order, which is a separate legal process.
**Issue:**
A bus lane will have a severe effect on residents, making it even more difficult to enter and exit our drive way, for me my drive goes direct onto the road. I already have to watch out for the inconsiderate cyclists and now will have to give way to buses and taxis. Traffic at the moment is heavy and to get onto the road is not easy, with a bus lane I could drive into this and then wait until someone allows me to enter the main line of traffic, but if I do this I will block any buses wanting to travel down.

To get onto my drive will be risky as if a bus is coming I will have to get in the bus lane at some point to access my drive, and buses speed and are quite arrogant when it comes to a car using there right of way.

**Response:**
There should be no adverse effects for vehicles leaving properties, as the bus lane will be carrying less traffic than the current inside lane. More information about accessing your property is available in the Questions and Answers section of the consultation documentation on the Council's website.

**Issue 14:**
If the bus lane was a continuous run it would make sense, but why would the buses want to zip in and out of traffic? They would prefer to stay in the moving flow. Even the bus lane which is further up Northern Ave does not get used fully, I rarely see a bus using it.

**Response:**
Continuous bus lanes cannot be provided as provision for left turning general traffic needs to be maintained. Buses use bus lanes to enable them to bypass queuing traffic and arrive at the head of a queue of traffic, usually at a signal controlled junction. In free flow traffic situations use of the bus lane is not necessary.

**Issue:**
We have doubts about the efficiency of the proposed bus lane, in particular because of the requirement to return two lanes of traffic at bottlenecks. This lack of continuity appears to us to reduce the likelihood of users to move into the bus lanes and also cause problems at the points where 3 lanes return to 2, with drivers being unwilling to allow buses to join the regular lanes.

**Response:**
The junctions will remain unaltered in terms of capacity. The purpose of the bus lane is to enable buses to jump the queue during peak periods. At off peak periods and when queues are small, the bus lane is not required and buses are likely to remain in the general traffic lanes. A modelling exercise was undertaken to determine the efficiency of the bus lanes as well as the impact on the network. The outcome concluded that the full scheme benefits buses travelling southbound along the A470 during the AM peak period. The scheme also makes better use of the existing road system and minimises the impact on the general traffic flow by merging the bus lanes into general traffic, therefore not affecting the operation of junctions. The scheme improves the quality, efficiency and reliability if the bus operations along the A470 corridor. This makes bus services a more attractive to users, therefore
working towards achieving modal shift towards sustainable modes of transport in Cardiff.

**Issue:**
*Buses use the outside lane and only the number 400 uses the bus bays. In fact the bus drivers have told residents that they would not use the bus lane!*

**Response:**
In free flow traffic situations use of the bus lane is not necessary. There are currently 11 buses per hour (plus National Express services) using this section of A470, these are regional and sub-regional services bringing commuters and shoppers into and out of Cardiff. With planned housing growth in north Cardiff and south Rhondda Cynon Taff, it is very likely that these frequencies will increase and use of the bus stops. In addition, whilst Cardiff Bus do not operate services currently over this section of A470, bus networks need to change over time to reflect the changing urban environment and provision of bus priority measures will increase the flexibility of future bus networks.

**Issue:**
*Buses should be fined for not using the bus lanes.*

**Response:**
In free flow traffic situations and when queues are small, use of the bus lane is not necessary.

**Issue:**
*The proposed bus lane will only reduce time on the journey going towards Cardiff city centre but not northbound.*

**Response:**
Bus lanes outbound on this part of North Rd have not been proposed because traffic surveys indicated that queuing traffic impacting on bus journey times was not as significant a problem as it is during the morning peak for in the inbound direction.

**Disruption:**

**Issue:**
*Has any consideration been given to the disruption that this is going to cause? Are the contractors going to work through the night as they did on Northern Avenue? The disruption that this will cause to both resident and commuters will not provide sufficient benefit to warrant the work.*

**Response:**
Some disruption is inevitable when works are undertaken on the highway, especially on roads as busy as A470. The Council’s contractors will keep any disruption to a minimum. It is likely that there will be no work undertaken during peak traffic hours, however we cannot confirm at this stage what the hours of working will be.
**Issue:**
When are the Works likely to begin?

**Response:**
It is anticipated that the Works will commence in the summer, however this will be subject to the Council receiving the necessary funding from the Welsh Government.

**General Road Safety Concerns:**

**Issue:**
Motor cycles and bicycles may try to turn through the bollards.

**Response:**
Back to back kerbing will be provided where it is necessary to remove the centre reserve in its current form.

**Issue:**
The proposal to remove the central reservation and narrow the lanes to accommodate a bus lane could have serious safety implications. Manor Way/Ashgrove/Northern Avenue is one of the main arteries into the City (I do realise this is the reason for the proposal) and all manner of vehicles use this roadway. Many heavy plant vehicles, including those with rear steering, use this road and take up the full width of a lane plus. I would not wish to be sat in my small car driving alongside one of the enormous vehicles in a reduced width lane.

**Response:**
As a safety precaution, it is proposed to reduce the speed limit from 40 mph to 30 mph, although this will be subject to the necessary Traffic Regulation Order. As per every journey made, drivers should always drive according to the highway layout and conditions. Where there are situations when wide load vehicles are travelling along the A470, it is recommended that drivers should overtake when it is safe and legal to do so.

**Issue:**
I understand there is a proposal to decrease the speed limit on the bus lane section from 40 to 30 miles per hour. How would this speed limit be enforced, via Cameras? Also, would the varying speeds along the length of the road confuse drivers, i.e. 40 to 30 to possibly 40 and then to 30 mph on the Merthyr Road Section?

**Response:**
The existing 40 mph section starts north of the Birchgrove Road junction. It is proposed to reduce this limit to 30 mph from this point, to the bridge that crosses the Coryton rail line. This will mean that a 30 mph speed limit will be in place south of the Coryton Rail line bridge through to the City Centre. This will provide continuity for travellers along the A470. The enforcement of the new 30 mph section will be considered as part of the scheme’s post-implementation monitoring. The use of speed cameras for enforcement is subject to national restrictions and can only be used where there is a history of serious or fatal collisions.
Issue:
Where will the traffic go when the emergency services are trying to get through, at the moment you can pull up on the pavement or on the central reservation but where the bus lane is going the central reservation is being taking away.

Response:
Vehicles are able to enter a bus lane when in a 'blue-light' situation. Whilst drivers should not enter a bus lane other than when directed to do so, in an emergency situation, discretion would be given in an 'enforcement' situation.

Issue:
There have been accidents over several years where vehicles have ended up in the corner properties of junctions. It would seem a sensible if not an essential proposal to request that railings are put up on all arms of junctions. I fail to understand why this has not happened in respect of the previous incidents.

Response:
Guardrails are not intended for structural/crash protection; they are intended to contain pedestrian within safe areas. It is likely that the existing railings in the vicinity of the junctions will be removed due to the trapping hazard they pose to cyclists and pedestrians. It is proposed to reduce the speed limit on the A470.

Issue:
I have a concern about the junction of Keynsham Road and Manor Way. There are a number of vehicles parked here on a regular basis, many of which are used for business and parked very close to the corner causing a hazard. I realise there are no yellow lines on the Keynsham Road area of this junction, so it was not a traffic offence. However I think there would be great benefit and improved safety if yellow lines were to be implemented here.

Response:
As part of the detailed design process we will be reviewing the existing parking restrictions and associated Traffic Regulation Orders along the A470 and its adjoining side streets.

Issue:
There should be crash barriers down the centre of the road.

Response:
Back to back kerbing will be provided where it is necessary to remove the centre reserve in its current form. As a safety precaution, it is proposed to reduce the speed limit from 40 mph to 30 mph, although this will be subject to the necessary Traffic Regulation Order. There are existing sections of the A470 that have no centre reserve. It is felt that the introduction of barriers in addition to back to back kerbing is unnecessary. The scheme will be subject to post-implementation monitoring whereby this request can be reassessed.

Issue:
An issue I really have is people parking their vehicles on the grass verge between the carriageway & the footpath. I did contact the police, but there was little they could do as it was not obstructing the footpath. When I back out the drive, I cannot
see the traffic approaching from the lights due to parked vehicles, & it is really scary getting onto the road.

Response:
As part of the detailed design process we will be reviewing the existing parking restrictions and associated Traffic Regulation Orders along the A470. This will include the issue of illegally parked vehicles on the footway. Addressing the issue of vehicles parking on verges is not part of the objectives of this scheme. However, where possible and if funding permits, verge protection will be provided. This will be addressed during the detailed design and delivery stage.

Pedestrians:

Issue:
Why has the crossing been relocated? I'm absolutely furious that you are looking to move a fully functioning set of pedestrian lights about 200 yards down, where another set of pedestrian lights already exist another 200 yards the other way – why? What do you think the benefit will be? School children cross closer to the school, so if you are looking to consider new lights these should be located near the school.

Response:
The relocation of the 'Telephone Exchange' pedestrian crossing facility has been proposed to provide greater opportunity for buses to by-pass queueing traffic on the approach to the Birchgrove Road traffic signals, as a longer section of bus lane can be provided. Additionally, it will be in a position which will serve more pedestrian desire lines in the vicinity of Westfield Road and Keynsham Road. Additional pedestrian facilities are also being proposed at the Ty'n-Y-Parc Road junction.

Issue:
Concerned about stopping vehicles parking on the footway area (putting in bollards preventing deliveries etc).

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 is likely that the enforcement of footway parking and verge parking would commence after a review of the existing Traffic Orders.

In respect of delivery drivers, as per the existing arrangements, delivery drivers would need to park in a legal and safe location. When reviewing the necessary Traffic Regulation Orders, this will be subject to a separate legal process. 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.

Issue:
The wider pavements currently has a much safer journey for families and school children whose schools Birchgrove and Whitchurch high are located in an area with most parents are walking to school, as the council promotes, surely traffic located
near to the walkways makes the journey more dangerous and especially with our climates the splashes from the road users would make the walk an uncomfortable experience.

Response:
This scheme will not generate additional general traffic, and will move general traffic away from residences (on the eastern side) which will reduce any environmental effects for those residents. The alignment of the kerb adjacent to the existing footways will remain as existing.

Issue
Whilst I can see that the issue of pedestrian crossings has been addressed, are uncontrolled ones the right way forward on such a busy thoroughfare.

Response:
There are no proposed un-controlled crossing facilities across Manor Way.

Issue
There is a real danger in removing the centre reserve in the section by the entrance to Caedelyn Park. We are aware that pedestrians cross the road from the lane between property 31 and 33 and opposite the entrance.

Response:
Surveys show that there are only a small number of pedestrians that use the central reservation as a crossing point in this area. Although it is understood that the central reservation may be helpful to split the crossing of Manor Way into two stages, it is not considered to be a safe crossing point and there are no controlled or uncontrolled facilities in this immediate area. However, there are controlled pedestrian crossing facilities at Caedelyn Road and Ty'n Y Parc Road within approximately 200m from the park entrance which can be used safely and it is hoped that these facilities will be improved as part of this scheme.

Issue
We object to the proposals in sections D and E. We are concerned about the removal of the central reservation - although we note that there could be options for "back to back" kerbing or bollards. The reason for this is that we regularly see many people, both young and old, crossing the A470. Whilst we appreciate that there are crossing facilities in parts of the road (such as the subway) they prefer to use the direct approach. The existing central reservation therefore provides a chance to stop and, if needed, wait before crossing the opposite carriageway. We believe that it would be extremely dangerous if there was little or no central reservation and that people would try to cross all four lanes at once (even with a 30mph speed limit).

Response:
Surveys show that there are only a small number of pedestrians that use the central reservation as a crossing point in this area. Although it is understood that the central reservation may be helpful to split the crossing of Manor Way into two stages, it is not considered to be a safe crossing point and there are no controlled or uncontrolled facilities in this immediate area.
The section referred to includes the removal of approximately 300m of central reservation. The use of the central reservation as a crossing point would not be encouraged on this busy 40mph section of carriageway. However, under the new arrangement, confident and mobile pedestrian will still be able to use the central reservation, where it remains, which will be at most 150m off their desire line. The proposed reduction in the speed limit from 40mph to 30mph will also make this a safer crossing option than it currently is.

**Access:**

**Issue:**
We already have to contend with a stupid cycle path that actually poses more dangers to cyclists than the council ever considered. This is down to no consultation. How do you think we get in and out of our drives? I want you all to come and spend a morning at my house and consider how residents get in and out of their house currently without endangering both pedestrians and cyclists.

**Response:**
There should be no adverse effects for vehicles leaving properties, as the bus lane will be carrying less traffic than the current inside lane. You will be permitted to cross the bus lane to access your property. You will not however be permitted to drive along the bus lane more than a reasonable distance.

**Issue:**
Can you please clarify if I am able to cross the bus lane to access my property?

**Response:**
You will be permitted to cross the bus lane to access your property. You will not however be permitted to drive along the bus lane more than a reasonable distance.

**Issue:**
Currently at the Caedelyn Park entrance significant amounts of traffic turn left into and out of the park. Will the proposal call for users to drive on the service road or to turn in from Ashgrove.

**Response:**
The vehicle access arrangement to Caedelyn Park will remain as existing. Breaks are provided in the bus lane to enable vehicles to turn left into the adjoining junctions.

**Issue:**
I am concerned regarding access to my house and driveway and any safety implications this may have with heavy machinery around. How will works affect residents access to their properties and what notice will be given to residents regarding access issues?
Response:
Access to properties during the construction phase is normally maintained and contractors will liaise accordingly with property owners regarding access. A letter drop will also be undertaken in advance of the Works to warn occupiers.

**Environmental Concerns:**

Issue:
Has an environmental assessment been undertaken in view of the existing pollution levels and bus lane proposals? There will now be 3 lanes of traffic outside my property and vehicles exiting side roads will now queue more. Has there been a pollution count on this road? The air pollution on part of Manor Way already exceeded the U.K and E.U. limit of NO2 in 2003. and has doubtless worsened due to the year on year increase in the volume of traffic. This proposal will lead to a further increase by one third by introducing a third line of traffic. The serious problem of particle pollution, especially from diesels (most buses) was not recognised at that time. Has the required environmental survey been carried out?

Response:
An Environmental Assessment has not been undertaken as the scheme that we are developing does not require planning permission. Environmental Assessments are normally only a requirement as part of the planning process. We will however be producing an Environmental Statement.

Liaison with with the Council's Pollution Control section confirmed that air pollution levels at residential properties around the junction of Manor Way and Birchgrove Road are currently monitored. This area used to be an Air Quality Management Area (AQMA), however it was revoked due to concentrations being below National Air Quality Standards. The Council has previously monitored further north on Manor Way, but have never found there to be an air quality issue.

Generally in Cardiff, we find that for there to be a risk of National Air Quality Standards to be exceeded, we need all three of: reasonably large traffic flows, vehicle queuing for significant parts of the day and buildings close to the road to hinder dispersion.

The scheme proposal is unlikely to significantly affect concentrations of key pollutants at residential accommodation on the eastern side of Manor Way. Whilst the scheme will place the most polluting vehicles (buses, coaches and taxis) closer to residential accommodation, these vehicles are relatively fewer in number and their emissions will be offset partly by their smoother passage along the road link (so less stop/start queuing) and partly by the relocation of the far more numerous other vehicles further away from properties.
There may be some adverse effect during peak hours at the locations where the bus lane ends southbound and buses/coaches/taxis attempt to merge with the main flow of traffic. However, this is likely to be short-lived and unlikely to significantly affect local concentrations of pollutants.

It should be noted that scheme will not generate additional general traffic, and will move general traffic away from residences which assist in reducing some of the current environmental effects for many residents. Visibility will also be improved when exiting Pantbach Avenue and access to and from properties should be easier, as the bus lane will be carrying less traffic than the current inside lane.

**Issue**

Pantbach Ave. is used as a rat run between the hours of 7 am and 9 am with cars queuing to enter the static traffic on Manor Way. The resulting air/noise pollution is already in excess of U.K and E.U. regulations and this urgent problem needs to be addressed not exacerbated. The proposed three lanes are reduced to two a few yards beyond no. 44, so there will be an increase in the queue of traffic (three lanes attempting to reduce to two). A continuation of the bus lane has been prevented by your recent enlargement of the crossing at Birchgrove Rd. Thus the benefit of a bus lane on Manor Way is illusory as it cannot be continued.

**Response**

Visibility will be improved when exiting Pantbach Avenue and the bus lane will be carrying less traffic than the current inside lane. The concerns raised over buses queuing in close proximity to Pantbach Avenue have been noted and the extending of the bus lane towards the Birchgrove Road junction will be considered.

The works undertaken at the Birchgrove junction were facilitated by the removal of the right hand turn lane into the Birchgrove Road (Whitchurch), therefore would not have any detrimental effect to this scheme proposal. As there is an existing left hand turn into Birchgrove Road (Heath), it is not possible to have a continuous bus lane through the junction. See also above response.

**Issue**

Cardiff Council has already accepted in principle its financial responsibility for the environmental damage caused by its work to increase traffic on Manor Way. The opening up of Manor Way was accompanied by the provision of secondary double glazing and a rate reduction. So each house on Manor Way should expect sound proofing and triple glazing to mitigate the increase in noise and pollution your proposed scheme would cause. Has this been costed into your estimate? Similarly you should be prepared to accept the reduction in the saleable value of each property as a reasonable charge against the Council. There will be a need for the revaluation of the rateable value of each property which we will expect to be reduced. Has this been costed into the proposed scheme?
Response
It should be noted that the scheme will not generate additional general traffic, and will move general traffic away from residences which assist in reducing some of the current environmental effects for many residents. On this basis, there are no current plans to provide sound baffling measures.

There are also many facilities that are being introduction along the route that will benefit the community and residents along the A470, such as improved pedestrian crossing facilities and off-road cycle facilities and also an improvement to the quality, efficiency and reliability of the bus network.

Issue:
The lighting along Manor was recently updated which I imagine came at a cost. Should changes be agreed and go through, will these new lights still be operational or will the council have to find the budget to again move these lights to accommodate the change of footpath and bus lane etc.

Response:
The alignment of the kerb adjacent to the existing footways will remain as existing. Unless there is a requirement for the lighting to be relocated/ upgraded as a result of the additional pedestrian facilities being implemented or relocated where they are causing an obstruction to cyclists, there is no foreseen requirement to relocate the lighting columns.

Issue:
The trees which currently line the whole of the Manor way road, will these stay in place or be removed as you have done in North road, making the route clearly become like a residential motorway, the privacy of front of homes affected open to all elements, and also the health aspect having children with asthma the pollution element will increase.

Response:
The alignment of the kerb adjacent to the existing footways will remain as existing. There is no foreseen requirement to remove highway trees along the extent of the scheme, other than in the vicinity of the relocated crossing adjacent to the Telephone Exchange where one tree is affected.

Issue:
The houses on this stretch already suffer with noise and grime from the vehicles and lately we are seeing a surge in buses coaches and builders lorries. If this plan goes ahead, maybe the council can pay to have my windows replaced to Triple glazing to drown out fire engines, ambulances, Police and everything else on the road now.

Response:
Unfortunately there are some negatives aspects to living in close proximity to an arterial road such as the A470. This scheme aims to improves the quality, efficiency and reliability if the bus operations along the A470 corridor. This makes bus services a more attractive to users, therefore working towards achieving modal shift towards sustainable modes of transport in Cardiff and discouraging unnecessary use of private vehicles.
It should be noted that the scheme will not generate additional general traffic, and will move general traffic away from residences which assist in reducing some of the current environmental effects for many residents. On this basis, there are no current plans to provide sound baffling measures.

**Issue:**
There is a slip road as far down as Caedelyn Park entrance and a layby starting near no.8. What are your plans for the grass verge in the vicinity.

**Response:**
In respect of the grass verge, there are no current proposals to remove any grass verge, other than the section from property 54 to 32 which is directly adjacent to the carriageway. This is to facilitate the widening of the existing narrow footway. The verge that contains the trees at the back of the footway area will remain as existing.

**Issue:**
Ashgrove is the gateway to Cardiff and when traffic comes onto it, they see avenues of trees, grass verges and grass central reservation. This gives a very pleasant first impression of Cardiff. If the central reservation is disappears it will all just be traffic.

**Response:**
The removal of the central reserve will only be undertaken where necessary and back to back kerbing will be provided where it is necessary to remove the centre reserve. The existing grass verges and trees will still remain in place. See also above response.

**Issue:**
Due to the extra lane and the removal of the central reservation it looks as if the grass verge will be removed thus making the road closer to my house. This will increase noise and vibration levels. The removal of the trees will decrease the aesthetics of the road. This may also impact on the saleability of my house with concerns that it may decrease its value.

**Response:**
The kerb-lines adjacent to the existing footways will remain as existing and that there are no current plans to remove the trees other than the one in the vicinity of the relocated crossing near the telephone exchange. The only section of grass verge that is currently proposed for removal is the section from property 54 to 32 which is directly adjacent to the carriageway on the service road. This is to facilitate the widening of the existing narrow footway and the verge that contains the trees at the back of the footway area will remain as existing.

**Cycling:**

**Issue:**
No further detail is provided of the improvements for cycling are you able to elaborate? The only measures I can see that are related to cycling are the provision of advanced stop line reservoirs at certain junctions. These have no feeder lanes
and are positioned at junctions with three lanes of traffic. The Active Travel Act Design Element DE050 states that 'A large complex, high speed motor vehicle-dominated junction will not be made cycle-friendly by the provision of ASLs'.

Response:
The main improvements for cyclists will be the removal of the radius style vehicle cross overs, resurfacing and the widened crossing points at the traffic signals. These crossings will also benefit from widened traffic islands and will be considered for upgrading to toucan standard. Dropped kerbs will also be provided at certain junctions where there are currently none provided. ASL will be provided at the junctions to assist cyclists who chose to not use the off-road facilities. Due the available space within the adopted highway, there is insufficient space to provide feeder lanes.

Issue:
Regarding ‘Shared use footway / cycle track’, DE024 Cycle track alongside road, shared with pedestrians details how shared use facilities should be implemented. Street furniture such as signs should be moved to ensure that the facility meets the minimum width requirements detailed in DE024. The shared use footway / cycle track has several end of route signs, typically before junctions. The Active Travel Act states in section 9.4.12 that such signs should not be used and that cyclists should not be abandoned by the infrastructure. All end of route signs should be removed as part of this scheme.

Response:
This comment has been noted and will be considered as part of the schemes detailed design process.

Issue:
Priority at uncontrolled side roads – southbound, at present pedestrians and cyclists using the shared use footway / cycle track alongside the A470 have to give way at side roads. The Active Travel Act states that uncontrolled cycle track crossings at side roads should give priority to cyclists crossing the side road. This is detailed in DE025 Cycle Track at Side Road with Cycle Priority, which states that side roads and accesses where vehicle speeds are less than 30mph and volume is less than 2000 vpd will normally be suitable for cycle priority crossings.

At present pedestrians and cyclists using the shared use footway / cycle track alongside the A470 have to give way at side roads. The Active Travel Act states that uncontrolled cycle track crossings at side roads should give priority to cyclists crossing the side road. This is detailed in DE025 Cycle Track at Side Road with Cycle Priority, which states that side roads and accesses where vehicle speeds are less than 30mph and volume is less than 2000 vpd will normally be suitable for cycle priority crossings. This is suitable for implementation at all of the northbound uncontrolled side roads covered by this scheme:

Response:
There are no proposals to implement priority to the side roads for cyclists on the basis of the high traffic volumes along the A470 and potential for rear-shunt collisions as a result of vehicles stopping suddenly.
**Issue:**
DE045 states that staggered divided toucan crossings can be very difficult for cyclists to use and should not normally be provided. If single stage crossings cannot be implemented then straight-ahead divided crossings should be implemented. The central waiting areas should be designed to provide maximum space and avoid conflict between those cycling and people walking.

The single stage toucan crossings of Cae Gwyn Road should be realigned to allow cyclists to proceed in a straight line along Manor Way/Northern Avenue. At present the crossings involved 90 degree turns and would be difficult for those cycling to use - DE024 states that cycle tracks should not deflect by more than 45 degrees.

**Response:**
It is proposed to widen the existing central reserves where there are existing staggered crossings to assist pedestrians and cyclists.

**Issue:**
Pavement narrowings for bus stops - In multiple locations along the A470 bus stops have been inset, allowing buses to pull out of the traffic lane. This has resulted in the footway being of insufficient width, for example the footway at the bus stop near Caedelyn Road is less than 1 metres width. In addition the bus stop pull in is not wide enough for the bus to pull off the carriageway. These bus stops should be moved back into the carriageway, so that the footway can be restored to adequate width as detailed in DE001 and DE024. DE031 details how bus stops should be implemented with shared use space behind the bus stop. The shared use path should be kept clear of street furniture. In the bus stops detailed on the plans steps should be taken to relocate street furniture.

**Response:**
This comment has been noted and will be considered as part of the schemes detailed design process.

**Other Highway Concerns:**

**Issue:**
There is turning circle on the service road that exits onto Manor Way. Could this be closed off as a means of stopping motorists from using the service road to get ahead of the queues. Historically this turning circle never had an exit onto Manor Way.

**Response:**
Whilst the closure of the service road on the one end would resolve the issue of vehicles cutting through, the closure would make it difficult for delivery vehicles and cause inconvenience for residents living along this section of the service road.
Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below: **SECTION A - B / 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 3250 to request a paper copy.

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Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below. (SECTION C - D / ADRAN 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 3250 to request a paper copy.

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Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below: **SECTION E - F / ADRAIN E - F**

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 3250 to request a paper copy.

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Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown below. **(SECTION G - H / ADRAN G - H)**

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 3250 to request a paper copy.

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**SECTION G / ADRAN G**

- See SECTION F Gweler ADRAN F
- Narrowed centre reserve Llain ganol gul
- Bus lane Lôn fysus
- Upgrading of kerb-edge and footway resurfacing were possible Gwaith gwella ar y cwrbyn a gosod wyneb newydd ar y droedffordd lle y bo'n bosibl

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**SECTION H / ADRAN H**

- See SECTION G Gweler ADRAN G
- Narrowed centre reserve Llain ganol gul
- Bus lane Lôn fysus
- Upgrading of kerb-edge and footway resurfacing where possible Gwaith gwella ar y cwrbyn a gosod wyneb newydd ar y droedffordd lle y bo'n bosibl

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**Uncontrolled pedestrian crossing point Pwynt cresu nas rheolir i gerddwyrr**

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Yn dilyn ymgynguadawr diweddar ar gyngor rheoli traffig, mae'r Cyngor yn paratoi i weithredu'r cynllun rheoli traffig yn seiliedig ar y cynllun isod.

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