

## Consultation Report

### Cathedral Road Transport and Accessibility Improvements Phase 2b

Project No SPHTT 15101

A Public Consultation was held on the above scheme between 23/09/2015 and 09/10/2015.

The purpose of the consultation was to elicit the views of local residents which could inform and improve the design of the final scheme. The issues raised are summarised below, together with the response. A number of issues were raised in a letter circulated to residents by AM Mark Drakeford's office, and these have been included below where relevant.

#### Issue

Use the proposed one way arrangement to create more parking possibly by arranging parking bays en echelon, rather than in parallel and increase the amount of resident parking. Introduce limited waiting for non-resident parking.

#### Response

Increasing parking provision (including residents parking) is not part of this scheme. The Council is shortly to consult on a new Parking Strategy which will address matters of on-street parking provision.

### Issue

Reduce the speed limit to 20mph.

### Response

A 20mph speed limit would not be appropriate for Cathedral Rd, and a change to a 20mph limit on surrounding streets is not within the scope of this proposal,

### Issue

Narrow footways to create more space for parking.

### Response

Footway width is not over generous in this area, particularly when events are taken into account. Increasing parking provision (including residents parking) is not part of this scheme. The Council is shortly to consult on a new Parking Strategy which will address matters of on-street parking provision.

### Issue

Introduction of a one way system will have knock on congestion effects at the junctions affected and in the Plasturton Place/Gardens/Avenue area.

### Response

The proposal for one way streets will be re-examined in the light of consultation responses received.

### Issue

The proposed one way arrangement should be reversed.

### Response

The proposal for one way streets will be re-examined in the light of consultation responses received.

### Issue

Both Talbot St and Hamilton St should be made No Entry from Cathedral Rd to prevent rat-running through the residential streets.

### Response

The proposal for one way streets will be re-examined in the light of consultation responses received.

### Issue

More dead ends and one way streets should be created to prevent through traffic using residential streets in this area.

### Response

The proposal for one way streets will be re-examined in the light of consultation responses received, however wider application of one way/dead end streets is beyond the scope of this scheme.

### Issue

Provision of a bus lane will result in loss of parking spaces on Cathedral Rd,

### Response

The bus lane would remove approximately 66m of unrestricted highway parking, which equates to 12 cars. This is a very small proportion of the unrestricted parking in this area.

### Issue

Provision of a bus lane will increase congestion on Cathedral Rd.

### Response

The bus lane will enable buses to clear the junction of Cathedral Rd and Cowbridge Rd East without queueing, increasing journey time reliability and the attractiveness of public transport. The proposed measures will not result in any decrease in network capacity.

### Issue

The proposed arrangement for Talbot St would remove a key eastbound cycling link to the City Centre via Bute Park, University and Taff Trail.

### Response

The proposal for one way streets will be re-examined in the light of consultation responses received. Maintenance of good cycle links is an important part of the Council's transport policies. A possible solution is the provision of a contraflow cycle lane with cyclists crossing Cathedral Rd using the Toucan crossing which will be provided. This will be investigated.

### Issue

Both Talbot St and Hamilton St should have provision for two-way cycling

### Response

Provision of contraflow cycle lanes will be investigated.

### Issue

Proposed advisory cycle lanes are not wide enough.

### Response

Design of these features will be re-examined during the detailed design of the scheme in the light of responses received.

Following detailed consideration of the responses received it has been decided to proceed on the basis of the key strategic elements of the scheme at this time, namely remodelling the junction of Sophia Close/Cathedral Rd/ Talbot St to provide straight across crossing facilities and provision of a section of southbound bus lane on Cathedral Rd south of the junction with Sophia Close.

Changes to Talbot St and Hamilton St will be put on hold and can be considered as part of the wider consultation on the Council's revised Parking Policy.