A consultation was held on the above scheme proposals between 14th December 2015 and January 4th 2016. From around 750 addresses consulted and 30 on-site notices displayed; 1 resident response was received, who was broadly in support of the scheme but had some concerns.

Feedback was also received from one of our stakeholders; whom welcomed improvements to the West Grove crossing, closure of the nearside lane from Fitzalan Road to Newport Road, and the public realm improvements in the vicinity of East Grove / Howard Place; but also voiced some concerns with regards the proposals.

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

Summary of Key Scheme Benefits:

- Improved management of the effectiveness and efficiency of the road network;
- Improved road safety and accessibility for pedestrians and cyclists;
- Improved journey times and reliability for bus services.

1. Resident Comments:

**Issue 1.1**

*The alternative route proposed in relation to the banning of the right turn from Newport Road into West Grove, is to use City Road and then one of the connecting streets to access West Grove. This would create several conflicting movements with the un-signalised right turn that will then occur from The Parade or St. Peter's Street.*

*Response*

It has been surveyed that there are between 40 and 50 vehicles per hour currently turning right into West Grove from Newport Road during peak periods. While not insignificant, this number is not considered to be large, and in reality the effect of this traffic rerouting elsewhere will be dispersed. While most of these will divert to travel via City Road then The Parade or St. Peter's Street, others
may choose to continue their journey along City Road then travel via Northcote Street, Richmond Road or Whitchurch Road, or indeed may in future avoid this area altogether.

All movements are already permitted at the junctions of The Parade and St. Peter’s Street, with traffic already turning left and right out of these streets to access West Grove and Richmond Road respectively. While there have been 2 casualties recorded at each junction over the last 5 years (2010-2014), these are no more than would be expected from junctions of this type, and the increase in flow as a result of the diverted traffic is not predicted to have a significant impact on safety at these locations.

While the numbers making these movements are likely to increase as a result of the banning of the right-turn, this increase and the consequent effects would not currently be considered sufficient such as to consider alternative treatment for these junctions. Moreover the provision of a yellow box junction at West Grove / The Parade should at least in part help those travelling to/from The Parade. However the Council will continue to monitor the area, and seek to address any significant concerns arising.

**Issue 1.2**

*As a result of the banning of the right turn, there will be additional queuing at the Newport Road / City Road junction from the increase in road users wishing to travel between Newport Road and West Grove via City Road.*

**Response**

While it is likely that the banning of the right-turn into West Grove will result in some increase in queuing for the right-turn into City Road, this has already been provided for as part of the scheme previously implemented at Newport Road / City Road junction; specifically with the lengthening of the right-turn approach lane on Newport Road westbound. Moreover the other improvements that were made at this junction have improved the overall efficiency of this junction, as has been demonstrated by bus journey time savings according to data provided by the operator.

**Issue 1.3**

*Given that this right turn is being removed to facilitate another crossing of Newport Road, couldn’t this be sacrificed in order to maintain the right turn.*

**Response**

The consequence of banning the right-turn into West Grove for general traffic currently making this movement, needs to be balanced against the benefits overall of being able to better manage the effectiveness and efficiency of the road network, bus journey time savings, together with improvements to pedestrian and cyclist safety and accessibility.
The banning of the right-turn not only enables the provision of the new crossing facility at the eastern arm of the junction, but also enables the removal of the traffic island at the West Grove approach, which in turn allows this crossing to be upgraded to a straight-across facility while also widening West Grove to provide for two ahead lanes from Fitzalan Place to West Grove. Furthermore, alternative provision will be provided for cyclists currently turning right into West Grove, through the provision of the new toucan crossing facility between East Grove and Howard Place; while general traffic wishing to turn-right can still do so via City Road, albeit that this may be somewhat more circuitous than their current route.

Therefore as the banning of the right-turn is a fundamental prerequisite to delivery of the scheme, then on balance of the impacts to all users, we would not consider retaining the right-turn at the expense of the improvements that are otherwise enabled by banning this.

2. Stakeholder Comments:

Issue 2.1
Cyclists should not be in the carriageway cycling with traffic due the number of lanes and volume of traffic. However as these are junction only changes then I guess we would struggle to achieve separate provision. Overall though I think that these schemes fail to consider the needs of cyclists and offer limited improvement for pedestrians.

Response

It should be noted that Newport Road is not a designated cycle route, while West Grove is classified as an advisory route. However, cyclists are already able to use the bus lanes on either side of Newport Road, albeit that these aren’t wide enough such that cyclists and buses can pass each other within the bus lane. This will largely remain the case with the scheme, except that the westbound bus lane in sections may be able to be widened. As existing, Advanced Stop Lines (ASL) will be provided at each approach to the Newport Road / West Grove junction, albeit that feeder lanes for these would be preferable, cannot be provided due to the limited carriageway width available, therefore as a compromise the ASLs will be ‘gated’ entry only.

We do not agree with the premise that the scheme fails to provide benefits for pedestrians and cyclists. Specifically the scheme will deliver substantive benefits for active travel modes both in terms of accessibility and safety through the following interventions –

- Considerable footway widening and reconstruction in line with modern standards;
- A new crossing facility at the eastern arm of Newport Road / West Grove junction;
- An improved straight-across crossing facility at the West Grove arm of the junction;
- A new Toucan crossing at Newport Road between Howard Place and East Grove with adjoining shared surfaces providing a link to student development in the south;
- An upgrade of the crossing facility at West Grove / The Parade to Toucan standard;
- Replacement of steps in the vicinity of Shand House (former Blind Institute) to a ramp in compliance with current access legislation;
- Pedestrian islands to be made more user friendly, through being at-grade with use of cadet kerbs rather than triefs, and through the removal of guard rails where possible;
• Improved safety through the introduction of speed tables, brighter LED Belisha Beacons and road narrowing, at the junction of Fitzalan Road;
• Improved safety through the building out of kerb extensions at the junction of Newport Road with East Grove and Howard Place; and
• Overall consideration has been made of how pedestrians and cyclists will access the new and improved crossings, with shared surfaces, tactile paving and dropped kerbs being provided wherever possible.

**Issue 2.2**

Where lane widths are being altered individual carriageway widths should not fall within the critical range of 3.2m to 3.9m. This creates uncomfortable and potentially unsafe conditions for cyclists using the carriageway. Active Travel Design Guidance Design (para.6.14.5) states that ‘where lane widths are in the critical range of 3.2m to 3.9m conditions will be unsuitable for cycling on the carriageway….’ As no dedicated facilities are provided for cyclists then these lane widths need to be avoided.

**Response**

We can confirm that where lane configuration will be altered as part of this scheme, that wherever possible general traffic lanes will be ensured to not be within the critical range of 3.2m to 3.9m width, for the reasons as stated above. The only exception being the inside lane on the westbound approach to the Newport Road / West Grove junction, whereby the bus lane within this section will largely fall within this critical range.

This is necessary to achieve the optimum alignment through the junctions and to provide islands for the crossings which will be of sufficient width to cater for the high level of pedestrian demand in this area. As the section that will fall within the critical width range is comparatively short, it is considered that this is acceptable under the circumstances.

**Issue 2.3**

With regards the proposals at Newport Road / Fitzalan Road junction; Zebra crossings should have a minimum width of 4m. The current proposed position of the Zebra crossings are not on the pedestrian desire line. Can the tables be widened to address this? Could entry to Fitzalan Road be barred for general traffic, and this instead be made a cycle slip lane?

**Response**

The design has been amended to provide for 4m width crossings as specified, through widening of the speed tables accordingly. The alignment of the Zebra crossings relative to the desire line could be improved by removing the speed tables; however to do so would be at the expense of safety. It is therefore considered that the current arrangement represents a reasonable balance between both safety and accessibility, with the alignment not being significantly different from that of the existing.
The potential closure of the left-turn slip from Newport Road into Fitzalan Road is not a proposal being considered as part of this scheme.

**Issue 2.4**

All proposed crossings are shown as being staggered. Could these be changed to two-phase straight-across crossings which would be more convenient and follow pedestrian desire lines? Active Travel Design Guidance Design Element DE044 states that divided straight ahead crossings should be used wherever possible. The position of the crossing on the eastern side of Fitzalan Place is in a particularly bad position and present a significant detour for pedestrians walking along Newport Road. The position of this crossing should be aligned to the desire line along Newport Road. Advice is given within DE044.

**Response**

We generally take ‘straight-across’ to mean crossing within a single stage, as per the arrangement which is being proposed for the crossings on West Grove at its junction with Newport Road and at its junction with The Parade. However in this instance we take it that the responder is suggesting a split crossing which runs in separate stages, but which is not staggered. If this is the case then this is not something which we would seek to implement here due to increased safety concerns, particularly given the potential for conflict, with high footfall and vehicle movements in this area. The alignment of all crossings represent a balance between achieving an optimum desire line, a suitable location for stop lines, the need to provide sufficient space for the central refuge, to provide sufficient width for the stagger, and apart from which are also governed by on-site physical limitations.

**Issue 2.5**

Active Travel Design Guidance Design Element 050 Advanced Stop Lines outlines that approach lanes should be provide wherever possible as the benefit of an ASL is much reduced without them. A preferred option would be a ‘Nearside lane leading to a central feed lane’ as shown on page 375 of the Active Travel Design Guidance Design. This would afford much better protection for cyclists who have to use the carriageway as no other dedicated facilities are being provided.

**Response**

As has already been discussed; while feeder lanes to ASLs would be preferable to the ‘gated’ entry which has been proposed, it is not practicable to deliver one let alone the two feeder lanes which the responder has suggested, due to the limited carriageway width available and the need to provide sufficient island width for the crossings, particularly given the high footfall in this area.

**Issue 2.6**

On West Grove the opportunity to relocate the crossing to the desire line has been missed and should be realised. The footway will also be narrowed here to make way for an additional traffic lane.
Response

It is presumed that the crossing being referred to is that near The Parade. In which case the position of the upgraded crossing has now been amended slightly closer to the desire line across the junction; this in turn will mean that all pay & display parking spaces at West Grove will now be able to be retained. However ultimately the ability to relocate the crossing is governed by the junction itself. The kerb realignment (removal of built-outs) as has been pointed out is necessary such as to provide for the additional southbound lane, which should help reduce delays to inbound buses. Nevertheless it should be noted that the upgrade of the crossing, which will now be to a Toucan rather than the Puffin standard proposed previously; together with associated shared surfaces, represents a significant improvement over the current provision for cyclists at this location.

Other Correspondence:

After the consultation was completed, a request for further information was received on behalf of a number of members representing wards outside of the study area, in relation to an article published in the press on the 4th of January (link here). This and the response are summarised below –

Question

Please can you confirm the current status of the proposals and the process going forward, particularly in relation to consultation with local members? Can you also advise what analysis has been done of journeys that would be displaced to other routes by the movement restrictions, particularly from Newport Road onto Albany Road?

Response

The Public Consultation on this scheme took place between 14th December 2015 and 4th January 2016. This involved a letter drop of local residents, businesses and other stakeholders likely to be impacted by the scheme, together with various on-site notices placed within the area. As part of this process local members for the affected wards of Plasnewydd and Adamsdown were consulted, and a Consultation Report is currently being prepared. Subject to approval, construction of the scheme is anticipated to begin February 2016, with the majority of the works to be undertaken the following financial year (2016/2017), subject that is to securing the necessary Local Transport Fund (LTF) funding from Welsh Government.

Key to the scheme is the banning of the right-turn from Newport Road into West Grove. It has been surveyed that there are between 40 and 50 vehicles per hour currently making this movement during peak periods, and with the implementation of the ban these will be dispersed elsewhere. Notably, the majority of this traffic will still wish to access West Grove (e.g. residents, those travelling to Cardiff University, access to on-street parking etc.), and as such are therefore likely to turn-right at City Road and travel via The Parade or St. Peter’s Street instead. In anticipation of this, the right-turn lane into City Road was already extended as part of the scheme for that junction. There may be a small number of vehicles that may be displaced by the scheme whom may travel via other routes, however
the impact to other roads in particularly at Newport Road/Albany Road specifically is considered as being negligible.

Overall the scheme will provide benefits in terms of managing the effectiveness and efficiency of the road network in this area; improved road safety and accessibility for active travel modes; and improved journey times and reliability for bus services.
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 / ADRAN A)**

A full consultation pack is available at [www.cardiff.gov.uk/traffic-consultations](http://www.cardiff.gov.uk/traffic-consultations). Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3767 to request a paper copy.

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**FOOTWAY RECONSTRUCTION (PART OF PUBLIC REALM IMPROVEMENTS)**
Alladelladu'r Dreeddforad (Rhan o Wellannau i Dir Cyhoeddus)

**FOOTWAY WIDENING**
Lledu'r Dreeddforad

**UPGRADE CROSSING FACILITIES WITH SPEED TABLES AND LED STYLE BELISHA BEACON GLOBES**
Gwella Cyfeirnodau Craesi gyda Byddau Araf a Goleuadau Belisha ar Ifurf LED

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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 B / ADRAN 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 3767 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 / ADRAN C)

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See SECTION B
Gweler ADRAN B

SECTION C / ADRAN C

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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 D / ADRAN 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 3767 to request a paper copy.

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