

# **CSH1.1 St Andrew's Crescent, St Andrew's Place and Senghennydd Road**

## **Consultation Report**

**17 October 2018**

### **Introduction**

Public consultation was undertaken on Cardiff Council's proposals to develop the first section of Cycle Superhighway 1 between St Andrew's Crescent and the Senghennydd Road/Cathays Terrace junction. The public consultation was undertaken between 10<sup>th</sup> April 2018 and 11<sup>th</sup> May 2018.

### **Consultation Activities**

The following activities were undertaken to promote the consultation:

- Letter drop to properties in the vicinity of the scheme
- Site notices in the vicinity of the scheme
- Email to stakeholders and statutory consultees
- Press release
- Information on front page of Council website
- Social media

The following meetings and public events were held as part of the consultation:

- Meetings
  - Cycling Stakeholder Group
  - Access Focus Group
  - Cardiff University Student's Union
  - Cardiff University
  - Sherman Theatre
- Consultation public events
  - Senghennydd Road Pop Up 19<sup>th</sup> April 2018
  - Ride My Bike Café 25<sup>th</sup> April 2018

An online survey was provided to record consultation responses. Paper copies of the survey were also made available at consultation events and on request.

### **Consultation Results**

133 responses were received to the consultation. Overall, 74% of respondents support the proposals. A further 20% of respondents partially support the proposals. 5% of respondents do not support the proposals.

## Changes to Scheme

Following scheme consultation, the following changes have been made to the scheme design:

- The cycle track will be raised above the height of the carriageway under the railway bridge to mitigate the effects of flooding.
- The loading bays outside the Students Union will be extended to allow larger vehicles to park to support events at the Students Union.
- Cycle track crossings at the Senghennydd Road/Salisbury Road junction, outside the Students Union, and near the Woodville Pub, will be formalised as zebra crossings to provide priority to pedestrians at these locations and address concerns raised by the Access Focus Group.
- The openings in the cycle track to access side roads will be widened to 3m. This will be monitored to ensure that the gaps in the cycle track are comfortable to use while maintaining as much physical segregation from motor vehicles as possible.
- The existing zebra crossing at St Andrew's Crescent will be upgraded to comply with current regulations.
- The footways on either side of Senghennydd Road at the junction with Salisbury Road will be shared use, to allow cyclists to join the cycle track from Salisbury Road and vice versa.
- The one way through Park Grove will also apply to Museum Place, with no entry into Museum Place from Park Place, because there is insufficient turning space for larger vehicles in Museum Place and Park Grove.
- A dropped kerb and shared use area through the road end at Cogan Terrace will be created to provide access to the cycle track.
- A temporary arrangement at the road closure between Senghennydd Road and Cathays Terrace will be implemented providing access from Cathays Terrace to the cycle track via a Toucan crossing. A permanent arrangement including the continuation of the segregated cycle track into Cathays Terrace will be constructed as part of the next phase of the scheme.

## Specific Issues

Specific issues raised through the consultation are set out below with the Council's response.

### General

Issue	Response
Change the route to utilise Park Place.	<p>Overall the alignment through Senghennydd Road to reach the city centre is no less direct than Park Place, however it is acknowledged that Park Place would provide more direct access to Cathays Park.</p> <p>The railway bridge at Corbett Road is a pinch point across which it would be difficult to provide segregated cycle facilities in addition to maintaining two way motor vehicle movements. Therefore</p>

	<p>Senghennydd Road is the preferred alignment. This does not prevent the development of cycling facilities on Park Place in the future.</p>
<p>Preferable to see single direction lanes on either side of the road.</p>	<p>A two way cycle track is more space efficient, because it requires only a single 0.5m kerb to segregate the cycle track from the carriageway, and can better accommodate tidal flows at peak times.</p> <p>A two way cycle track on Senghennydd Road has the additional advantage of not requiring cyclists to cross Senghennydd Road at the junctions with Salisbury Road and Woodville Road.</p>
<p>Measures to be taken to prevent pedestrians using the cycle tracks and cyclists using the footpaths.</p>	<p>The segregation method between the cycle track and the footway will be a full height kerb, which will prevent cyclists from using the footway and will discourage pedestrians from using the cycle track.</p>
<p>More frequent or larger gaps within the segregation to provide sufficient time to prepare to exit or access the Superhighway.</p> <p>Widen the gaps within the segregation to allow cargo bikes, etc. to use the route with ease.</p> <p>Gaps within the segregation to be built out to form a waiting area for cyclists attempting to join or leave the CSH.</p> <p>Reduce the size of the gaps within the segregation at road junctions.</p> <p>Opportunity to include waiting bays within road narrowing to allow cyclists to wait until the cycle track is clear.</p>	<p>The gaps in the cycle track will be widened to 3m. This will be monitored to ensure that the gaps in the cycle track are comfortable to use while maintaining physical segregation as much as possible.</p>
<p>Carriageway surface and potholes to be repaired along the Superhighway route.</p> <p>Ensure the surface of the Superhighway is smooth and doesn't break up.</p>	<p>The surface of the cycle track will be resurfaced as part of the scheme to ensure a comfortable running surface for cycles.</p>
<p>The segregation kerb raised to a sufficient height to prevent motor vehicles from encroaching into the cycle lane.</p>	<p>The kerb will be at a standard kerb height, except for at loading bays and disabled parking bays where dropped kerbs will be required to allow wheelchairs and trolleys to</p>

Kerbs to be 45 degree splay kerbs to prevent pedals striking the kerbs.	cross the cycle track. Splay kerbs will be used along the cycle track.
<p>Must ensure the same junction priorities are afforded to cyclists as well as motor vehicles.</p> <p>A raised table for cyclists at some junctions to make it clear that cyclists have the priority.</p> <p>Ensure priority at junctions, etc. is clear.</p> <p>Additional Stop signage and lines prior to the minor side roads joining Senghennydd Road.</p>	Cyclists will have priority over side roads, indicated by the locations of the stop lines at the junctions. Coloured surfacing will also be used at junctions to emphasise the presence of the cycle track.
Not clear how priority is determined when leaving the cycle route and crossing the carriageway to access a side road.	When leaving the cycle track to access a side road on the other side of the road, cyclists will need to give way to vehicles using the carriageway.
Road markings need to be clear and consistent to ensure all users know how to use the new layout.	Road markings will be considered to ensure that the cycle route layout is intuitive to use.

### St Andrew's Crescent

<b>Issue</b>	<b>Response</b>
Concern from St Andrews Church that the introduction of the 30 degree parking bays will reduce the amount of available parking at St Andrews Crescent	Realignment of the parking bays on St Andrew's Crescent will be achieved with no overall loss in the number of parking bays.
Cars parking at 30 degrees in St Andrews Crescent to drive in to the parking bay and reverse out instead of the proposed reverse in and drive out.	The proposed alignment will be retained to encourage drivers to reverse in and park out, which is a safer arrangement for cyclists using St Andrew's Crescent.
Cyclists on one side of St Andrews Crescent and motor vehicles on the other.	Vehicle access needs to be maintained around St Andrew's Crescent to maintain access to private parking. Vehicle flows are sufficiently low on St Andrew's Crescent that segregation is not required.

### St Andrew's Place

<b>Issue</b>	<b>Response</b>
The volume of traffic along St Andrew's Place is too high for a dedicated cycle route in the inside lane.	Traffic surveys undertaken show that traffic flows at St Andrew's Lane are low enough for the junction to be downgraded to a

	priority junction. In addition to providing sufficient space for a cycle track, removal of the traffic signals is also expected to reduce journey times for traffic on St Andrew's Place.
Underneath rail bridge it is dark and dangerous in winter and prone to flooding.	The scheme will be amended to raise the level of the cycle track to reduce the impact of flooding.  Improvements to lighting under the railway bridge will be considered as part of the street lighting design of the scheme.
The proposed crossing should be signalised.  Respondent would prefer to remain on the road along St Andrews Place when turning into St Andrews Crescent instead of using the dedicated crossing.	The proposed crossing provides a priority crossing for pedestrians and cyclists which is available on demand and is therefore more responsive than a signalised crossing.  Cyclists are not obliged to use the new cycle track and crossing.
Widen the path under the railway bridge to allow for sideways drift.	The cycle track will be widened around the bend as shown in the consultation drawings.
Additional white lining at the turn on to Senghennydd Road to clarify the bi-directional lanes.	Lining will be reviewed to ensure that it is clear that the cycle track is bi-directional at points where cyclists are likely to enter the cycle track.

### Park Grove

<b>Issue</b>	<b>Response</b>
Objection to one way at Park Grove due to difficulty accessing Park Place from businesses on Park Grove at busy times of year.	Changing Park Grove to one way is necessary to accommodate the parallel zebra crossing in a suitable location to provide a direct link with sufficient level of service for cyclists joining the cycle track from St Andrew's Crescent and also to meet pedestrian demand from developments on the northern side of St Andrew's Place.  It is considered that access onto Park Place is an appropriate alternative to access onto St Andrew's Place which will not require a significant detour.
Park Grove access off St Andrews Place to be closed to motor vehicles and the vehicle access moved to Park Place / Museum Place.	Closing access to Park Grove to motor vehicles is not necessary to accommodate the cycle track in this location. Providing one way access to Park Grove will ensure

	that larger vehicles can access Park Grove for loading and servicing commercial properties in Park Grove.
The cycle route must have priority over motor vehicles accessing Park Grove.	The cycle route will have priority over all side roads, including Park Grove.
Not clear how cyclists access St Andrews Crescent from Park Grove.	A contraflow facility for cyclists will be provided on Park Grove which will allow cyclists to access the cycle track and use the parallel cycle/zebra crossing to access St Andrew's Crescent.

### Salisbury Road

<b>Issue</b>	<b>Response</b>
Not clear how a cyclist accesses the Superhighway from Salisbury Road.	The footways on either side of Senghenydd Road at the junction with Salisbury Road will be shared, to allow cyclists to join the cycle track from Salisbury Road and vice versa. A separate scheme will be developed to further improve access to the cycle track for south bound cyclists on Salisbury Road.

### Llantwit Street

<b>Issue</b>	<b>Response</b>
Pedestrian crossing at Llantwit Road should be a zebra crossing.	Vehicle flows are sufficiently light on Senghenydd Road that an informal pedestrian crossing is considered to be appropriate here.

### Senghenydd Road Disabled Bays

<b>Issue</b>	<b>Response</b>
The segregation outside the Sherman Theatre has been reduced to a white line encouraging its use as a pick up / drop off area.	The cycle track will be segregated by a kerb for the length of Senghenydd Road, however at the disabled bays at a height of 25mm to allow access for wheelchairs. This arrangement will be monitored following implementation to ensure that vehicles do not park on the cycle track.
Concerns there is insufficient space for a wheelchair user to leave a car and manipulate a wheelchair between the cycle path and the parking bays.	The space between the cycle track and the disabled parking bays will be widened to 1.5m to give sufficient space for a wheelchair user to wait before crossing the cycle track.

### Senghennydd Road Loading Bays

<b>Issue</b>	<b>Response</b>
Not clear what measures are to be implemented to prevent vehicles parking within the cycle track adjacent to the loading bays.	Bollards will be provided to prevent vehicles parking on the cycle track.

### Senghennydd Road

<b>Issue</b>	<b>Response</b>
It is not clear where Senghennydd Road residents will park following implementation of the Cycle Superhighway.	Parking surveys were undertaken which indicate that there is an oversupply of residential parking bays on Senghennydd Road and existing demand can be met with the proposed reduced number of residential parking bays. The impact on residential parking will be monitored and measures taken to identify alternative locations for residential parking should parking demand increase following scheme implementation.
The scheme will lead to a significant reduction in pay and display spaces on Senghennydd Road, which will impact people travelling to Sherman Theatre by car.	Cardiff Council will liaise with the Sherman Theatre and Cardiff University to identify alternative locations for visitor parking.
School events at the Sherman Theatre require several coaches to drop off and pick up schoolchildren and park on Senghennydd Road.	Dropping off and picking up by coaches can be undertaken at the island outside the Students Union, which will reduce the potential for conflict with the cycle track. Coaches will be required to park in alternative locations between dropping off and picking up, for example at Cathays Park.
Parking required at the rear of the Students Union for 4 large coaches with trailers and power supplies and a general loading bay for other vehicles.	The loading bays outside the Students Union will be extended and power supplies relocated as part of the scheme, to allow larger vehicles to park to support events at the Students Union.
Cycle Superhighway should be routed down the centre of Senghennydd Road.	Placing the cycle track on the south western side of Senghennydd Road provides direct access to the majority of key destinations, including Cathays Rail Station, University buildings and the Sherman Theatre. It also allows cyclists to continue through the junctions with Salisbury Road and Woodville Road without having to stop.

Ruthin Gardens and Llandough Street would benefit from filters to limit through traffic.	Modal filters are not required here for the operation of the cycle track on Senghennydd Road and traffic flows are already low on Ruthin Gardens and Llandough Street.
The junction at Miskin Street would benefit from being reduced in width, to prevent vehicles turning in and out at speed and to reduce the crossing distance for pedestrians.	Reducing the width of this junction is part of the scheme proposals.

#### Bus stop bypass

<b>Issue</b>	<b>Response</b>
The bus stop bypass opposite Ruthin Gardens should have a zebra crossing point for passengers to access it.	The design has been modified to include a zebra crossing on the cycle track at the bus stop bypass.

#### Woodville Pub

<b>Issue</b>	<b>Response</b>
Section outside Woodville Pub is a potential gathering area / high aggregation point. Potential for conflict with cyclists. Ensure sufficient demarcation to reduce interface between pedestrians and cyclists.  It is not clear how pedestrians will cross the cycle route.	A cycle track zebra crossing will be provided where the track crosses in front of the Woodville Pub to make it clear that pedestrians have priority here.
Not clear how cyclists travelling on Cathays Terrace are to continue along Corbett Road and from Corbett Road to Woodville Road.  It is not clear how cyclists are to merge with traffic on Corbett Road west.	Cyclists will be able to travel between Corbett Road and Woodville Road using a shared space area and Toucan crossing. However, it is expected that the majority of cyclists will use the cycle track onto Senghennydd Road.