



Roath Park Cycle Route

Recreational Ground

Consultation Report (secondary)

July 2023

1. Introduction

A secondary public consultation was undertaken on the Council's proposals for improvements at Roath Recreational Ground. The public consultation, titled 'Consultation Outcome and Update', was undertaken between the 16th of December 2022 and the 15th of January 2023.

This secondary consultation was undertaken to seek views on updates to the proposals, along with the publishing of the Consultation Report. The Consultation Report was made available concurrently with the secondary consultation. The main objective of the secondary consultation was to provide an update on the scheme development, provide information and seek views on:

- The changes to the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road junction following ongoing assessment;
- Changes to the Community Centre car park;
- Proposals on Pen-y-Wain Place for a shared surface that will connect the planned cycleway in the Recreation Ground to Roath Primary School; and
- Proposals to change the priority narrowings on Ty Draw Road

General feedback was also invited.

The consultation was formed of the following activities to promote the consultation and gain public feedback to inform the scheme:

- A letter-drop to properties in the vicinity of the scheme;
- Site notices displayed on site in the vicinity of the scheme;
- Consultation information displayed in the Community Centre (for the duration of the consultation);
- Email to stakeholder consultees;
- Information on Council website; and
- Online survey (via Council website / letter-drop)

It was brought to the Council's attention that some residents experienced a delay in receiving their letters for the secondary consultation.

According to our records, the consultation letters were issued to the Council's printers on the 13th of December 2022 for printing and posting. A test letter was received by an Officer living in Cardiff before the Christmas period (around two weeks before the close date), which

indicated that some delay was experienced. At the time, when the Council was first notified of this issue, around 209 responses had been received to the online survey, which suggests that a number of residents had received letters or viewed site notices and responded.

To allow extra time for residents who may have experienced a delay in receiving their letters, it was agreed that the consultation close date would be extended from the 6th of January 2023 to Sunday the 15th of January 2023. A note was added to the consultation link on the website and online survey to reflect this.

Around 1,060 letters were sent to residents and businesses in the vicinity of the project area. In total, 259 responses were received via the survey link to the consultation. This would suggest around a 24% response rate assuming the people who received letters completed the survey.

Around 48 email enquiries were also received (excludes multiple enquiries from the same individuals), which equates to a 5% response rate. Some of these respondents may have also completed the online survey or only viewed the site notice. The majority of these were received after the original close date or beyond the extended date.

An online petition was submitted on the 4th of January 2023 by a local resident which contained over 200 signatures at the time of initial submission. This was resubmitted in March 2023. An additional petition was received in late March 2023 on a separate matter.

A review of online survey feedback, the petitions and direct correspondence is provided within this report, as well as an update on the ongoing design being progressed.

The remainder of this report is set out as follows:

- **Section 2 - Summary of online survey and comments received** Page 3
 - 2.1 Multiple choice survey summary Page 3
 - 2.2 Comments received overview Page 5
 - 2.3 Petition received statement summary Page 6
- **Section 3 - Council response to feedback raised** Page 8
 - 3.1 Response to general comments received Page 8
 - 3.2 Response to prohibition of junction turning movements Page 14
 - 3.3 Response to Alder Road Closure Page 17
 - 3.4 Response to petitions Page 27
- **Section 4 - Design updates** Page 31
- **Section 5 - Consultation summary and recommendation** Page 32
- **Section 6 - Next steps** Page 36
- **Section 7 - Appendices**
 - **Appendix A** – Collated comments received summary
 - **Appendix B** – Ninian Road / Wellfield Road Modelling summary
 - **Appendix C** – Latest design drawings

2. Summary of Online survey and comments received

This section of the report summarises the feedback provided by respondents to the online survey multiple choice questions and from other forms of communication.

It should be noted that the online survey and consultation is not a form of referendum. On this basis, the data is used to gauge opinion and is used to help inform the design of the project. It is also not always possible to predict public feedback on specific features of a proposal. For this reason, open text fields are provided within the online surveys to invite feedback.

2.1. Multiple choice survey summary (online survey)

Table 1 – What level of support do you have regarding the following measures in this area?

Table 1 shows the how supportive the 259 respondents are to the proposed measures. Overall, the respondents generally support the proposed measures listed below.

	Very supportive	Fairly supportive	Neither	Fairly unsupportive	Do not support
The footway widening on Pen-Wain Place to create a shared surface for better cycle access to Roath Park Primary School	57 (24%)	69 (29%)	33 (14%)	19 (8%)	57 (24%)
The improvements at the signalised junction	50 (22%)	64 (28%)	32 (14%)	16 (7%)	70 (30%)
The removal and replacement of the priority narrowing's on Ty Draw Road.	81 (34%)	57 (24%)	30 (13%)	17 (7%)	50 (21%)

The following charts provide a visual summary of some of the questions asked within the online survey.

Chart 1 - Do you think that the removal of priority narrowing's on Ty-Draw Road is a good idea?

Chart 1 shows that the majority of respondents think the removal of priority narrowing's on Ty-Draw Road is a good idea.

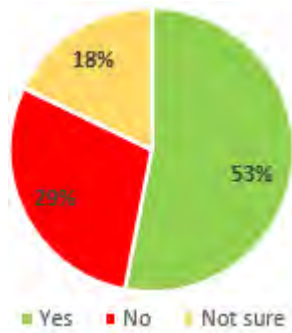


Chart 2 - Do you think that four tabled uncontrolled crossing points are a good idea to replace the existing priority narrowings?

Chart 2 suggests that the majority of the respondents think that four tabled uncontrolled crossing points to replace the priority narrowings would be a good idea.

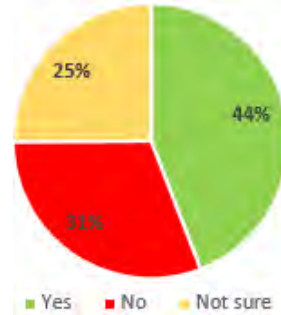


Chart 3 - Do you feel that the changes to the signalised junction will encourage you to access the area more on foot or by cycle?

Chart 3 suggests that the changes to the signalised junction would not necessarily make the majority of respondents cycle or walk more. Note that some of the respondents may already access the area on foot or cycle.

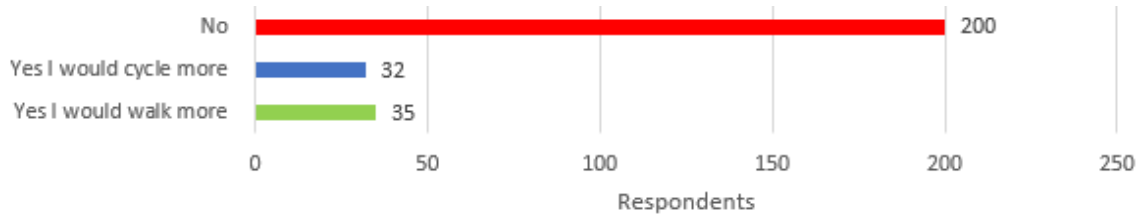


Chart 4 - Do you think that the suggested prohibition of turning movements, to help the junction operate more efficiently, is a good idea at the signalised junction?

Chart 4 suggests that the majority of respondents do not feel the prohibition of turning movements at the junction to make the junction more efficient is a good idea.

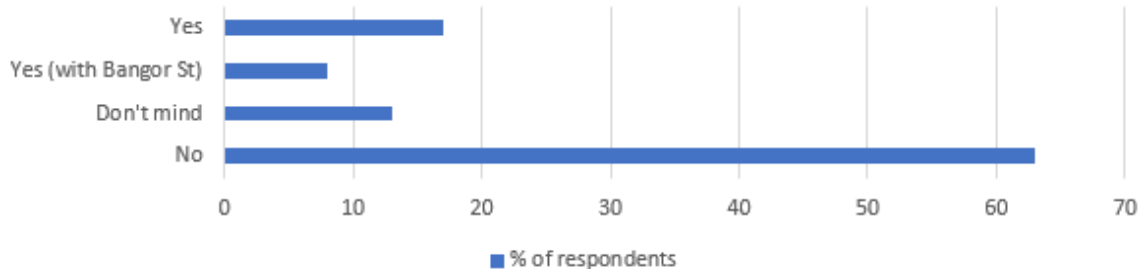
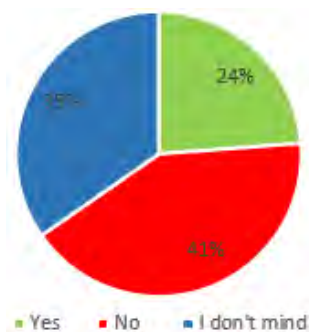


Table 2 – Do you feel the two-way system in the car park, and improved access to the playground and park will make it easier to use the car park?

Yes, especially for disabled users	32 (13%)
Yes, especially for parents with children	26 (11%)
Yes, to use the facilities at the Community Centre building	37 (15%)
No	95 (39%)
Not sure	97 (39%)

Chart 5 - To accommodate the cycle track through the car park, do you feel the layout of the car park is now better for all users?

Chart 5 shows that the majority of the respondents either feel the layout will be better for all users or they don't mind the changes.



2.2. Comments received overview

The comments received as part of the online survey and from written correspondence have been collated and summarised. A copy of this summarised feedback is provided in [Appendix A](#). Repeated feedback on the same topic or concern was excluded. A response has been prepared by the Council in [Section 3.1](#) to [Section 3.3](#) of this report.

The feedback can be summarised as follows:

- *Comments about the engagement / consultation process and its timing;*
- *Comments about Active Travel and clean air;*
- *Comments and observations over cyclist behaviour;*
- *Concerns about the cycle path through the playing field and car park;*
- *Concerns over trees, cycle route selection and other park users;*
- *Concerns over the Community Centre car park layout;*
- *Comments over parking in general within the area;*
- *Comments about Pen-y-Wain Place and Ninian Road;*
- *Comments about the priority narrowing removal on Ty Draw Road;*
- *Comments and suggestions about Ty Draw Road as a cycle route;*
- *Comments about the improvements to the signalised junction;*
- *Comments over the prohibition of turning movements at the Wellfield Road / Penylan Road junction and wider impact;*
- *Concerns and suggestions about the closure of Alder Road and the information about the closure in the consultation pack.*

2.3. Petitions received statement summary

Two petitions were received. One in respect of the proposals for Alder Road and a second petition for the proposed prohibition of turning movements at the Wellfield Road / Ninian Road signalised junction. A response to the points raised within the petition statements has been provided in [Section 3.4](#) of this report. The statements made as part of these petitions are as follows:

Petition statement (1): *“This petition is submitted as a complaint under which the consultation regarding Roath Park Recreation Ground Improvements have been undertaken. The initial consultation document did not specifically mention the closure of Alder Road at the junction with Ninian Road, the plan was small and lacked detail.*

In the second consultation letter received late December, the scheme listed only the below points:-

- *Widening of the footpath within the playing field of Roath Recreation Ground*
- *Cycle track through the playing field of Roath Recreation Ground*
- *Shared surface on Pen-y-wain Place*
- *Upgrading of priority narrowings on Ty Draw Road*
- *Changes to the Community Centre car park access.*

Whilst the above will be seen in a positive light by many, there is no mention of the closure of Alder Road to through traffic. We feel the council consultation has been underhand and futile, deliberately steering the focus away from the proposed road closure.

As local residents we believe the closure of Alder Road will have a very negative impact on the local community. We are opposed to the closure of Alder Road primarily because it will lead to increased traffic congestion at the neighbouring junctions at each end of Ty Draw Road & Ninian Road.

Residents of Ty Draw Road & all the side streets adjacent to it, many of whom use Alder Road several times a day will be inconvenienced & create more congestion and stationary traffic at either end of Ty Draw Road, increasing pollution outside people's homes.

Traffic which would have previously cut through Alder Road will be forced to take a longer route adding to its carbon footprint and certainly not reducing pollution.

Whilst there has been some monitoring of vehicle movement in recent weeks, traffic can be considerably higher in the summer months as people visit the parks & green spaces.

We have not seen a specific question regarding the closure of Alder Road in either consultation and we believe that the wording on the correspondence has deliberately attempted to downplay the road closure element of the scheme.

We are of the opinion that there are other options to the road closure. There are already many roads where traffic is at a standstill adjacent to empty cycle lanes and urge the Council to think again and take notice of those who will face the impact of this proposed road closure.”

Petition statement (2): *“Proposed changes at the junction of Ninian, Penylan, Marlborough and Wellfield Roads (Part of Roath Park Cycle Route Recreation Ground improvements).”*

We call on Cardiff Council to reconsider the need for prohibiting right turns and consequent changes to phasing at the junction of Ninian, Penylan, Marlborough and Wellfield Roads, which will cause more traffic to use Kimberley, Westville and Sandringham Roads and adjoining roads. We are not against cycle paths, we are against more traffic.”

3. Council response to feedback raised

This section of the report provides the Council's response to the written feedback received as part of the secondary consultation and is set out as follows:

- **Section 3.1** – the Council's response to general comments received;
- **Section 3.2** – the Council's response to comments received in respect of the prohibition of turning movements at the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road junction;
- **Section 3.3** – the Council's response to comments received in respect of the proposed Alder Road Closure; and
- **Section 3.4** – the Council's response to the two petitions received.

3.1. Response to general comments received

Engagement and consultation process

Consultation Process: As highlighted in Section 1 of this report, an initial consultation was undertaken in March 2023 and a secondary consultation, titled 'Consultation Outcome and Update', was undertaken between the 16th of December 2022 and the 15th of January 2023.

The secondary consultation was undertaken to seek views on updates to the proposals, along with the publishing of the Consultation Report that was made available concurrently with the secondary consultation.

Both consultations follow the standard consultation process for Transport Projects schemes, which is a three-stage process, as follows:

- **Stage 1:** *Ward Councillors are sent a copy of the scheme proposals for approval prior to proceeding to the public consultation stage. If a response is not received, we can proceed to Stage 2 (see below) to seek the views of the public. Ward Councillors are notified when the project proceeds to Stage 2. No majority objections were received to proceed to Stage 2 for the initial or secondary consultations.*
- **Stage 2:** *Letters and plans are issued to local residents and stakeholders, site notices are displayed, and information is made available on the Council website during the public consultation stage. A three week period is typically given to invite feedback. The consultation letter drop is based on all the properties that front the road within 100 metres of the project proposal, although this can include cul-de-sacs or extended where necessary.*
- **Stage 3:** *Feedback from the public is presented to local Ward Councillors in a Consultation Report, and approval is then sought from the Councillors to proceed to the implementation stages.*

Following feedback from the initial consultation (March 2023), the consultation pack was displayed (wall mounted) in Penylan Community Centre for the duration of the secondary consultation (between the 16th of December 2022 and the 15th of January 2023). This was displayed in the foyer area to capture users of the library and Better GLL.

As additional scheme measures were added to Ty Draw Road and Pen-Y-Wain Place, the letter drop area was extended from that of the initial consultation area to take into consideration the added-on scheme features. Site notices were also displayed around the site to capture

users of the pitches, or those visiting the playing field (see Section 3.3 for a copy of the site notices). It should be noted however, that the Council does not contact specific individuals who may have provided feedback previously. Only those, as set out in Stage 2 of the standard consultation process for Transport Projects schemes would be contacted.

Accessing documents online: Feedback in respect of finding information on the Council's website has been noted. We are currently looking to update the Council's website, or to have a dedicated website to provide information on Transportation and Active Travel schemes.

Listening to views: We are confident that the feedback received to date covers all the key issues and we would also like to assure you that all feedback received is considered and used to inform the scheme proposal.

It is not always possible to predict public feedback, or views on specific features of a proposal. Therefore, questions within the online survey may not necessarily target a particular individual's view. For this reason, open text boxes are available, and respondents have the option to write directly to the Council.

In respect of the number of respondents to the initial consultation, it was stated that the majority of people who didn't respond do not have any objections or views on the proposal. The consultations are not a form of referendum, and on this basis, the data is used to gauge opinion and feedback is used to inform the design of the project. The views received may therefore differ to the Council's views or policies. We also have to make decisions based on the wider strategy of a proposal, design requirements, safety, and/or highway constraints. This does not mean that we are not listening or have not taken onboard feedback.

During the consultation process, we continue to develop the scheme. This can include on site investigation work to inform the detailed design, as well as undertaking network based modelling. As part of this current proposal, we are undertaking network wide modelling which may be used to refine the scheme as well as inform other elements of the wider scheme being developed, and/or other strategic projects being developed in the city.

Active Travel, clean air and cyclist behaviour

Active travel/clean air and cycle route:

To encourage people out of their cars onto more sustainable transport modes, it is important to encourage Active Travel and sustainable travel throughout Cardiff. This is being done through the improvement of cycleways, bus stops, and bus routes, which are integral to this plan. Measures proposed as part of these proposals are in keeping with road hierarchy in placing greater emphasis on providing Active Travel measures and access to Sustainable Travel over car use. The Council has introduced various targets to achieve this as outlined in the Council's Transport White Paper and Local Development Plan.

Whilst we aim to address road safety concerns as part of the scheme being developed, it is not a road casualty led reactive scheme, but a proactive scheme to encourage modal shift. As schemes develop, we seek to address other highway issues where possible, or explore Active Travel or public transport improvement opportunities.

The proposals within Roath Recreation Ground form part of a wider route that will be developed in the future from the City Centre to the Roath Park area. The wider route will provide opportunity to connect to other cycle routes in the future, whilst providing key benefits

such as to promoting sustainable and Active Travel to schools, employment and connections to public transport. The wider route will follow a route via Richmond Road, Albany Road, Wellfield Road, Ninian Road and Lake Road West. We will consult on the wider route in the near future.

Cyclist behaviour: Unfortunately, poor cycling behaviour does occur and it is highly likely that those individuals who choose to cycle recklessly, or not according to the highway layout, would also adopt the same attitude when using other modes of transport. To address this, we are working with South Wales Police to target certain issues, as well as design in features to warn or advise users to share space responsibly. This also includes features for those with accessibility needs. It will also take time for the new style cycling features to become part of our daily experience when using the highway. From the pop-up routes and gaining knowledge from other cities, we are applying lessons learnt to develop the schemes that are in keeping with road hierarchy, that places greater emphasis on providing Active Travel measures and access to Sustainable Travel over car use.

Trees and cycle route through the park

Loss of trees: The current design does not require the removal of trees within the playing field area, however 3 trees have been identified as being diseased and will be removed along with some pruning works. Within the playing field, the design has been altered following our consultation and engagement process to further protect the trees. Some trees will be removed in the vicinity of the car park, however 6 new trees will be planted.

As part of the construction process, the appointed contractor will liaise with tree specialists to ensure that trees are protected. More information is provided in Section 4 of this report about design changes.

Cycle route through the playing field: The segregated cycleway will be set within the playing field away from parked vehicles. The segregated path will now be situated further away from the original planned route along the route of the footpath. The main reason for this is to further protect the trees by placing the cycleway outside the tree root protection area.

As the segregated path will be further from the tree line, the visibility for pedestrians and cyclists will be improved and allow more time for users to react to varying conditions or other users. Signage, designated crossing points and tactile paving will be used to help users and those with accessibility needs. 'Share With Care' signage will also be considered to remind all users to share the space responsibly.

In respect of lighting, the original proposal to use low level lighting has been changed to more conventional higher level lighting to improve night-time use of the segregated path. Ecological surveys have identified that the area along the route will have low impact on bats, whilst the area along Roath Brook is more likely to be sensitive for bats, where we are only proposing footway widening.

We have looked at routing options including siting the cycleway on Ty Draw Road, of which both on road or off road measures would negatively impact on trees or current parking. This is due to limited highway space, or the routing of the existing paths along the brook. A one-way system has been suggested, however whilst the introduction of a large-scale one-way system may assist some users, the introduction of a one-way system around the whole park would probably see the increase of vehicle speeds on the road, as drivers would be un-opposed.

Additionally, it is likely that traffic volumes would increase on the side roads unless they too were considered as part of a one-way system. For bus users, it would also mean that there would be a significant diversion route for their start or return journey.

The current proposal will complement the sporting nature of the playing field through promoting Active Travel to access it. It will also link to Roath Primary School via the existing zebra crossing on Ninian Road which will be upgraded to a parallel crossing, meaning school children will be able to use the route to get to school and access the playground. There is also the added benefit that on-street parking for the park is retained.

Conservation area: The playing field is a listed garden site, however whilst planning permission is not required, as part of the design process, we will be liaising with landscape heritage experts to identify how we can reduce the visual impact on the scheme. On Ninian Road, in order to preserve character, we are aiming to retain areas of pennant flagstone within the conservation area through repairs / consolidation of the paving accordingly. Where there are small areas with very little stone remaining, we would be looking to redistribute this onto adjacent areas to repair/replace missing slabs.

Data used for cycle route: To mitigate the transport impacts of the expected population growth in Cardiff, as well as to limit the negative impacts of transport on climate change, air quality, health, and the economy, Cardiff's Local Development Plan and Transport White Paper sets targets for increasing levels of Active Travel.

To encourage people onto more sustainable transport modes and meet Cardiff's Transport White Paper aspirations, it is important to encourage Active Travel and sustainable travel throughout Cardiff. Sustrans 2019 Bike Life report shows a demand for investment in quality cycle facilities in Cardiff. 80% of Cardiff residents surveyed think that more cycle tracks segregated from traffic and pedestrians would help them cycle more; 73% support building cycle tracks (even with less space for other road traffic); and 27% do not currently cycle but would like to.

During the first Covid' 19 lockdown, various towns and cities saw a significant increase in active travel journeys. This was achieved through the combination of social distancing measures and reduced traffic flows which essentially made various highway environments more conducive to walking and cycling.

The Council uses a variety of data sources, which can include traffic count surveys. A comprehensive survey was recently undertaken over a large area to inform a number of linked transport related projects, although localised surveys are also undertaken when required. In respect of specific numbers of current cycling on Ninian Road, according to March 2022 traffic survey data, on the Ninian Road arm of the Wellfield Road / Penylan Road junction, there were 42 cyclists recorded in the 1hr AM Peak and 35 in the 1hr PM Peak. This only takes into consideration cyclists at the one arm of the junction and not cyclists who may have joined or exited along Ninian Road before the Wellfield Road junction, or other arms of the junction.

Traffic modelling is being undertaken as part of ongoing optioneering work for the wider route, which will inform key junctions along the route. Specific modelling has been undertaken at the Wellfield Road / Ninian Road junction, although this is aimed at understanding potential impact to junction capacity. The outcome of this modelling has shown an improvement to the existing situation at the junction, when taking into consideration banning certain turning movements and changing the staging of the signals.

Layout of the Community Centre car park

Layout of car park: The alteration to the car park is necessary to accommodate the cycle path through the Ninian Road side of the car park, to reduce potential conflict between cyclists and vehicles exiting the car park onto Ninian Road, or stopping on the cycleway. The layout of the car park meets current design standards and has also been subject to swept-path analysis of vehicles.

To improve pedestrian access to the car park, it has been necessary to remove one disabled user parking space within the car park as part of the new layout. In total, there will be 3 disabled user bays, 46 general spaces, motorcycle parking and 2 electric vehicle spaces proposed (52 spaces in total including the motorcycle parking bay). The ratio of parking would be within the permitted parking standards if the building was developed as a new build.

Tactile paving and signage would be used around the site were necessary to help all users interact within the space. Access to the delivery area will be controlled with demountable bollards to prevent unauthorised exit onto Ninian Road across the cycle route.

The introduction of the cycle route at this location reduces the potential impact on lane allocation at the adjacent junction and therefore the knock-on impact of the junction in capacity terms.

Parking: Ty Draw Road is a Local Access Road and the carriageway is bound by a narrow footway either side. Research has shown that narrow sections of highway can have a speed reducing effect including parking. The parking on the non-residential side of Ty Draw Road has been noted, and whilst there are no parking restrictions to stop parking on this side, parking management measures for the current scheme will be developed as part of the wider route.

It is anticipated that the proposals being developed for the wider route will impact on on-street parking. The Council has been rolling out changes to parking for similar areas on a zonal basis. These parking schemes enable more resident parking and controlled limited waiting parking to reduce commuter parking and improve parking opportunity for businesses and residents. There are no set plans as part of this particular consultation, but plans will be provided in the future for consideration. Some zones may be delivered as part of the cycleways being developed or in isolation to address local issues or include Pay and Stay parking. These will form part of a legal Traffic Regulation Order (TRO) process, which individuals can comment on when they are consulted upon.

Pen-y-Wain Place and Ninian Road

Pen-Y-Wain Place: Pen-y-Wain Place has been identified on the Active Travel Network Map as a secondary walking/cycling route, although it did not originally form part of this proposal. Following internal design reviews, this connection route was added to achieve continuity of the cycle route and is aimed at access to the school for younger users.

As the road is residential, there is insufficient highway space to provide a segregated cycleway or formally marked cycle lanes on the carriageway, without the loss of residential parking or significant intervention such as the development of a full scheme that incorporated a School Streets scheme.

On the basis that this is a secondary route and a School Street scheme is not within the scope of this project at present, a shared link facility was deemed the most appropriate measure at this time. In addition to this, there is potential to revisit this connection in the future, which will also provide the opportunity to monitor the shared surface.

Ninian Road: Ninian Road is a Secondary Distributor Road and an existing bus route that provides a key connection route for the area. It is likely that the full closure of Ninian Road to traffic would significantly displace traffic onto side roads.

In respect of a one-way system being introduced on Ninian Road, it is likely it would see the increase of vehicle speeds on the road, as drivers would be un-opposed. Additionally, it is likely that traffic volumes would increase on the side roads unless they too were considered as part of a one-way system. For many residents in the area, there would be inconvenience caused, especially when attempting to find parking spaces. For bus users, it would also mean that there would be a significant diversion route for their start or return journey.

Priority narrowing removal on Ty Draw Road

Background: Priority Narrowings can be an effective means of traffic calming, however under free flowing conditions, such as off peak times, traffic can travel through the priority narrowings without the need to slow down.

Traffic surveys have been undertaken which have identified that the existing 85th %ile speed was up to 11 mph over the sign plated 20 mph speed limit. It is also a popular Active Travel route. Ty Draw Road has also been identified as a Secondary Cycle Route on the Active Travel Network Map.

From an assessment of the available data, it has been recommended that the existing priority narrowings are replaced with built-out uncontrolled crossing facilities and an additional tabled feature installed between the junction of Alder Road and Clos Derwen to reduce vehicle speeds and make the road more conducive to Active Travel.

Speed tables are an effective means of reducing traffic speeds and are effective in peak and off-peak conditions.

Locations: An additional location has been added to maintain the spacing between the speed tables thus sustaining a lower speed along the whole road. The additional location was also chosen as a result of the pedestrian surveys undertaken, which identified a pedestrian desire line near the Alder Road junction.

Raised tables also help wheelchair users and other users with access issues as the transition from the footway onto the crossing is at the same level. Tactile paving is also provided to assist visually impaired users. The residential side of the road, where parking occurs, will be built-out so pedestrians will be able to see past parked vehicles.

Ty Draw Road as a cycle route

Ty Draw Road as a cycle route: We have investigated the introduction of a cycle route along Ty Draw Road, however due to highway constraints, there would be insufficient space available.

The carriageway is approximately 7.1m in width and the northern and southern footways are 2.2m and 2.6m in width respectively. A parking bay is 2.1m in width which means that there is currently 5m of available carriageway space. Segregated cycleways are typically 2.5m to 3.0m in width which means that there would be 2m to 2.5m remaining space for two-way traffic which is insufficient. Around 3.7m would be desirable for a one-way traffic system.

On this basis, it would not be possible to provide a segregated or stepped bidirectional cycleway on Ty Draw Road without the loss of all parking or widen into the grass verge which would impact on the existing trees.

The footpath adjacent to Roath Brook on the Ty Draw Road side is unsuitable due to the proximity of trees and it would not be possible to illuminate the path for ecological reasons. We would also not illuminate the footpath on the park side of Roath Brook for the same reason, which would limit the use of the path as a cycleway all year round or in the night-time. The route on the Ninian Road side of the Recreation Ground offers better connections to local facilities.

Ty Draw Road has also been identified as a Secondary Cycle Route on the Active Travel Network Map. The changes associated with the removal of the priority narrowings on Ty Draw Road will make the road more conducive to Active Travel.

Signalised junction arrangement

Signalised junction arrangement: Highway space at the junction has been reallocated where possible to improve accessibility for pedestrians and cyclists, especially at the waiting areas. As part of the changes to the junction, in particular the signal timings and turning movement bans, the junction should operate more efficiently, meaning that more time is available to meet vehicle or pedestrian movement demand when needed.

In addition to the Wellfield Road / Ninian Road junction, we are currently reviewing the Penylan Road / Kimberley Road / Ty Draw Road junction. As part of this review, we will be investigating the signalisation of this junction and providing connection opportunities for cyclists to the Roath Cycle Route and beyond, such as Cycleway 2. Penylan Road has been identified on the Active Travel Network Map as a Primary Walking/Cycling route, and Kimberley Road has been identified as a Secondary Cycle Route. We will of course consult on any proposals once available.

3.2. Prohibition of turning movements at the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road junction

This section of the report considers written correspondence received in respect of the proposed prohibition of turning movements at the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road junction.

Background – The Wellfield Road / Penylan Road / Marlborough Road / Ninian Road signalised junction currently operates on four stages as shown in [Figure 3.2.1](#).

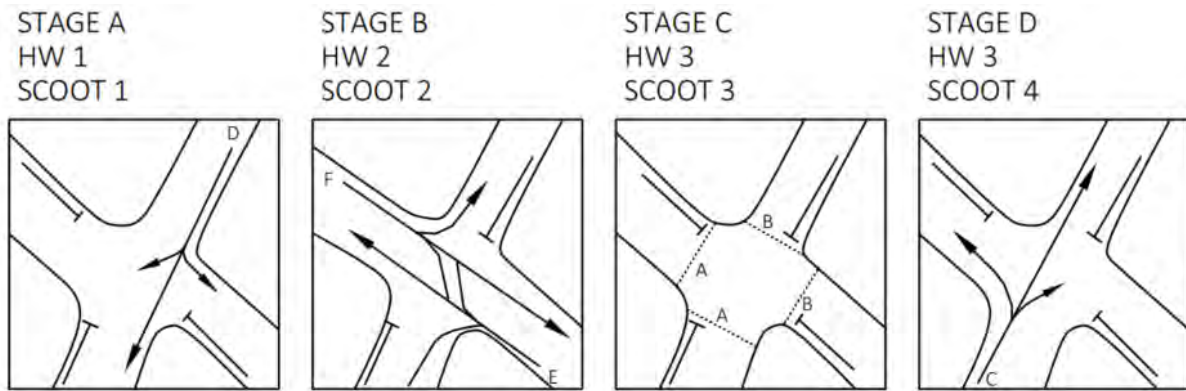


Figure 3.2.1 – Staging diagram of the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road signalised junction (existing)

To allow cyclists to safely cross the junction, it is necessary to introduce an additional signal stage to the signal timings. This is to allow cyclists to cross the road when traffic is not flowing, or when pedestrians are not invited to cross one of the arms of the junction (a red man symbol). To insert an additional stage to accommodate a cycle crossing would mean that the current time for the four stages would need to be spread out across five stages. This would result in less time allocated to each stage, meaning less green light time for traffic (less traffic gets through the traffic signals or across the stop line).

Sometimes, cycle crossings can run at the same as traffic or a pedestrian stage, but on this occasion cyclists would be in conflict with pedestrians crossing the Wellfield Road arm of the junction and the diagonal crossing. This is because all the pedestrian movements operate at this junction at the same time during a single phase, known as an ‘all red stage’.

In view of the above, a separate phase for cyclists to cross the junction is the most appropriate method of control at this particular location.

To reduce the extra time demand an additional phase would bring to the junction, we need to look at other ways to save time. This is done through junction/traffic modelling.

Junction Modelling: To reduce the impact that an additional signal stage would have on the junction (as a result of adding a cycle stage), we have undertaken traffic modelling at the junction. This is done using special software that models traffic signals and their effect on traffic capacities and queuing. This software is also used to optimise signal timings to reduce delay or increase capacity at a junction.

The traffic modelling considers most recent traffic survey data to create base-line conditions, and from this, various scenarios of the junction are tested. For example, running the current staging with an additional cycle stage, or running certain phases within a stage at the same time, or to look at removing traffic lanes or banning turning movements.

The traffic survey data for the junction is shown in [Figure 3.2.2](#). Low vehicle turning movements can be seen on the right turn movements from Wellfield Road and Marlborough Road during the AM and PM peaks.

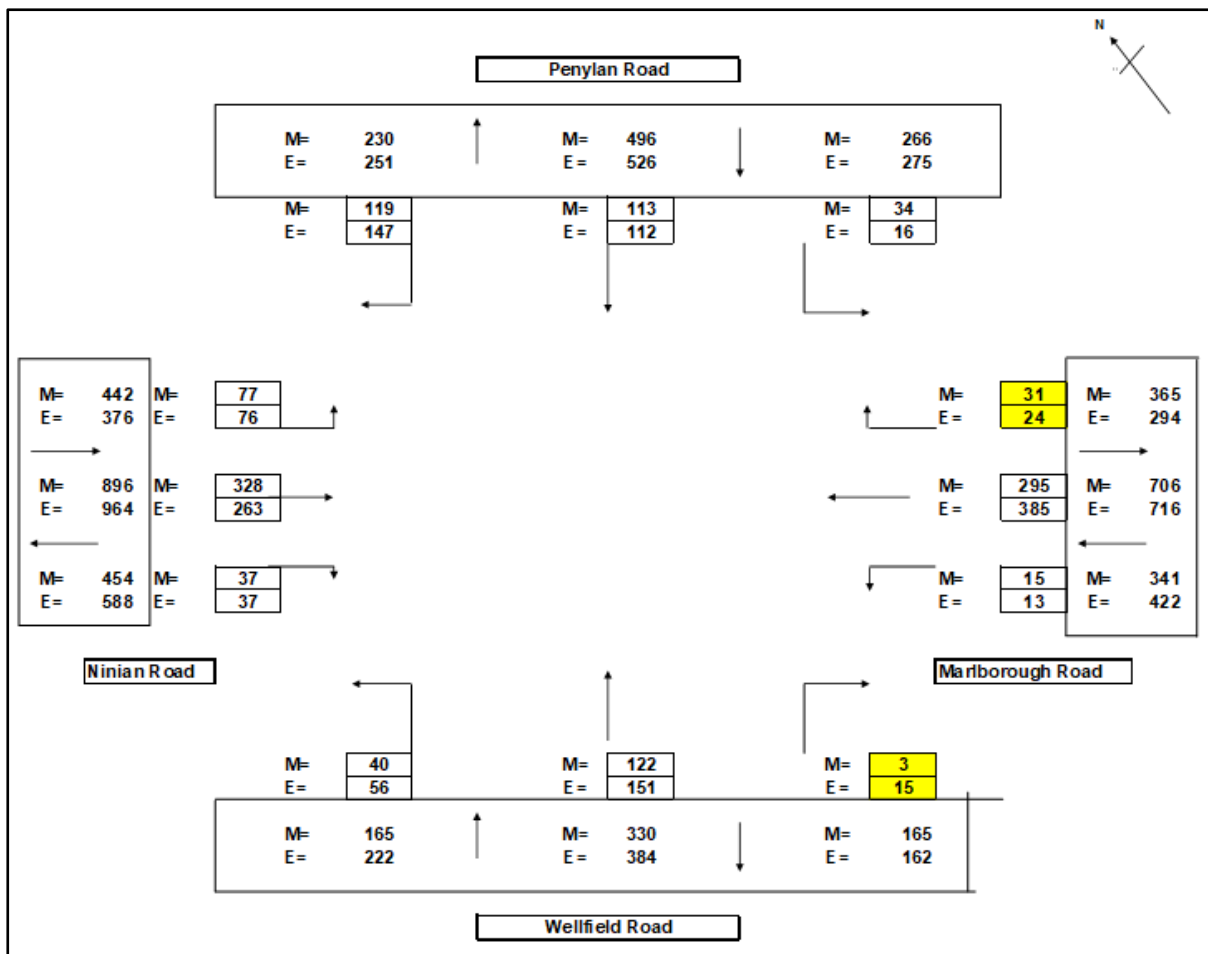


Figure 3.2.2 – traffic survey data for the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road signalised junction (March 2022)

Junction Modelling Assessment: As part of standalone modelling, we identified that by running Penylan Road and Wellfield Road traffic stages at the same time, there would be improvement to the junction performance. To enable this, we also looked at the benefit of banning certain turning movements which has resulted in the current design proposal.

We have considered a number of permutations (through modelling) and on balance, the chosen turning movements (for prohibition) have been selected on demand, capacity and best performance for the junction. To remove the planned turning movement bans, would result in a greater loss of junction capacity.

According to the junction modelling, the turning bans based on the current proposal and proposed staging would result in a 55% and 48% reserve capacity at the junction during the AM and PM peaks respectively (note the higher the reserve capacity, the better operation of the junction). All permutations considered result in either a loss of capacity during the AM peak, PM peak or both. As a comparison, the current stage operating on site operates with a 32% and 33% reserve capacity at the junction during the AM and PM peaks respectively. The proposed arrangement provides additional reserve capacity (a benefit to the junction). Further modelling will be undertaken on a network level which will incorporate other strategic projects being developed.

The outcome of the modelling for the junction is summarised in [Appendix B](#).

Displacement of traffic: In view of the above alternative options available, it is likely that the minor displacement of traffic associated with the proposed option (with turning movement bans), would outweigh any negative impact the alternative options would create. When considering the most recent traffic survey data, in respect of Wellfield Road, the displaced traffic during the AM peak equates to 1 vehicle every 20 minutes travelling via a different route and 1 vehicle every 4 minutes in the PM peak. Similarly, for traffic turning to Penylan Road from Marlborough Road, the displaced traffic during the AM peak equates to 1 vehicle every 2 minutes travelling via a different route and 1 vehicle every 4 minutes in the PM peak. The destinations of the displaced traffic would also vary, so it is likely that any displaced traffic during the AM or PM peaks diverting to other roads will be negligible and likely to be well within the road's capacity.

We have already undertaken surveys as part of a recent traffic survey exercise, but will undertake further additional surveys within the estate to the northeast of the junction, to determine whether any further measures are necessary as part of post-implementation monitoring. These surveys will also be used as part of further route optioneering to connect to other destinations and cycleways.

It is possible that the likely delays as a result of not prohibiting the turning movements would see the junction exceed capacity and see the displacement of traffic onto a number of side roads.

In addition to the Wellfield Road junction, we are investigating improvements to the Albany Road / Wellfield Road junction as part of wider route development. As part of this junction modelling assessment work, we are looking to determine whether a right turn movement could be permitted from Bangor Street. This would mean that residents or visitors of Bangor Street would no longer have to queue northbound on Wellfield Road to re-join the highway network, which would therefore reduce demand at the Wellfield Road / Ninian Road junction.

To prevent through traffic, we would look to restrict access along Bangor Street. The right turn movement would then allow restricted traffic to exit onto Albany Road to either the east or west. A cycle stage is currently being reviewed at the Albany Road / Wellfield Road junction.

3.3. Response to Alder Road Closure

This section of the report considers correspondence received in respect of the proposed closure of Alder Road to vehicular through traffic, as part of the secondary consultation process.

Consultation information relating to Alder Road closure – in general: A small portion of respondents suggested that there was no or very little information available in reference to the proposed closure of Alder Road to through vehicular traffic. This is not correct, as information was provided within the initial consultation pack, the secondary consultation pack (Consultation Outcome and Update), the initial Site Notice and within the Consultation Report.

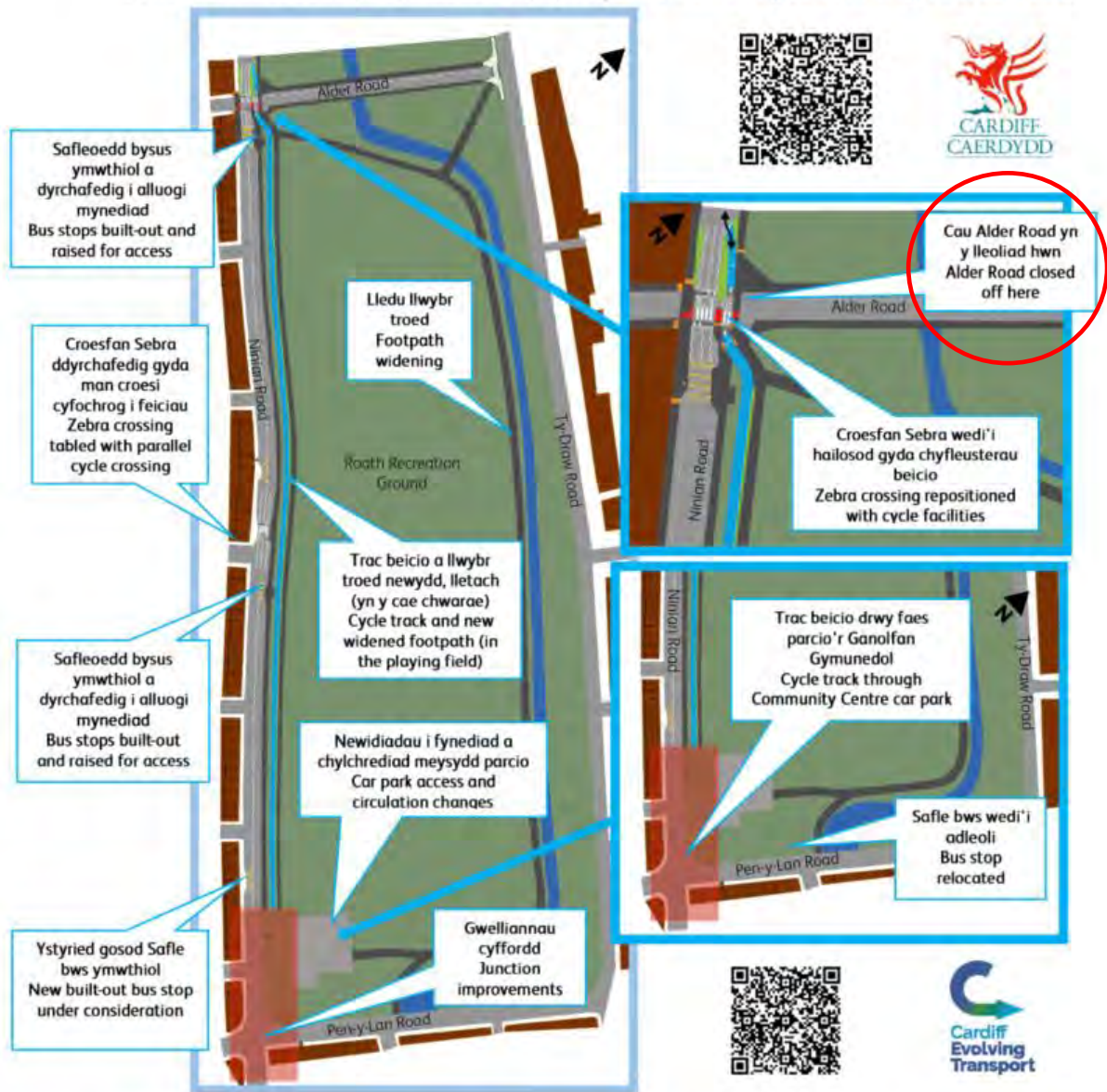
Consultation information relating to Alder Road - Site Notices: The Site Notices displayed on site for the initial consultation and secondary consultation are shown in [Figure 3.3.1](#) and [Figure 3.3.2](#) respectively.

It can be seen that [Figure 3.3.1](#) states: “Alder Road closed off here”.

Figure 3.3.2 does not make reference to the closure, as the main purpose of the secondary consultation was a means of providing an update to the initial consultation. The extent of works was extended due to additional scheme features, meaning that the plan was less detailed and less space was available to highlight all the features of the scheme.

Sut i ymateb neu gael rhagor o wybodaeth: Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun gwella priffyrdd yn seiliedig ar y cynllun a ddangosir. Mae manylion llawn, gan gynnwys darluniadau, arolwg a sut i ymateb, ar gael yn y **Pecyn Ymgynghori**.

Ewch i www.caerdydd.gov.uk/projectautrafnidiaeth, dewiswch 'ymgyngoriadau' a dewiswch deitl y cynllun. Fel arall, e-bostiwch ProjectauTrafnidiaeth@caerdydd.gov.uk neu ysgrifennwch at y Tîm Prosiectau Trafnidiaeth, Ystafell 301 Neuadd y Sir, Caerdydd, CF10 4UW i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig hwn, **rhochwch wybod i ni erbyn 30/03/2022**.



How to respond or obtain further information: The Council is consulting on the proposal to implement a highway improvement scheme based on the plan shown. Full details, including drawings, a survey and how to respond, are available in the **Consultation Pack**.

Please visit www.cardiff.gov.uk/transportprojects using the 'current consultations' link and selecting the scheme title. Alternatively, please email transportprojects@cardiff.gov.uk or write to Transport Projects Team, County Hall Room 301, Cardiff, CF10 4UW to request a paper copy. If you would like to make any comments about this proposal, **please let us know by 30/03/2022**.

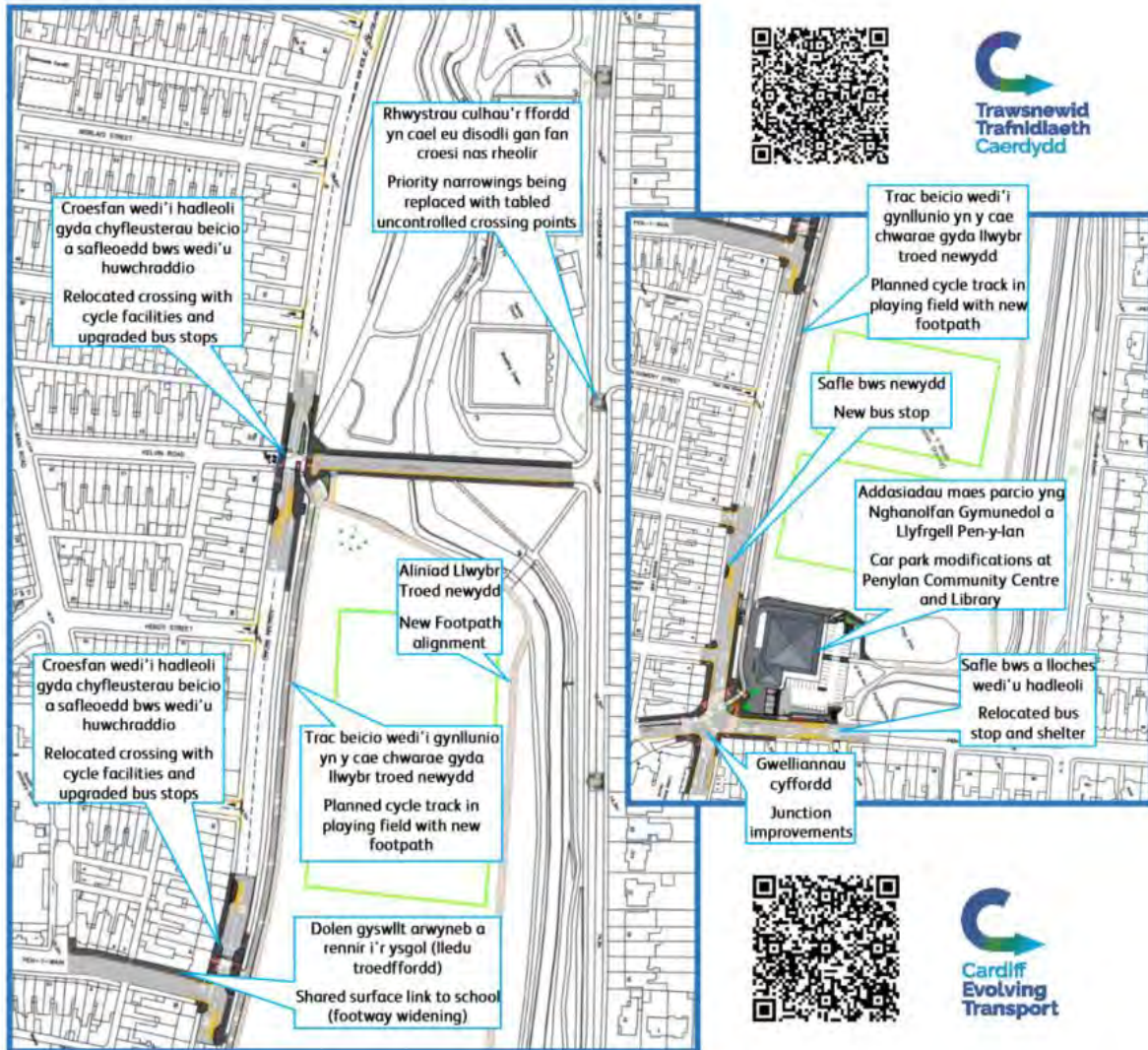
Figure 3.3.1 – Site Notice 1 for initial consultation (March 2022)



Sut i ymateb neu gael rhagor o wybodaeth: Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun gwella priffyrdd yn seiliedig ar y cynllun a ddangosir. Mae manylion llawn, gan gynnwys darluniadau, arolwg a sut i ymateb, ar gael yn y **Pecyn Ymgynghori**.



Evch i www.caerdydd.gov.uk/projectautrafnidiaeth, gan ddefnyddio'r ddolen 'ymgyngoriadau blaenorol' a dewis teitl y cynllun. Fel arall, e-bostiwch ProjectauTrafnidiaeth@caerdydd.gov.uk neu ysgrifennwch at y Tîm Prosiectau Trafnidiaeth, Ystafell 301 Neuadd y Sir, Caerdydd, CF10 4UW i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig hwn, **rhowch wybod i ni erbyn 06/01/2023**.



How to respond or obtain further information: The Council is consulting on the proposal to implement a highway improvement scheme based on the plan shown. Full details, including drawings, a survey and how to respond, are available in the **Consultation Pack**.

Please visit www.cardiff.gov.uk/transportprojects using the 'previous consultations' link and selecting the scheme title. Alternatively, please email transportprojects@cardiff.gov.uk or write to Transport Projects Team, County Hall Room 301, Cardiff, CF10 4UW to request a paper copy. If you would like to make any comments about this proposal, **please let us know by 06/01/2023**.

Figure 3.3.2 – Site Notice 1 for secondary consultation (December 2022)

Consultation information relating to Alder Road - Consultation Packs: The initial consultation pack provided information about the proposed Alder Road closure on Page 6. An extract of Page 6 is shown for reference in [Figure 3.3.3](#).

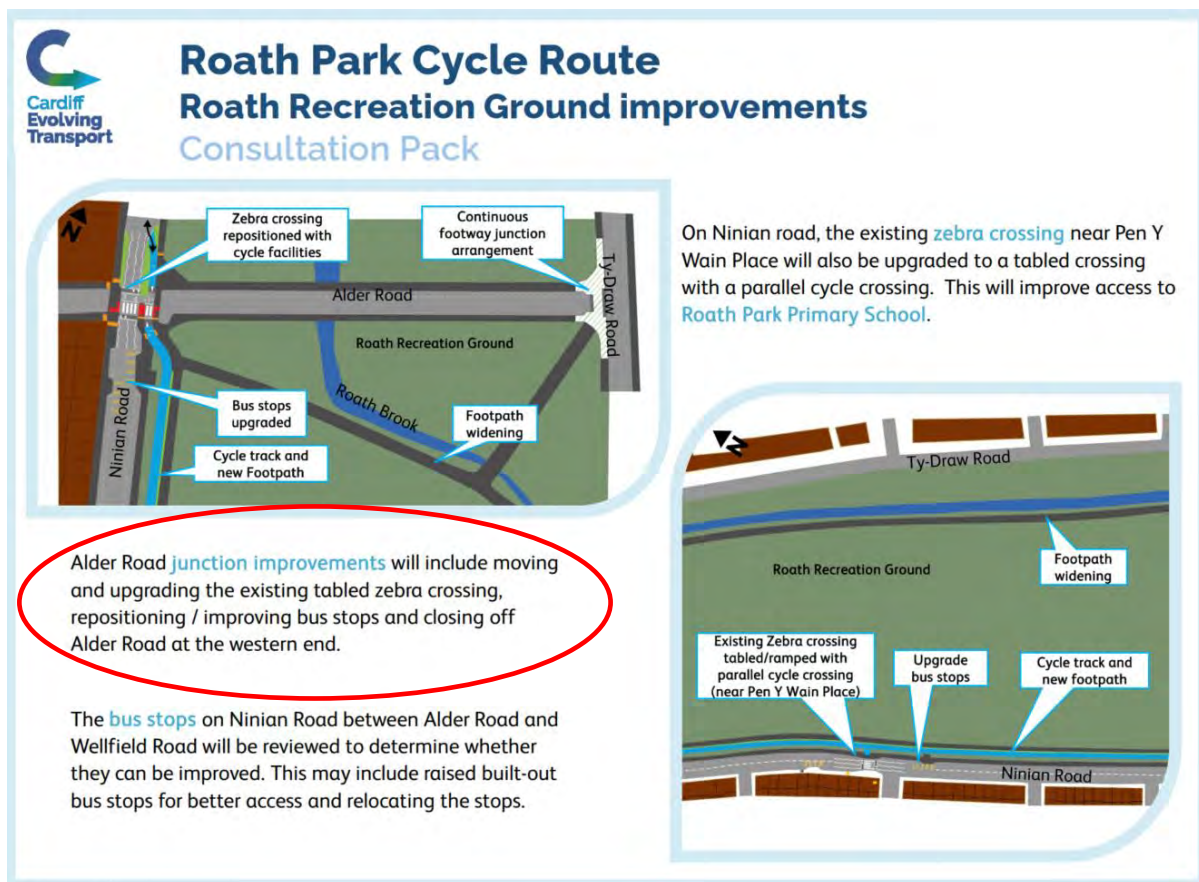


Figure 3.3.3 – Page 6 of the initial consultation pack (March 2023)

It can be seen that [Figure 3.3.3](#) states: “Alder Road junction improvements will include moving and upgrading the existing tabled crossing, repositioning / improving the bus stops and closing off Alder Road at its western end.”

Page 9 of the same initial consultation pack provides further information about the proposed Alder Road closure within the Frequently Asked Questions section. An extract of Page 9 is shown for reference in [Figure 3.3.4](#).

It can be seen that [Figure 3.3.4](#) states (in the third paragraph/point): “Can I still access Alder Road? Yes, but to make access to the cycle track safer, Alder Road will be closed off at its junction with Ninian Road and the zebra crossing relocated. Vehicles would access Alder Road via Ty Draw Road. A turning area will be provided.”



Roath Park Cycle Route Roath Recreation Ground improvements Frequently Asked Questions

What are you consulting on exactly? We want to know your views in respect of the current proposals for Roath Recreational Ground and along Ninian Road.

What improvements will be made at the Wellfield Road/ Ninian Road junction? The Council is investigating general improvements to the junction, in particular for pedestrians and cyclists. These improvements will integrate the junction with the proposals for Ninian Road and the existing pop-up cycle route on Wellfield Road and include changes to Community Centre car park.

Can I still access Alder Road? Yes, but to make access to the cycle track safer, Alder Road will be closed off at its junction with Ninian Road and the zebra crossing relocated. Vehicles would access Alder Road via Ty Draw Road. A turning area will be provided

What is happening at the Alder Road / Ty-Draw Road junction? A continuous footway surface is proposed. This provides priority to pedestrians at the junction.

Will there be parking loss as part of the Playing Field Improvements? Currently, it is unlikely that this proposal will contribute to any parking loss, but some parking will be displaced. Parking management measures are being considered that align with the City wide comprehensive parking plan. Additional cycle parking and bike hire stations are being considered.

What will happen to vehicle parking in the area or as part of the wider route plans? Within different areas of the city, the Council has been rolling out changes to parking for certain areas on a zonal basis. These parking schemes enable more resident parking and controlled limited waiting parking to reduce commuter parking and improve parking opportunity for businesses and residents. There are no specific plans as part of this particular consultation, but plans will be provided in future for consideration. Some zones may be delivered as part of the cycleways being developed or in isolation to address local issues or include Pay and Stay parking.

Will I have to pay for parking? Where zonal parking is being introduced, a mixture of resident only permits, limited waiting and pay and stay parking will be introduced. There will be opportunity for free parking, however this will be for a limited amount of time. More information about permit schemes and pay and stay parking is available on the Council's website.

Figure 3.3.4 – Page 9 of the initial consultation pack (March 2023)

The secondary consultation pack (Consultation Outcome and Update), makes reference to the consultation report and provides an update on the scheme. The Alder Road closure is initially referenced on Page 3 of the Secondary Consultation Pack and again on Page 6. An extract of Page 3 and Page 9 is shown for reference in [Figure 3.3.5](#) and [Figure 3.3.6](#) respectively.

It can be seen that [Figure 3.3.5](#) states (in the orange bordered text): “*There were some objections to closing off Alder Road...*”.

[Figure 3.3.6](#) states (also in an orange border): “*Alder Road junction improvements will include moving and upgrading the existing tabled zebra crossing, repositioning / improving bus stops and closing off Alder Road at the western end to remove potential vehicle / cycle conflict.*”

Reference is made within the Consultation Report to the Alder Road closure and the justification for progressing with this particular scheme feature.

Roath Park Cycle Route Roath Recreation Ground improvements Initial Consultation Key Findings

A public consultation was undertaken in March 2022 to gain feedback on the proposed improvements within Roath Recreation Ground and Ninian Road. Around 900 letters were sent to residents and businesses in the area near this proposal. In total, 257 responses were received via the survey link to the consultation, as well as a small number of emails and a petition in reference to the priority narrowings on Ty Draw Road.

The main points raised from this consultation are as follows.

The majority of the respondents support the proposed measures and over half the respondents support the cycle track through the park with a third of the respondents supporting the cycle path but thinking it should be on the road.

Many believed the proposed measures will be beneficial and will either encourage them to walk or cycle, or will improve access for those who currently walk and cycle.

Some concerns were raised in respect of pedestrians and dogs crossing the cycle path to get to the park and the loss of green space.

There were some objections to closing off Alder Road and some concerns were raised about the Wellfield Road / Ninian Road junction and delays at the traffic signals.

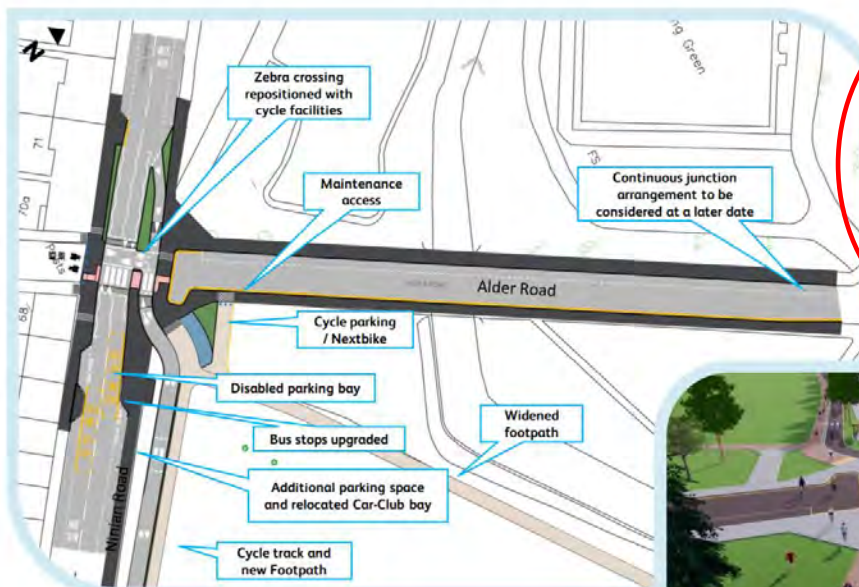
We have reviewed the feedback received and will be seeking address relevant concerns as part of the on-going design process.

If you have further comments, we would like to know your views in respect of the [Roath Recreational Ground](#) phase. Information on [how to respond](#) and a link to the [full consultation report](#) is detailed at the end of this document.



Figure 3.3.5 – Page 3 of the secondary consultation pack (December 2023)

Roath Park Cycle Route Roath Recreation Ground improvements Consultation update - Alder Road area



Alder Road junction improvements will include moving and upgrading the existing tabled zebra crossing, repositioning / improving bus stops and closing off Alder Road at the western end to remove potential vehicle / cycle conflict.



Figure 3.3.6 – Page 9 of the secondary consultation pack (December 2023)

Consultation information relating to Alder Road: Survey Questions: On the basis that Alder Road is an unclassified local access road, does not have residential properties along the length of the road, and that traffic volumes are light in comparison to Ty Draw Road and Ninian Road, the closure of Alder Road was not envisaged as a concern in terms of public perception.

As previously advised within this report, it is not always possible to predict public feedback or views on specific features of a proposal. Therefore, questions within the online survey may not necessarily target a particular individual's views. However, open text boxes were available, and respondents took the opportunity to use the survey text boxes and write directly to the Council to share their views in respect of Alder Road. We are therefore confident that the feedback received to date covers all the key issues and concerns over the proposed closure of Alder Road and the scheme in general.

Reason and benefit of the proposed road closure: To encourage people out of their cars onto more sustainable transport modes, it is important to encourage Active Travel and sustainable travel throughout Cardiff. This is being done through the improvement of footways, crossing facilities, cycleways, bus stops, and bus routes, which are integral to this plan; and the measures proposed at the Alder Road junction are in keeping with road hierarchy that places greater emphasis on providing Active Travel measures and access to Sustainable Travel over car use.

There are many barriers to why people choose not to walk or cycle. One of the main barriers is the perception that our roads are too dangerous and uncomfortable, due to traffic, or a lack of facilities to cross busy roads. There have been many studies and surveys undertaken to support this and suggest that people would cycle or walk more if there were improved infrastructure.

Where possible, along our routes where we have identified potential conflict points, we will seek to eliminate, reduce or control these locations. In respect of the Alder Road junction with Ninian Road, our design has been developed to eliminate the main conflict point, turning traffic. Many of the current cycle routes that were implemented as pop-up routes will be revisited and updated as necessary with the same approach and applying lessons learnt, where the first approach will be to eliminate conflict at junctions if possible. An example of this is Cathays Terrace where a number of side streets have been closed to facilitate a bidirectional cycleway.

The following main factors have informed the design and decision to close Alder Road:

- Alder Road is an unclassified, non-residential road that serves as a means of access to the adjacent parks as opposed to a strategic through route. Due to the narrowness of the available traffic lanes, it often operates as a single lane highway;
- the closure of Alder Road to through traffic removes the risk of vehicle conflict with cyclists and pedestrians for the current and long-term aspirations of the wider cycle route;
- Ninian Rd is a relatively busy road corridor (average 8500 vehicles per day), right turning vehicles into Alder Rd would need to wait for a gap in traffic and ensure that the junction was clear of pedestrians and cycles. There is increased risk of conflict between vehicles and pedestrians / cycles when making this manoeuvre, as well as for left turning traffic into the junction and traffic exiting the junction - the safest option is to remove this conflict;
- the relocation of the existing crossing provides a better pedestrian desire line at the junction across Ninian Road;

- the relocated crossing provides a good connection opportunity for cyclists and pedestrians to and from Kelvin Road;
- the relocation of the crossing allows for better link opportunity for Phase 3 and the continuation of the route north;
- drivers do not always expect to encounter cyclists travelling in the opposite direction to general traffic flow;
- there are high pedestrian movements at the junction. We anticipate it will be well used by cycles with the installation of a new route. By reallocating road space we can ensure that there is space for all legitimate users;
- surveys undertaken at the western end of Alder Road show relatively low traffic volumes when taking into consideration each turning movement – therefore displacement will be negligible;
- an alternative setback crossing arrangement would move cyclists closer to the pleasure gardens pedestrian access, which will cause increased likelihood of conflict between pedestrians and cyclists;
- a set-back crossing would not be on the desire line for pedestrians or cyclists, which will result in some users still crossing at the junction unassisted, away from the designated crossing point. This may result in uncertainty over priority, leading to safety concerns;
- maintenance access is required into the pleasure gardens through the access gate, therefore this reduces the opportunity have a setback crossing; and
- to relocate the crossing further south would result in the loss of trees.

It is reasonable to conclude that the safety and design benefits that the scheme offers at this location far outweigh the convenience of drivers who only use Alder Road as a through route.

Antisocial behaviour: As part of the consultation process, we have engaged with all emergency services and can confirm that no adverse feedback has been provided in respect of closing Alder Road to vehicular through traffic. This also includes the issue of anti-social behaviour, which South Wales Police do not foresee any issues.

It is not clear why it would become an anti-social gathering location, however the concerns have been noted and we will undertake monitoring to consider what measures could be introduced should it occur.

Should issues arise as a result of the closure, we can consider additional street lighting, clearing of vegetation and parking management, such as:

- Pay and Stay parking, so that short stay visitors to the park can park for free, but long stay would need to pay. This would remove commuter parking and likelihood of people camping on the road long term, as well as offer a regular turnover of spaces for visitors to the park;
- TROs and enforcement that target motorhomes, so they can only park within certain times of the day and not overnight; and
- TROs and enforcement to fully remove vehicular access during night-time.

Displaced traffic and difficult turning movements onto Penylan Road / Kimberley Road junction: From the feedback received in respect of the proposed closure of Alder Road and the prohibition of certain turning movements at the Ninian Road / Penylan Road / Wellfield Road / Marlborough Road junction, the Council is currently reviewing the potential to bring forward a Future Programme Scheme at the Ty Draw Road / Kimberley Road junction.

This scheme would be predominantly aimed at improving pedestrian and cycle movements at the junction, as well as assisting traffic accessing and egressing Ty Draw Road and Kimberley Road during peak and off peak times. This scheme also provides the opportunity of extending Active Travel links for the area.

Displaced Traffic onto the Fair oak Roundabout: We are currently developing options for the Fair oak Roundabout which form part of Phase 3 of the route. The options being developed will take into consideration network wide modelling. We will consult on these plans in the future once developed.

Inconvenience and increase of traffic and pollution: As previously reported within the consultation report, traffic surveys identified relatively low turning counts at the Ninian Road / Alder Road junction and at the Alder Road / Ty Draw Road junction on the 6th and 7th of July 2022 respectively.

A copy of the summarised survey data is shown in [Figure 3.3.6](#) and [Figure 3.3.7](#) of the traffic and pedestrians counts respectively.

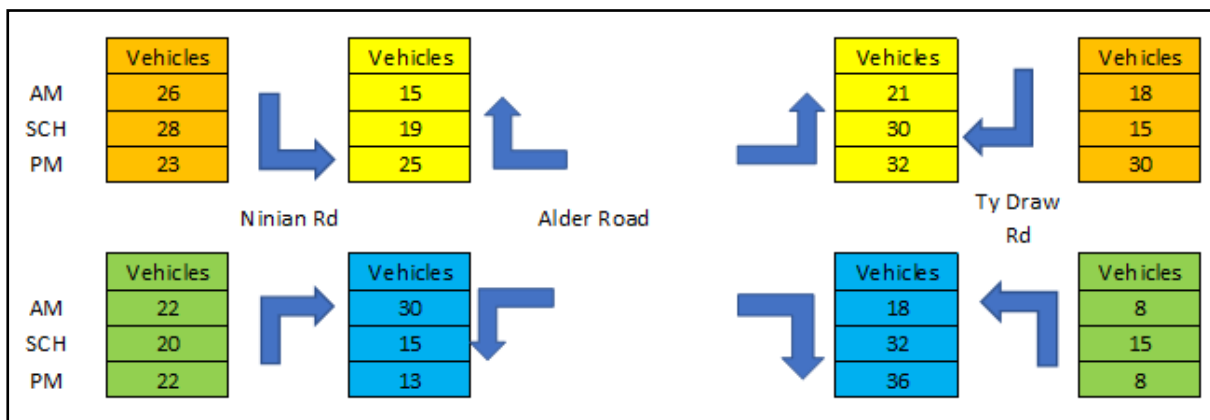


Figure 3.3.6 – Traffic Survey Count Data (summarised) 6th / 7th July 2022

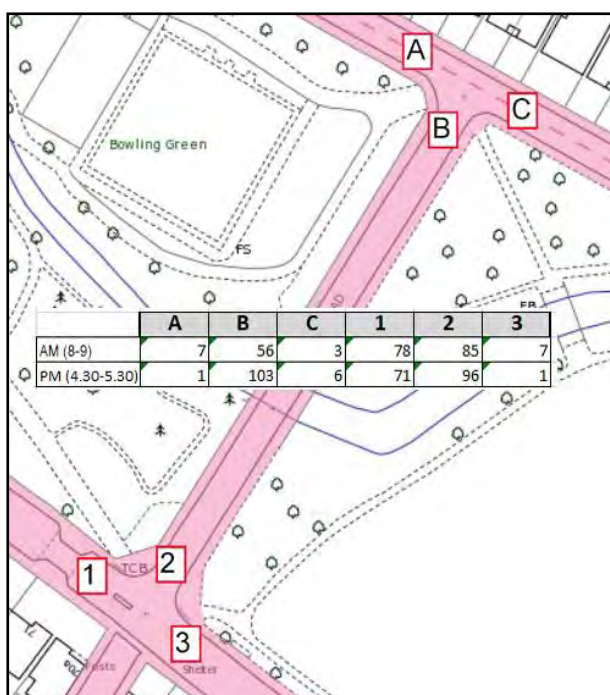


Figure 3.3.7 – Pedestrian Survey Count Data (summarised) 6th / 7th July 2022

Traffic modelling assessment is currently being undertaken on a network level to inform the wider route proposals to apply mitigation measures where necessary and localised modelling will be undertaken as required. Modelling is also an ongoing exercise that ties in with monitoring. The impact of Alder Road will be included as part of the wider study work, but will not change the proposed design at this location. This is due to the low traffic volumes and mitigation measures elsewhere, for example improvements to the Ty Draw Road / Kimberley Road junction and improvements at Ninian Road / Wellfield Road junction.

For the Alder Road closure, alternative routes are available of a similar distance to existing routes (for the most logical trips through the area). For trips between the residential areas either side of the recreation ground, a longer travel distance can occur, but may, depending upon their circumstances, be better suited to Active Travel trips.

For through trips where there will be little distance change, there is unlikely to be any difference in terms of vehicle emissions, however for some localised journeys, where it may be necessary to extend the journey distance, there would be increased vehicle emissions due to the additional time travelling. Through mode shift and providing an alternative to car use for, any negative impact will be offset by more sustainable journeys made.

Emergency Vehicle access: Alder Road is an unclassified, non-residential road that serves as a means of access to the adjacent parks as opposed to a strategic through route. Due to the narrowness of the available traffic lanes, it often operates as a single lane highway. On the basis that Alder Road is a narrow road, which can be limited to one way traffic flow, with users attempting to park or access the gardens and playing fields, it is unlikely to be used as a primary emergency response route. Alder Road is also only around 140m in length, and access would still be possible at one end.

As part of the consultation process, we have engaged with all emergency services and no adverse feedback has been provided in respect of closing Alder Road to vehicular through traffic.

As all emergency services have been consulted and would be aware of the restricted access if implemented, they will apply this knowledge as part of their day to day duties.

Alder Road full closure: The full closure of Alder Road could be considered at a later date, however it is outside the main scope of this scheme.

3.4. Response to petitions

This section of the report considers the petitions submitted as part of the secondary consultation process.

Background

The Council welcomes petitions and we recognise that petitions are one way in which people can let us know their concerns. Petitions are a way for individuals, community groups and organisations to participate in the democratic process. The purpose of petitions is to request a change or raise an issue on something of public concern, the raised issues allow the Council and Elected Members to consider the need for change.

Alder Road Petition (Petition 1)

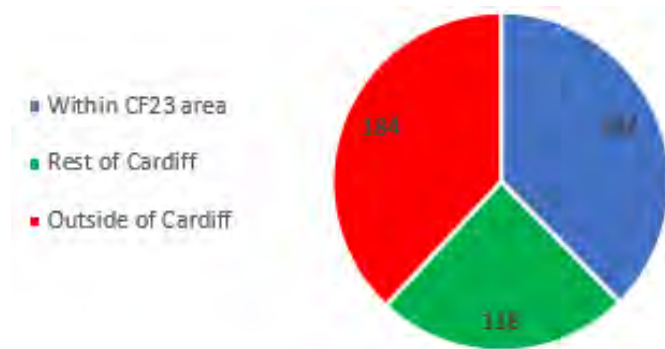
A petition has been submitted as a complaint under which the consultation regarding Roath Park Recreation Ground Improvements have been undertaken. It is also an objection to the closure of Alder Road.

From the petition resubmitted on 16th of March 2023, a total 523 signatures were received. Of these signatures, 422 were electronic and 101 were handwritten. 39 of the hand signatures were already accounted for on the electronic signatures, therefore these have been discounted. The total number of signatures received therefore amounts to 484 signatures.

Of the 484 signatures, 181 signatures are from people living outside of Cardiff and 3 live outside the UK. Of the remaining 300 signatures, 182 live within the CF23 postal code area (in close proximity to Alder Road or adjoining roads). The remaining 118 live within the Cardiff boundary.

Chart 6 provides a visual representation of the areas that the people who signed the petition live. It is reasonable to assume that those living outside the city or in adjoining postcode areas would have greater choice in terms of diversionary routes.

Chart 6 - The areas that the people who signed the petition live:



Response to specific points – The points raised for Petition 1 are listed below along with the Council's response.

Point 1: *The initial consultation document did not specifically mention the closure of Alder Road at the junction with Ninian Road, the plan was small and lacked detail.*

Response: The initial site notice listed the road closure and Page 6 of the consultation pack stated: "repositioning / improving bus stops and closing off Alder Road at the western end." Page 9 of the consultation pack (FAQs) stated: "Can I still access Alder Road? Yes, but to make access to the cycle track safer, Alder Road will be closed off at its junction with Ninian Road and the zebra crossing relocated. Vehicles would access Alder Road via Ty Draw Road. A turning area will be provided."

Point 2: *In the second consultation letter received late December, the scheme listed only the below points:- Widening of the footpath within the playing field of Roath Recreation Ground; Cycle track through the playing field of Roath Recreation Ground; Shared surface on Pen-y-*

Wain Place; Upgrading of priority narrowings on Ty Draw Road; and Changes to the Community Centre car park access. Whilst the above will be seen in a positive light by many, there is no mention of the closure of Alder Road to through traffic. We feel the council consultation has been underhand and futile, deliberately steering the focus away from the proposed road closure.

Response: There are many features to the proposal, of which the closure is just one. Due to limited space on high level plans / site notices we cannot list all features, however information was provided in the first consultation pack and a comprehensive response is provided in the initial Consultation Report. Reference is made in the secondary consultation pack to the Consultation Report and how to access it. The secondary consultation pack drew out information about additional features being added, or provided more information, but still mentions the closure (on Pages 3 and 9). It should be noted that the secondary consultation pack is subtitled 'Consultation Outcome and Update'.

Point 3: *As local residents we believe the closure of Alder Road will have a very negative impact on the local community. We are opposed to the closure of Alder Road primarily because it will lead to increased traffic congestion at the neighbouring junctions at each end of Ty Draw Road & Ninian Road. Residents of Ty Draw Road & all the side streets adjacent to it, many of whom use Alder Road several times a day will be inconvenienced & create more congestion and stationary traffic at either end of Ty Draw Road, increasing pollution outside people's homes.*

Response: This point was addressed as part of the initial consultation within the Consultation Report. The response (on page 7 of the report) states: "*Both the junctions at either end of Alder Road operate well within their theoretical capacities. Recent traffic surveys at these junctions showed comparatively low traffic flows along Alder Road and Ninian Road and Alder Road operate within their theoretical link capacity. When taking into account the potential re-routing options available, the redistributed traffic that uses Alder Road as a cut through is not significant enough to have a negative impact on the highway network should Alder Road be closed to vehicular through traffic. The comments raised have been noted and will be considered as part of future wider modelling being undertaken*".

Point 4: *Traffic which would have previously cut through Alder Road will be forced to take a longer route adding to its carbon footprint and certainly not reducing pollution.*

Response: As per the response to Point 3, there are many potential re-routing options available depending upon drivers origin and destination. The redistributed traffic that uses Alder Road as a cut through is not significant enough to have a negative impact on the highway network should Alder Road be closed to vehicular through traffic. For some users, there will be little change when taking into consideration the length of Alder Road.

It is important to improve the air quality in Cardiff as soon as possible. To encourage people out of their cars onto more sustainable transport modes, it is important to encourage Active Travel and sustainable travel throughout Cardiff. This is being done through the improvement of cycleways, bus stops, and bus routes, which are integral to this plan. This closure will make this particular section of the planned route safer for cyclists.

Point 5: *Whilst there has been some monitoring of vehicle movement in recent weeks, traffic can be considerably higher in the summer months as people visit the parks & green spaces.*

Response: The surveys referenced in the response to Point 3 were undertaken in July 2022. More recent surveys have been undertaken in November 2022 and Spring 2023.

Point 6: *We have not seen a specific question regarding the closure of Alder Road in either consultation and we believe that the wording on the correspondence has deliberately attempted to downplay the road closure element of the scheme.*

Response: See response to Points 1 and 2.

Further information is provided in response to feedback raised in respect of the proposed closure of Alder Road in [Section 3.3](#) of this report.

Ninian Rd / Penylan Rd / Marlborough Rd / Wellfield Rd Petition (Petition 2)

A petition has been submitted for the Council to reconsider the need for prohibiting right turns and consequent changes to phasing at the junction of Ninian, Penylan, Marlborough and Wellfield Roads.

From the petition submitted on 20th of March 2023, in total 173 signatures were received. Of these signatures, all are handwritten.

Of the 173 hand signatures, 160 were signed by people living within the CF23 postal code area. The remaining 13 signatures were signed by people living within the Cardiff boundary, but outside the CF23 postal code area.

Response: it is anticipated that any delays as a result of not prohibiting the turning movements would see the junction exceed capacity. As a result of this, it is possible that traffic displacement would occur, potentially onto a number of side roads. Information about the justification and modelling undertaken to date is available in Section 3.2. It is reasonable to assume that those living in adjoining postcode areas would have greater choice in terms of diversionary routes.

4. Design updates

Since the secondary consultation, there have been a number of key design changes, these are summarised below. The latest scheme drawings are provided in [Appendix C](#).

- **Cycle route through park** – the alignment has been moved further into the playing field to further protect the tree root zone. The existing footpath will be grassed over.
- **Street lighting** - will be high level along the cycle route. This follows environmental investigation.
- **Footpath widening** - the alignment has been moved further into the playing field to further protect the tree root zone. This will also accommodate work being undertaken by Natural Resource Wales along Roath Brook.
- **Pitch orientation** – the four playing field pitches were repositioned to accommodate the above changes. Following sustainable drainage designs to accommodate the cycle route and to address drainage issues within the Community Centre car park, three pitches will be retained. Feedback from the Council’s Parks booking team has confirmed only three pitches are normally used. These will be marked out in advance of the next sports season.
- **Alder Road / Ninian Road junction** – the design has been altered to improve the alignment of the cycleway through the tree root protection area. This design will accommodate Park Maintenance access to the Pleasure Gardens.
- **Built-out bus stop (park side) near the Pen-y-Wain Place junction** - will be retained in its existing arrangement to accommodate a bus timing stop, thus allowing traffic to pass a stationary bus. This is to accommodate Phase 3 proposals being developed.
- **Community Centre car park area** - has been updated to accommodate pedestrian movements. In total, there will be 3 disabled user bays, 46 general spaces, a motorcycle bay and 2 electric vehicle spaces proposed (52 spaces in total including a motorcycle bay).
- **CCTV** – a new traffic CCTV camera is proposed at the Wellfield Road / Ninian Road junction. A new CCTV camera is also being installed at the Llanederyn Road / Cyncoed Road junction. To accommodate the installation of these cameras, as well as improve communication links to the traffic signals on this route, a new fibreoptic cable will be laid from Albany Road to Llanederyn Road via Wellfield Road and Penylan Road. This work may be undertaken as part of the current proposal or as part of other proposals being undertaken in the area.

5. Consultation summary and recommendation

This section of the report provides a summary of the main feedback raised from the consultation and conclusion.

A secondary consultation, titled 'Consultation Outcome and Update', was undertaken between the 16th of December 2022 and the 15th of January 2023 to seek views on updates to the proposals, along with the publishing of the Consultation Report that was made available concurrently with the secondary consultation.

Both consultations follow the standard consultation process for Transport Projects schemes. It should be noted that it is not always possible to predict public feedback, or views on specific features of a proposal, therefore, open text boxes were available as part of the online survey, and respondents have the option to write directly to the Council. We are therefore confident that the feedback received to date covers all the key issues likely to be raised.

The feedback received can be summarised as follows:

- *Comments about the engagement and consultation process and its timing;*
- *Comments about Active Travel and clean air;*
- *Comments and observations over cyclist behaviour;*
- *Concerns about the cycle path through the playing field and car park;*
- *Concerns over trees, route selection and other park users;*
- *Concerns over the community centre car park layout;*
- *Comments over parking in general within the area;*
- *Comments about Pen-y-Wain Place and Ninian Road;*
- *Comments about the priority narrowing removal on Ty Draw Road;*
- *Comments and suggestions about Ty Draw Road as a cycle route;*
- *Comments about the improvements to the signalised junction;*
- *Comments over the prohibition of turning movements at the Wellfield Road / Penylan Road junction and wider impact; and*
- *Concerns and suggestions about the closure of Alder Road and the information about the closure in the consultation pack.*

Two petitions were also submitted:

Petition 1 - was submitted on 16th of March 2023 that included 484 signatures. Of these signatures, 181 are from people living outside of Cardiff and 3 live outside the UK. 182 live within the CF23 postal code area (in close proximity to Alder Road or adjoining roads). It is reasonable to assume that those living outside the city or in adjoining postcode areas would have greater choice in terms of diversionary routes.

The points raised can be summarised as follows:

- *It was felt that the initial consultation document did not specifically mention the closure of Alder Road;*
- *It was felt that the second consultation letter did not list the closure of Alder Road;*
- *It was felt that the closure of Alder Road will lead to increased traffic congestion/pollution at the junctions at each end of Ty Draw Road and Ninian Road.*
- *It was felt that diverted traffic will be forced to take a longer route adding to its carbon footprint and certainly not reducing pollution.*

- *It was felt that the monitoring of vehicle movement can be considerably higher in the summer months as people visit the parks & green spaces.*
- *It was felt that there was no specific question regarding the closure of Alder Road in either consultation and that the wording on the correspondence has deliberately attempted to downplay the road closure element of the scheme.*

Petition 2 - was submitted on the 20th of March 2023 and included 173 signatures, of which 160 were from by people living within the CF23 postal code area.

The points raised can be summarised as follows:

- *It was felt that there is a requirement to reconsider the need for prohibiting right turns and consequent changes to phasing at the junction of Ninian, Penylan, Marlborough and Wellfield Roads.*
- *It was felt that the prohibition of turning movements will cause more traffic to use Kimberley, Westville and Sandringham Roads and adjoining roads.*

In general, a response has been provided to all points and feedback raised from the online survey, from correspondence received and the submitted petitions, that either addresses or answers the issues (see [Section 3](#) of this report).

From this report, it can be concluded that the two main issues were:

- the closure of Alder Road to vehicular through traffic; and
- the prohibition of turning movements at the Ninian Road / Penylan Road / Marlborough Road / Wellfield Road junction.

Closure of Alder Road to vehicular through traffic:

The main points of the feedback raised centre around:

- **The consultation process and information provided** - [Section 3](#) of this report demonstrates that information about the closure of Alder Road was provided in the initial consultation, as part of the Consultation Report and secondary consultation.
- **Anti-social behaviour** – Post-implementation monitoring will be undertaken to consider whether measures are necessary.
- **Traffic displacement leading to inconvenience to certain residents, air pollution and traffic congestion** - traffic surveys identified relatively low turning counts. When distributing the traffic across the network, it is likely that through mitigation as part of the wider route improvements, modal shift and offsetting these journeys with more sustainable journeys, these will become negligible.
- **An alternative design should be considered** - Section 3 of this report provides further information about the reasoning and justification for the proposed closure of Alder Road. This includes that an alternative setback crossing arrangement would move cyclists closer to the pleasure gardens pedestrian access, interfere with maintenance access into the pleasure gardens through the access gate, or it would be necessary to remove trees. The closure of Alder Road to through traffic removes the risk of vehicle conflict with pedestrians and cyclists for the current and long-term aspirations of the cycle route at the Alder Road junction.

It is reasonable to conclude that the safety benefits that the scheme offers at this location far outweigh the convenience of drivers who only use Alder Road as a through route.

Prohibition of turning movements at the Ninian Road / Penylan Road / Marlborough Road / Wellfield Road junction

The main issues raised as part of feedback associated with the Prohibition of turning movements at the Ninian Road / Penylan Road / Marlborough Road / Wellfield Road junction is the displacement of traffic.

Section 3 of this reports provides the reasoning behind the proposed prohibition of turning movements which are aimed at reducing the delay to traffic at the junction as a result of the introduction of an additional traffic stage. The report demonstrates that when considering the most recent traffic survey data, the turning movements in question are very low during the peak periods. In addition to this, the destinations of displaced traffic would also vary, so it is likely that any displaced traffic during the AM or PM peaks diverting to other roads will be negligible and likely to be well within the road's capacity.

We have already undertaken surveys as part of a recent traffic survey exercise, but will undertake further additional surveys within the estate to the northeast of the junction, to determine whether any further measures are necessary as part of post implementation monitoring. These surveys will also be used as part of further route optioneering to connect to other destinations and cycleways.

Any delays as a result of not prohibiting the turning movements would see the a reduction of junction capacity and see the displacement of traffic onto a number of side roads. In addition to the Wellfield Road junction, we are looking to make improvements to the Albany Road / Wellfield Road junction as part of wider route development. As part of this junction modelling assessment work, we are looking to determine whether a right turn movement could be permitted from Bangor Street. This would mean that residents or visitors of Bangor Street would no longer have to queue northbound on Wellfield Road to re-join the highway network and reduce demand at the Wellfield Road / Ninian Road junction. We will also investigate opportunities for improving Active Travel links within the area that focus on making various streets more conducive to walking and cycling.

Recommendation

Both the initial and secondary consultations have been undertaken at a formative stage, where it is felt that adequate information and time has been allowed to permit consideration and response. All responses received have been conscientiously taken into consideration.

In respect of all the feedback, correspondence and petitions submitted as part of this secondary consultation, logical and reasonable reasons have been provided in response in respect of the justification and reasoning behind the various design features of the scheme being developed.

From the current information received as part of this particular consultation, no design changes are proposed.

In respect of any subsequent changes as a result of the network modelling, these would be included in the adjoining phases of the wider route, or included in the detailed design that will be available to view online when the scheme proceeds to construction.

In view of the above, it is recommended that the current proposal proceeds in its current arrangement.

6. Next steps

This section of the report provides a summary of the next steps associated with this proposal and the wider scheme following this consultation.

- **Detailed Design** – will continue to be developed based on the current scheme proposals;
- **Network level modelling and assessment** – will be undertaken and the findings will be used to inform optioneering on the wider proposals;
- **Traffic Regulation Orders (TROs)** – will be processed and implemented accordingly;
- **Wider Route Consultation** – further consultation will be undertaken on the wider route and on specific phases of the route; and
- **Zonal Parking Consultation** – Consultation will also be undertaken where necessary to inform of any parking changes in area. This would include zonal parking, or any TROs associated with the current phase as part of the separate legal TRO process.

7. Appendices

Appendix A

Collated comments received summary

Comments about the engagement and consultation process...

Summarised comments

"Welsh Government best practice guidance makes very clear that engagement is far more than holding a "consultation" and it is abundantly obvious that there has been no real engagement with the community of different users of the rec and area around the Community Centre."

"The consultation is geared primarily to online or email responses and therefore excludes a great number of local people who will be adversely impacted by this scheme but who have been offered no way of being informed about it or of having their voices heard. You try to excuse this failure by saying it is not possible to know who uses it but as I pointed out last year the Council will have records of the sports teams which book the marked pitches and through Better GLL and the Council's library staff would be able to channel information to relevant groups and tutors who book the Centre."

"As an active contributor to the previous consultation I would have expected it as a simple courtesy to have been informed of this new information... I believe that where residents have participated and contributed before then they should be automatically included in updates where further response is invited/required."

"The Council are choosing to ignore the wider views of the community and will not engage in any dialogue with the public."

"The consultation was carried out over the Christmas 2022 period, with the mailings to local residents delayed due to the impact of both Christmas post and the Royal Mail industrial dispute. Many local residents did not receive their mailing until after the consultation period deadline."

"Finding the Document on the Council website is difficult and was impossible for many. It does not appear under Cycleway Consultations but under Live Consultations as Roath Recreation Ground Improvements Secondary Consultation with no reference to Cycle Paths. The Document is undated and has no page or paragraph references."

"The Council says that letters were sent to residents in the area near this proposal, but as far as can be established, none were sent to residents of Kimberley Road or adjoining streets."

"It has been presumed that those who have not replied are happy with the scheme proposed with the cycle lane, I do not see it like this as many of the properties in Ninian Road are houses of multiple occupancy allowed to be such by Cardiff council planning, letters in these properties tend to sit around on a floor or shelf rather than be looked at and occupants are not always aware that they can deal with them."

"Of the 900 letters sent for the March consultation only 257 responses were received. The report then stated that "This would also suggest around 72% of people (who didn't respond) do not have any objections or views on the proposal" Due to the way the consultation was devised, many people affected by it did not see the full implications. Now they know, they are very unhappy about it and feel they have been duped."

“There is still much detail to be decided and the design should not be allowed to proceed until the wider impact on traffic movements has been assessed and until all those who may be affected, including Kimberley Road residents, have been properly informed of and consulted on the assessed impacts.”

“Having looked carefully at the plans for the area I am very pleased with the majority of the proposals, particularly the upgrades to the footpath and the introduction of the cycle path along the Rec and especially the replacement of the narrowings in Ty Draw Road with raised crossings.”

“The survey online does not in any way reflect car users and concentrates on cyclist and walkers, not everyone has the luxury of cycling or walking.”

Comments about Active Travel, clean air and cyclist behaviour...

Summarised comments

“The Councils justifications for this development appear to be that: It promotes cycling and walking and is therefore contributory to cleaner air. This has not been the case with the cycle lane in Wellfield Road as the re-routing of traffic means cars are travelling a longer distance and the increased waiting times at the traffic lights at Wellfield Road/Ninian Road junction means that cars are sitting burning fuel for much longer than formerly this is detrimental to clean air. These further proposed changes will simply make that worse.”

“It is safer for cyclist and pedestrians. To the best of my knowledge there have been no accidents between the Wellfield Road/Ninian Road junction and Alder Road. You can't get safer than none! So why would the Council spend huge amounts of money to address a non-problem. Furthermore, since cyclist are to have the option of using the road too, how much would the path contribute to safety anyway?”

“Such schemes increase walking and cycling. What is the Council's evidence for that claim? Responses to a questionnaire suggesting that people who answer that they would increase walking or cycling do not necessarily translate into actual behaviour changes. Where is the hard evidence?”

“The cycle lanes constructed on Cathays Terrace and Wellfield Road appear to me to be lightly used by cyclists, many of whom continue to use the road, and have caused much disruption for businesses, residents and motorists while increasing motor vehicle congestion and therefore increasing vehicle emissions. Before creating yet more mayhem, I suggest that the Council should survey those who live around, work in and use Cathays Terrace and Wellfield Road to assess their satisfaction levels with the completed schemes.”

“There are perhaps better ways to contribute to clean air. Instead of spending huge sums on this proposed scheme, why not install electric car charging points along Ninian Road and Alder Road.”

“As a cyclist and pedestrian by day I welcome the introduction of cycle paths. However the paths are so disjointed between areas. The new proposals run along the rec and then stop, they will do nothing to calm traffic in the area or encourage drivers to swap their cars for bikes. I do appreciate installing the paths on the rec it will help improve drainage, but do not see any other benefit as the paths do not link up well to other routes. “

“Also pointed out last year was the danger of approaching this in a piecemeal. The absence of any information of how the “freeway” will continue to the “Juboraj” roundabout (by Fair oak Rd) in a manner that is safe for cyclists should be a priority otherwise the Council may have restricted its options - and may therefore not be able to follow the best option - by having already directed cycles along Ninian Road.”

“Overall there is an intolerance by Cardiff drivers towards cyclists that needs to be addressed. I have had countless incidents on nearby Pen-Y-Wain Road of being shouted at, revved at, and near misses on the mini roundabout, and see cars passing through red lights all across the city. I see boy racers speeding through the streets and can see there is very little incentive to get on a bike.”

“We live in Kimberley Road and currently our children cycle to Cardiff High School. This terrifies me! The current route does not feel safe. I realise the changes to entering Marlborough Road will undoubtedly mean more traffic on Kimberley Road but for us, the advantages of safe cycle paths outweigh any disadvantages.”

Concerns about the cycle path through the playing field, trees and route...

Summarised comments

“I am disappointed to see the removal of some lovely heritage trees as part of the car park scheme. These trees will take decades if not a century to regrow and they are an important part of the character and beauty of the area.”

“We have concerns both concerning the impact upon traffic in our own conservation area should the scheme go ahead, as well as the visual impact of the scheme on an adjacent conservation area”.

“I am also concerned about the safety of the mature trees which line the Rec - how will the council guarantee they are not damaged in the works to the proposed cycle path and widening of the footpath.”

“The siting of the cycleway next to the street parking on the Recreation Ground side of Ninian Road invites accidents involving pets or small children getting out of cars that are parked there in order to use the Recreation Ground, a common occurrence in summer.”

“Generally speaking in favour of the proposals. Would prefer the cycle path to be carved out of Ninian Rd rather than the park, but asides from that in full agreement. I think overall making a one way system for cars around Roath Rec, Roath pleasure Gardens and Roath Park utilising the additional space for bike lanes would be an excellent addition to this proposal, as would extending the current bike lane onto Albany Rd, currently very dangerous to cycle on.”

“A one-way system for the cars around the recreational ground would enable parking spaces to be retained by residents while providing space for a segregated cycle lane on the road.”

“I do not object to cycling provisions being improved but feel that the provision could be achieved by improving the existing footpath around the recreation ground by taking it inwards towards the park rather than outwards into the road.”

“Routing the cycleway along the recreation ground also raises the question of safety after dark, particularly for lone female cyclists. Although the route wouldn’t be very far from Ninian Road, it would be beneath tree cover, which blocks the light from nearby streetlights. In the previous round of consultation, the council stated that it was considering the use of low-level lighting for this section of the route. However, no lighting of any kind is mentioned in these revised proposals, which we find deeply concerning. If women and girls don’t feel safe cycling after dark, they simply won’t do it.”

“We are very pleased to finally see the next stage of the Roath Park Cycle Route take shape. Unfortunately, its orientation along the recreation ground threatens to undermine its efficacy, as pedestrians will have no choice but to cross it on foot to access the playing fields from Ninian Road. This is bound to put them in the path of cyclists, especially during the summer months when the recreation ground is extremely busy, and the hazard will be particularly acute for disabled pedestrians and those with visual impairments”.

“We urge Cardiff Council to carry out an on-site Equality Impact Assessment, and to consult further with relevant accessibility groups (Guide Dogs, Disability Wales, Wheels for All, etc.) to ensure that active travel improvements don’t come at the expense of the most vulnerable members of our community”.

“We understand the council’s desire to preserve parking spaces, but feel strongly that active travel deserves its fair share of road space, not green space.”

“It has not been possible to find how the Wellfield Road ‘Pop-Up’ cycle route fits into any overall city plan for cycle ways. On the Council website under ‘Parking, Roads and Travel’ / ‘Temporary Cycleways’ there is a proposal for a ‘Red Route Albany Road’ Cycleway but none for Wellfield Rd, which is presumably also temporary. How does the Council justify these relatively major and costly changes on the basis of a temporary ‘Pop-Up’ cycle route on Wellfield Rd?”

“Sadly, some cyclists are very inconsiderate road users and it does not require a great leap of imagination to see them mowing down some unfortunate small child. In the event of this resulting in long term injury, it is also not hard to imagine, human suffering aside, that the Council may find itself the target of costly public liability proceedings. For this reason it would be far better to retain the traffic calming in Ty Draw Road and use one of the two footpaths on that side of the park (they are separated by the brook) for the cycle path.”

“In relation to the proposed cycle lane alongside the path on the Ninian Road side of Roath Rec, he has asked, if there is any information on the frequency of use of the designated cycle track by cyclists”.

“Could you advise what data the council currently on cycle usage at this location, and what modelling data the council has on what it expects the usage would be if the cycle lane is installed?”

“We welcome the plan to provide a segregated Active Travel route alongside Ninian Road linked to the pop-up route on Wellfield Road. We note that the proposal is for the route to be located on the grassland of the park itself, reducing the area of green space. We believe that the cycle route would be better located on the road, with the existing pavement resurfaced. However, we understand the difficulties of finding a coherent route on this road and the need to avoid conflict with bus stops but we remain of the view that wherever possible, active

travel infrastructure should take space from roads rather than green space. However if that is not technically possible then we would support the current alignment.”

“We note the proposed route terminates at Alder Road, with a short section of on-road cycle lane provided north of Alder Road. What is the plan for continuing the route? The FAQ suggest that this route could link through to Lake Road West. We suggest it should also connect via Wedal Road to Cycle Route 1 as this connection would provide access to the Heath Hospital. The options are a route through the formal gardens, or for the route to turn east along Alder Road and then onto Ty Draw Road, or our preference would be for a segregated cycle way along the north section of Ninian Road to the Fair oak Roundabout. This roundabout could be converted to a “Dutch Style” design with a cycle path around it.”

Concerns over the car park layout and parking in general...

Summarised comments

“It looks like spaces would be lost and there is not enough disabled spaces.”

“I think there will be a build-up of cars in the car park waiting to exit the car park. I think that people will park in the turning area when spaces are unavailable, and this will cause further issues.”

“Limited space to turn, exiting onto Pen-y-Lan Road will cause problems in the car park. Turning right onto the junction will be really hard and turning left will be difficult with the bus stop.”

“We are very concerned that the routing of the cycleway along the recreation ground, rather than along the carriageway of Ninian Road, forces it to cross the public plaza in front of the community centre. This introduces a point of conflict between pedestrians and cyclists, and forces pedestrians to cross two lanes of traffic to reach the community centre, rather than just one.”

“On the whole, these changes seem reasonable and necessary, to avoid car traffic constantly crossing the new cycleway, or stopping on it while waiting to pull out onto Ninian Road. However, it’s not clear from the current plans just how the council proposes to stop drivers using the current exit. Will some sort of barrier system be installed?”

“The road fronts the Recreation Ground which is a very well used valuable asset for Cardiff - for most of the year unless it is exceedingly wet. Many of the Park users come for recreation by car - I cannot see any suggestions for improved Parking facilities in the proposals. Parking at present is already very challenging for residents and as a blue badge holder I have frequently had to leave my shopping in my car overnight as I was unable to get close enough to my home to carry my bags into the house. If the pavements are to be widened - where do residents leave their cars?”

“Ty Draw Road - this road is too narrow and often has cars parked along it.”

“Please stop people parking on Ty Draw Rd on the park side, at the Penylan Hill end. This is steadily increasing and both inconvenient and dangerous opposite Penylan place.”

“If we have the cycle lane on the upper end of Ninian Rd, do we lose any parking, which is already at breaking point?”

"We also note under 'Frequently Asked Questions' that the proposals being developed for 'the wider route' will impact on on-street parking. It says that the Council has been making changes to parking on a zonal basis, introducing more resident parking and limited waiting parking, with some zones delivered as part of the cycleways being developed, and adds that plans will be provided in future for 'consideration' The Council must properly consult residents on any plans."

"Regarding the parking on Balaclava Road. We are often unable to park our cars due to insufficient resident parking (which I have contested numerous times seemingly to be ignored and fobbed off.) The residents on the road often have to block the road to allow off-loading of the vehicle which seems to upset those who are trying to bypass the lights. It has caused much friction amongst the residents of the road and your proposal will add to this."

Comments about Pen-y-Wain Place and Ninian Road...

Summarised comments

"Our group has been petitioning for improvements to this crossing since 2020, as it's a popular crossing point for families and children attending Roath Park Primary School, Ninian Nursery, and the recreation ground. We're very pleased to see these improvements being put forward at last."

"We're delighted to see the council exploring ways in which to connect the new cycleway with Roath Park Primary School. The school has been working hard to encourage its pupils to use active travel, and it's vital that local families have safe and convenient infrastructure to rely on."

"Shared use paths often bring cyclists and pedestrians into conflict, and pose a particular hazard for those with disabilities, who may choose to avoid such paths altogether. The proposed shared use path on Pen-Y-Wain Place would be very busy during the twice-daily school run, and the majority of users would be young children who (speaking from experience) are not as careful or mindful of others as they will be in later life. This introduces the potential for a lot of conflict between those walking and wheeling. We would encourage Cardiff Council to explore further options for Pen-Y-Wain Place, including a short, segregated cycleway, to keep pedestrians and cycle traffic separate."

"The proposed new junction buildouts along Ninian Road are also very welcome, as they will help slow traffic turning into and out of side streets, whilst improving visibility for pedestrians".

"I am glad you have aspirations to make cycling more accessible. Personally I feel strongly that Ninian Road should be pedestrianised - this is mostly due to the toxic levels of air pollution from the cars on Ninian Road and the harm this causes to health of people living locally, the cars also cause noise pollution disturbing peace people seek when coming to the park, they are also hazards to pedestrians and cyclists, alongside this the disruption they cause to community cohesion with other residents living off the recreation grounds is likely significant. As a resident the air pollution and noise pollution from Ninian Road is making us consider moving somewhere else. It is disappointing that plans to improve our local area will do little to tackle the main issues that residents are facing. Please enhance your plans to pedestrianise Ninian Road, or at least take a step in this direction by making it one way and

building the new cycle path on the old road rather than through the park and reducing access to green space.”

Comments about the priority narrowing removal on Ty Draw Road...

Summarised Comments

“Traffic constantly travels at high speed down this road, removing the narrowing’s will make this worse.”

“This is a very welcome addition to the plans, as Ty Draw Road currently suffers from a lack of dedicated crossing points. Crossing is made more dangerous by the frequency of speeding drivers, so the tabled crossings should serve to lower overall speeds, and help keep pedestrians and cyclists safer.”

“The current traffic calming measures (narrowings) on Ty-Draw Road have failed to slow traffic speed - resulting, in fact, in speeding through the narrowings and consequent 'road-rage' incidents. The proposed replacements (tabled crossings) would be similarly ineffective in the real world and offer a false security to pedestrians. If Cardiff Council is proposing the enforcement of a 20mph speed limit across Cardiff, then why not remove all of the futile calming measures/plans and save money”.

“It is already a tight road with cars being parked on the one side of the road, and two-way traffic already causes issues and difficulties in crossing the road both for pedestrians and car users alike.”

“I think the tabled uncontrolled crossing points on Ty Draw Road would work best as tabled zebra crossings, at least for 2 or 3 of them.”

“Four will be overdoing it. One is surely enough.”

“Ty Draw Road will remain dangerous as a pedestrian trying to cross as no formal pedestrian crossing and at lake end poor vision so cars speeding threaten my crossing with children/buggy. This also applies to wheelchairs. Issues with pavement on house side of Ty Draw also mean no wheelchair can travel on house side as roots have created obstructions.”

“Makes it harder for blind people to cross the road. Also, lots of children rely on the road narrowing to cross safely.”

Comments about Ty Draw Road as a cycle route

Summarised comments

“My suggestion here is that if you cannot use Ty Draw Road then the cycle lane is diverted from the one on the plan to go around the far path on the recreation ground that lies beside the brook, which is used by pedestrians far less. Both pavements on the Ninian Road side of the recreation ground are used constantly with young families and schools seeming to prefer to use the upper pavement along Ninian Road which is next to the grass. This is for the safety aspect.”

“Regarding the possibility of a cycle lane in Ty Draw Road, there are 2 separate pavements on the side of the recreation ground, neither of which foot fall as the 2 pavements along the

road side recreation ground in Ninian Road. Your consultation says that after an assessment has been taken into consideration the necessary highway space needed to accommodate a cycle track the space needed would be insufficient without loss of parking and trees.”

“There should be loss of parking will be caused by using the existing lower pathway. The recreation side of Ty Draw Road as there is no parking along that path to lose, it is set down from the main road and along the path is shrubbery and overhanging trees which might need to be cut back.”

“I note that you have highlighted that the existing provision of Ty Draw Road as a cycle lane as being insufficient which I agree with but you also mention that the cut through fills with Debris, might I point out here that surely, it's the council's responsibility to keep roads clear.”

“I notice also that you have mentioned the gated pleasure gardens, I would like to point out that these gates are now permanently open and have not been closes since the start of the pandemic.”

Comments about the signalised junction arrangement

Summarised comments

“This junction has long been awkward, and sometimes even dangerous to navigate when walking or wheeling. We therefore support these proposals for wider pavements and more direct crossings, which will be a huge benefit.”

“I was interested to read the proposal about changes to Roath Rec. I am a wheelchair user living in Kimberley Road and enjoy trips to Roath Park. I am glad changes are being proposed and hope they will make my journey easier.”

“The road has seen substantial increase in volume of traffic in recent months because it seems that the timing of the traffic lights at the junction of Ninian Road and Wellfield Road has changed.”

“Signal phasing at the junction of Marlborough/Ninian/Wellfield/Penylan is currently (today) heavily weighted towards road traffic rather than pedestrians. This currently results in pedestrians having to wait long periods before being able to cross the road, encouraging people to cross when they are not safe to do so. Phasing of the traffic signals should, in the new arrangements, be heavily weighted towards pedestrians and cycle users. I was unclear from the proposal document whether this would be the case.”

“Should these works proceed, it would be beneficial to programme junction improvement works for summer holiday periods. Recent works to various junctions in the area, whilst very welcome, were undertaken during term time when traffic was heavier. The disruption to the local road network caused by the junction improvement works was notable/problematic. These points aside: The proposals look to be beneficial to the local area; it is positive to see a formalising of the “diagonal” crossing of the junction, which many people already do (sometimes unsafely); It is positive to see yet further development of the cycle network around the city; and the realignment of the north side path to avoid impacting the trees during widening seems a sensible step.”

“These improvements may be lovely for Roath resident cyclists, but what about us in Penylan coming from Penylan Hill? There is nothing for us and no way for me to safely cycle down and join the cycle route with my children.”

“We note the link between this route and the existing route on Wellfield Road. However, there does not appear to be provision for cyclists coming down Penylan Road to join the Roath Park route. Similarly cyclists coming north on Marlborough Rd have the same need. We suggest that the design of this junction needs greater consideration to provide properly for pedestrians and cyclists. Perhaps a “Dutch style roundabout” would be suitable or if there is insufficient room for that, could the junction be provided with an “All on Red” sequence, so that pedestrians and cyclists could cross in all their desired directions.”

Comments over the prohibition of turning movements at the Wellfield Road / Penylan Road / Marlborough Road / Ninian Road junction...

Summarised comments

“I am very much against restricting right hand turns at the junction; I think this will increase congestion on other roads especially Wellfield Rd as people try to find alternative routes.”

“The proposed right turn ban from Wellfield Rd to Marlborough Rd would force all vehicles wanting to turn right to use Pen-Y-Lan Rd. This would further stress and congest the Barclays Bank junction”

“As a resident of Bangor Street, it will be annoying to no longer be able to turn right out of Wellfield Rd onto Marlborough Rd as this is our main route to the city centre, bay, Barry, Penarth, etc”

“I live in Balaclava Rd which has become a rat run and a problem parking zone. I regularly can't park in my street which should become entirely residential parking in my opinion. Since making Wellfield Rd one-way, many people park here and use it as a cut-through. The proposed changes to the turning from Wellfield Rd and Marlborough Rd will mean even more people use the street as a cut through.”

“Balaclava Road is a narrow road and there are difficulties at all times with two cars passing.”

“If you go ahead with changing the roads so that there is no right turn into Marlborough Rd from Wellfield Road you will force traffic into Sandringham Road.”

“You will clog up Penylan Road with traffic trying to turn into Sandringham Road with no right of way.”

“This is putting an increased amount of traffic past the nursery entrance on Blenheim road. Sat Nav is not going to send people back on themselves towards Albany road and Wellfield road. Which is frequently stationary. It will impact the air quality in the area with a large volume of stationary traffic.”

“The access to Cyncoed Road from the shopping area becomes much more difficult. There is very limited public transport to Cyncoed village from the area. The disabled will be disadvantaged further with these restrictions.”

“The road has seen substantial increase in volume of traffic in recent months because it seems that the timing of the traffic lights at the junction of Ninian Road and Wellfield Road has changed.”

“The document states that modelling indicates this will have a negligible effect and that the benefits outweigh the negative effects. As a resident of Kimberly Road, I would be affected negatively and so will need further evidence supporting this. The detail needs to be reviewed in full in terms of how many additional vehicles will use Kimberley, Westville and Sandringham Roads and at what times of the day to fully understand to risks to our health. These risks must be considered in terms of speeding vehicles and increased exposure to nitrogen dioxide and PM10, both of which can reduce life expectancy through respiratory illness.”

“If this proposal has such a small effect, then presumably the benefits are also negligible. What then is the point of the change. This has not been explained.”

“Sandringham road is a two-way road. The entrances to the road both at Penylan Road and Blenheim Road are narrow with vehicles parked on both sides of the road. This allows for single file traffic only. An increase in the volume of traffic will cause additional problems on this road for vehicles travelling in either direction. This is likely to cause vehicles attempting to turn right onto Sandringham Road to be backed up onto Penylan Road, which will further add to the difficulties at this already extremely congested section of road. Similarly, vehicles will be backed up when attempting to join Sandringham Road at the Blenheim Road junction, increasing traffic problems around the entrance to a primary school.”

“From local experience turning right on to Penylan Road from Sandringham Road is already much more difficult than turning right from Marlborough Road on to Penylan Road. The visibility is much reduced because of parked cars on either side and considerably increased traffic would surely lead to more accidents.”

“The Document says that the proposed changes include updated signal staging and prohibition of ‘certain turning movements’ which will ‘help the operation of the junction and reduce congestion’. No evidence is given to back this assertion and no reference is made to the wider impacts of the changes.”

“Before any proposed changes to the junction are progressed further, the Council must carry out an assessment of the impacts on the wider area, including Kimberley Road, and make residents fully aware of these as part of a full and proper consultation.”

“Recent introduction of a 20mph speed limit for Kimberley Road has been largely ignored by this traffic.”

“I do not propose stalling or diminishing these improvements - to the contrary - I feel that the responsible thing would be for the Council to consider the likely consequential effects for Kimberley Road and extend these improvements to include traffic calming measures here too.”

“Has the council carried out any studies of the speed and volume of traffic in our road (Kimberley Road)?

“The entrances to Marlborough primary school are on Blenheim Road and Agincourt Road. The vast majority of pupils who go to Marlborough primary school, access these entrances by crossing Sandringham Road or through their parents driving and attempting to park on Sandringham Road to drop them off.”

Concerns about closure of Alder Road

Summarised Comments

“Many people I have spoken to in the area have been unaware that your plans include closing Alder Road. The diagrams displayed on lampposts etc in the area do not specifically mention that the road will be closed, and it is not made at all clear. I consider that there has not been proper consultation. Closing Alder Road is a major change which will have a significant impact on the area. There needs to be wider consultation so that the general public is made aware of the plans, it should not be hidden in the detail as it currently is.”

“Overall, I was and am in favour of the whole scheme except for the closure of Alder Road, hence when the question was asked whether I am in favour of the scheme overall, I was bound to answer yes. It did not ask about individual sections e.g., Alder Road or allow a comments section.”

“The original plans / consultation did not highlight the closing of Alder Road in the text, yet sneakily had it drawn in the map. Can you confirm this was a genuine mistake?”

“If you the look at the map that was produced you have to study it in microscopic detail to detect the closure, it's denoted by a black line on the map.”

“Having no objection to the 5 listed features I paid it no further attention until a neighbour pointed out that it also proposed closing Alder Road. On very close inspection of the map I confirmed that this was the case. Was there some reason for not referring to this closure in the A4 document? Having now looked into the previous (March 22) consultation I see that at that stage the road closure was objected to.”

“The council's consultation form includes some 30 questions none of which refer to the closure proposal. There are two likely explanations for these omissions: 1, The Alder Road proposal is completely uncontentious and it is pointless to refer to it or: 2 The Alder Road proposal is highly contentious and has been omitted to smooth the progress of the scheme.”

“I note a larger map was put up this morning in Ty Draw Road at the junction with Pant Yr Wyn. A bit close in time to the cut off point for feed back to the council of 06.01.2023 to have a meaningful impact.”

“I do not feel the Councils propositions have been clearly set out for public scrutiny. It is not immediately clear that Alder Road is to be closed - the document needs careful scrutiny to work this out and many people will not realise it is happening so will not have the chance to protest.”

“The second consultation / plans mentioned the closing of Alder Road, yet the survey that you conducted was wholly biased in favour of the Council closing Alder Road. The questions that you asked were worded so as to avoid asking directly about Alder Road”

"It is not clear from the plan what benefit closing the road will have, or what the closed road will then be used for. Currently, at night it is an ill lit area, a base for people living in their vans, cannabis smokers to sit in their car smoking, and a dumping ground for fast food waste. By day, it's well lit but with all the same problems and the added addition of runners not looking before crossing the road. It's not great, but by closing it what do you hope to achieve?"

"Whilst we understand this is being proposed to remove potential vehicle/cycle conflict, we also recognise that this will cause significant inconvenience for a good number of residents including those living in the more central section of Ty Draw Road as well as those living in the streets behind (Clos Derwen and Pant-yr-Wyn). Residents from those areas will no longer be able to cut through Alder Road to get to Ninian Road and beyond (including when driving towards Albany Road and/or Newport Road). They will therefore have to take a detour to exit Ty Draw Road at either end, both of which have junctions which can be heavily congested or (in the particular case of the junction with Penylan Road) difficult to manoeuvre."

"The loss of this access will dramatically increase traffic and pollution build-up at the two ends of Roath Park."

"With regard to emissions, by closing Alder Road, just about every car journey I and my neighbours make would involve a much larger carbon footprint, as it would involve driving around the two parks, this is counter-productive to the green agenda."

"This road is known by local residents as a site of overnight camping and other, illegal activities, that would only be increased by a loss of through traffic."

"It is very difficult to turn right out of Ty Draw Road into Penylan road. This has always been the case and is generally avoided as being a difficult manoeuvre"

"Since cyclists will have to re-join the road after the Alder Road junction anyway, why not have them re-join before rather than after the junction. Also, when cycling in the direction away from the Wellfield Road end of Ninian Road, cyclists will have to cross Ninian Road to avoid cycling against incoming traffic."

"We would like the council to implement an alternative option for mitigating against vehicle/cycle conflict at the Alder Road/Ninian Road junction which we feel could be achieved instead with a raised zebra crossing with a clearly marked, dedicated cycle lane alongside. We would therefore propose something very similar to the crossing that has fairly recently been introduced on Tyndall Street where the segregated cycle route crosses from one side of the road to the other. That arrangement works very effectively there despite much higher volumes of vehicular traffic. Given the volumes of traffic that currently use Alder Road are much less, we feel this arrangement would be fully effective in enable cyclists and pedestrians to cross safely at the Alder Road/Ninian Road junction without the need to close the junction off."

"A significant number of people use Alder Road and are upset that it would be closed. Their inconvenience should be balanced against the slight inconvenience which may be occasioned to cyclists and walkers to have to pause while a car passes."

"Will emergency vehicles still be able to cut through there."

"If Alder Rd is closed, we have no way of diverting traffic when a serious accident occurs, which has happened several times! Alder Rd is large enough for buses etc."

"Has vehicle traffic flow been measured and if so, is that data publicly available?"

"Can the Council provide information into the studies on the traffic chaos that will ensue if Alder Road is closed? The traffic will be forced to go to the end of Ty Draw Road and turn into Penylan Road. At present, when a vehicle is waiting to turn right a que forms behind them. Has a study been done to determine how long this que would be?"

"Another positive proposal, and essential to avoid conflict between motor traffic and those using the new cycleway. Crossing Alder Road on foot will also become much safer and easier – it often currently hazardous, especially after dark, as traffic can turn into the road without warning, and parked cars often block sightlines for pedestrians."

"Closing the junction is also essential to allow the repositioning of the nearby zebra/bike crossing, and therefore allow direct cycle access, via the existing modal filter, to Kelvin Road. Connecting active travel infrastructure to nearby residential streets is an important step in encouraging people to use that infrastructure – make it easy, and they'll turn up!"

"The addition of new cycle parking is also a big plus."

"We would prefer to see Alder Road closed altogether, and repurposed as additional green space."

"Myself, and everyone I've spoken to on the north side of the park already walk or cycle to local amenities such as Wellfield Road and Albany Road, so the closure of the road is not actually going to reduce our car usage, like most of our neighbours we chose to live here because most facilities are within walking distance."

"Most of us currently avoid the junction at the end of Ty Draw Road as it is frankly hazardous, I've seen many near misses there. Since the changes to Wellfield Road there has been a higher level of congestion at the junctions on both Ty Draw Road and Ninian Road. This will increase dramatically if Alder Road is closed and result in more standing traffic pumping out fumes in residential streets and by sports fields used by children."

"The Council's report and standard responses point to acceptable theoretical capacities at the major junctions. Council officers clearly don't see what we see daily; "theoretical" does not always work in practice. That is clear for a number of schemes that have already implemented around Cardiff that are causing issues. I recall seeing traffic monitoring equipment on our local roads to record traffic volumes. These were used for a very short time and did not take account of the heavier flows in warmer weather when people visit the parks for recreational activities."

"Alder road is not being closed for the safety of the pedestrians or every road in Cardiff would be closed. It is only being closed for the safety of cyclists. If pedestrians can safely cross the road then why can't cyclists? They only have to get off their bikes and cross the road in the normal way. There have recently however been a few near misses with pedestrians and cyclists on the cycle path on Wellfield Road. It is only a matter of time before a pedestrian is seriously injured by a cyclist. Such an incident would leave the council open to criticism."

“Will closing Alder Road encourage cycling and walking? It will have no effect on increasing walking. It is ridiculous to conclude that if Alder Road is closed to cars there will be more cyclists. As long as cyclists cross Alder Road using common sense and caution then crossing Alder Road should cause no problems.”

“In the document it is stated - closing off Alder Road at the Western end to remove potential vehicle/cycle conflict. So is crossing a road a source of conflict both for pedestrians and cyclists every time a road is crossed? The argument is far from watertight. You have some data that traffic on Alder Road is light thus rendering crossing the road an easy prospect. You can't really have it both ways.”

“Cyclists on Ninian Road and Ty Draw Road are currently very well cared for. They currently have five possible routes when travelling on Ty Draw or Ninian Road - 1 Ty Draw Road is a planned Secondary Cycle Route as part of the draft Active Travel Network Map . Cyclists currently use the road without the planned Secondary Cycle Route. The council are trying to promote Active Travel. 2 The pavement on Ty Draw Road used every school day by Cardiff High pupils-am and pm] . They have for many years been crossing Alder Road without difficulty at the Eastern end of the road. 3 The path in the park on the West side of Roath Brook. 4 Ninian Road. 5 The path by Ninian Road and in the future the new cycle path in the recreation ground.

“We welcome the proposal to close the west end of Alder Road to traffic to prevent conflicting movements between vehicles and cyclists and pedestrians and it would also reduce rat-running through a relatively quiet road.”

Appendix B

Ninian Road / Wellfield Road Modelling summary

Roath Park Cycleway: Ninian Road / Wellfield Road / Penylan Road CCC Modelling Note (11/11/2022)

Following on from the Cycleway options initially assessed for the Ninian Road / Wellfield Road / Penylan Road / Marlborough Road junction in Penylan & Roath (highlighted in grey below), further options have now also been considered (highlighted in yellow below). A breakdown of all options considered, and a summary of the resulting junction performance for each is given in the table below:

Signal Stages	Current	Option 1	Option 2A	Option 2B	Option 2C	Option 2D	Option 3A	Option 3B	Option 3C	Option 3D	Option 4A	Option 4B	Option 5A	Option 5B
1. S/B	1. N/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B	1. N/B	1. N/B + S/B	1. N/B + S/B	1. N/B + S/B
2. E/B + W/B	2. S/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. E/B + W/B	2. S/B	2. E/B	2. E/B	2. E/B
3. Peds	3. E/B	3. Peds	3. Peds	3. Peds	3. Peds	3. Peds	3. Peds	3. Peds	3. Peds	3. Peds	3. E/B + W/B	3. W/B	3. W/B	3. W/B
4. NB	4. W/B	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Cycles	4. Peds	4. Peds	4. Peds	4. Peds
5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles	5. Cycles
6. Peds	6. Peds													
Wellfield Road	1 Lane (All Movements)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (All Movements)	1 Lane (All Movements)	1 Lane (All Movements)	1 Lane (All Movements)	1 Lane (Banned Right-Turn)	1 Lane (All Movements)
Ninian Road	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)
Penylan Road	2 Lanes (All Movements)	1 Lane (Banned Right-Turn)	1 Lane (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	1 Lane (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)
Marlborough Road	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	1 Lane (All Movements)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	1 Lane (Banned Right-Turn)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)	2 Lanes (All Movements)
Results (PRC): AM Nov 2021	34%	85%	28%	76%	44%	29%	73%	59%	62%	18%	20%	-1%	-3%	
Results (PRC): AM Mar 2022	-41%	67%	25%	58%	25%	26%	55%	48%	52%	20%	23%	-13%	-12%	
Results (PRC): AM Pre-COVID	-18%	10%	-25%	3%	-19%	-22%	3%	-31%	-28%	-41%	-75%	-32%	-98%	
Results (PRC): PM Nov 2021	16%	53%	6%	44%	5%	8%	45%	41%	40%	-1%	-2%	-26%	-30%	
Results (PRC): PM Mar 2022	33%	63%	21%	46%	5%	24%	48%	47%	45%	17%	17%	-28%	-42%	
Results (PRC): PM Pre-COVID	-66%	-14%	-101%	-14%	-81%	-84%	-12%	61%	120%	-69%	-132%	-110%	129%	
	✗	✓	✗	✓	✗	✗	✓	✗	✗	✗	✗	✗	✗	✗

As can be seen above, the additional options considered has not altered the options previously recommended as being of least impact, and indeed represent an improvement over the current arrangement, i.e., it still remains the case that Options 2A, 2C and 3B provide the best performance, with minimal difference between the three.

Appendix C

Latest design drawings

NOTE - THESE GENERAL ARRANGEMENTS ARE AN OVERVIEW OF THE SCHEME ONLY. NOT ALL ELEMENTS OF WORK ARE SHOWN ON THESE PLANS AND THEY ARE TO BE READ IN CONJUNCTION WITH THE FULL DRAWING PACKAGE.



1:100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020 - 200 - SITE CLEARANCE (001 - 010)
- CO21020 - 700 - PAVEMENTS (701 - 702)
- CO21020 - 1100 - KERBS & LEVELS (1101 - 1110)
- CO21020 - 1200 - FINISHES (1211 - 1220)
- CO21020 - 1300 - LINES & SIGNS (1301 - 1310)
- CO21020 - 1400 - TELEMATICS - REV A (1401-1411 SHEETS 1-11)
- CO21020 - 2000 - FINISHES (2001)

SEWERAGE / LANDSCAPING
 3000A - (SEE APPROVED DRAINAGE DRAWINGS SET)

STREET LIGHTING
 10000-01-020-01
 10000-01-100-01

NOTE: ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS

FOR EXTENTS OF DUCTING PLEASE REFER TO DRAWING CO21020 - 100 - 04 - 111

- KERBS - REFER TO S1100 (KERBING & LEVELS)
- FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
- ALUMINIUM EDGING - REFER TO S1100 (KERBING & LEVELS)
- ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
- CYCLEWAY/VEHICLE CROSSOVER (NON POROUS) - REFER TO S1100 (FINISHES)
- CELLWEBS NO DIG CYCLEWAY CONSTRUCTION (POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
- CELLWEBS NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)
- GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
- PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
- ASPHALT CARRIAGEWAY - REFER TO S700
- SPEED TABLE - REFER TO S700
- TACTILE PAVING, BLISTER, RED - REFER TO S1100 (FINISHES)
- TACTILE PAVING, BLISTER, BUFF - REFER TO S1100 (FINISHES)
- COORDURRY PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
- LADDER / TRANSLINE PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
- TACTILE PAVING, CYCLE COORDURRY, RED - REFER TO S1100 (FINISHES)

- BOLLARO STREET STANDARD LIFT OUT BOLLARO - REFER TO SD PACKAGE
- MANCHESTER BOLLARD - REFER TO SD 115046-501-SSUE-03
- GLENWOOD 170 WOODEN POST WITH SIGN PLATE - REFER TO SD 118-055-17
- PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
- PROPOSED BACK TO BACK SIGNS (FOR ERECTION / FIXING OF SIGN PLATES - REFER TO S1200)
- BUS STOP SIGN AND POST - REFER TO S1200
- INDUSTRIAL LIGHTING COLUMN / BELSHA BEACON - REFER TO S1300
- PRECAST CONCRETE TRAPPED 50 GULLY WITH D400 COVER AND FRAME AS SD 508.010. (PLEASE REFER TO BURROUGHS DRAINAGE 5046 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
- NEXT BIKE DOCKING STATION - REFER TO NEXT BIKE INFO SHEETS IN STANDARD DETAILS PACKAGE
- TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
- TOPSOIL AND 5850 - REFER TO S3000
- RAIN GARDEN / SUDS FEATURE - REFER TO S500 (BURROUGHS DRAWINGS) & S3000
- STREETMASTER 'GEORGIAN' IRON & TIMBER BENCH - REFER TO STANDARD DETAIL PACKAGE
- WYBONNE 1121BY BIN, GREEN (RAL 6003) - REFER TO STANDARD DETAIL PACKAGE

- KEY
- SWARCO OWNED EV CHARGING POINT RELOCATED
 - PROPOSED LOCATION OF CLEAR CHANNEL BUS SHELTER - PLEASE REFER TO STANDARD DETAIL 'S34698 (CLEAR CHANNEL BUS SHELTER)
 - PROPOSED CCTV CAMERA - PLEASE REFER TO TELEMATICS PACKAGE
 - PROPOSED CYCLE STAND - PLEASE REFER TO STANDARD DETAIL PACKAGE
 - PROPOSED TELEMATICS NAL SOCKET - PLEASE REFER TO S100 TELEMATICS DRAWINGS
 - PROPOSED BIN STORE - PLEASE REFER TO STANDARD DETAILS - 'AL01002 / AL01003 / AL01011 Bin Store Detail'
 - REDWELD JELSON POLE, 800mm HIGH, COLOUR BLACK WITH 73R00 BANDING
 - 1.3m HIGH INTERMEDIATE BOUNDARY RAILINGS - REFER TO SD PD48-02
 - 800mm HIGH KNEE RAIL FENCE - REFER TO STANDARD DETAIL PACKAGE

1100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020-200-SITE CLEARANCE (201 - 210)
- CO21020-700-PAVEMENTS (701 - 703)
- CO21020-1100-KERBING & LEVELS (1101 - 1110)
- CO21020-1100-FINISHES (1111 - 1114)
- CO21020-1200-IRIS & SIGNS (1201 - 1210)
- CO21020-1400-TELEMATICS - REV A (1401-70-01 SHEETS 1-4)
- CO21020-3000-PLANTING (3001)

DRAINAGE / LANDSCAPING

SOURCES - BURROUGHS DRAINAGE DRAWINGS SET

STREET LIGHTING

IRIS/POSTS

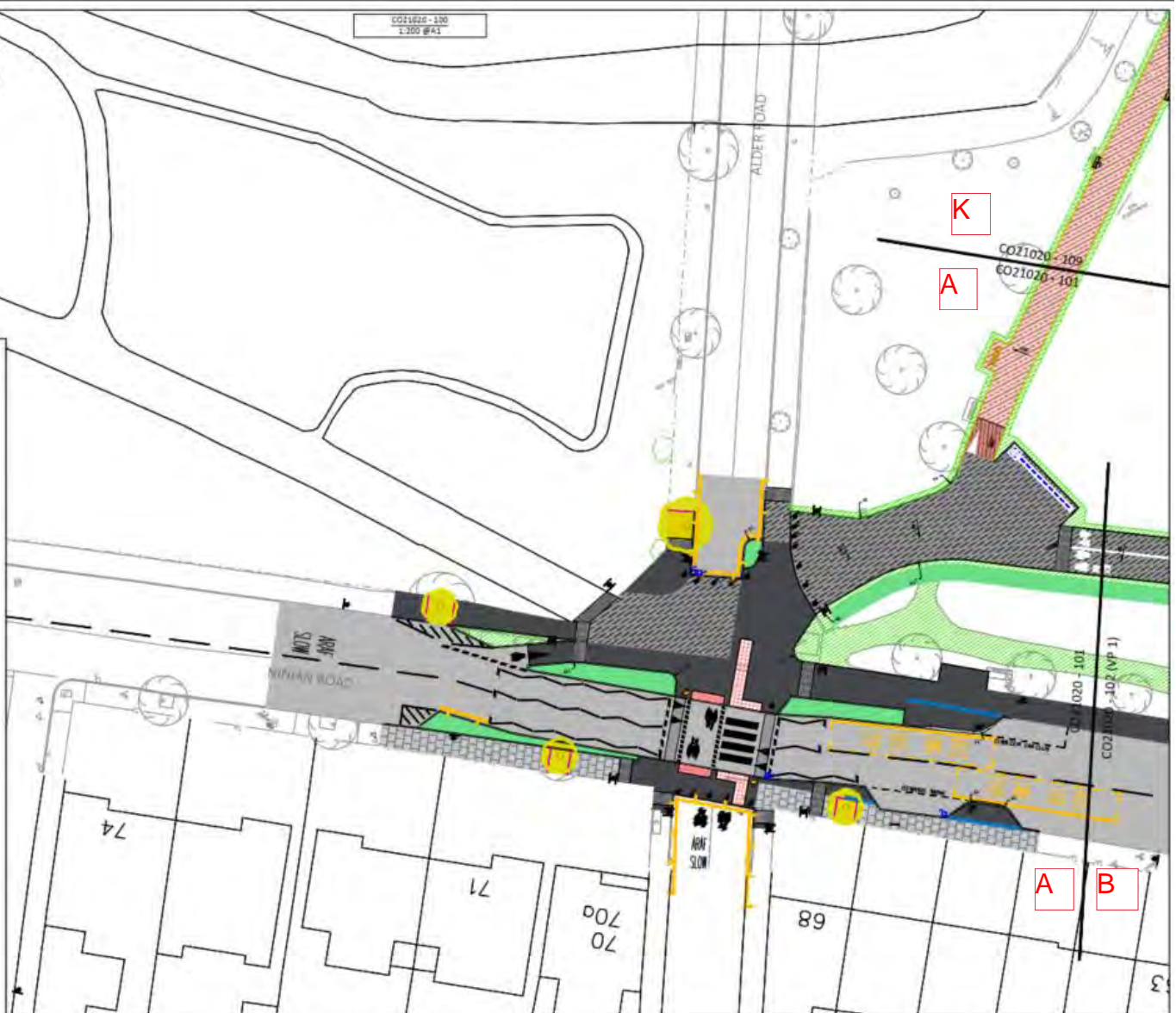
WYBONE-SL-1800-01

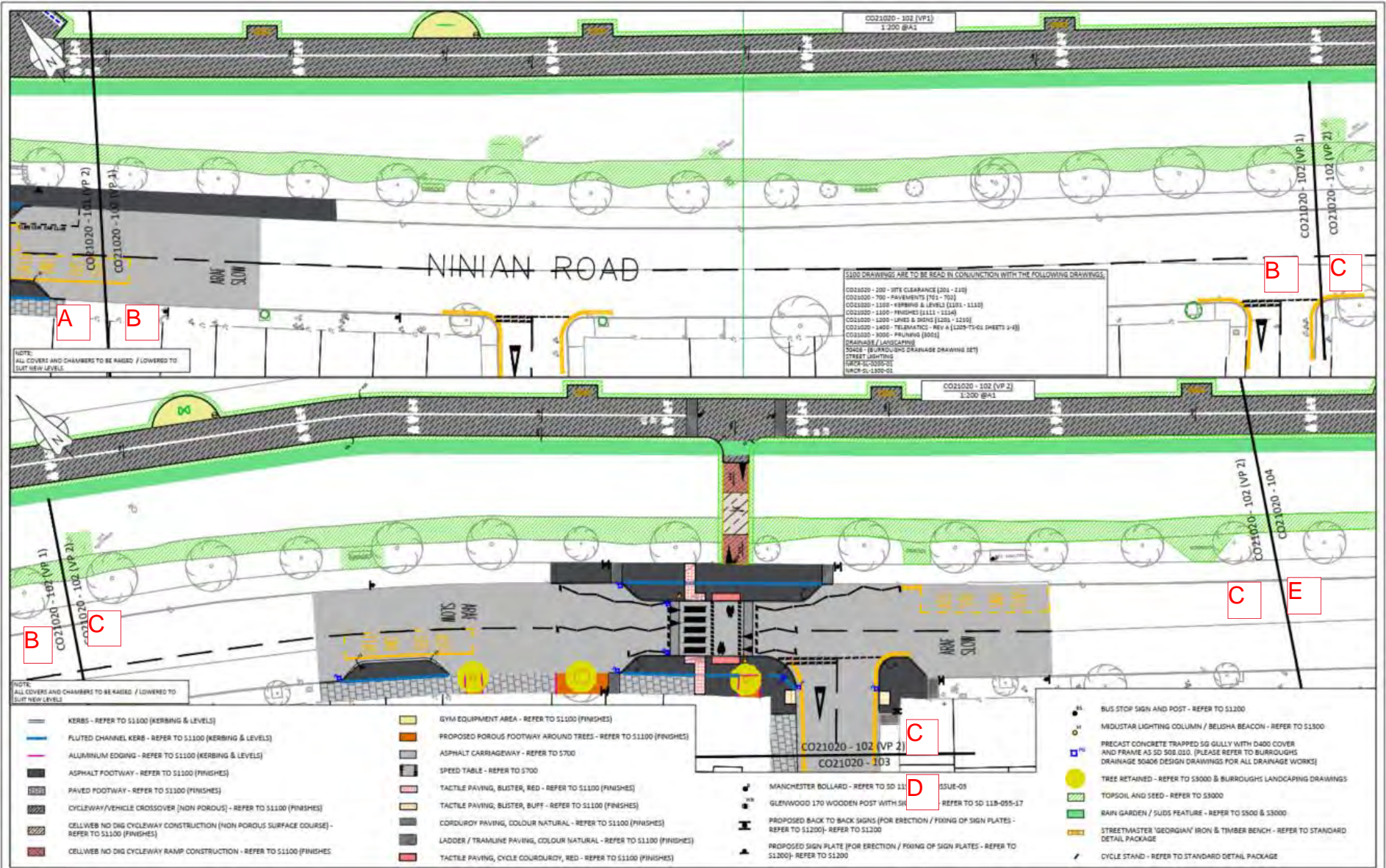
NOTE:
ALL COVERS AND CHANGERS TO BE RAISED / LOWERED TO GUT NEW LEVELS

CO21020-100
1:300 @A1



- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
 - ALUMINIUM EDGING - REFER TO S1100 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - CYCLEWAY/VEHICLE CROSSOVER (NON POROUS) - REFER TO S1100 (FINISHES)
 - CELLWEB NO DIG CYCLEWAY CONSTRUCTION (POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
 - CELLWEB NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)
 - GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
 - PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
 - ASPHALT CARRIAGEWAY - REFER TO S700
 - SPEED TABLE - REFER TO S700
 - TACTILE PAVING, BLUETEX, RED - REFER TO S1100 (FINISHES)
 - CORDUROY PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
 - LADDER / TRAMLINE PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
 - TACTILE PAVING, CYCLE CORDUROY, RED - REFER TO S1100 (FINISHES)
 - BOLLARD STREET STANDARD LIFT OUT BOLLARD - REFER TO SD PACKAGE
 - MANCHESTER BOLLARD - REFER TO SD 115046-001-ISSUE-03
 - GLENWOOD 170 WOODEN POST WITH SIGN PLATE - REFER TO SD 118-055-17
 - PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
 - PROPOSED BACK TO BACK SIGNS (FOR ERECTION / FIXING OF SIGN PLATES - REFER TO S1200)
 - BUS STOP SIGN AND POST - REFER TO S1200
 - MIDSTAR LIGHTING COLUMN / BELISHA BEACON - REFER TO S1800
 - PRECAST CONCRETE TRAPPED SG GULLY WITH D480 COVER AND FRAME AS SD 308 010. (PLEASE REFER TO BURROUGHS DRAINAGE 304606 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
 - NEXT BIKE DOCKING STATION - REFER TO NEXT BIKE INFO SHEETS IN STANDARD DETAILS PACKAGE
 - TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
 - TOPSOIL AND SEED - REFER TO S3000
 - RAIN GARDEN / SUDS FEATURE - REFER TO S500 & S3000
 - STREETMASTER 'GEORGIAN' IRON & TIMBER BENCH - REFER TO STANDARD DETAIL PACKAGE
 - WYBONE 112hr BIN, GREEN (RAL 6005) - REFER TO STANDARD DETAIL PACKAGE





NINIAN ROAD

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS

S1100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS

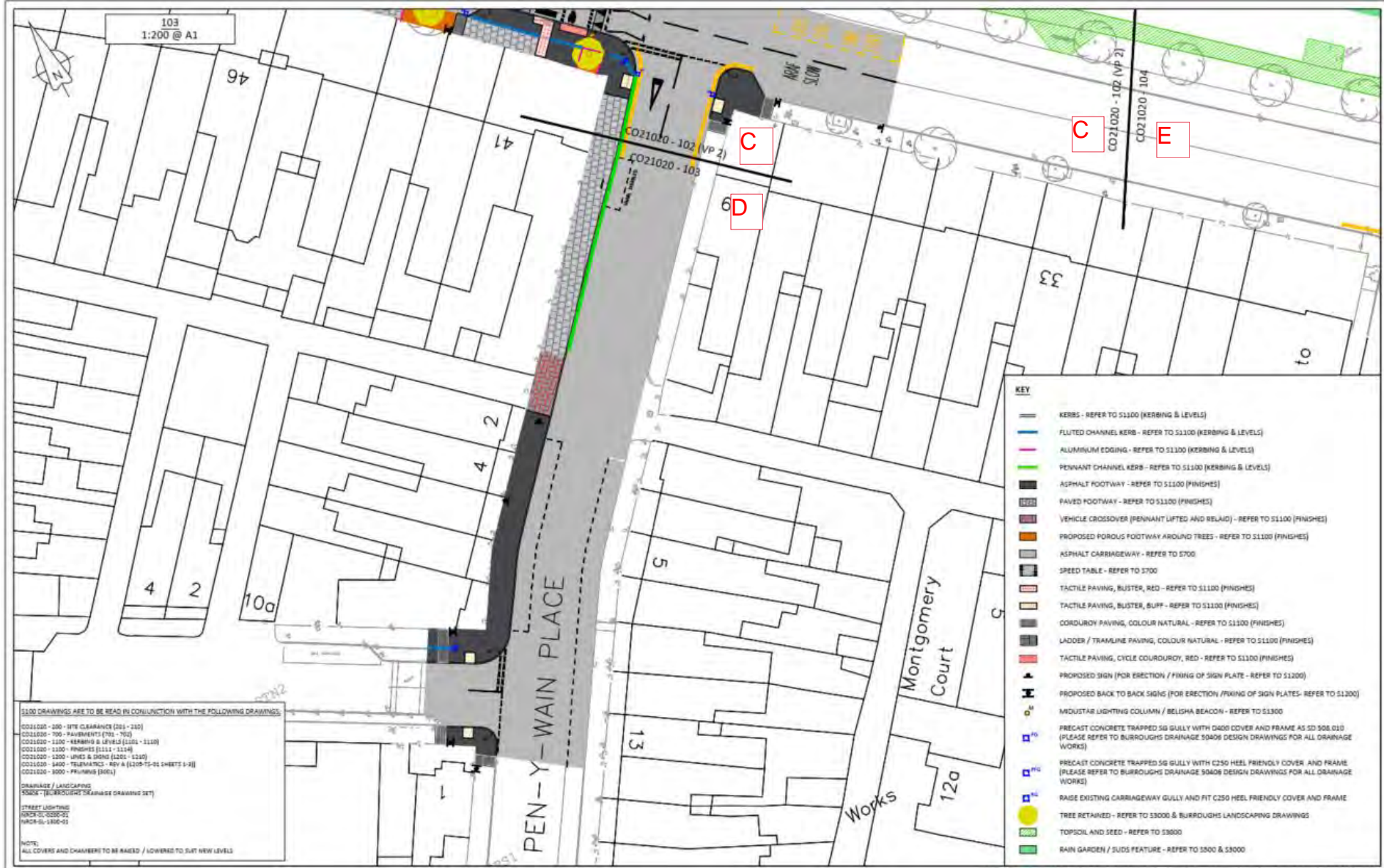
- CO21020 - 105 - SITE CLEARANCE (1201 - 1210)
- CO21020 - 700 - PAVEMENTS (701 - 703)
- CO21020 - 1100 - FORMING & LEVELS (1101 - 1130)
- CO21020 - 1100 - FINISHES (1131 - 1134)
- CO21020 - 1200 - LINES & SIGNS (1201 - 1210)
- CO21020 - 1400 - TELEMATICS - REV A (1205-TS-01 SHEETS 1-4)
- CO21020 - 3000 - PLANNING (3001)
- DRAINAGE / LANDSCAPING
- 30400 - (8) DRAINAGE DRAWING (801)
- STREET LIGHTING
- FIXTURES
- WAPAC-SL-2300-01
- WAPAC-SL-2300-02

- KERBS - REFER TO S1100 (KERBING & LEVELS)
- FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
- ALUMINIUM EDGING - REFER TO S1100 (KERBING & LEVELS)
- ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
- PAVED FOOTWAY - REFER TO S1100 (FINISHES)
- CYCLEWAY/VEHICLE CROSSOVER (NON POROUS) - REFER TO S1100 (FINISHES)
- CELLWEB NO DIG CYCLEWAY CONSTRUCTION (NON POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
- CELLWEB NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)

- GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
- PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
- ASPHALT CARRIAGEWAY - REFER TO S700
- SPEED TABLE - REFER TO S700
- TACTILE PAVING, BLISTER, RED - REFER TO S1100 (FINISHES)
- TACTILE PAVING, BLISTER, BUFF - REFER TO S1100 (FINISHES)
- CORDUROY PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
- LADDER / TRAINLINE PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
- TACTILE PAVING, CYCLE CORDUROY, RED - REFER TO S1100 (FINISHES)

- MANCHESTER BOLLARD - REFER TO SD 111-055-17
- GLENWOOD 170 WOODEN POST WITH SIGN - REFER TO SD 118-055-17
- PROPOSED BACK TO BACK SIGNS (FOR ERECTION / FIXING OF SIGN PLATES) - REFER TO S1200 - REFER TO S1200
- PROPOSED SIGN PLATE (FOR ERECTION / FIXING OF SIGN PLATES) - REFER TO S1200 - REFER TO S1200

- BUS STOP SIGN AND POST - REFER TO S1200
- MIDSTAR LIGHTING COLUMN / BUSHBA BEACON - REFER TO S1300
- PRECAST CONCRETE TRAPPED SIG GULLY WITH DADO COVER AND FRAME AS SD 508.010. (PLEASE REFER TO BURROUGHS DRAINAGE 50406 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
- TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
- TOPSOIL AND SEED - REFER TO S3000
- RAIN GARDEN / SUDS FEATURE - REFER TO S3000 & S3000
- STREETMASTER 'GEORGIAN' IRON & TIMBER BENCH - REFER TO STANDARD DETAIL PACKAGE
- CYCLE STAND - REFER TO STANDARD DETAIL PACKAGE



103
1:200 @ A1

1100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 CO21020 - 200 - SITE CLEARANCE (1201 - 1202)
 CO21020 - 700 - PAVEMENTS (701 - 702)
 CO21020 - 1100 - KERBING & LEVELS (1101 - 1110)
 CO21020 - 1200 - FINISHES (1211 - 1214)
 CO21020 - 1220 - LINES & SIGNS (1201 - 1220)
 CO21020 - 1400 - FURNITURE - RFP A (1209-75-01 SHEETS 1-2)
 CO21020 - 1600 - PLUMBING (1601)
 DRAINAGE / LANDSCAPING
 S3024 - BURROUGHS DRAINAGE DRAWING SET
 STREET LIGHTING
 HANCOCK 0203-01
 MARCH 01 1300-01
 NOTE:
 ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SURT NEW LEVELS

- KEY**
- == KERBS - REFER TO S1100 (KERBING & LEVELS)
 - FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
 - ALUMINIUM EDGING - REFER TO S1100 (KERBING & LEVELS)
 - PENNANT CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - PAVED FOOTWAY - REFER TO S1100 (FINISHES)
 - VEHICLE CROSSOVER (PENNANT LIFTED AND BELAID) - REFER TO S1100 (FINISHES)
 - PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
 - ASPHALT CARRIAGEWAY - REFER TO S700
 - SPEED TABLE - REFER TO S700
 - TACTILE PAVING, BUSTER, RED - REFER TO S1100 (FINISHES)
 - TACTILE PAVING, BUSTER, BUFF - REFER TO S1100 (FINISHES)
 - CORUROV PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
 - LADDER / TRAMLINE PAVING, COLOUR NATURAL - REFER TO S1100 (FINISHES)
 - TACTILE PAVING, CYCLE COURUROV, RED - REFER TO S1100 (FINISHES)
 - PROPOSED SIGN (FOR ERECTION / FINING OF SIGN PLATE - REFER TO S1200)
 - PROPOSED BACK TO BACK SIGNS (FOR ERECTION / FINING OF SIGN PLATES - REFER TO S1200)
 - INDUSTAR LIGHTING COLUMN / BELISHA BEACON - REFER TO S1300
 - PRECAST CONCRETE TRAPPED 56 GULLY WITH D406 COVER AND FRAME AS SD 508.015 (PLEASE REFER TO BURROUGHS DRAINAGE 50406 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
 - PRECAST CONCRETE TRAPPED 56 GULLY WITH C250 HEEL FRIENDLY COVER AND FRAME (PLEASE REFER TO BURROUGHS DRAINAGE 50406 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
 - RAISE EXISTING CARRIAGEWAY GULLY AND FIT C250 HEEL FRIENDLY COVER AND FRAME
 - TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
 - TOPSOIL AND SEED - REFER TO S3000
 - RAIN GARDEN / SUDS FEATURE - REFER TO S300 & S3000

104
1:200 @ A1

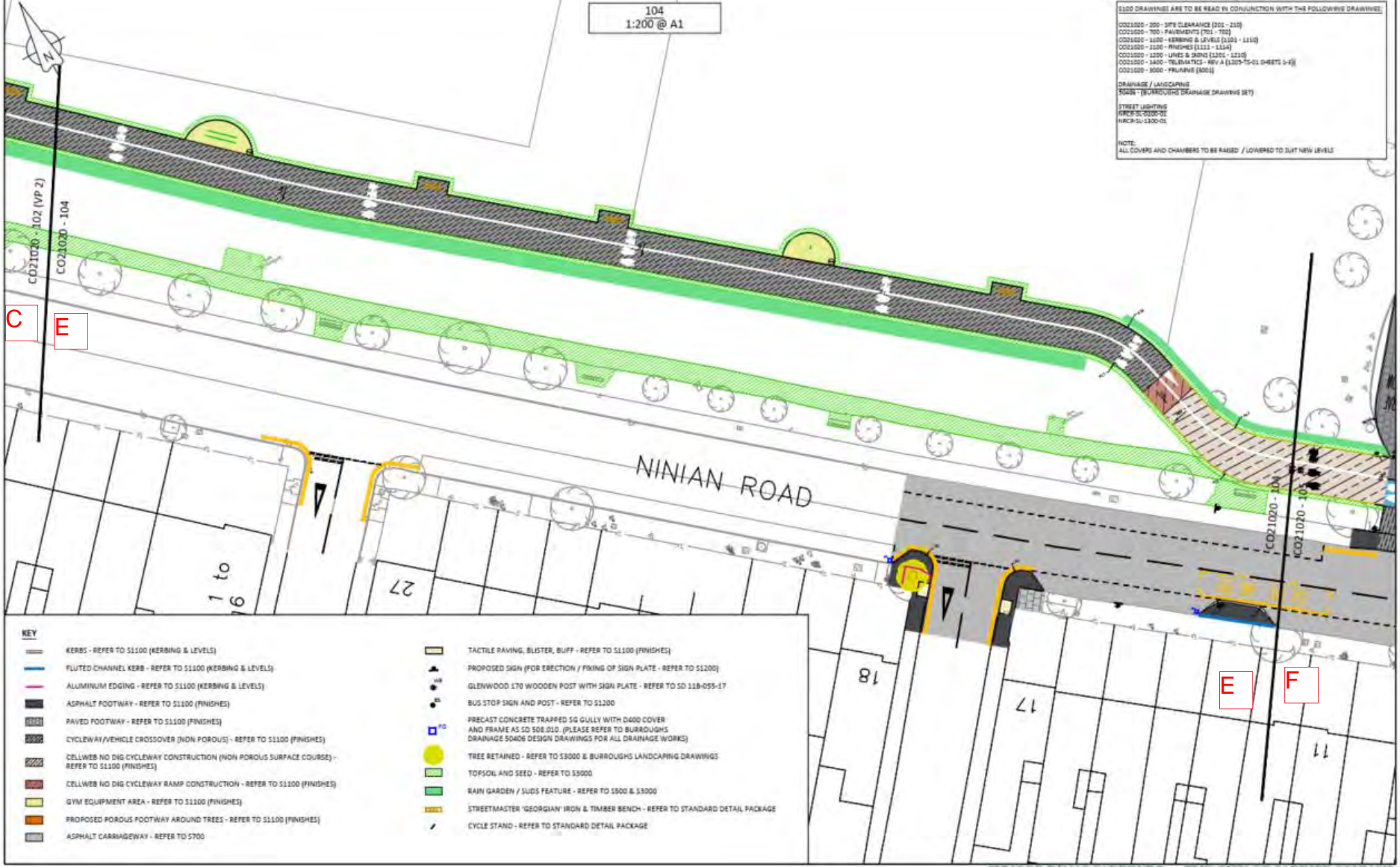
1:500 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020 - 200 - SITE CLEARANCE (201 - 210)
- CO21020 - 700 - PAVEMENTS (701 - 702)
- CO21020 - 1100 - KERBS & LEVELS (1101 - 1110)
- CO21020 - 1120 - FINISHES (1121 - 1130)
- CO21020 - 1200 - LINES & SIGNS (1201 - 1210)
- CO21020 - 1300 - TREES & PLANTS - REV A (1301-1310 SHEETS 1-4)
- CO21020 - 1400 - FURNITURE (1401)
- CO21020 - 1500 - FURNITURE (1501)

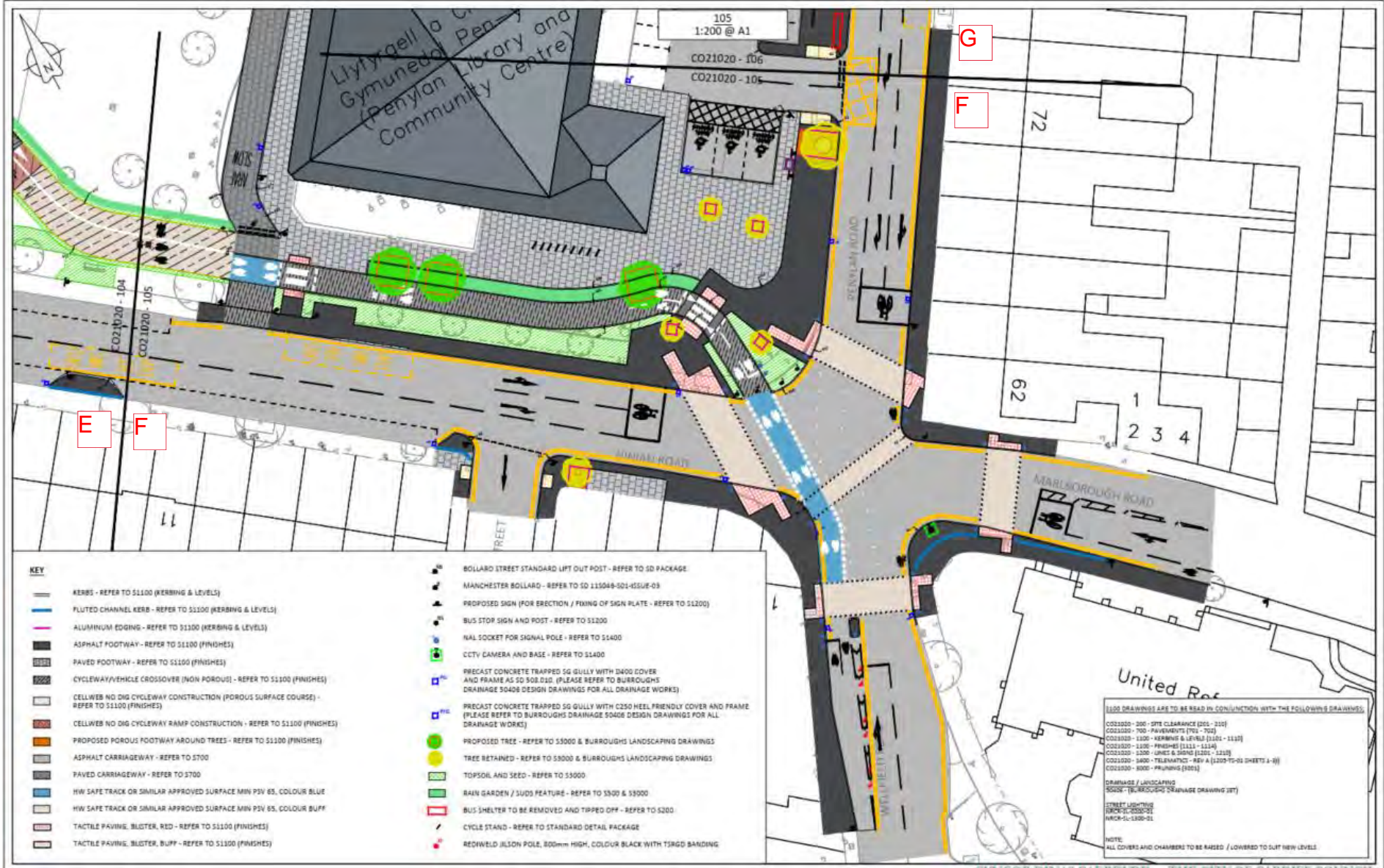
DRAINAGE / LANDSCAPING
50028 - BURROUGHS DRAINAGE DRAWING SET

STREET LIGHTING
R0015C-0200-01
R0015C-1300-01

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS



KEY	
	KERBS - REFER TO S1100 (KERBING & LEVELS)
	FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
	ALUMINUM EDGING - REFER TO S1100 (KERBING & LEVELS)
	ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
	PAVED FOOTWAY - REFER TO S1100 (FINISHES)
	CYCLEWAY / VEHICLE CROSSOVER (NON POROUS) - REFER TO S1100 (FINISHES)
	CELLWEBS NO DIG CYCLEWAY CONSTRUCTION (NON POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
	CELLWEBS NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)
	GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
	PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
	ASPHALT CARRIAGEWAY - REFER TO S700
	TACTILE PAVING, BLISTER, BUFF - REFER TO S1100 (FINISHES)
	PROPOSED SIGN (FOR ERECTION / FINISHING OF SIGN PLATE - REFER TO S1200)
	GLENWOOD L70 WOODEN POST WITH SIGN PLATE - REFER TO SD 118-055-17
	BUS STOP SIGN AND POST - REFER TO S1200
	PRECAST CONCRETE TRAPPED SG GULLY WITH D400 COVER AND FRAME AS SD 508.010. (PLEASE REFER TO BURROUGHS DRAINAGE 50408 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
	TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
	TOPSOIL AND SEED - REFER TO S3000
	RAIN GARDEN / SUDS FEATURE - REFER TO S300 & S3000
	STREETMASTER 'GEORGIAN' IRON & TIMBER BENCH - REFER TO STANDARD DETAIL PACKAGE
	CYCLE STAND - REFER TO STANDARD DETAIL PACKAGE



- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - FLUTED CHANNEL KERB - REFER TO S1100 (KERBING & LEVELS)
 - ALUMINUM EDGING - REFER TO S1100 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - PAVED FOOTWAY - REFER TO S1100 (FINISHES)
 - CYCLEWAY/VEHICLE CROSSOVER (NON POROUS) - REFER TO S1100 (FINISHES)
 - (CELLWEB NO DIG CYCLEWAY CONSTRUCTION (POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
 - (CELLWEB NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)
 - PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
 - ASPHALT CARRIAGEWAY - REFER TO S700
 - PAVED CARRIAGEWAY - REFER TO S700
 - HW SAFE TRACK OR SIMILAR APPROVED SURFACE MIN PSV 65, COLOUR BLUE
 - HW SAFE TRACK OR SIMILAR APPROVED SURFACE MIN PSV 65, COLOUR BUFF
 - TACTILE PAVING, BLISTER, RED - REFER TO S1100 (FINISHES)
 - TACTILE PAVING, BLISTER, BUFF - REFER TO S1100 (FINISHES)

- BOLLARD STREET STANDARD LIFT OUT POST - REFER TO SD PACKAGE
- MANCHESTER BOLLARD - REFER TO SD 115044-001-ISSUE-03
- PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
- BUS STOP SIGN AND POST - REFER TO S1200
- NAL SOCKET FOR SIGNAL POLE - REFER TO S1400
- CCTV CAMERA AND BASE - REFER TO S1400
- PRECAST CONCRETE TRAPPED SG GULLY WITH D400 COVER AND FRAME AS SD 508 010 (PLEASE REFER TO BURROUGHS DRAINAGE 50408 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
- PRECAST CONCRETE TRAPPED SG GULLY WITH C250 HEEL FRIENDLY COVER AND FRAME (PLEASE REFER TO BURROUGHS DRAINAGE 50408 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
- PROPOSED TREE - REFER TO S5000 & BURROUGHS LANDSCAPING DRAWINGS
- TREE RETAINED - REFER TO S5000 & BURROUGHS LANDSCAPING DRAWINGS
- TOPSOIL AND SEED - REFER TO S5000
- RAIN GARDEN / SUDS FEATURE - REFER TO S300 & S3000
- BUS SHELTER TO BE REMOVED AND TIPPED OFF - REFER TO S200
- CYCLE STAND - REFER TO STANDARD DETAIL PACKAGE
- REDWELD JILSON POLE, 800mm HIGH, COLOUR BLACK WITH TS90D BANDING

1:100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020 - 200 - SITE CLEARANCE (205 - 210)
- CO21020 - 700 - PAVEMENTS (702 - 703)
- CO21020 - 1200 - KERBING & LEVELS (1210 - 1213)
- CO21020 - 1300 - FINISHES (1311 - 1314)
- CO21020 - 1300 - LINES & SIGNS (1301 - 1303)
- CO21020 - 1400 - TELEMARKET - REV A (1309 TP-01 SHEETS 1-8)
- CO21020 - 8000 - PLANTING (8001)

DRAINAGE / LANDSCAPING
SIGN - (BURROUGHS DRAINAGE DRAWING SET)

STREET LIGHTING
SIGN - (SD300-01)
SIGN - (1300-01)

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS

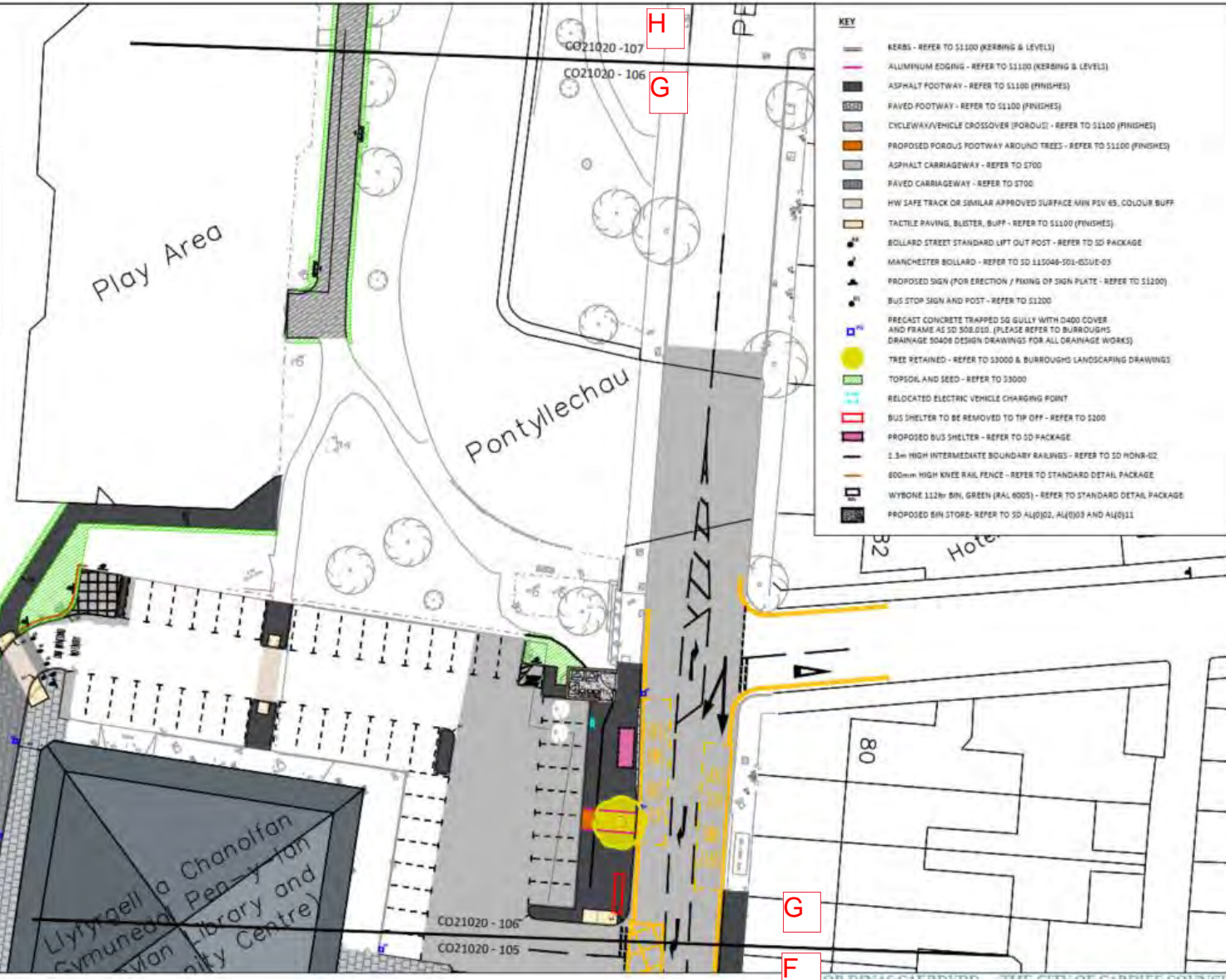
SC 206
1:200 @ A1



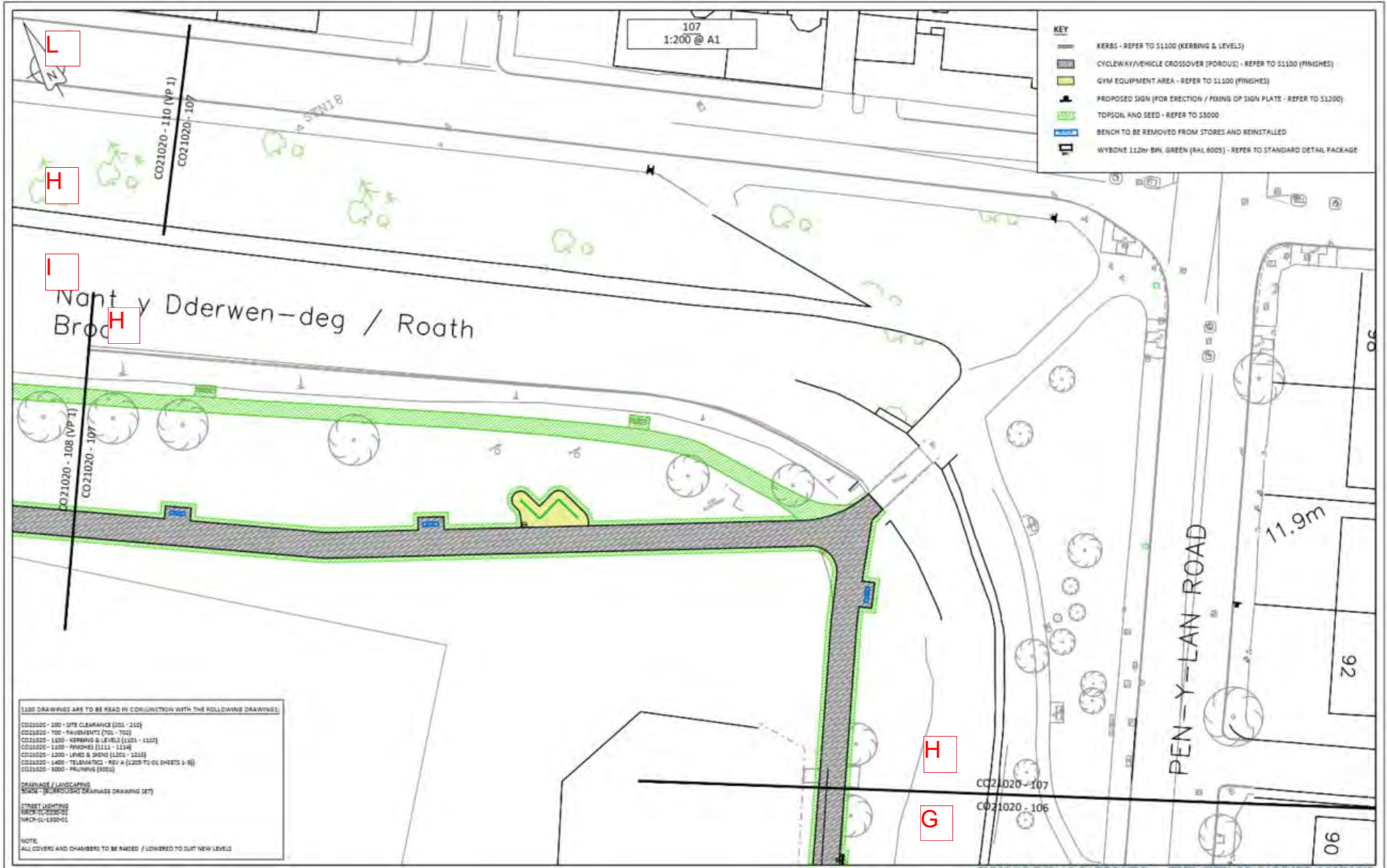
1:100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:
 CO21020-200 - SITE CLEARANCE (201-210)
 CO21020-700 - PAVERS/SETTS (211-702)
 CO21020-1100 - KERBS & LEVELS (1101-1110)
 CO21020-1120 - FINISHES (1111-1114)
 CO21020-1200 - LINES & SIGNS (1201-1210)
 CO21020-1400 - TELEMATICS - REV A (1401-1410 SHEETS 1-8)
 CO21020-1500 - PLANNING (2002)

DRAINAGE / LANDSCAPE
 10406 - BURROUGHS DRAINAGE DRAWING SET
 STREET LIGHTING
 11001-01-000000
 11001-01-1000-01

NOTE:
 ALL COVERS AND CHAMBERS TO BE RASSED / LOWERED TO SUIT NEW LEVELS



- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - ALUMINIUM EDGING - REFER TO S1110 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - FAVED FOOTWAY - REFER TO S1100 (FINISHES)
 - CYCLEWAY/VEHICLE CROSSOVER (POROUS) - REFER TO S1100 (FINISHES)
 - PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
 - ASPHALT CARRIAGEWAY - REFER TO S700
 - FAVED CARRIAGEWAY - REFER TO S700
 - HW SAFE TRACK OR SIMILAR APPROVED SURFACE MIN PEV 65, COLOUR BUFF
 - TACTILE PAVING, BLISTER, BUFF - REFER TO S1100 (FINISHES)
 - BOLLARD STREET STANDARD LIFT OUT POST - REFER TO SD PACKAGE
 - MANCHESTER BOLLARD - REFER TO SD 115046-001-05/UE-03
 - PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
 - BUS STOP SIGN AND POST - REFER TO S1200
 - PRECAST CONCRETE TRAPPED SQ GULLY WITH SADD COVER AND FRAME AS SD 508.010. (PLEASE REFER TO BURROUGHS DRAINAGE 90406 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
 - TREES RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS
 - TOPSOIL AND SEED - REFER TO S3000
 - RELOCATED ELECTRIC VEHICLE CHARGING POINT
 - BUS SHELTER TO BE REMOVED TO TIP OFF - REFER TO S200
 - PROPOSED BUS SHELTER - REFER TO SD PACKAGE
 - 1.3m HIGH INTERMEDIATE BOUNDARY RAILINGS - REFER TO SD H0NR-02
 - 800mm HIGH KNIFE RAIL FENCE - REFER TO STANDARD DETAIL PACKAGE
 - WYBONE 112mm 5IN. GREEN (RAL 6005) - REFER TO STANDARD DETAIL PACKAGE
 - PROPOSED BIN STORE - REFER TO SD AL(0)02, AL(0)03 AND AL(0)11



KEY

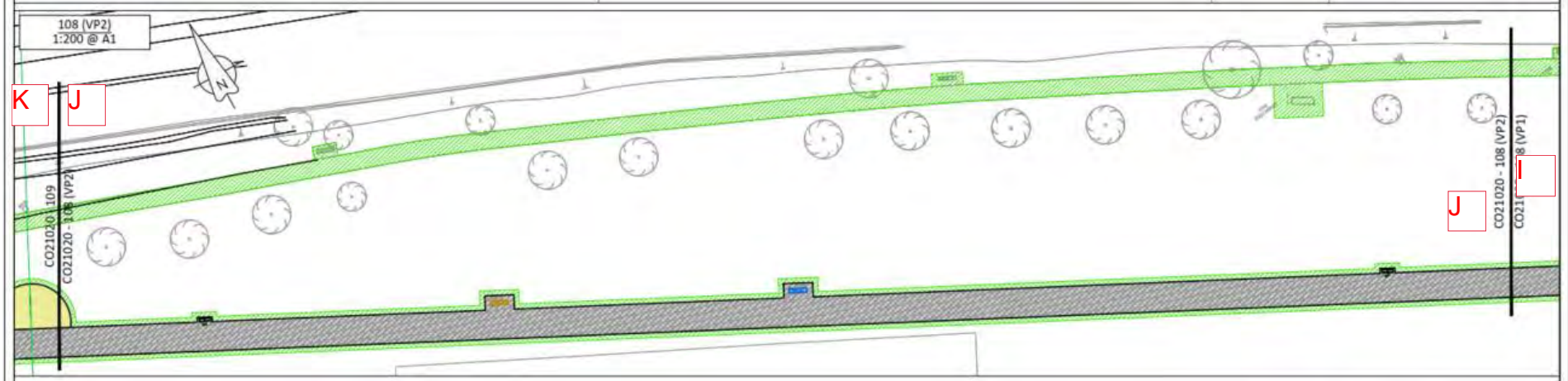
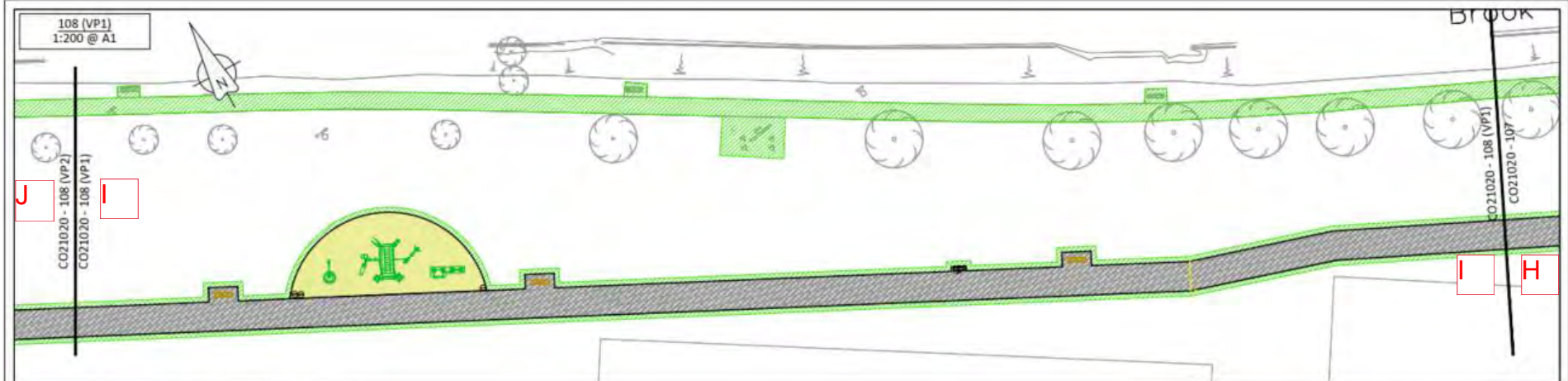
- KERBS - REFER TO S1100 (KERBING & LEVELS)
- CYCLEWAY/VEHICLE CROSSOVER (POROUS) - REFER TO S1100 (FINISHES)
- GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
- PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
- TOPSOIL AND SEED - REFER TO S3000
- BENCH TO BE REMOVED FROM STORES AND REINSTALLED
- WYBONE 112hr BIN, GREEN (RAL 6005) - REFER TO STANDARD DETAIL PACKAGE

1:100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020 - 200 - SITE CLEARANCE (201 - 216)
- CO21020 - 700 - PAVEMENTS (701 - 704)
- CO21020 - 1100 - KERBING & LEVELS (1101 - 1105)
- CO21020 - 1130 - FINISHES (1111 - 1114)
- CO21020 - 1200 - LINES & SIGNS (1201 - 1215)
- CO21020 - 1400 - TELEGRAPHIC - REV A (1209 TO 01 SHEETS 1-4)
- CO21020 - 8000 - PLUMBING (8001)

DRAINAGE / LANDSCAPING
 S004 - (REPRODUCTION) DRAINAGE DRAWING (87)
 STREET LIGHTING
 BRCP/IC-2000/01
 WACH-01-1300/01

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS



- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - CYCLEWAY/VEHICLE CROSSOVER (POROUS) - REFER TO S1100 (FINISHES)
 - GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
 - TOPSOIL AND SEED - REFER TO S3000
 - BENCH TO BE REMOVED FROM STORES AND REINSTALLED
 - STREETMASTER 'GEORGIAN' IRON & TIMBER BENCH - REFER TO STANDARD DETAIL PACKAGE
 - WYBONE 112hr BIN, GREEN (RAL 6005) - REFER TO STANDARD DETAIL PACKAGE

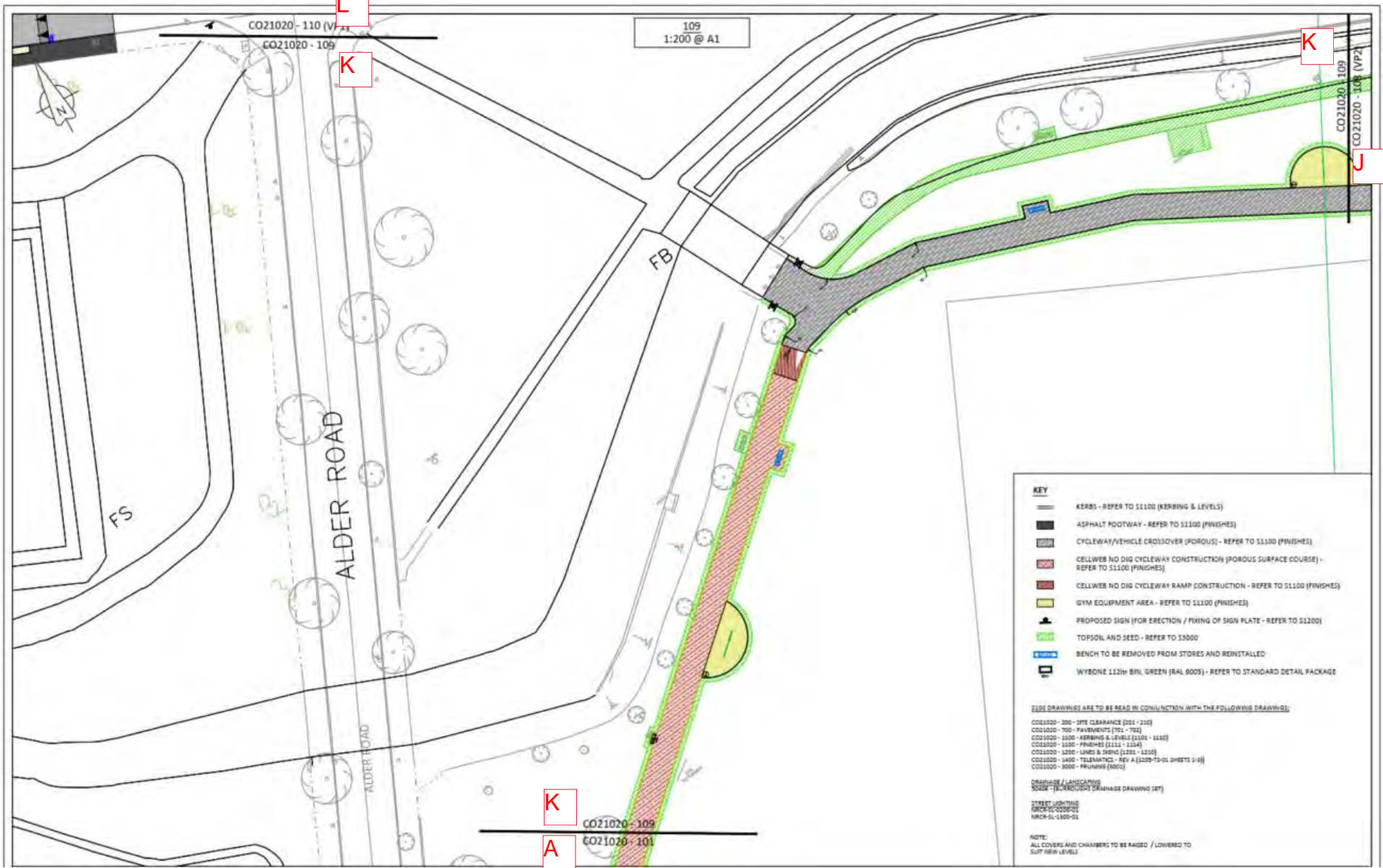
1:100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020-200 - SITE CLEARANCE (200 - 210)
- CO21020-700 - PAVEMENTS (701 - 702)
- CO21020-1100 - KERBING & LEVELS (1101 - 1110)
- CO21020-1100 - FINISHES (1111 - 1114)
- CO21020-1200 - LINES & SIGN (1201 - 1210)
- CO21020-1400 - TELEMATICS - REV A (1400-FS-CL SHEETS 1-8)
- CO21020-2000 - PLANTING (2001)

DRAINAGE / LANDSCAPE
 S3400 - (SURROUNDING DRAINAGE DRAWING SET)

STREET LIGHTING
 (RICK-0200-01)
 (RICK-01-100-01)

NOTE:
 ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SURF NEW LEVELS



109
1:200 @ A1

CO21020-110 (VP2)

CO21020-109

CO21020-109

CO21020-108 (VP2)

ALDER ROAD

FB

FS

ALDER ROAD

CO21020-109

CO21020-101

- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - CYCLEWAY/VEHICLE CROSSOVER (POROUS) - REFER TO S1100 (FINISHES)
 - CELLWEB NO DIG CYCLEWAY CONSTRUCTION (POROUS SURFACE COURSE) - REFER TO S1100 (FINISHES)
 - CELLWEB NO DIG CYCLEWAY RAMP CONSTRUCTION - REFER TO S1100 (FINISHES)
 - GYM EQUIPMENT AREA - REFER TO S1100 (FINISHES)
 - PROPOSED SIGN (FOR ERECTION / FIXING OF SIGN PLATE - REFER TO S1200)
 - TOPSOIL AND SEED - REFER TO S3000
 - BENCH TO BE REMOVED FROM STORES AND REINSTALLED
 - WYBONE 122H BIN, GREEN (RAL 6005) - REFER TO STANDARD DETAIL PACKAGE

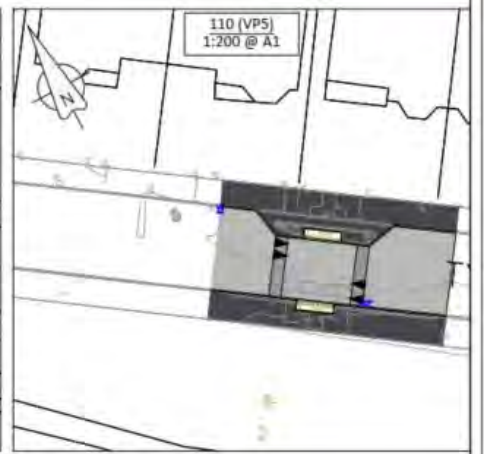
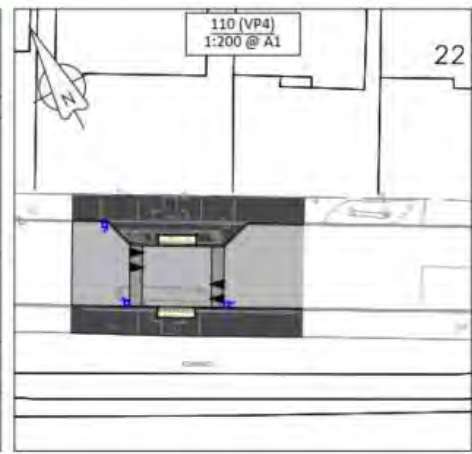
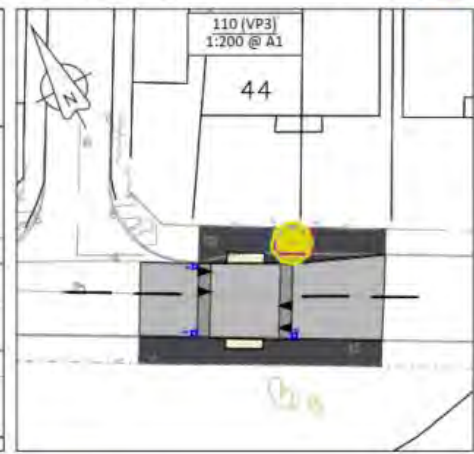
S100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020-200 - SITE CLEARANCE (S01 - S10)
- CO21020-700 - PAVEMENTS (T01 - T02)
- CO21020-1100 - KERBING & LEVELS (S101 - S110)
- CO21020-1150 - FINISHES (S111 - S114)
- CO21020-1200 - LINES & SIGN (S1201 - S1210)
- CO21020-3000 - TELEMARKETS - REV A (S200-T0-01 SHEETS 1-4)
- CO21020-8000 - FINISHES (S001)

DRAINAGE / LANDSCAPE
SIDE TELEMARKETS DRAINAGE DRAWING (S7)

STREET LIGHTING
FBC/SC/0200-01
FBCP-SL-1300-01

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERED TO SUIT NEW LEVELS



- KEY**
- KERBS - REFER TO S1100 (KERBING & LEVELS)
 - FLUTED CHANNEL KERB - REFER TO S1300 (KERBING & LEVELS)
 - ALUMINIUM EDGING - REFER TO S1100 (KERBING & LEVELS)
 - ASPHALT FOOTWAY - REFER TO S1100 (FINISHES)
 - PROPOSED POROUS FOOTWAY AROUND TREES - REFER TO S1100 (FINISHES)
 - ASPHALT CARRIAGEWAY - REFER TO S700
 - SPEED TABLE - REFER TO S700
 - TACTILE PAVING, BLISTER, BUFF - REFER TO S1300 (FINISHES)

- PRECAST CONCRETE TRAPPED SG GULLY WITH D400 COVER AND FRAME AS TO S08.010. (PLEASE REFER TO BURROUGHS DRAINAGE S0406 DESIGN DRAWINGS FOR ALL DRAINAGE WORKS)
- TREE RETAINED - REFER TO S3000 & BURROUGHS LANDSCAPING DRAWINGS

1100 DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE FOLLOWING DRAWINGS:

- CO21020 - 200 - SITE CLEARANCE (205 - 210)
- CO21020 - 750 - PAVEMENTS (701 - 702)
- CO21020 - 1100 - FINISHES & LEVELS (1100 - 1110)
- CO21020 - 1100 - FINISHES (1111 - 1114)
- CO21020 - 1200 - UTILS & PILING (1201 - 1210)
- CO21020 - 1400 - UTILITIES - RFP & SLOPE 10-01 SHEETS 1-8)
- CO21020 - 5000 - FINISHES (1012)

DRAINAGE / LANDSCAPING
S3000 (BURROUGHS DRAINAGE DRAWING SET)

STREET LIGHTING
S1000-S1200-01
S1000-S1200-02

NOTE:
ALL COVERS AND CHAMBERS TO BE RAISED / LOWERNED TO SUIT NEW LEVELS