



Roath Park Cycle Route

Recreational Ground

Consultation Report



August 2022

Introduction

Public consultation was undertaken on Cardiff Council's proposals to improvements at Roath recreational grounds. The public consultation was undertaken between the 9th of March 2022 and the 30th of March 2022.

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 in the vicinity of the scheme;
- Email to statutory consultees;
- Information on Council website; and
- On-line survey (via Council website / letter-drop)

It was noted that the URL and attached plan was omitted from the letter that was posted to residents as part of the letter drop. However, contact information and a QR code was available in the letter that provided means of either accessing the missing links to the information or requesting the information. Further information about this is provided later within this report.

Consultation responses

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. This would suggest around a 28% response rate assuming the people who received letters completed the survey. This would also suggest around 72% of people (who didn't respond) do not have any objections or views on the proposal.

Table 1 shows that out of the 257 responses, the respondents generally support the proposed measures with 68% answering yes and with 24% of respondents not supporting the proposal.

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Table 1 - Do you generally support the proposed measures in this area?

	Respondents	Percentage
Yes	175	68%
No	62	24%
Don't mind	14	6%
No response	6	2%
Total	257	100%

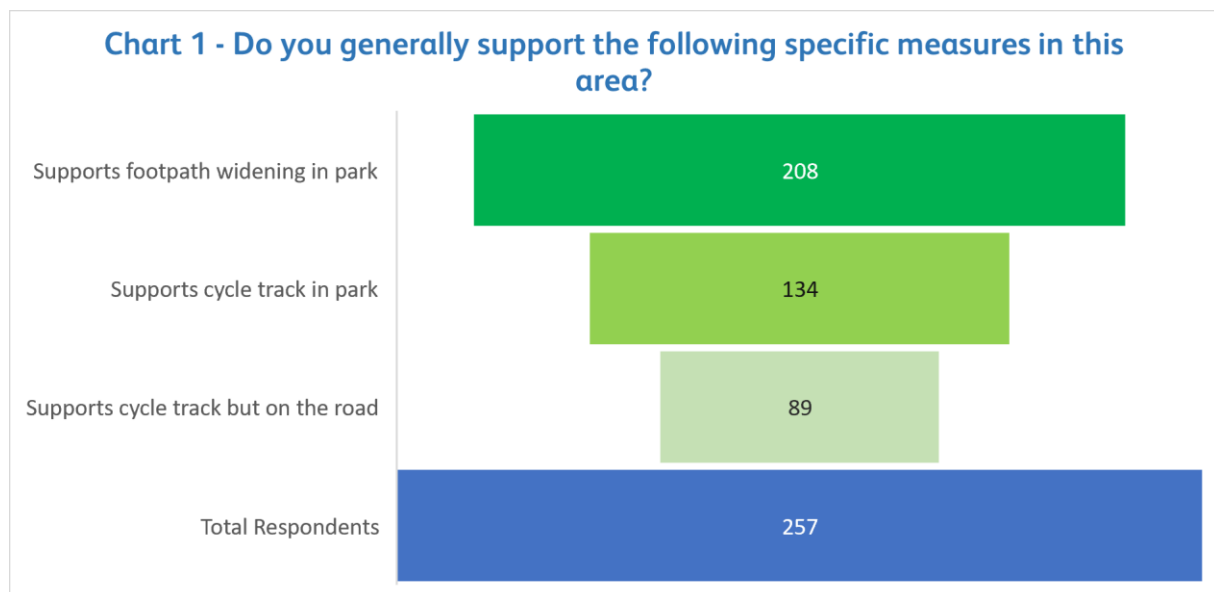
Table 2 shows the results to the question, “Do you generally support the following specific measures in this area?”.

From the responses received, it can be seen that 81 % of the respondents support the proposed footpath widening in the park and more than half of the respondents support the cycle track in the park. Around one third of the respondents support a cycle track but feel it should be located on the road.

Table 2 - Do you generally support the following specific measures in this area?

	Respondents who support	Percentage of respondents who support the measure (of the 257 respondents)
I support the footpath widening in the park	208	81%
I support the cycle track in the park	134	52%
I support the cycle track, but it should be on the road	89	35%

A visual representation of the outcome of the above question is provided in **Chart 1**.



From the responses received, it can be seen that the majority of respondents are in support of the footpath widening within the playing field and are also supportive of the cycle track within the playing field.

The survey also asked whether the respondents would find the proposed cycle track beneficial. 53% of the respondents believe this cycle track alongside a new widened footpath would be beneficial. **Table 3** shows the full results.

Table 3 - Will you find the cycle track through the playing field at Roath Recreation Ground alongside a new widened footpath beneficial?

	Respondents	Percentage
Yes	135	53%
No	96	37%
Don't mind	22	8%
No response	4	2%
Total	257	100%

Chart 2 provides a visual representation of the survey results. It can be seen that the majority of respondents feel that the cycle track will be beneficial to them (green area).

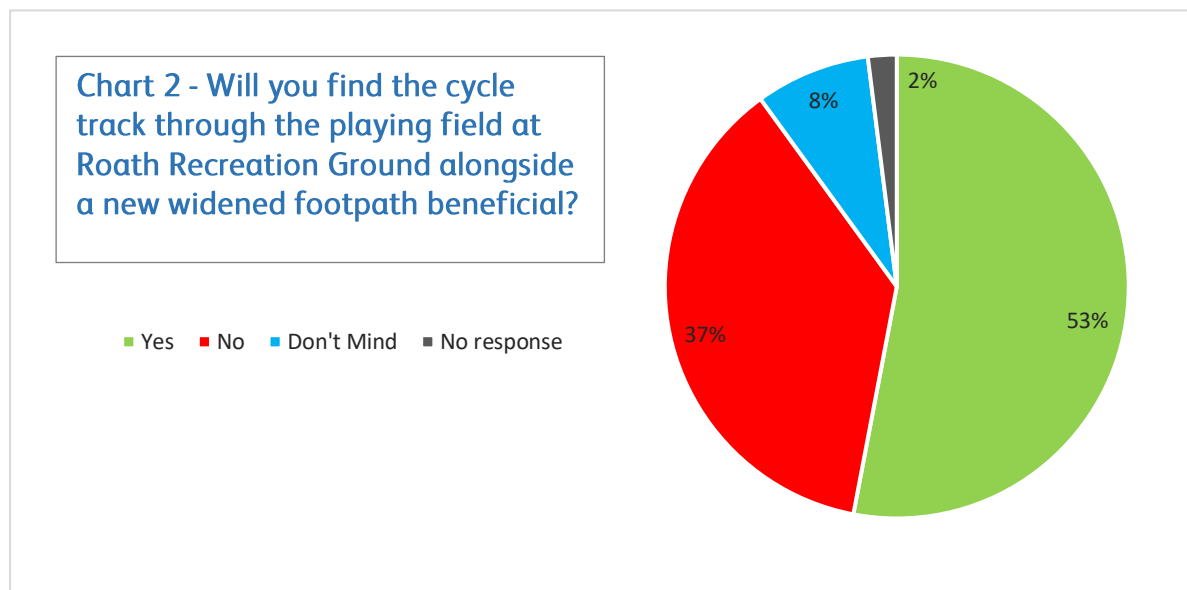


Table 4 shows the results of the respondents, to the question of whether they feel the proposed improvements will encourage them to access the area more on foot or by cycle.

The results confirm that 52% of the respondents already walk or cycle to this area but the majority feel that the new proposal will improve their access. 62 respondents feel the cycle track and other improvements would encourage them to access the area by foot or cycle.

Table 4 - Do you feel that the cycle track, or other improvements proposed will encourage you to access the area more on foot or by cycle?

	Respondents	Percentage
Yes	62	24%
No	46	18%
Sometimes	14	5%
I already walk or cycle, but it will improve access	96	37%
I already walk or cycle, but it won't change things for me	38	15%
No response	1	1%
Total	257	100%

From the outcome of the survey, it can be seen that the majority of respondents are supportive of the proposed measures.

The following section of this report provides a list of comments, views or concerns raised by the respondents via the survey, or from comments received from emails or letters. These are titled as 'issues'. Some of the views have been summarised, on the basis that certain views or concerns are shared by a number of respondents. We would like to assure you all views received have been considered.

At the end of this report, recommendations are provided and next steps for the proposal.

Comments raised

A summary of the comments raised through the consultation are set out below with the Council's response.

Issue	Response
<p><i>Pedestrians will be at risk from the cycle path being near the footpath...</i></p> <p><i>Summarised Comments</i> <i>"Having the cycle path so close to the widened foot path is an accident waiting to happen due to the number of reckless and inconsiderate cyclists / scooter riders around"</i></p> <p><i>"The layout as currently proposed will lead to conflict between cyclists and pedestrians, particularly along the length of the playing fields- pedestrians will have no option but to cross the cycleway to reach the field from Ninian Road, and vice versa."</i></p>	<p>Cyclists and pedestrians have an equal responsibility to be aware of their surroundings and to be mindful of other users. There are existing risks of conflict for users of the park, such as children playing, runners, people playing sports, kite flying and dog walkers to list a few. As such, the cycleway will be separated from the pedestrian footpath and signage and designated crossing points will be provided along the cycle path. Irrespective of this, we will undertake further liaison with the Council's Parks department to determine whether further measures are deemed necessary.</p> <p>The vast majority of the route will be segregated or stepped, as opposed to being shared. Dedicated crossing points will also be provided. It is agreed that the conversion of footways to shared use will be regarded as a last resort where it is not possible to provide segregated/stepped facilities.</p>
<p><i>Concerns about abrupt ending to cycle lane...</i></p> <p><i>Summarised Comments</i> <i>"Slightly concerned at how the cycleway re-joins traffic at the other end, seems very abrupt if heading towards the rec"</i> <i>& "The drawing suggests that the cycle way ends on Ninian Road near Alder Road? This doesn't appear safe"</i></p>	<p>We are currently developing the route as part of a WelTAG optioneering process. We will undertake further consultation in the future on the wider route proposals once they are available.</p> <p>As a temporary arrangement, the start or end of cycle routes will be signed and lined accordingly to assist users join or exit safely. This may mean re-joining the carriageway.</p>

Concerns over loss of green space in the park...

Summarised Comments

"I'm not in favour of building the bicycle path inside the recreation ground confines as it further reduces the valuable green space around the park", "I love the cycle paths but please put it in the road, don't take up any more green space for the sake of car parking" & "My biggest concern however is the encroachment of the cycleway into the park greenspace. I feel tarmacking over greenspace should be avoided at all costs"

Concerns over the loss of green space has been noted, however the proposals 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 as easily access the playground.

As the scheme develops, more detailed information will be available in respect of the widths of the footpaths and cycle track. As part of the design, we will look to see how this can be kept to a minimum, such as retaining a narrower footpath width adjacent the cycle track and maintenance vehicles using the cycle track. We will also seek locations where the cycle parking could be implemented closer the highway boundary as opposed to within the green space.

It is anticipated that the path will be permeable with a no dig construction technique. The surface finish will also improve access all year round for park users whilst allowing surface water to drain.

Respondents have issue with traffic and would like to have a one-way road around the park with a cycle path on the road...

Summarised Comments

"I'd rather see the roads around the park be made one-way, and using the then unused lane as the cycle lanes" & "I would like to see a change in the traffic flow of the area and turn the whole of the parks (from Roath Rec to the Lake) traffic system into a gyratory solution"

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. As a result of this, it is likely that it would cause a great deal of inconvenience for many residents in the area. For bus users, it would also mean that there would be a significant diversion route for their start or return journey.

Concerns about changes to Alder Road...

Summarised comments

“Please do not close Alder Road. It’s a very useful link” & “I am strongly opposed to the blocking of Alder Road which will increase the already bad congestion at each end of Ninian Road.”

“I’m opposed to the idea of closing Alder Road. Turning it into a dead end will result in an increase in antisocial behaviour in the area and will become a hang out place. It will also cause a huge increase in traffic congestion at the traffic lights of Ty Draw Road” & “The road needs to have improved security measures”

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.

The stopping up of Alder Road is aimed at making the junction safer for cyclists using the planned cycle track, by removing the potential risk of vehicles turning into the path of cyclists. It is not clear why it would become an antisocial gathering location, however the concerns have been noted and we will consider what measures can be introduced to reduce the likelihood of it occurring, such as CCTV, a street lighting review, clearing vegetation and provide parking management / restrictions and undertake enforcement.

Concern over materials used for cycle and footpaths...

Summarised Comments

“You don’t say what materials the upgraded footpaths and cycle paths will be made of” & “The widened footpaths should be paving / tarmac, not gravel which will fill up with mud again”

The actual choice of materials will be determined at the detailed design stage, however it is anticipated that the surface will be a permeable tarmac type of finish that can be maintained throughout the year whilst allowing drainage of surface water to help the trees.

Concerns with cycle path not being on the road...

Summarised Comments

“The cycle path should be on the road and not in the park. It’s dangerous for pedestrians and for dogs to have cyclists so close”, “I think the cycle lane should be in the road, it would improve access from wellfield Road” & “I broadly welcome the proposals put forward in this consultation, but feel that the cycleway would be better placed in the road”

Cyclists will be able to continue to use Ninian Road if they choose to do so. The cycle track will be segregated from the footpath with appropriate signing and lining and designated access points for cyclists and pedestrians. All users have a responsibility to be aware of their surroundings and cycle, walk or control their pets according to the highway / footpath / cycle track conditions accordingly. The proposals 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.

Concerns about lighting around the cycle path...

Summarised Comments

“Looks fantastic, lighting will be required as it is away from the road”& “I would support low level lighting on both sides of the Rec - it can be very scary walking through the Rec on dark evenings (I don’t do it for that reason)”

“I have no doubt lone cyclists cycling at night, particularly female cyclists, would prefer the Cycleway run on the roadway rather than through the poorly lit park”

We are seeking to illuminate the cycle track which we hope will also benefit the adjacent footpath. We are currently investigating this whilst taking into account environmental considerations, including wildlife and tree root protection.

Cyclists will have the option to use the road or planned cycle way. We will also look to provide advanced stop lines for cyclists who may chose to continue their journey within general traffic lanes on the road.

Request for better toilet facilities in the park...

Summarised Comments

“As an older person using the park for walking, I would like to see better toilet facilities open for longer hours.” & “We also need public restrooms. The community centre doesn’t allow people to use the one there and the nearest one from the rec is in the rose gardens”

Whilst this is outside the scope of this scheme, we will forward on your feedback to the Council’s Parks department who manage the planning fields, as well as those who lease the building to determine whether the Community Centre toilets can be used securely and safely.

Respondents request improvements to gym facilities in the park...

Summarised Comments

“Some of the causal gym facilities within Roath Rec should be improved to encourage more exercising and an active lifestyle” & “The outside gym equipment could do with some modernisation”

Currently, we are only proposing to relocate the outdoor gym equipment to accommodate the footpath widening and cycle track. We will of course liaise with the Council’s Park department to determine whether any of the equipment can be upgraded.

Concerns with crossing the junction at Wellfield Road...

Summarised Comments

“Crossing the junction at Ninian and Wellfield Road can take ages.”, “The pedestrian light phase at the Wellfield Rd/Ninian Rd junction is not nearly long enough” & “The present traffic light arrangement at the Wellfield Road / Ninian Road junction means that there can be long waits for the pedestrian crossing lights”

As outlined in the consultation information, we are undertaken an assessment of the junction, including modelling. The modelling includes reviewing turning movements and staging sequences to incorporate a cycle crossing that will link the Wellfield Road pop-up with the planned route on Ninian Road. Other cycle connections will be considered but are unlikely to include dedicated cycle stages. As part of the consultation, we wanted to show how the junction is being progressed and invite feedback to inform the design.

The pavement at the Wellfield Road and Ninian Road junction is too narrow and it takes a while for traffic lights to change...

Summarised Comments

“The pavement at Wellfield Road / Ninian Road junction is too narrow - not enough space for pedestrians”

“It takes a while for traffic lights to change”

As part of our internal engagement with other Council departments and locally elected Members, we have taken into consideration feedback and are proposing to widen crossing points and widen the footpath area where possible.

As part of assessing the changes to the junction, we are looking at ways to improve or reduce impact the proposals may have to the traffic signal controlled junction. This includes changing the staging sequence of the lights to incorporate the cycle crossing or looking at removing certain turning movements to improve the junction’s efficiency. The updated plans are shown at the end of this report.

	<p>To accommodate the cycle crossing and to make the junction operate efficiently, we are proposing to prohibit the right turn movement from Marlborough Road to Penylan Road and from Wellfield Road to Marlborough Road; both traffic movements have low turning counts. Alternative diversion routes are available within the network.</p>
<p>Can more benches be added to the park...</p> <p>Summarised Comments <i>“The rec could do with a massive increase in benches and repair the ones that are broken. During the summer there is rarely any seating available” & “Better bench seating around the outside of the recreation ground”</i></p>	<p>Whilst this is outside the scope of this scheme, we will forward on your feedback to the Council’s Parks department who manage the planning fields to determine whether additional seating can be provided or replaced.</p>
<p>Can more bins be added to the park...</p> <p>Summarised Comments <i>“Improvements- more signage about litter fines, and more bins. I also strongly feel there should be separate dog poo bins along all the parks in Roath” & “More bins around the park paths would be good to hopefully reduce the littering”</i></p>	<p>Whilst this is outside the scope of this scheme, we will forward on your feedback to the Council’s Parks department who manage the planning fields to determine whether additional bins can be provided.</p>
<p>How will cyclists that are travelling from Ty Draw Road access the cycle path...</p> <p>Summarised Comments <i>“Firstly, there would be no easy cycle access onto the cycle path for anyone (like myself) coming from the Ty Draw Roadside / Penylan Road. I refuse to cycle down Penylan Road, it's far too dangerous with the crossing, busy traffic and parked cars”</i></p> <p><i>“You need a long-term joined up plan to create a whole cycle infrastructure through Penylan and Roath”</i></p>	<p>Access to the cycle track would be possible from Ty Draw Road via Alder Road. Overtime, additional routes and connecting routes will be added to the Network. These routes may include quite cycle streets that are low trafficked routes that are conducive to cycling, but have signage to assist users to destinations, or to primary cycle routes.</p> <p>The Council is also updating and developing its Active Travel Network Map following a recent consultation, however we welcome feedback in</p>

	<p>terms of routes that the public feel should be included. A link to the Network Map is provided here:</p> <p>https://www.cardiff.gov.uk/ENG/resident/Parking-roads-and-travel/transport-policies-plans/integrated-network-map/Pages/default.aspx</p>
<p><i>Request for more greenery to be planted in the park...</i></p> <p><i>Summarised Comments</i> <i>“Having more vibrant colours would give life to the park and make it more attractive maybe they could have flower beds as this would benefit the environment” & “I would love to see planting activities and anything that maintains or enhances the greenery in the area. It would also be important that we protect all the lovely trees in the area”</i></p>	<p>Whilst this is outside the scope of this scheme, we will forward on your feedback to the Council’s Parks department who manage the planning fields to determine whether additional landscaping can be provided.</p> <p>Recent engagement with Natural Recourse Wales has identified that they are planning to undertake restoration works to Roath Brook, to restore the channel and improve geomorphological and ecological value. More information about this is available later in this report.</p>
<p><i>Concerns over trees being removed for the cycle lane...</i></p> <p><i>Summarised Comments</i> <i>“A cycleway through the rec is a good idea, but not if it means the Council chopping down the trees” & “Concern that the beautiful copper beech trees along the proposed cycle route will be damaged”</i></p>	<p>As per the consultation pack information, there are no current plans to remove any trees as a result of the planned cycle track.</p> <p>There are construction techniques that require minimal, if no excavation which will help to protect the trees. As part of the design, we are seeking to use these techniques. Early tree surveys have identified some diseased trees; however we will be liaising with the Council’s Parks Department to determine whether they need to be removed for safety reasons, or indeed if the route of any of the existing footpaths or planned cycle path require diverting to protect tree roots.</p> <p>As part of recent engagement with Natural Recourse Wales, it has been identified that they are planning to undertake restoration works to Roath Brook, to restore the channel and improve</p>

	<p>geomorphological and ecological value. As part of their work, it may be necessary to undertake thinning of vegetation or trees in the vicinity of Roath Brook. More information about this is available later in this report.</p>
<p>Not all users of the park have been consulted...</p> <p>Summarised Comments <i>“The groups which use the pitches on Roath Rec for sports participation will be impacted by the proposal. However, it is not clear that the council has actively engaged with them”</i></p> <p><i>“I visited the library and community centre. However, there is no notification on any of the information boards or placed on the windows/doors”</i></p> <p><i>“While there is a laminated sheet attached somewhat precariously to lampposts and such like, there is no information by the machines or noticeboards. Regular users of the car park and of the library/centre – and even just passers-by – would be unaware of the proposal to slash the public car parking facility at the centre (among other things).”</i></p>	<p>When undertaking consultations, unfortunately it may not always be possible to identify all groups that may or may not want to comment on scheme proposals. However, site notices have been displayed near the proposals to provide the opportunity for people or groups who may not have been included in direct engagement process to comment.</p> <p>The consultation outcome of this particular section of the cycle route influences the junction arrangement and the car park. We invite further feedback to the updated plans provided at the end of this report. We will also be seeking to display the updated plans in the Community Centre, subject to their agreement as part of a Consultation Update.</p> <p>Further engagement will be undertaken following this consultation in relation to the wider route when more information becomes available.</p> <p>Information about the car park is provided below, in the next section of this table.</p>
<p>Concerns over loss of car parking in the car park and loss of street parking...</p> <p>Summarised Comments <i>“The proposed route would entail the loss of around 20% of the current capacity of the car park at Penylan Library/Community Centre.”</i></p>	<p>We have not yet provided any information on the car park layout or any potential loss of parking in the car park. The alteration to the car park will be necessary to accommodate the cycle path through the Ninian Road side of the car park.</p> <p>Our current design would suggest that an alternative arrangement at the car park could provide in the region of 49 general spaces and 4 disabled access spaces. Overall, there would be a</p>

<p><i>“The re-siting of the bus stop immediately adjacent to the centre on Penylan Road would probably impact on the unrestricted on-street parking a little further up Penylan Road by the bridge over the brook.”</i></p>	<p>loss of around 3-4 general spaces, although there are currently around 3 spaces which are currently substandard in width in the existing car park. This number may be subject to change as the design progresses due to unforeseen site conditions.</p> <p>As stated within the consultation information, it is unlikely that the proposals will lead to a loss of on street parking associated with the current consultation, however some parking may be displaced. Where bus stops are being built-out, the extent of parking restrictions can be reduced which will open the opportunity to provide alternate on-street parking. We are also improving access to bus stops, which are self-enforcing and raised for improved access for vulnerable users. Improved cycle infrastructure / parking and pedestrian access is also proposed which will encourage users to use more sustainable means of travel.</p>
<p>An alternative cycle path should be along Ty Draw Road...</p> <p>Summarised Comments <i>“The Integrated Travel Map available from the Council website shows the cycle route as being along Ty Draw Road. Indeed, a walk along this section shows signposting for the cycle route for the university and halls of residence access” & “It would make more sense to put the cycleway on Ty Draw Road”</i></p>	<p>An initial assessment of Ty Draw Road has been undertaken. This assessment identified that it would be necessary to make Ty Draw Road one-way to accommodate a segregated cycle track. However, when taking into consideration the necessary highway space for emergency access, footways and a cycle track, there would still be insufficient space to provide a cycle track without the loss of all parking, or the loss of trees and entering the gated pleasure gardens which is unlikely to be supported.</p> <p>Early engagement has been undertaken as a result of developing the cycle route options and the opportunity to align the cycle route with the widening proposals within the playing field. Early assessment of the suitability of Ty Draw Road for a segregated route has also influenced the decision to proceed with the proposal being consulted upon within the playing field, which compliments the widening proposals. Further more detailed information will be consulted upon in the future, including the wider scheme proposals.</p>

	<p>The Council's Active Travel Network Map and Walking is in the process of being updated. Once updated, this will be presented on the Council's website and will set out the Council's vision and aspiration in terms of Active Travel routes. Many of these routes won't have any detail and will be subject to further investigation, design and public consultation, should funding be available to develop the routes.</p>
<p><i>The removal of the priority narrowings on Ty Draw Road...</i> <i>"The plans to remove the pinch-points (priority narrowings) on Ty Draw Road have been watered down."</i> <i>"Conversations between Officers and Penylan Councillors dating back to before 2017 made clear that s106 money had been identified and was ready to be drawn down to carry out this work"</i> <i>"Ty Draw Road will continue to be a threatening place to drive and cycle until the pinch points are removed."</i></p>	<p>The Council has undertaken an investigation in respect of the existing priority narrowings on Ty Draw Road, to determine whether there is justification to remove or upgrade the measures.</p> <p>The outcome of this investigation concluded that from recent traffic surveys, excessive vehicle speeds on Ty Draw Road were recorded despite existing traffic management measures in place, and that the road is an existing popular Active Travel route. Ty Draw Road has also been identified on the draft Active Travel Network Map, although due to the highway constraints, it would be seen as being a Secondary Route, not a primary route. Road casualty data showed 3 injury related incidents within the study area however the incidents would suggest there are no deficiencies in the highway layout.</p> <p>The current facilities at the priority narrowings for cyclists are also not fit for purpose due to debris in the cycle by-passes and also priority narrowings are ineffective under free-flowing conditions to reduce traffic speeds.</p> <p>From an assessment of the available data, it has been recommended that the existing priority narrowings are replaced with built-out tabled 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.</p> <p>It is also recommended that the alteration to the priority narrowings and additional measures are undertaken as part of the current scheme proposals planned for the Roath Recreation Ground.</p>

	<p>The previous S106 funding identified was associated with the highway improvement scheme on Penylan Road at its junctions with Dorchester Avenue / Winchester Avenue. There was insufficient funding available to include the removal of the priority narrowings on Ty Draw Road.</p> <p>It is noted that a petition was received after the consultation close date (30th March 2022), that contained 37 signatures from 31 households, to “urge Cardiff Council to implement the plan to replace the road narrowings in Ty Draw Road with tabled crossings alongside the implementation of improvements at Roath Rec”.</p>
<p><i>Engagement with Natural Resource Wales...</i></p>	<p>From engagement with Natural Resource Wales (NRW) as part of this specific part of the project, it has been identified that they are seeking to undertake restoration works to Roath Brook within the Recreation Ground Area (between Alder Road and Penylan Road).</p> <p>Roath Brook is currently failing to meet the requirements of the Water Framework Directive, and one of the reasons for failure is historical physical modifications to the watercourse. NRW are aiming to develop options to restore the channel and improve geomorphological and ecological value.</p> <p>At this stage, both the Council and NRW do not have any firm plans in respect of this restoration work, however further information will be made available in future, as part of NRW own engagement work.</p>

Consultation Summary

As highlighted within the report, it was noted that the URL and site plan was omitted from the letter that was posted to residents as part of the letter drop. Contact information and a QR code was available in the letter that provided means of either accessing the information or requesting the information.

On the basis that this particular consultation was an early engagement exercise, it was not felt necessary to undertake an additional letter drop with the information added. An opportunity will be provided as part of a consultation update to provide further feedback. Further consultation is also planned when we have information about the wider route, which will be determined as part of a WelTAG process.

Around 900 letters were sent to residents and businesses in the area near this proposal, with 257 responses received via an online survey to the consultation. This would suggest around a 28% response rate and around a 72% majority of people (who didn't respond) who do not have any objections or views to the proposal. A petition was received after the close date relating to the priority narrowings on Ty Draw Road.

The outcome of the consultation survey is that overall, the majority of the respondents are supportive of the plans to build a new cycle track in Roath Recreation grounds. Most of the respondents believe that the proposed measures will encourage them to walk or cycle more and those who already walk and cycle believe it will improve access for them around the grounds. Most of the respondents consider the cycle track through the playing field at Roath Recreation Ground alongside a new widened footpath to be beneficial to them.

The main points raised from this consultation is summarised as follows:

- The majority of the respondents support the proposed measures;
- 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;
- Most of the respondents believe the proposed measures will be beneficial to them and will either encourage them to walk or cycle, or will improve access for those who currently walk and cycle;
- There were many objections to closing off Alder Road;
- There were lot of comments from respondents concerned about the Wellfield Road / Ninian Road junction and mentioning it takes a while for traffic lights to change;
- A lot of respondents also mentioned that the pavement at the Wellfield Road / Ninian Road junction is too narrow; and
- Concerns were raised in respect of pedestrians and dogs crossing the cycle path to get to the park.

Recommendations / actions

It is recommended that the scheme progresses as per the attached updated scheme layout plans, with the following actions:

- Take into consideration all current and future internal and public feedback to inform the detailed design;
- Further design consideration in respect of the interaction of cyclists with park users and visa-versa (as part of detailed design);
- Further design consideration in respect of reducing the amount of green space being used (as part of detailed design);
- To provide more detailed information, in particular in respect of the car park. Refer to attached updated concept designs. Information boards will also be considered for displaying at the Community Centre (subject to consent);
- To consider what measures can be introduced to reduce the likelihood of anti-social behaviour occurring on Alder Road, such as CCTV, a street lighting review, clearing vegetation and provide parking management / restrictions and undertake enforcement (as part of scheme's development and as part of post-implementation monitoring);

- We will contact the Council's Parks department who manage the planning fields as well as those who lease the building to determine whether the Community Centre toilets can be used securely and safely;
- We will liaise with the Council's Park department to determine whether any of the outdoor gym equipment can be upgraded;
- To include the upgrading of the priority narrowings on Ty Draw Road to built-out tabled uncontrolled crossing points and an additional measure near Clos Derwen as part of this current scheme proposal;
- To develop proposals for a connection link between Ninian Road and Roath Park Primary School that provides a widened footway for shared use, whilst maintaining parking and two-way vehicular traffic; and
- Whilst outside the scope of this scheme, we will contact the Council's Parks department who manage the planning fields to determine whether additional planting and landscaping can be undertaken, as well as if additional benches and bins can be provided (or replaced).

Next Steps

- Additional opportunity to provide feedback/comments;
- The design will be developed taking into consideration this consultation and from engagement with internal and external stakeholders;
- Further engagement will be necessary in respect of the wider route; and
- Ongoing liaison with Natural Resource Wales.



Roath Park Cycle Route

Roath Recreation Ground improvements

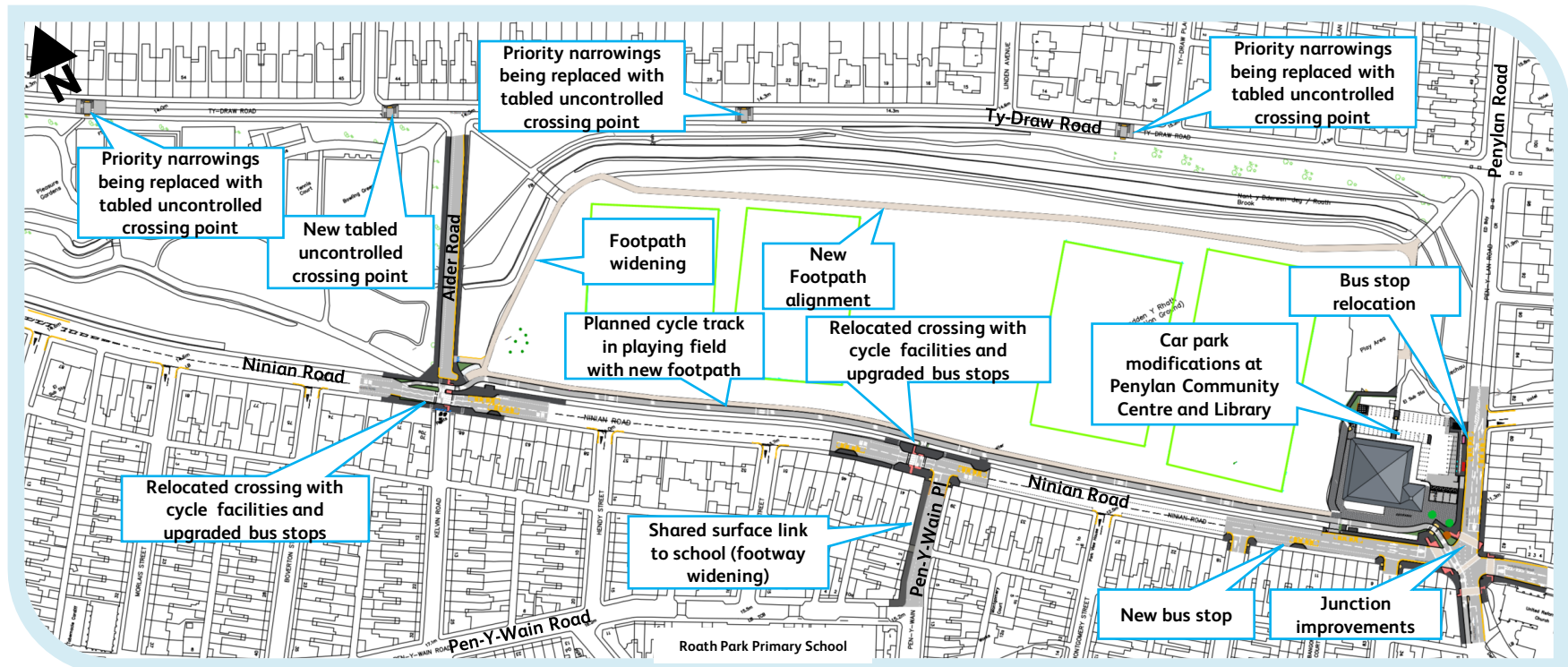
Consultation Report Updated Plans



Roath Park Cycle Route

Roath Recreation Ground improvements

Consultation Report – Updated Overview Plan

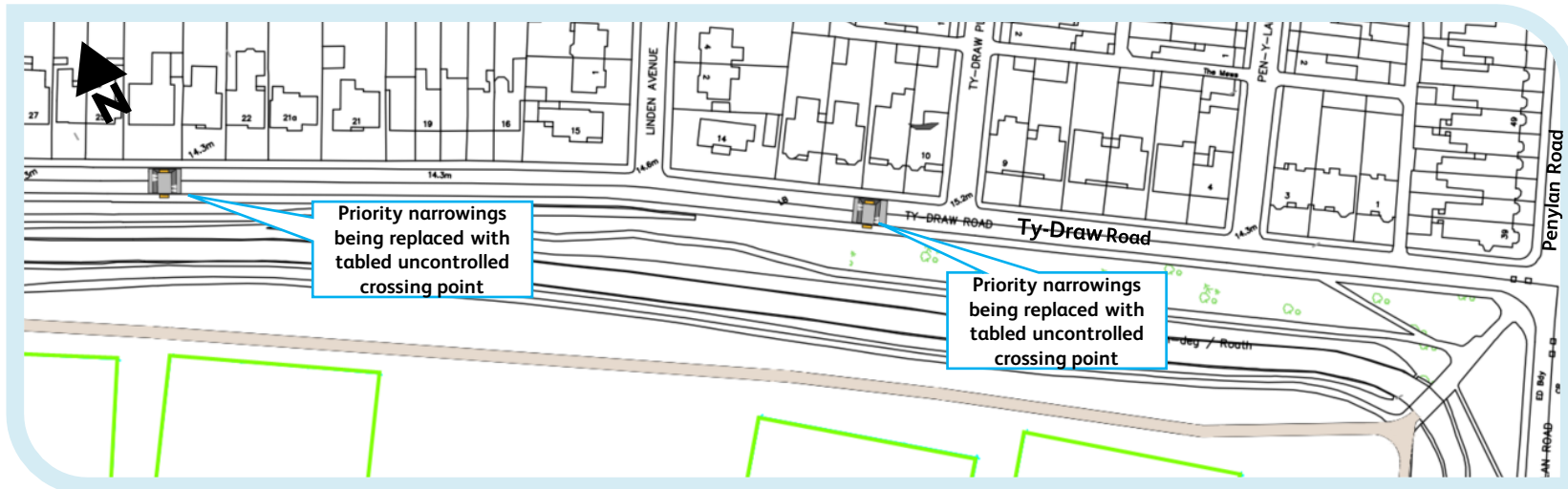
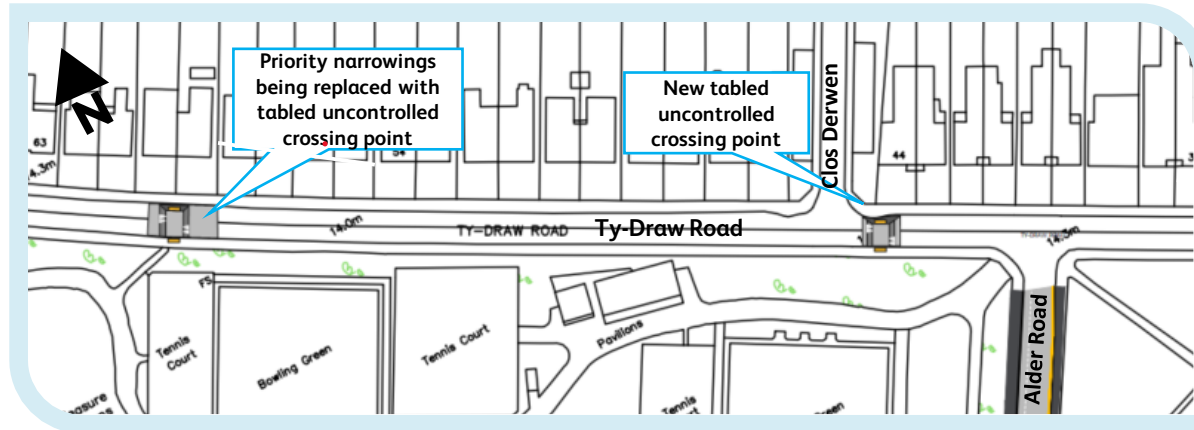


This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Roath Park Cycle Route

Roath Recreation Ground improvements

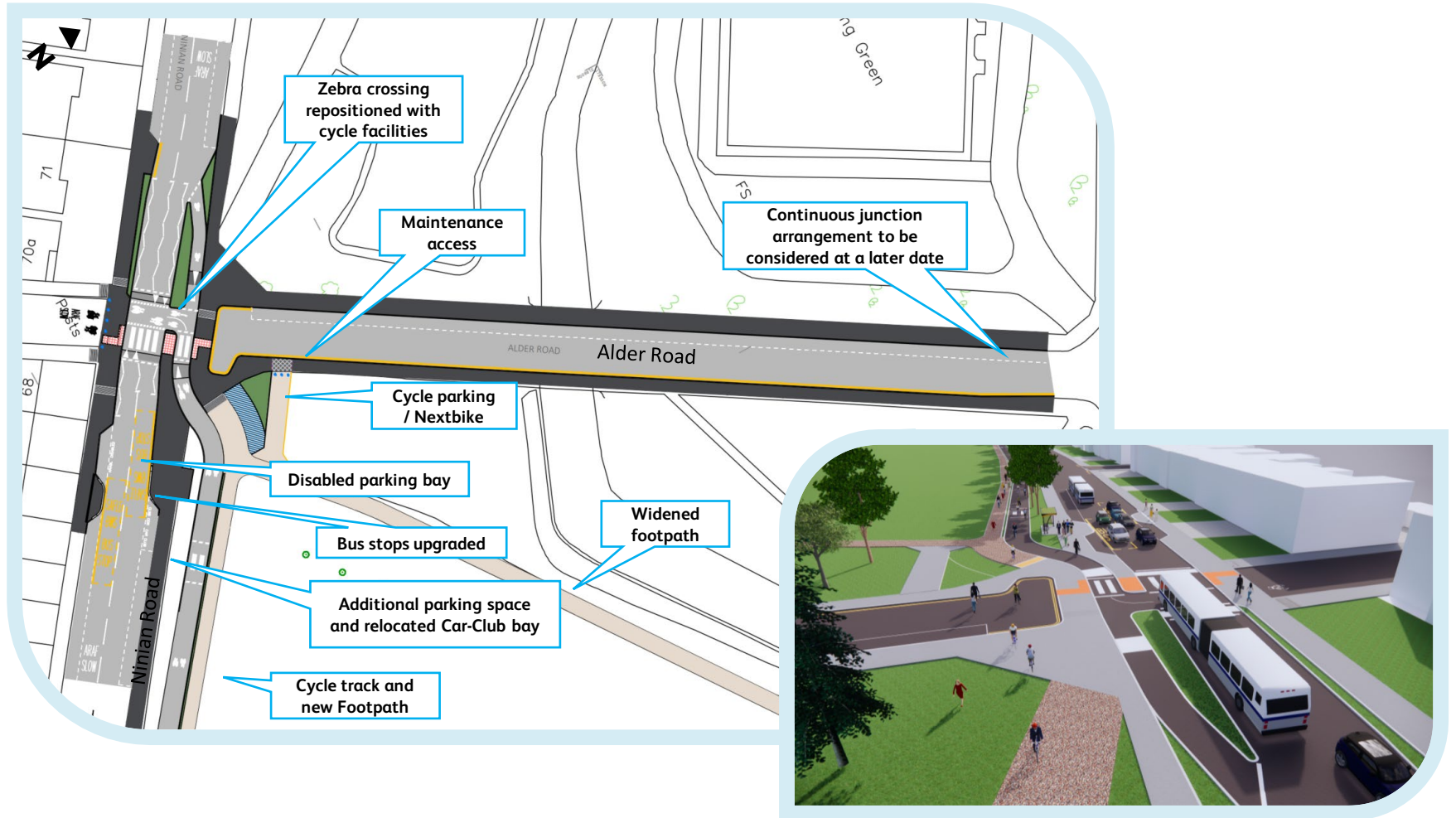
Consultation Report – Additional Proposal - Ty Draw Road



Roath Park Cycle Route

Roath Recreation Ground improvements

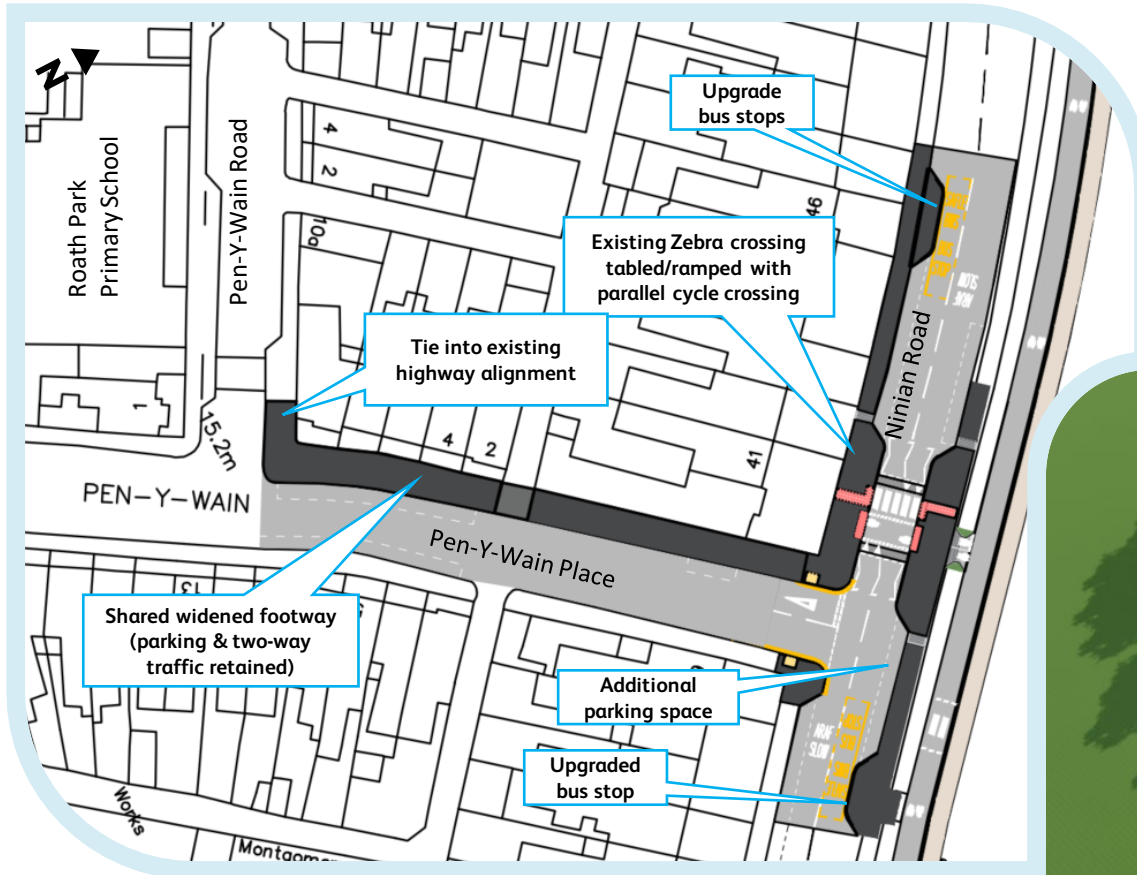
Consultation Report – Updated Plan for the Alder Road area



Roath Park Cycle Route

Roath Recreation Ground improvements

Consultation Report – Updated Plan for the Pen-Y-Wain Place area



Roath Park Cycle Route

Roath Recreation Ground improvements

Consultation Report – Updated Plan for the Community Centre area

