

Integrated Network Map Consultation Report



Cardiff Council

August 2017

Consultation Purpose

A public consultation was undertaken on the Draft Integrated Network Map (INM) for Cardiff in order to:

- Obtain feedback on the proposed INM routes and schemes
- Obtain feedback on problem areas which have not been identified as routes for the INM, to contribute to the future development of the INM
- To meet the consultation requirements under the duties set out in the Active Travel (Wales) Act 2013

Consultation Format

The public consultation on the Draft INM was undertaken between 3rd January 2017 and 28th March 2017.

The consultation was publicised through a press release, social media and direct contact to a number of organisations and individuals, including:

- Individuals and organisations who had asked to be consulted
- Stakeholder contact lists
- Relevant landowners

The Draft INM was published on the Cardiff Council website with an accompanying response form in Word format. A number of schools, stakeholder and public events were held, the details of which are set out below.

Schools Engagement

- Willows High School
A session was held with multiple class groups from Year 7. Feedback was provided in the form of individual response forms highlighting barriers to active travel in their community and providing comments on sections of the Integrated Network Map for south east Cardiff.
- Plasmawr School
4 sessions were held with multiple class groups from years 7, 8 and 9. Feedback was provided in the form of annotated copies of the Integrated Network Map. These sessions were undertaken with the support of Sustrans Active Journeys programme and attended by Council Officers and Sustrans South Wales Schools Officer.
- Fitzalan High School
A session was held with a Year 9 class group to identify routes and barriers to active travel in the local community. Feedback was provided in the form of annotated maps. This session was undertaken with the support of Sustrans Active Journeys programme and attended by Council Officers and Sustrans South Wales Schools Officer.

- Llandaff Primary School

A session was held with a Year 6 class group. Feedback was provided in the form of annotated copies of the Integrated Network Map. This session was undertaken led by Sustrans South Wales Schools Officer as part of the Active Journeys programme.

Stakeholder Groups

Meetings were held with the following stakeholder groups where copies of the INM were displayed and feedback received:

- Cycle Liaison Group
- Access Focus Group
- Local Access Forum
- Radyr & Morganstown Community Council

Public Consultation Events

Public consultation events were held at the following locations and dates where copies of the INM were displayed and feedback received:

- Grangetown Hub 7th February 6pm-7pm
- City Hall 23rd February 6pm-8pm
- The Old Library 11th March 10.30am-3pm

Summary of Responses

In addition to the comments received at the schools consultations and stakeholder groups, 123 written responses were received by email and post and 41 written responses were received from individuals at public consultation events.

Feedback on Proposed Schemes

The majority of comments received on specific schemes related to cycling routes:

- 380 on secondary routes schemes (excluding schemes removed because they overlap with primary routes)
- 226 on east west primary route schemes
- 171 on north south primary route schemes
- 68 on walking schemes

Appendix A sets out a summary of comments on each proposed walking scheme and amendments made to the INM following public consultation.

Appendix B sets out a summary of comments on each proposed cycling scheme and amendments made to the INM following public consultation.

Feedback on other active travel issues

409 comments were received on locations not addressed through the Draft Integrated Network Map and 49 additional routes were proposed. These will be addressed as follows:

- Comments relating to road safety concerns will be referred for assessment under the Council's annual Area Studies Investigation programme
- Comments relating to the Taff Trail will be considered as part of a study to identify improvements to the Trail in 2017/18
- Other comments and proposals for additional routes will be reconsidered when the Integrated Network Map is reviewed in 2020.

Appendix A
Walking INM Amendments

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
C1b	Albany Road/City Road junction: Review pedestrian crossing stages at junction of Mackintosh Place, Albany Road, Richmond Road, City Road, Crwys Road	2	1 requests a diagonal crossing from Mackintosh Place to Richmond Road. 1 requests parallel cycle crossings and advance signals for cycles.	None required. Crossing from the east side of Mackintosh Place to the northern side of Richmond Road is already possible in one stage. The junction is not currently part of the Cycling INM, but this will be reviewed for a later INM.	Review cycle provision at junction in 2020 INM.
C2a	City Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
C3b	Keppoch Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
C4b	Kincraig Street: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
C5b	Arran Street: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
C6a	Lowther Road to Northcote Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
C7a	Albany Road Primary/Plasnewydd Road: Widen footway	0		Scheme renumbered SCH20.	
C7b	Albany Road Primary/Strathnairn Street: Provide formal crossing point.	0		Scheme renumbered SCH20.	
CY2a	Hurford Place: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
CY3a	Hampton Crescent West: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
CY4a	Westminster Drive: Resurface and widen footways	0		Footway widening not feasible here, amend to resurfacing only.	
CY5a	Cyncoed Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
CY6a	Gwern-Rhuddi Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW1	Wroughton Place: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
FW3	Cowbridge Road West: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW4a	Western Avenue: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW4b	Western Avenue: Provide pedestrian crossing facilities	1	1 comment requesting a single stage crossing for pedestrians.	None required. Options for a straight across crossing will be considered as part of design process to develop scheme.	
FW5a	Ely Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW6a	St. Fagans Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW6c	St. Fagans Road (near Wellright Road): Formal Crossing facility	0		For clarity, scheme split into separate schemes for each crossing location, FW6c and FW6d.	
FW6d	St. Fagans Road (near Fairways Crescent): Formal Crossing facility	0		For clarity, scheme split into separate schemes for each crossing location, FW6c and FW6d.	
FW7	Finchley Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW9a	St. Fagans Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW12a	Fairwater Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
FW12b	Fairwater Road: Provide dropped kerbs and tactile paving at St Fagans Road, Brook Road and Norbury Road.	0		Error in text amended. Location is Norbury Road, not Fairwater Road.	
FW12c	Fairwater Road: Traffic calming	0		Remove from INM. Scheme is a duplicate of FW15a.	
FW15a	Fairwater Road: Traffic calming and formal crossings	0		Scheme renumbered SCH18.	
L1e	Llanedeyrn Drive Chapelwood to Roundwood: Replace subway with at grade crossing.	1	1 objects to removal of subway because this requires residents to cross the road.	None required.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
L3a	Circle Way/Glyn Coed: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
L4a	Llanedeyrn Drive: Resurface footways.	0		Scheme to be combined into area mass action for footway resurfacing.	
L4c	Llanedeyrn Drive: Improve crossing access to school.	0		Scheme renumbered SCH10.	
Ll2a	Cherry Orchard Road: Resurface footways.	0		Scheme to be combined into area mass action for footway resurfacing.	
Ll3	Cherry Orchard Road: Formal crossing footway improvements in vicinity of school.	0		Scheme renumbered SCH48.	
P1a	Waterloo Road: Resurface footway	0		Scheme to be combined into area mass action for footway resurfacing.	
P1d	Waterloo Road: Widen footway near St Margarets Church	9	9 respondents concerned that footway improvements may lead to the loss of existing mature trees.	None required. Footway widening works to take account of concerns raised about existing mature trees.	
P2a	Albany Road: Resurface footway	0		Scheme to be combined into area mass action for footway resurfacing.	
P2b	Marlborough Road/Waterloo Road roundabout: Improve crossing facilities at Marlborough Road/Waterloo Road roundabout.	2	1 supportive as long as trees are protected. 1 concerned about lane discipline, stating it is often unclear whether drivers intend to go left, straight ahead or right.	None required. Concerns about lane discipline to be investigated as a road safety issue through the Areas Studies process.	Refer concerns about lane discipline for investigation.
P3b	Stacey Road: Resurface footways at entrance to Stacey Road	0		Scheme to be combined into area mass action for footway resurfacing.	
P4a	Stacey Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
P5a	Newport Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
PO1a	Fields Park Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
PO1b	Fields Park Road: Provide dropped kerbs and tactile paving at desire line at Fairleigh Rd/Fields Park Rd junction	1	1 requests raised table due to concerns about ponding and gradients required for a dropped kerb.	None required. Drainage and gradients to be taken account of in scheme design.	
PO3a	Conway Road: Resurface footway	1	1 comment that tree routes impact available width and surface quality and requests that measures are taken to improve this without affecting the trees.	Scheme to be combined into area mass action for footway resurfacing. Concerns about trees will be taken account of as part of resurfacing work.	
PO3c	Conway Road: Traffic calming.	1	1 request fpr a one way system on Conway Road and Severn Grove to aid walking and cycling.	None required. A one way system would not allow for improvements to cycle provision in this location and may have a tendency to increase traffic speeds.	
PO6a	Pontcanna Street/Kings Road: Resurface footway	0		Scheme to be combined into area mass action for footway resurfacing.	
PO6b	Sneyd Street/Plasturton Avenue junction: Pedestrian crossing improvements, including provision of dropped kerbs, tactile paving and improved layout along desire lines.	0		Split into two schemes for clarity (PO6b / PO6c).	
PO6c	Pontcanna Street/Kings Road junction: Pedestrian crossing improvements	0		Split into two schemes for clarity (PO6b / PO6c).	
PO7c	Romilly Cres/Wyndham Cres.: Resurface footway.	0		Scheme to be combined into area mass action for footway resurfacing.	
PO8a	Severn Grove: Resurface footway	1	1 comment that tree roots impact available width and surface quality and requests that measures are taken to improve this without impacting the trees.	Scheme to be combined into area mass action for footway resurfacing. Concerns about trees will be taken account of as part of resurfacing work.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
PO8b	Wyndham Crescent: Improve junction layout to provide improved pedestrian crossing facilities at Romilly/Wyndham Crescent/Severn Grove/Severn Road Junction	2	1 comment notes that improvements are due to be provided through S106 contributions. 1 comment requests a Focus Group consultation on scheme design.	None required. The scheme will be funded through S106 as noted. Scheme consultation will follow the normal process.	
R2a	Heol Isaf: Resurface footway	0		Scheme to be combined into area mass action for footway resurfacing.	
R2c	Heol Isaf: Provide additional crossing facilities.	5	1 supportive. 4 request speed limit reduction to 20mph, particularly outside schools, 2 of which request additional traffic calming.	None required. A 20mph speed limit will need to be accompanied by physical measures in this location in order to be effective and will be considered as part of the implementation of infrastructure as set out in this plan.	
R3a	Park Road: Resurface footway	0		Scheme to be combined into area mass action for footway resurfacing.	
R3c	Park Road: Create school safety zone outside Radyr Primary School with traffic calming	4	1 supports school safety zone. 1 requests existing zebra is raised due to concerns about speed. 1 requests zebra is raised due to concern about speed and existing bollards replaced to improve visibility due to wear, and parking banned on Park Rd during school pick up/drop off times. 1 suggests re-routing the bus so it does not use Park Rd during school pick up/drop off times.	None required. School safety zone to include tabling of existing zebra. Scheme renumbered to SCH39.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
R4a	Heol Isaf: Resurface footway	1	1 requests a raised kerb or metal barrier along the footway to protect pedestrians on the footway from speeding vehicles.	Scheme to be combined into area mass action for footway resurfacing. Guardrail or raised kerbs will not be provided. They present a risk to cyclists on the carriageway. Other measures to be taken to reduce vehicle speeds on Heol Isaf.	
R5c	Heol Isaf: Improve pedestrian crossing facilities at Heol Isaf Junction.	1	1 supportive	None required.	
R6a	Min-y-Coed: Widen and resurface footways	2	1 states footways in a bad state of repair. 1 states footways do not need widening.	None required. In some places footway width is below standard.	
R6b	Min-y-Coed: Introduce dropped kerbs and tactile pavings at crossings.	1	1 states that sloping tactile surfaces are slippery when wet	None required. Tactile paving to be provided with appropriate skid resistance and gradients.	
R6c	Heol Isaf: Create formal crossing facility at Min-Y-Coed Junction.	16	16 responses support provision of a formal crossing facility in this location due to difficulty crossing road.	None required.	
R7a	Ty Mynydd: Widen and resurface footways.	1	1 notes footways in bad state of repair.	None required.	
R8a	Cae'r Graig: School safety zone with traffic calming at Bryn Deri Primary School.	2	2 supportive.	None required. Scheme renumbered SCH7.	
R9a	Heol Isaf: Traffic calming and school safety zone outside Radyr High School.	1	1 supportive.	None required. Scheme renumbered SCH4.	
R9b	Heol Isaf: Bollards to prevent footway parking.	0		Scheme renumbered SCH4.	
RO1a	Lake Road North/East/West: Resurface footways.	0		Scheme to be combined into area mass action for footway resurfacing.	
RO1d	Lake Road East: Formal pedestrian crossing	0		Split into two schemes for clarity (RO1d / RO1e).	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
RO1e	Lake Road West near park entrance: Formal pedestrian crossing			Split into two schemes for clarity (RO1d / RO1e).	
RO2a	Celyn Avenue: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
RO3a	Cyncoed Road: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
RO3c	Cyncoed Road: Provide formal pedestrian crossings on Cyncoed Road	1	1 supportive of additional crossings on Cyncoed Road due to difficulty crossing away from existing facilities.	None required.	
RO4a	Clearwen/Ogwen/Rannoch: Resurface footways	0		Scheme to be combined into area mass action for footway resurfacing.	
W1a	Bishops Road: Resurface footways	2	1 supportive. 1 requests crossing facilities at Bishops Road/Merthyr Road.	Scheme to be combined into area mass action for footway resurfacing. Request for additional crossing to be investigated as a road safety issue through the Areas Studies process.	Refer concerns about crossings for investigation.
W1b	Bishops Road: Radius kerbs to be removed	1	1 supportive.	Amend wording for clarity.	
W2b	Merthyr Road: Resurface footways	1	1 supportive.	Scheme to be combined into area mass action for footway resurfacing.	
W2d	Merthyr Road: Improve pedestrian crossing facilities at Mervyn Street	1	1 supportive.	None required.	
W3a	Penlline Road: Resurface footways	1	1 supportive.	Scheme to be combined into area mass action for footway resurfacing.	
W4a	Old Church Road: Resurface and widen footways where possible	1	1 supportive.	None required.	
W4b	Old Church Road: Provide dropped kerbs and tactile paving	1	1 supportive.	None required.	
W4c	Old Church Road: Relocate bus stops to improve pavement widths	1	1 supportive.	None required.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
W4d	Old Church Road: Improve pedestrian crossing facilities at Northern Avenue	1	1 supportive.	None required.	
W5a	Glan-y-Nant Terrace and Glan-y-Nant Road: Resurface footways.	2	1 supportive. 1 requests measures to prevent non residents parking/driving in streets during school times.	Scheme to be combined into area mass action for footway resurfacing. Scheme SCH34 to introduce parking restrictions.	
Cyncoed North Mass Action	Hurford Place, Hampton Crescent West, Cyncoed Road, Gwern-Rhuddi Road: Resurface footways	N/A	N/A	NEW - Mass action.	
Fairwater Mass Action	Wroughton Place, Fairwater Road, Cowbridge Road West, Western Avenue, Ely Road, St Fagans Road, Finchley Road: Resurface footways	N/A	N/A	NEW - Mass action.	
Lisvane & Thornhill Station Mass Actions	Cherry Orchard Road: Resurface footways	N/A	N/A	NEW - Mass action.	
Pontcanna Mass Actions	Fields Park Road, Conway Road, Pontcanna Street, Kings Road, Romilly Crescent, Wyndham Crescent, Severn Grove: Resurface footways	N/A	N/A	NEW - Mass action.	
Radyr Mass Actions	Heol Isaf, Park Road: Resurface footways	N/A	N/A	NEW - Mass action.	
Roath Mass Action	City Road, Keppoch Road, Kinraig Street, Arran Street, Lowther Road to Northcote Road: Resurface footways	N/A	N/A	NEW - Mass action.	

Reference	Scheme	No of comments	Summary of Consultation Responses	Changes following consultation	Other actions
Roath Park Mass Actions	Lake Road North/East/West, Celyn Avenue, Cyncoed Road, Clearwen Drive, Ogwen Drive, Rannoch Drive: Resurface footways	N/A	N/A	NEW - Mass action.	
Waterloo Gardens & Newport Rd Mass Actions	Waterloo Road, Albany Road, Stacey Road, Newport Road: Resurface footways	N/A	N/A	NEW - Mass action.	
Whitchurch Mass Actions	Bishops Road, Merthyr Road, Penlline Road, Glan-y-Nant Terrace, Glan-y-Nant Road: Resurface footways	N/A	N/A	NEW - Mass action.	

Appendix B
Cycling INM Amendments

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
1a	Allensbank Rd south of Wedal Rd: Review waiting restrictions and provide traffic calming.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
2a	Junction of King George V Drive and King George V Drive East: Provide cycle exemption to road closure.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
2b	Allensbank Road and Heath Park Avenue: Provide traffic calming.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
3a	Cathays Terrace/Crwys Road junction: Early start for cyclists, right turn for cyclists only onto Crwys Road, feeder lane for westbound cyclists.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
3b	Woodville Pub: Introduce cycle access through road end and convert pedestrian crossing to Toucan crossing.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
3c	Cathays Terrace: Reduce central motor traffic lane and widen cycle lanes, remove existing traffic islands and introduce zebra crossings.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
3d	Cathays Terrace/Catherine Street junction: Cycle bypass.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
3e	Railway Bridge linking to Corbett Road: Improve surface quality, reduce southbound lanes to one.	4	4 comments. 2 fully support. 1 suggests one way for motor traffic over bridge to allow segregation. 1 suggests using traffic lights to alternate motor and cycle flows.	Remove scheme. The proposed scheme will not adequately address the pinch point over the railway bridge. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Review for 2020 INM.
6a	Lowther Road from Salisbury Road to Richmond Road: Improve road surface and refresh markings.	3	3 comments. 1 question what improvement proposed scheme will deliver. 2 state proposed scheme is not adequate to address problems here.	Remove scheme. It is unclear that the proposed scheme will adequately address the pinch point under the railway bridge. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM	Review for 2020 INM.
6b	Lowther Road under railway bridge: Priority working with cycle bypasses.	5	5 comments. 1 agrees with proposal "much preferred". 1 questions what improvement proposed scheme will deliver. 1 suggests realigning route. 1 suggests making Lowther one way for motor traffic. 1 states proposal is "poor provision for cycling".	Remove scheme. It is unclear that the proposed scheme will adequately address the pinch point under the railway bridge. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM	Review for 2020 INM.

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
7	Richmond Road between Northcote Street and Lowther Road: Revise road markings to provide clear route for cyclists.	2	2 comments. Both state that proposed scheme is not sufficient to address problems here.	Remove scheme. It is unclear that the proposed scheme will adequately address the issues with crossing Richmond Road at this junction. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Review for 2020 INM.
10a	Newport Road from Southern Way to Queen Street: Review of existing route to improve on-carriageway cycle facilities.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
10b	Newport Road outside Carpet Right: Relocate street furniture associated with bus stop.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
10c	Newport Road East of Rover Way: Widen existing shared use cycle track and improve levels/gradients.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
10d	South western approach to junction of Newport Road and Rover Way: Widen existing cycle track at expense of advanced stop line and provide toucan crossings; also improve visibility for pedestrians and cyclists crossing Rover Way.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
10e	Newport Road: Relocate street furniture associated with bus stop outside no. 302.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
18a	Route through Hamadryad Park: Widen sections of off road route.	1	1 comment: "Query location Sth/Noth?"	No changes required.	
18b	Southern end of Hamadryad Road: Change access barrier to park.	2	2 comments. 1 requests both barriers changed. 1 states barriers should be removed.	For clarity, amend to "replace access barriers to ensure access arrangement allows for cycles, pushchairs and wheelchairs".	
21a	Penarth Road from Dumballs Road to Taff Embankment: Provision of light segregation.	3	3 comments. 1 states light segregation not sufficient. 1 requests wands rather than armadillos and states cycle lanes must be widened too. 1 requests enforcement to ensure Riverside access to provision within sites and crossings to Dumballs Road.	No changes required. ATDG Table 6.2 states light segregation on a 30mph road acceptable treatment to create cycle track.	
21b	Penarth Rd/Tresillian Way junction: Improvements to allow southbound cyclists to access southwest bound cycle lanes on Penarth Road.	3	3 comments. 1 states on road cycle lanes not sufficient. 2 note difficulties turning right from rail station, requests extra time for cyclists to cross junction and better segregation on Penarth Rd as at peak times cars queue in existing cycle lanes.	Amend to include reducing waiting times for cyclists, improve access to existing off road route on Tresillian Way and improve access to rail station.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
21c	Penarth Road north of Callaghan Square: On road cycle lanes.	3	2 comments. 1 states on road cycle lanes not sufficient. 2 request cycle lanes and improvements to road surface/potholes.	Amend to include surface improvements.	
22a	Existing footway along Taff Embankment from Penarth Road to Blaenclydach Street: Widen and convert to shared use.	4	4 comments referring to schemes 22a-d. 2 not satisfied with a back street route (1 of which supports Toucan at 22d). 1 requests parallel ped/cycle crossings and toucans (22b and 22d). 1 doesn't want shared use at 22a.	Remove scheme from INM and retain aspirational route. Reassess following implementation of Greener Grangetown scheme.	Review for 2020 INM.
22b	Near Blaenclydach Street: Install traffic island.	As above.	As above.	Remove scheme from INM and retain aspirational route. Reassess following implementation of Greener Grangetown scheme.	Review for 2020 INM.
22c	Corporation Rd/Redlaver St junction: Improve link to zebra crossing.	As above.	As above.	None required.	
22d	Clive Street/Penarth Rd junction: Upgrade to Toucan crossing.	As above.	As above.	None required. A Toucan will provide an appropriate link to the existing shared use on Penarth Road.	
22e	NEW SCHEME: Coedcae St and Redlaver St: 20mph limit.	N/A	N/A	New scheme to implement 20mph limit required to support proposed junction improvements for existing on road route to ensure compliance with ATDG.	
24a	Cowbridge Road East from Cardiff Bridge to Cathedral Road: Reduce traffic lane widths and widen cycle lanes.	6	1 suggests a Poynton style design to improve access to CRE as an important district centre. 1 states full segregation required due to speed and flows. 1 supportive but states links to other infrastructure needed. 1 states improved method of segregation required, supportive of wider cycle facilities and requests a NS route provided for the Taff Trail under Cardiff Bridge. 1 requests route formalised under bridge and more crossing time for peds/cycles at Toucan. 1 not certain sufficient width is available to provide wider lanes and requests removal of trief kerbs on Cardiff Bridge due to debris on the cycle track and inability to make evasive manoeuvre when peds step into cycle path.	As consultation responses have highlighted, a cycle track (including light segregation or hybrid tracks) is required in according with ATDG Table 6.2. Amend to take account of this. It is not feasible to create a route under Cardiff Bridge.	
24b	Cathedral Road/Cowbridge Road East junction: Early start for cyclists.	3	1 suggests a Poynton style design to improve access to CRE as an important district centre. 2 states full segregation/dedicated infrastructure required.	None required. Early start for cyclists will help separate cycle and vehicle flows.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
24c	Cowbridge Road East from Cathedral Road to Neville Street: Reduce traffic lanes to one in each direction and widen cycle lanes.	4	1 suggests a Poynton style design to improve access to CRE as an important district centre. 3 states full segregation required due to speed and flows and cars parked in cycle lanes.	As consultation responses have highlighted, a cycle track (including light segregation or hybrid tracks) is required in according with ATDG Table 6.2. Scheme amended to account for this.	
24d	Cowbridge Road East/Neville Street junction: Early start for cyclists.	5	1 suggests a Poynton style design to improve access to CRE as an important district centre. 1 states full segregation required due to speed and flows. 1 states "useless". 2 state current right turn arrangement into CRE is too complicated and would prefer single central segregated lane and an early start for cyclists.	Amend to include review of jug handle arrangement for right turn into Cowbridge Road East.	
25a	Cowbridge Road East/Llandaff Road Junction: Early start for cyclists provided through signal timing changes at signal junction.	7	Comments for 25a,b&c: 1 supportive of all proposals. 1 states links to good infrastructure required. 1 concerned 20mph not effective without enforcement. 2 concerned about large volumes of traffic which does not create a comfortable environment for cycling and will not be addressed by proposals, preferring modal filters/one way/pedestrianisation/segregated facilities. 1 requests 20mph from Kings Rd to Delta St. 1 requests safe access to Llandaff Road junction at peak times due to congestion and locations of bus stops.	Scheme to be retained as a relatively low cost intervention to improve safety at junctions. However, due to traffic flows along this corridor provision of a segregated east west active travel route from the city centre to Ely Bridge will be required. Further work is required to establish an appropriate route for this, which will be undertaken as part of a future update to the INM.	Identify options for east west route in 2020 INM.
25b	Cowbridge Road East/Lansdowne Road Junction: Early start for cyclists provided through signal timing changes at signal junction.	As above.	As above.	None required.	
25c	Cowbridge Road East from Llandaff Road to Victoria Park: 20mph limit.	As above.	As above.	Extend 20mph limit to Neville Street.	
25d	Cowbridge Road East/Delta Street junction: Cycle bypass at signals.	As above.	As above.	None required.	
26	Cowbridge Road West from Dyfrig Road to Grand Avenue: Option 1: Hybrid cycle track. Option 2: Off road cycle facilities.	8	8 comments all in favour of segregated provision here.	None. All options under consideration provide segregated provision. For clarity, amend "Dyfrig Road" to "Riverside Terrace".	
27	Grand Avenue: Cycle Lanes.	3	3 comments. 2 reference that provision must be in line with Cycling Strategy/Active Travel Guidance. 1 notes cycle lanes must be protected if speed limits remain at 30mph and requests route extends to Nant Y Rhos and Cwrt Cadno.	None. Provision will be in line with ATDG. Potential to extend route will be reviewed as part of a future INM.	Review options to extend route to Nant y Rhos and Cwrt Cadno for 2020 INM.

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
29a	James St between Bute St and Bute Pl junction: Widen footway and convert to shared use and reduce traffic lanes and widen cycle lane.	4	1 supportive and recommends extending shared use up lower Bute St to the rail station and better transition between Bute Street and Lloyd George. 2 concerned about parking and suggest parking protected/wider cycle lanes. 1 does not support shared use.	Amend to "provide off road route with links to rail station". Whether the route will be segregated or shared will be established through next phase of design work.	
29b	James St/Mermaid Quay: Upgrade pedestrian crossing to Toucan and remove guard rail.	2	1 supportive. 1 suggests raised table at junction.	None required.	
29c	Mermaid Quay: Designate as shared use area.	1	1 supportive.	Reworded for clarity.	
29d	James Street/Harrowby Street junction: Continue cycle lane through junction.	0	0 comments.	None required.	
29e	Clarence Bridge: Remove substandard cycle lanes, improve surface and install cycle symbols.	3	2 request dedicated cycle lane. 1 states current arrangement is "useless/awful/dangerous" but that cycle symbols and removal of cycle lanes will not address issues.	Further investigation has been undertaken which shows that cycle lanes meeting ATDG standards cannot be accommodated within the span of the existing bridge. Proposals to remain as a short term low cost scheme to address existing sub standard provision in conjunction with Council's resurfacing programme. Long term a new cycle bridge would be required.	
29f	James St/Bute St junction: Early start for cyclists.	1	1 states "not required if dedicated space is provided here".	None required. Measures will help separate cycle and motor vehicle flows.	
30	Taff Embankment: Traffic calming, resurfacing and side road entry treatments linked to Greener Grangetown scheme.	4	3 comments referencing current condition of Taff Embankment and stating improvements required. 1 requests continuity of routes from Llanbradach St junction.	Amend to make reference to "bicycle street" for clarity.	
38	Merthyr Road through Tongwynlais: Review traffic calming to ensure compliance with 20mph zone, centre line removal and possible cycle lanes. Surface improvements, cycle bypasses at buildouts.	2	2 comments. 1 complains about lack of 20mph enforcement and parked cars. 1 pleased with proposals and requests extension of route along riverside path from Gelynis Bridge to top end of Tongwynlais.	None required. Improvements to traffic calming will improve compliance with 20mph limit. Potential to extend route along riverside path will be reviewed as part of a future INM.	Review options to extend route along riverside for 2020 INM.
40a	Colum Road: Introduce 20mph limit and widen cycle lanes by reducing running lane.	5	5 comments. 1 concerned about lack of provision at Corbett Rd jct. 1 complains about existing provision. 3 request hard segregation due to traffic flows etc.	None required. ATDG Table 6.2 states cycle lanes are appropriate for a secondary route at 20mph.	
40b	Colum Road/North Road junction: Convert to single stage crossing.	5	5 comments. 3 identical requesting widening of crossing, entrance to Taff Trail and western footway of North Road due to numbers of peds and cyclists. 2 identical fully support proposal.	Amend to include a review of the alignment of the crossing and location of street furniture to improve access to Taff Trail.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
41a	Boulevard de Nantes/Park Place junction: Toucan crossing and associated cycle track links.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
41b	Between City Hall Road and park: Dropped kerb and direct cycle connection.	0	0 comments.	None required.	
45a	Footbridge over Western Avenue within Gabalfa Interchange: Remove cyclists dismount signs. Potentially provide higher parapets.	3	3 comments. 1 states "poor provision". 1 supportive. 1 request all barriers removed and bollard provided if needed to slow people down.	Amend to include a review of the existing access controls.	
47a	Lake Road East & West: Introduce one way system to provide space for cycling and facilitate parking, 20mph speed limit.	6	6 comments. 1 fully supportive. 3 emphasise need for segregated facilities. 1 concerned about impact on traffic flow and asks if modelling has been done. 1 suggests one way treatment on both sides of lake.	Amend for clarity. Space for cycling will be provided through a cycle track. Modelling work to be undertaken as part of next phase of scheme development.	
47b	Approach to Fair oak Roundabout: Remove cycle lane leading to Wedal Road.	3	3 comments. 2 request that more is done to improve situation if cycle lane is to be removed. 1 suggests existing cycle lane is useful.	None required. Existing cycle lane is substandard. Wider improvements to be provided through scheme ref 47c.	
47c	Fair oak Roundabout: Install hatching around central island of roundabout.	2	2 comments. 1 references serious collision with cyclist at junction and suggests complete redesign to segregate cyclists from motor vehicles. 1 questions impact of hatching.	Amend to reflect need to redesign roundabout to segregate cyclists from motor vehicles.	
49	Llanedeyrn Road from Llwyn-y-Grant Terrace to Carisbrooke Way: Option 1: provision of off road cycle facilities. Option 2: Centre line removal and provision of advisory cycle lanes, improvements to existing traffic calming and provision of additional traffic calming.	2	2 comments, both favouring option 1.	Amend to note option 1 is preferred and option 2 will require 20mph to be compliant with ATDG for a secondary route.	
52	Rumney Trail north of Newport Road: Provide lighting.	14	13 supportive. 1 concerned about impact of lighting on wildlife at night time.	None required.	
53a	Ball Lane: Amend access barrier at bridge.	4	2 state barriers are a collision risk. 1 suggests remove barrier completely. 1 describes existing barrier as "tank trap", requests details of replacement, and notes that steps and surface on approach are not suitable for wheelchairs, pushchairs or recumbent cycles.	For clarity, amend to "replace access barriers to ensure access arrangement allows for cycles, pushchairs and wheelchairs".	
53b	Off-road link from Pentwyn Drive to Rumney Trail: Provide lighting.	4	3 supportive. 1 states surface of track too rough for recumbents or wheelchairs.	Amend to include surface improvements.	
55	Junction of Central Link and Adam Street: Provide toucan crossing and associated cycle track links.	3	3 comments. 2 supportive. 1 notes existing lack of signage.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
56a	Pearl Street: Improve road surface and provide dropped kerb at road end.	4	1 states "poor infrastructure". 1 requests resurfacing. 1 requests reminders for car users that it is cycle route. 1 requests cycle route signage.	Amend to include 20mph limit, signage improvements and cycle symbols.	
56b	Beresford Road: Remove centre line, widen ghost island for cyclists.	3	1 concerned not sufficient to encourage people to cycle. 1 requests resurfacing and segregated cycle provision. 1 requests cycle route signage.	Scheme to be retained as a low cost intervention that could be delivered in conjunction with the Council's resurfacing programme. However, due to vehicle flows (approx. 9500 in 2013) further consideration is needed as to whether a segregated cycle route can be achieved on this route.	
57	Ely Mill Development Site: Route to be assessed following completion of the Mill development.	4	1 asks "why is no route being provided on a brand new development?". 1 asks if off road Ely Trail route will be completed. 1 suggests investigating railway bridge crossing or bringing route through development. 1 suggests crossing River Ely, improve access to crossing at Ely Bridge or both.	Amend for clarity. Off road route to be provided through site as part of development.	
72	Merthyr Road from Coryton Interchange to Tongwynlais: Improvements to traffic calming and road surface.	1	1 states "no space for cycling here".	None required. In accordance with ATDG Table 6.2 daily flows are low enough for a secondary route with 20mph limit to be shared with motor vehicles.	
75	Northern Avenue from Railway bridge to Whitchurch High School: Improve signage to clearly mark shared use sections, remove/relocate potential obstacles on shared path.	4	1 requests amendment to bus lane signs to be clear that cycling is permitted. 1 states route should be continuous and that shared use next to a school is inappropriate because likely to be busy. 2 request cycle/ped priority at side roads (1 of which states cycle provision should be segregated and resurfacing required).	None required. Scheme provides small scale improvements to an existing shared use facility which would otherwise meet the requirements for a secondary route.	
83	Rhydelig Avenue: Removal of centre line and installation of advisory cycle lanes, subject to space.	2	2 concerned advisory lanes are not sufficient.	Amend scheme. Design work undertaken to date has shown that advisory cycle lanes cannot be accommodated on Rhydelig Avenue, however traffic surveys show AADT below 5000. Scheme amended to on road route with 20mph limit and associated traffic calming.	
84	Off road path to Llandaff Cathedral: Upgrade path surface.	4	1 states it should be widened and surfaced to active travel standards. 1 states it should be segregated from peds. 2 requests tarmacing due to restricted muddy section.	Amend for clarity. Off road route to be widened to Active Travel standards and surface to be tarmac.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
85a	Nant Fawr Woods path: Widen to provide shared use path with appropriate lighting.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
85b	Lake Road North: Traffic calming, centre line removal and advisory cycle lanes, subject to space.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
87	Access from Llandaff Fields to Fields Park Road: Relocation of bollard, surface improvements.	2	1 supportive. 1 requests including clear signage to show whether cycle route demarcated or shared use.	Amend to include signage improvements. Link will remain shared.	
90a	Windway Avenue: Traffic calming and extension of 20mph limit.	2	Comment for 90a,b&c: 1 comment states that enforcement of 20mph required and states "currently very hostile to cycling, cars parked on pavements and no space for cycling". 1 suggests bringing route through Ely Mill development.	None required. Flows are low enough for an on road route to be appropriate if supported by 20mph and traffic calming where required.	
90b	Thompson Avenue/Romilly Road Junction: Refresh road markings.	As above	As above.	None required. Flows are low enough for an on road route to be appropriate if supported by 20mph and traffic calming where required.	
90c	Windway Avenue/Thompson Avenue Junction: Raised table at junction.	As above	As above.	None required. Flows are low enough for an on road route to be appropriate if supported by 20mph and traffic calming where required.	
91	Cathedral Road/Talbot Street junction: Early start for cyclists at signals and surface improvements.	2	1 sates "YES please ! Thank you!", 1 states "Poor provision for cycling - will not encourage others to cycle".	None required.	
92a	Ryder Street to Romilly Crescent: Improvements to surface and road markings.	2	1 supportive. 1 questions how proposal will encourage cycling.	None required.	
92b	Ryder Street/Plasturton Place, Plasturton Avenue/Sneyd Street, Kings Road/Severn Grove: Treatment of side roads.	2	1 questions how proposal will encourage cycling. 1 not clear what "treatment of side roads" means.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
93a	Romilly Road: Introduce 20mph limit, traffic calming, centre line removal, surface improvements and treatment of side roads.	6	2 concerned that 20mph is not enforced (1 of which states "proper infrastructure" needed, 1 states they "do not see how surface improvements will make it safe for cycling"). 1 suggests changing parking layout to provide segregated facility or consider using Pembroke Road for cycle route. 1 states road is wide enough for advisory cycle lanes and requests these are provided. 2 support surface improvements.	Remove 20mph, as this has now been implemented. Measured traffic flows on Romilly Crescent are approximately 5000 per day (2010) which is at the very upper limit for an on road secondary route. There is not sufficient space along this corridor to implement cycle lanes to active travel standards. The proposed treatments will create a safer environment by ensuring compliance with the 20mph limit and improving the road surface.	
93b	Romilly Road/Llandaff Road Junction: Provide Advanced Stop Lines.	6	2 do not support ASLs because they are not well observed by motorists. 2 request consideration of low level cycle signals/early start for cyclists (1 of which also suggests ghost island for cyclists turning right from Llandaff Road into Romilly Road). 1 requests cycle lanes to bypass queuing traffic in PM peak heading westbound. 1 supportive.	Amend to include early start for cyclists.	
96a	Western Ave N/Aberteifi Crescent junction: Junction improvements to make crossing easier for cyclists.	4	2 supportive. 2 request realignment of cycle crossing to avoid deviation from "desire line".	None required.	
96b	Western Avenue from Cardiff Met to Gabalfa Interchange: Widen shared use path.	15	2 do not support shared use. 2 requests dropped kerbs installed/improved across the front of the cottage. 5 request cycle path. 4 request additional crossings. 1 requests resurfacing of path. 1 requests more cycle parking.	There is some overlap with EW38 which will provide a cycle track from Llandaff Fields to the path to Llandaff Cathedral. Scheme to be amended to take account of this.	
96c	Western Avenue access to Taff Trail: Improve access to Taff Trail.	7	2 note need to ensure access for disabled users/special bikes, 2 request drainage improvements due to flooding in underpass, 1 requests lighting, mirrors and lane markings in underpass in addition to better access to A48, 1 requests lighting and mirrors and creation of an additional access to Tesco. 1 requests access to Taff Trail that does not require dismounting.	For clarity, amend to "to enable access for non-standard cycles, pushchairs and wheelchairs" and include a review of the drainage and lighting in the underpass.	Investigate options to create a more direct access to retail park from Taff Trail.
98a	Pedestrian link between Mill Lane and Tredegar Street: Permit cycling.	5	4 supportive. 1 requests cycling provision alongside ped crossing.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
98b	St Mary Street: Provide contraflow or exemption to one-way street and utilise wide raised signal controlled crossing.	6	1 supportive. 1 states it is currently not clear whether cycle route is on road or off road through taxi area. 2 comment that contraflow is already provided. 1 requests safe access northbound. 1 requests protection from taxis and delivery vehicles.	As consultation responses have noted, an exemption to the one way is already in place for cycling. Amend to improve signage of current exemption.	
99	Dumfries Place, Stuttgarter Strasse, Boulevard de Nantes, Duke Street: Provide continuous segregated off road cycle route.	N/A	N/A	Remove scheme. Improvements to be provided through NS/EW Primary Routes.	
100a	Bute Terrace from Customhouse St to Adam St: Reduce delay for cyclists at signal junctions.	1	1 supportive.	None required.	
100b	Bute Terrace from Customhouse St to Adam St: Provide continuous segregated off road cycle route.	2	2 supportive.	None required.	
101	Queen Street: Permit cycling.	13	4 fully support. 2 support but suggest limiting obstructions caused by other uses (stalls, carousels, vans etc). 2 support but suggest segregation may be required to reduce conflict. 1 supports but requests changes to surface due to conditions when wet. 1 supports but says measures required to make peds aware of cycles and reduce cycle speeds. 3 states segregated provision required.	None required. Detail of what will be required to facilitate permitting cycling on Queen Street will be identified through next phase of scheme development.	
102a	Station Terrace, David St, Mary Ann St: Reduce delay for cyclists at signal junctions.	0	0 comments.	Station Terrace will be addressed through schemes NS17/18. For clarity replace "Station Terrace" with "Guildford Street" in description.	
102b	Station Terrace from Bute Terrace to Newport Road: Provision of on road cycle lanes.	2	1 concerned that cycle lanes will not be observed by drivers and requests soft segregation. 1 states cycle lanes "generally poor" if not segregated due to cars driving/parking in them.	Station Terrace will be addressed through schemes NS17/18. For clarity route is Bridge Street, David Street and Mary Ann Street. A 20mph limit will also be required.	
103	St Mary St/Wood St jct: Early start for cyclists. On road section of St Mary St: Provision of advisory cycle lanes.	3	1 supportive, states safer to reach ASL. 1 states it would be poor, obstructed by loading vehicles, and "proper infrastructure" needed. 1 states it is not clear north of Caroline Street whether cyclists should use the road or the pavement.	Amend to parking protected cycle lanes with bus stop bypasses.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
104	Cathays Cemetery path linking Allensbank Road to Fair oak Road: Permit cycling.	7	1 supportive. 3 noted concerns about including appropriate access to/from Allensbank Road (1 of which otherwise welcomes proposals). 1 notes time restrictions and need to improve access at both ends. 1 notes need for on road provision in addition to cemetery route due to closing hours, also need to resurface route through cemetery. 1 does not support, concerned about potential damage to cemetery.	Remove from INM. Preferred route to be delivered through Primary Route schemes NS28-NS31 due to restricted opening hours of Cathays Cemetery.	
105a	Ty Glas Ave: Widen advisory cycle lanes and bypasses through traffic calming, removal of centre line, prevent parking in cycle lanes at school start/finish times.	10	Comments for 105a,b&c: 3 state segregated provision needed. 1 would prefer segregated provision, if this not possible shared use on one side. 1 states not ambitious enough and will not provide for school children at Coed Glas. 1 states need to prevent parking in cycle lanes on Ty Glas Ave. 1 states buildouts need to be removed at informal crossings on Ty Glas Ave. 2 state bypasses through traffic calming must have smooth surface and sufficient lead in (6 metres). 1 suggests shared space treatment through Llanishen Village and resurfacing required at Station Rd near Fidl as Road.	Include 20mph limit to ensure provision is appropriate for a secondary route according to ATDG Table 6.2.	
105b	Fidlas Road from Ty Glas Ave to Station Road: Provide traffic calming and removal of centre lines, review waiting restrictions and provide advisory cycle lanes, subject to space.	As above.	As above.	Available traffic flow data indicates traffic flows are well in excess of 5000 per day, although data is from 2005. With reference to scheme 105c, further work required to confirm whether appropriate cycle facilities can be provided on this route. Scheme to be removed from INM, route to be retained as aspirational route and solutions reconsidered in a future INM.	Review for 2020 INM.
105c	Station Road from Fidl as Road to Everest Avenue: Extend traffic calming, remove centre lines, review waiting restrictions and provide advisory cycle lanes, subject to space.	As above.	As above.	2014 traffic flow data indicates AADT of approximately 9500. Minimum provision of cycle lanes and 20mph limit would be required. Scheme to be removed from INM, route to be retained as aspirational route and solutions reconsidered in a future INM.	Review for 2020 INM.

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106	Heol Hir from Excalibur Drive to Everest Avenue: Centre line removal and provision of advisory cycle lanes, subject to space. Southbound cycle bypass at priority working.	3	1 states segregated provision required. 2 states resurfacing required on some sections of route near kerb.	Available traffic flow data indicates traffic flows are well in excess of 5000 per day, although data is from 2006. Further work required to confirm whether appropriate cycle facilities can be provided on this route. Scheme to be removed from INM, route to be retained as aspirational route and solutions reconsidered in a future INM.	Review for 2020 INM.
107	Cyncoed Road: Traffic calming, centre line removal and advisory cycle lanes, subject to space.	3	2 states segregated provision required. 1 requests details of type and extent of traffic calming.	Amend to include 20mph limit and remove caveat. Provision of cycle lanes appropriate for a secondary route with 20mph limit in accordance with ATDG Table 6.2.	
108	Ty Gwyn Road: 20mph speed restriction, review traffic calming, surface improvements.	1	1 concerned 20mph ineffective without enforcement.	None required. Implementation of traffic calming will ensure compliance with 20mph limit.	
110	Greenway Road: Alterations to traffic calming and provision of cycle bypasses at buildouts, surface improvements, tightening kerb radii at side roads.	3	1 states segregated provision required. 1 states traffic calming not sufficient to encourage cycling. 1 states traffic calming needed.	Amend to include cycle lanes and 20mph limit.	
111	Newport Rd from city centre to Four Elms Rd: Option 1: hybrid cycle track. Option 2: shared use cycle/footway.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
112a	Newport Road from Southern Way to New Road: Widen existing shared use cycle/footway and extend to junction with New Road. Provide link from New Road to off road facility.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
112b	New Road: 20mph speed restriction, amendments to existing traffic calming, provide cycle bypasses at priority workings.	1	1 concerned 20mph ineffective without enforcement.	None required. Implementation of traffic calming will ensure compliance with 20mph limit.	
113	Broadway: 20mph speed restriction, traffic calming, centre line removal, entry treatments at side roads.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
115	Trowbridge Road: Improvements to existing cycle lanes.	8	6 supportive. 1 notes poor surface on Trowbridge Road and associated side roads. 1 notes existing cycle lanes are parked in/pavement parking and requests "dedicated lanes".	For clarity, amend to include widening and resurfacing existing lanes.	
116a	Brachdy Road/Quarry Dale junction: Provide cycle bypass through road closures.	5	4 supportive. 1 supportive but notes no links to segregated provision.	None required.	

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116b	Brachdy Rd and Llanstephan Rd: Surface improvements.	1	1 supportive, also footway resurfacing.	Include 20mph limit to support on road route.	
117a	Ty Mawr Road: Provide on road cycle lanes.	2	2 do not support on road cycle lanes due to obstructions by parked cars.	None required. Scheme design to take account of parking requirements.	
117b	Rumney Hill Gardens: Widen woodland path to provide shared use cycle/footway with appropriate lighting.	3	2 do not support shared use. 1 supportive of improvements to trail and requests additional chicanes to reduce gradient to improve for wheelchair users and recumbent cycles.	Shared use is considered appropriate in this location as an off road route away from the road with low cycle flows. Amend to include consideration of whether a zig zag can be provided to reduce gradient.	
117c	Newport Road from Rumney Hill Gardens to Ty Mawr Road: Improve signage of existing shared use path.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
118a	Sanquahar Street/ Windsor Road junction: Crossing and link.	1	1 questions how this will enable cycling.	Scheme to be removed. Since the publication of the Draft INM a zebra crossing scheme has been implemented here. Route will be reassessed for future INM.	Route audit for 2020 ERM.
118b	Tyndall Street between Central Link and Bute Street: Widen northern footway and convert to shared use cycle/footway.	3	2 do not support shared use on Tyndall Street and request segregated cycle track with reduction in traffic lanes. 1 questions how railway will be crossed.	Scheme overlaps NS7. Amend scheme to extend cycle track from NS7 to link Central Link and Bute Street.	
119	Shared use path along east side of Bute East Dock – surface improvements.	1	1 questions why improvements are proposed here because it is not on the ERM.	None required. The INM includes several routes which were not on the ERM.	
120	Hemingway Road: Provision of off road cycle facilities.	1	1 supportive, states "ensure these are high quality".	None required.	
121	Carlisle Street: Surfacing and road marking improvements at junctions.	1	1 questions how it will enable cycling. 1 finds cycling on Railway Street/Cumnock Place quieter/safer, suggests Cathays Terrace treatment for Carlisle Street.	2009 traffic count data indicates AADT of approximately 5000 which is at the very upper limit for an on road secondary route. Include 20mph limit to ensure provision is appropriate for a secondary route according to ATDG Table 6.2.	
122b	Central Link junction: Conversion of existing pedestrian crossing to provide cycle crossing to Davis Street and eastern side of Adam Street with as few stages as possible.	As below.	As below.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
122c	Adam Street between Central Link and Morgan Street: Creation of two way off road cycle track on eastern side of road.		1 Comment for all three schemes: 1 supportive.	Scheme overlaps with NS13/14. Amend to "extend two way off road cycle route provided through NS13/14 to connect to Central Link.	
122	Between Central Link and Morgan Street: Provision of signalled cycle crossing facility.	N/A	N/A	Remove scheme. Improvements to be provided through NS Primary Route.	
123a	Wood Street/Clare Street junction: Provision of a signalised bus gate & Advanced Stop Line on Tudor Street.		1 1 states dedicated cycle infrastructure needed and link to railway station important.	Scheme to be removed from INM. Requirements for route in this location to be reassessed in light of development proposals at Central Square.	Review for 2020 INM.
123b	Wood Street/Scott Road junction: Advanced Stop Lines.		3 1 supportive. 1 states dedicated cycle infrastructure needed and link to railway station important. 1 requests better access to Central Square, Central Station (bike hub) and front of station/Saunders Road.	Scheme to be removed from INM. Requirements for route in this location to be reassessed in light of development proposals at Central Square.	Review for 2020 INM.
123c	Wood Street: Widen and convert southern footway to shared use between station access and bridge over River Taff.		5 2 do not support shared use (1 because it is "poor provision", 1 because they prefer to cycle on road here and are concerned that narrowing the carriageway will make this more difficult). 2 request greater priority to peds and cyclists crossing Wood St on west side of river (Taff Trail).	Scheme to be removed from INM. Requirements for route in this location to be reassessed in light of development proposals at Central Square.	Review for 2020 INM.
125	Bwlch Road: Improvements to access barriers.		2 1 requests all barriers removed. 1 supportive and also requests resurfacing of route all the way to St Fagans due to poor surface quality making route inaccessible for wheelchairs and special bicycles.	For clarity, amend to "replace access barriers to ensure access arrangement allows for cycles, pushchairs and wheelchairs". Extend scheme to include surfacing of route to St Fagans.	
126	Heol Trelai from Heol Ebwy to Cowbridge Road West: Provide cycle bypasses through buildouts.		2 2 request segregated cycle lanes in both directions.	Amend to include cycle lanes and 20mph limit (extended from that proposed on Bishopston Road/Amroth Road).	
127a	Path between Bromley Drive/Treseder Way: Remove gates.		2 2 supportive.	None required.	
127b	Bishopston Road and Amroth Road: 20mph speed restriction and review of traffic calming to ensure compliance, surface improvements.		1 Comments for 127b&c: 1 concerned 20mph ineffective without enforcement and does not think surface improvements will improve cycling safety.	None required. Provision of physical measures will improve compliance with 20mph limit.	
127c	Bromley Drive and Treseder Way: 20mph speed restriction and review of traffic calming to ensure compliance.	As above.	As above.	None required. Provision of physical measures will improve compliance with 20mph limit.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
128	Llantrisant Road from Bridge Road to Danescourt Way: Provide cycle lanes and reduce build-out widths. Provide off road cycle track on one side.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
129	Bridge Street: Provide signage to warn motorists of the presence of cyclists.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
131a	Fairwater Road: Improve connection to existing off road facility.	12	2 state that existing shared pavement is not good provision - narrow and busy. 7 requests a cycle path or lane. 1 concerned about pavement parking. 2 note it is a school route.	Amend for clarity - scheme will improve existing facility from Pwllmelin Road to Heol y Pavin.	
131b	Heol y Pavin: Signage improvements.	3	1 supportive. 1 requests traffic calming. 1 requests cycle lanes.	None required.	
131c	Fairwater Road from Pwllmelin Rd to Plas-Mawr Rd: Centre line removal and provision of advisory cycle lanes, subject to space.	2	2 disagree with advisory cycle lanes (1 prefers parking protected lanes, 1 prefers segregated lanes).	Amend to include 20mph limit and remove caveat, for length of route between Pwllmelin Road and Cantonian High. Provision of cycle lanes appropriate for a secondary route with 20mph limit in accordance with ATDG Table 6.2. Insufficient carriageway space to provide cycle lanes beyond Cantonian High, this section of route to remain in INM as an aspirational route and solutions to be reconsidered in a future INM.	
132	Gabalfa Avenue: Road marking treatments to alert motorists to presence of cyclists at roundabouts.	9	1 states proposals will not create safe infrastructure. 3 request segregated cycle track. 2 request better road marking. 3 suggest building a bridge over river to create more direct route.	Amend scheme to include 20mph speed limit. Traffic flows are low enough for an on road route (AADT less than 2500).	
133a	Between College Road and Merthyr Road at water course: Dropped kerb.	1	Comment for 133a&b: 1 states that existing advisory lanes should be made segregated and carparking relocated to avoid risk of car doors.	Remove scheme. Provision of improvements here will be dependent on route through College Road (refer to 133c/133d).	Review for 2020 INM.
133b	Merthyr Road in vicinity of Mervyn Road: Widen existing advisory cycle lanes and remove centre line.	As above.	As above.	Remove scheme. Provision of improvements here will be dependent on route through College Road (refer to 133c/133d).	Review for 2020 INM.

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
133c	College Road: 20mph speed restriction, traffic calming features, centre line removal and provision of advisory cycle lanes, subject to space.	1	1 does not agree with advisory cycle lanes, stating it does not comply with Active Travel Design Guidance.	Remove scheme. Traffic flow data required to assess whether an on road route is appropriate here. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Traffic surveys required. Reassess for 2020 INM.
133d	Merthyr Road along length of Whitchurch Village shopping area: 20mph speed limit and associated traffic calming, review of parking and waiting restrictions.	1	1 concerned that 20mph not effective without enforcement and infrastructure required due to vehicle flows.	Remove scheme. Traffic flow data indicates AADT in excess of 5000 per day. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Review for 2020 INM.
134a	College Road: Widen existing cycle bypasses.	0	0 comments.	Remove scheme. Traffic flow data required to assess whether an on road route is appropriate here. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Traffic surveys required. Reassess for 2020 INM.
134b	Station Rd/Hawthorn Rd East junction: Install raised table.	0	0 comments.	Remove scheme. Traffic flow data indicates AADT in excess of 5000 per day on Station Road. Route to remain on INM as an aspirational route and solutions to be reconsidered in a future INM.	Review for 2020 INM.
135	Pantbach Road: Provide cycle lanes with no centre line including advanced stop lines.	4	1 supportive. 2 state segregated lanes required due to speed and flows (1 states that centre line removal is not beneficial to cyclists). 1 states "presume dedicated lanes".	Amend to include 20mph limit. Provision of cycle lanes appropriate for a secondary route with 20mph limit in accordance with ATDG Table 6.2.	
136	Caerphilly Rd/Summerfield Place junction: Tabled junction and provision of right turn pocket for cyclists turning into Pedair Erw Road and Summerfield Place.	1	1 states existing shared pavement is "poor cycle infrastructure".	Remove from INM. Route to be reviewed following implementation of Caerphilly Road multi modal scheme.	Review in relation to A469 scheme.
137	Castle Street: Option 1: Extension of existing hybrid cycle tracks from Cardiff Bridge. Option 2: Castle Street: Eastbound traffic lane to be converted to bus lane shared with cycles or dedicated cycle track with bypass at bus stops.	N/A	N/A	Remove scheme. Improvements to be provided through EW Primary Route.	
138a	Tyndall St/Schooner Way junction: Provision of Toucan crossings on all arms of junction.	1	1 states that Toucan crossing must have sufficient width to accommodate number of cyclists using route.	Amend to take account of cycle track to be provided through scheme 118.	
138b	Schooner Way: Provision of traffic calming.	0		Amend to include 20mph limit.	

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139	A470 slip road: Improve crossing facility at slip road.	5	5 support improved crossing (1 a zebra, 1 a cycle path with priority plus widening on approach, 1 a signalised crossing plus path widening on approach, 1 with priority for peds and cyclists).	None required.	
140	Entrance to Greenmeadow Springs: Provide cycle link from business park to Merthyr Road to bypass Coryton interchange.	1	1 states it must be good quality so that it gets used.	None required.	
141	Llantrisant Road north of Danescourt Way: Provision of off road facilities in conjunction with new development.	13	2 state it must be high quality, segregated. 1 asks for timescales and details of proposals. 8 request bike path. 1 requests traffic calming. 1 suggests extending route into Llandaff Village/Fairwater Road junction.	None required. Extension to Llandaff Village to be provided through Primary Route schemes EW43-EW48.	
142	Clos Parc Radyr: Provision of off road facilities in conjunction with new development.	1	1 states it must be high quality, segregated.	None required.	
143	Bridge Road: Provision of off road facilities in conjunction with new development.	6	2 state it must be high quality, segregated. 1 requests cycle lanes. 1 support and requests cycle and ped crossing due to distance between Western Ave and Bridge Road. 2 concerned about traffic volumes.	None required.	
144	Heathwood Ave/Ton-yr-Ywen Ave junction: Improved crossing facilities.	2	1 requests more detail to ensure it is Active Travel Design Guide compliant. 1 supportive of crossing facilities but notes links to a shared use pavement would be poor.	Amend to include 20mph limit and traffic calming for Ton yr Ywen Avenue and St Ambrose Road. Route is on road for this section with a 20mph limit and low traffic flows. Shared use will not be required.	
145	Maes Y Coed Road: Light segregation.	1	1 asks "Why only light segregation? Does this link into other infrastructure?"	None required. Light segregation in accordance with ATDG Table 6.2 for 30mph road. Link is to on road route on Ton yr Ywen.	
146	Manor Way/Pantmawr Road junction: Provide toucan crossing.	3	2 state existing shared pavement poor provision and dedicated infrastructure required. 1 requests addition of "Cycle" to bus lane signs which are currently "bus/taxi" only.	None required. Scheme provides junction improvements which will improve safety for an existing shared use facility which would otherwise meet the requirements for a secondary route.	
147	Richmond Road: Provision of advisory cycle lanes and centre line removal, subject to space.	6	5 do not support advisory cycle lanes and want segregated provision. 1 states provision of advisory lanes should be priority and not "subject to space".	Amend to include 20mph limit and remove caveat. Provision of cycle lanes appropriate for a secondary route with 20mph limit in accordance with ATDG Table 6.2.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
148	NEW SCHEME: St Georges Road, St Agnes Road: 20mph limit and associated traffic calming.	N/A	N/A	Scheme to be added to take account of further design work on development of A469 Parallel Cycle Route.	
EW1	Fortran Road between Cobol Road and Cypress Drive: Dependant on proposed facilities to east. Assume off road cycle track utilising wide southern verge/footway area.	7	.5 supportive. 2 supportive but clear that high quality / segregation is needed	None required.	
EW2	Junction of Fortran Road and Cypress Drive: Install toucan crossing as per WG DE045 Toucan Crossing to allow for crossing between proposed road end on Fortran Road and proposed off road facility on Cypress Drive.	7	6 supportive. 1 not supportive.	None required.	
EW3	Cypress Drive: Provide segregated two-way cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians on western side of carriageway using southern verge area (and carriageway where necessary). Cycle track to have priority at junction with Willowdene Lane as per WG DE025 Cycle Track at Side Road with Cycle Priority. Crossing facility to be provided to allow cycle access to Pascal Close.	4	2 supportive but ask for priority over side roads. 2 concerned about impact on traffic.	None required. Scheme includes provision for priority over side roads. Impact on traffic will be assessed through next phase of design work.	
EW4	Newport Road - Cypress Drive to Wern Fawr Lane: Provide two-way kerbed or light segregation cycle track through roundabout and onto Newport Road. Facility to continue on southern side of Newport Road carriageway.	3	2 supportive if segregated and side road priority. 1 suggests using bus lanes.	None required.	
EW5	Link to Wern Fawr Lane: Provide toucan crossing as per WG DE045 Toucan Crossing between start of existing westbound bus layby and start of existing eastbound bus layby. Proposed crossing to link to new off-road facility linking to Wern Fawr Lane.	2	1 supportive. 1 states they do not understand proposal.	None required.	
EW6	Newport Road Wern Fawr bus stop: Provide island bus stop as per WG DE029 Bus Stop: Island Bus Stop (or suitable variation).	2	1 supportive, 1 states it must be easy/safe to use.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
EW7	Newport Road Wern Fawr to Llaneirwg Way roundabout: Continue proposed two-way cycle track on southern side of Newport Road. Removal of existing mandatory cycle lanes.	2	2 fully supportive.	None required.	
EW8	Llaneirwg Way roundabout: Potential removal of roundabout control and replacement with traffic signals to enable segregated two-way cycle facility to continue through junction. New signal controlled junction to include low level cycle signal aspects.	2	1 supportive. 1 states it must be as quick as using the road.	None required.	
EW9	Newport Road - Llaneirwg Way roundabout to Bluebell Inn crossing: Continue proposed two-way cycle track on eastern side of Newport Road. Cycle track to have priority at junctions with Clos Hendre Gadno and link to carpark. Potential for removal of central hatching / right turn areas and / or central island to accommodate segregated cycle track. If necessary existing shared use footway to be narrowed to provide widths for proposed cycle track.	3	2 supportive. 1 states it must have priority and be as quick as using the road.	None required.	
EW10	Bluebell Inn crossing: Existing crossing to be incorporated into signalled treatment to enable movement from one-way facility northeast bound to two way facility on southern side.	2	2 fully supportive.	None required.	
EW11	Newport Road from Bluebell Inn crossing to Old Hill junction: Widen existing cycle lanes on both sides of carriageway and introduce light segregation as per WG DE018 Cycle Lane with Light Segregation. Light segregation to continue at side roads as per WG DE019 Cycle Lane with Light Segregation at Side Road. Where necessary parking and loading to be provided as per WG DE020 Car Parking/Loading with Light Segregation.	7	3 supportive but concerned about impact on traffic. 1 fully supportive, 2 raise concerns about parking, 1 questions whether route treatment should be more consistent along whole route.	None required. Impact on traffic and parking/loading to be assessed through next phase of design work.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
EW12	Newport Road - Old Hill junction to Eastern High (end of bus lane): Widen bus lanes and install cycle lanes within the bus lanes as per WG DE035 Bus Lane. Provision for cyclists to continue through junction of Mount Pleasant Avenue as per WG DE052 Cycle Lanes Through Signalised Junction. Signalised junction to include low level cycle signal aspects.	4	3 responses do not support cycle lanes within bus lanes - slows buses, does not feel safe for cycling, close proximity to school. 1 concerned about impact on traffic.	Amend to provide continuation of a cycling facility separate to bus lanes.	
EW13	Newport Road -Eastern High to Widecombe Drive: One directional segregated facility to be installed on either side of carriageway. Light segregation to continue at side roads as per WG DE019 Cycle Lane with Light Segregation at Side Road. Where necessary parking and loading to be provided as per WG DE020 Car Parking/Loading with Light Segregation.	4	2 fully supportive, 1 concerned about ensuring parking/loading does not encroach on facility. 1 concerned about impact on traffic.	None required. Impact on traffic and parking/loading to be assessed through next phase of design work.	
EW14	Newport Road - Widecombe Drive to Rumney Hill Gardens : Introduce 'parking protected' cycle lanes on either side of carriageway and reduce motor traffic lanes to one lane in each direction.	11	6 fully supportive. 4 supportive but concerned about impact on traffic. 1 concerned about impact on environment if road needs to be widened.	None required. Impact on traffic to be assessed through next phase of design work.	
EW15	Newport Road - Rumney Hill Gardens to New Road: Redesign carriageway to allow introduction of segregated cycle lanes on either side of carriageway as per WG DE018 Cycle Lane with Light Segregation. Light segregation to continue at side roads as per WG ED019.	3	1 supportive if cycle tracks fully segregated. 1 states "light segregation at minimum - hybrid isn't enough". 1 concerned about parking on route.	None required.	
EW16	Staggered pelican crossing on Newport Road at New Road junction: Provide signalled junction to include cycle facilities enabling cross-over movement from proposed single directional cycle lanes to bi-directional off-road cycle track under Southern Way. Proposed signalised junction to include low level cycle signal aspects.	2	1 fully supportive. 1 states it "must be efficient to use".	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
EW17	Newport Road - New Road to Rumney River Bridge Road: Install high quality transition between segregated cycle lanes and off-road provision as per WG DE034 Transition Between Carriageway And Cycle Track. Remove guardrail and reduce carriageway width to allow for widening of off-road provision as per WG DE032 Cycle Track Away From Road, Separated From Pedestrians. If carriageway width reduction is not considered feasible install additional cycle bridge alongside existing Rumney River Bridge.	6	2 support option 1, 1 states option 1 could be sufficient but option 2 (bridge) may be better, 2 supports either option, 1 concerned about whether it will work due to being a congestion pinch point.	None required. Next phase of design work to consider whether provision can be made on existing bridge or whether additional cycle bridge will be required.	
EW18	Rumney River Bridge Road junction: Further observations required to determine issue. Signals reviewed and altered where necessary. Crossing facilities for cyclists to be improved.	5	4 supports, 1 states they do not understand proposal.	None required.	
EW19	Newport Road - Rumney River Bridge Road to Norwich Road: Introduce two-way segregated cycle track along east side of Newport Road.	7	4 fully supportive. 2 would prefer route on both sides of road. 1 questions how cyclists will access route from different directions and get on/off cycle track.	None required. Next phase of design work to ensure appropriate access to/from facility is provided throughout length of route.	
EW20	Norwich Road roundabout: Remove roundabout and replace with signalised junction with phase for cycle crossing with low level cycle signal aspects.	3	2 supportive. 1 questions whether it will cause more delay for cyclists.	None required.	
EW21	Norwich Road roundabout to Colchester Avenue: Introduce two-way segregated cycle track along east side of Newport Road.	7	4 fully supportive. 3 concerned there is not enough space.	None required.	
EW22	Colchester Avenue junction: Redesign junction to allow cyclists to cross in all directions using low level cycle signal aspects and segregated crossing facilities such as toucan crossings.	6	5 fully supportive. 1 supportive but states it must be as good as using the road.	None required.	
EW23	Newport Road - Colchester Avenue to Broadway: Continue two-way segregated cycle track along east side of Newport Road. Redesign junctions at Rover Way and Dominion Way to improve facility for cyclists.	3	2 fully supportive. 1 supportive but states it must be as good as using the road.	None required.	

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EW24	Newport Road/Broadway junction: Redesign junction to allow crossing from two-way cycle track to/from Newport Road and to/from Broadway using low level cycle signal aspects and segregated facilities where appropriate. Remove right hand right turn only lane on approach to junction from Broadway and convert to cycle track.	3	1 states segregation should continue due to collision risks at junctions. 1 supportive and suggests footpath on north side of Newport Road from Broadway to Minster Rd be made shared use as it is often use by cyclists travelling northwards from Splott. 1 fully supportive.	Amend to include provision to link to routes north of Newport Road via Minster Road.	
EW25	Broadway and Four Elms Road: Option 1: Convert Broadway and Four Elms Road to one-way eastbound only, use remaining carriageway space for parking and 'parking protected' cycle lanes on both sides of carriageway. West of Fox Street 'parking protected' cycle lanes to continue on northern side of carriageway only, light segregation to continue on southern side as per WG DE018 Cycle Lane with Light Segregation. Option 2: If Option 1 is proved to be undeliverable, redesign Broadway and Four Elms Road to Cycle Street as per WG DE012 Cycle Street.	9	1 states "hybrid cycle track preferable". 3 support option 2. 3 support option 1 (including 1 who asks what a "bicycle street" is, and 1 stating they are concerned about lack of detail for option 2. 1 does not support either option. 1 concerned about impact on businesses of option 2.	None required. Next phase of design work will identify preferred option.	
EW26	Four Elms Rd / Newport Rd junction: Introduce signal junction to allow cycle access to/from eastbound bus lane to Four Elms Road using segregated facilities or low level cycle signal aspects as appropriate.	2	1 states must be segregated, 1 states they do not understand proposal.	None required.	
EW27	Newport Road - Broadway to City Road: Redesign carriageway: cycle lane to be installed within eastbound bus lane as per WG DE035 Bus Lane, westbound cycle track min 3m as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians, remaining carriageway to be used for general motor traffic with lane widths reduced to 2.75m as per Cardiff Cycle Design Guide para 5.5.4.	5	4 do not support cycle lanes within bus lanes. 1 suggests link to a hybrid cycle track on Albany Road should be provided for link to shopping in Roath.	Amend to provide a two way segregated cycle facility on one side of road to avoid using bus lanes.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
EW28a	<p>City Road to Station Terrace: Option 1: Cycle lanes to be installed in both east and westbound bus lanes as per WG DE035 Bus Lane.</p> <p>Option 2: Remove one or both bus lanes and install segregated cycle facilities as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians.</p>	13	1 states that provision is needed for cyclists to make right turns across Newport Road (e.g. Fitzalan Rd, City Rd, Richmond Rd) without having to dismount to use pedestrian crossings. 8 do not support cycle lanes within bus lanes (1 of these also raises concerns about impact on buses of removing bus lanes). 4 concerned about loss of bus lane for option 2.	Amend to provide a two way segregated cycle facility on one side of road to avoid using bus lanes. Next phase of design work will consider impact on traffic flows and whether removal of bus lanes are appropriate.	
EW28b / NS19	<p>Station Terrace to St Andrew's Crescent: Eastbound: cycle track to continue (with light segregation if feasible). Westbound (to tie into N-S Premium Quality Route): Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' on western side of carriageway. Provide bus stop island(s) as per 'WG DE029 Bus Stop: Island Bus Stop' at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'.</p>	5	3 fully supportive. 1 questions whether traffic lanes can be reduced from 3 to 2 to aid right turns. 1 suggests modal filter around Windsor Place with access to car park only to reduce through traffic from Newport Road.	None required.	
EW29	<p>St Andrews Crescent to North Road including Bld de Nantes: Option 1: Remove lane of traffic in each direction and / or widen into verge to install cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians.</p> <p>Option 2: One existing westbound traffic lane to be converted to two way cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians.</p> <p>Option 3: Further improve existing off-road cycle track, ensure widths meet WG guidance and provide junction schemes at either end to allow better continuity.</p>	8	3 support option 1. 3 support option 2. 1 supports option 1 or 2. 1 supports 1 or "3 as second best".	None required. Next phase of design work will identify preferred option.	

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EW30	North Road/Boulevard de Nantes junction **Not required if EW29 Option 3 provided: Junction redesigned to allow for cycle movements through the junction from provision on Bld de Nantes to Bute Park entrance and from Bld de Nantes to proposed route on Castle Street. Redesign to allow for bus and general traffic flow through junction.	2	1 supportive if route segregated from peds and motor vehicles. 1 states it must be safe due to links to Bute Park.	None required.	
EW31	North Road - Boulevard de Nantes to Castle Street: Kerb line and traffic lane amendments to provide segregated two-way cycle track along east side.	2	2 fully supportive.	None required.	
EW32	Castle Street: Kerb line and traffic lane amendments to provide segregated two-way cycle track along east side.	2	2 fully supportive.	None required.	
EW33	Castle Street/Westgate Street junction: Redesign junction to incorporate proposed segregated cycle facilities and permit cyclist turning movements.	3	1 fully supportive. 1 concerned about existing safety issues, states they have had 3 near misses, and large numbers of bus movements. 1 requests straight across crossing for pedestrians over Westgate Street.	None required.	
EW34	Cardiff Bridge: Amend layout to align with proposed treatment along rest of Castle Street route.	4	2 supportive if segregation from peds and motor vehicles continues throughout, 1 states method of segregation from peds should be clearer than at present due to "accidental crossover" and 1 states that existing cycle track does not comply with design guidelines and should be widened.	None required.	
EW35	Crossing on Cardiff Bridge to Taff Trail: Upgrade access to existing toucan crossing from proposed cycle track on Cardiff Bridge.	3	1 fully supportive, 1 suggests parallel cycle crossing, 1 states it must allow large numbers of cyclists to cross.	None required.	
EW36	Link to Spine Road: Upgrade (widen and resurface) existing path as per WG DE032 – Cycle Track Away From Road, Separated From Pedestrians	4	1 states concerns about lack of lighting. 3 note that existing path along river bank is too narrow (1 of which suggests banning parking on route through Sophia Gardens as an alternative).	Amendment to use alternative route shown in Draft INM, avoiding path along flood bank.	
EW37	Spine Road: Resurface, remove/replace humps with sinusoidal design, redesign roundabout potentially to informal roundabout or re-centre and widen the central area. Potential to provide pedestrian improvements also.	5	1 fully supportive, 1 concerned about ped/cycle conflict, 1 concerned about lighting, 1 concerned about existing poor surface, 1 concerned about conflict with vehicles accessing caravan park.	None required. Lighting and surface to be addressed through scheme.	

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EW38	Western Ave link: Install cycle track as per WG DE032 Cycle Track Away From Road, Separated From Pedestrians following desire line where possible.	4	3 supportive. 1 asks whether steps at pedestrian bridge can be converted to ramps for cycling.	None required. Steps at pedestrian bridge to be addressed through scheme no 96c.	
EW39	Western Avenue crossing: Widen waiting area. Widen crossing area. Adjust signals to be more reactive to peds/cyclists at all times. Investigate options for single stage crossing for cyclists.	3	1 supportive if crossing single stage, 1 states "must be safe to cross", 1 suggests extending route to provide segregated link along Mill Lane.	None required. Mill Lane route to be considered through a later INM.	
EW40	Path from Western Avenue to Llandaff Cathedral: Widen existing route and provide segregated provision as per DE032 Cycle Track Away From Road, Separated From Pedestrians.	4	3 supportive. 1 is concerned about lighting and width of route.	None required.	
EW41	Cathedral Close: Signing to highlight presence of cyclists.	2	1 states "must be easy/safe to cross", 1 says parking should be prohibited.	None required. Traffic flows are appropriate for on road primary route here.	
EW42	The Cathedral Green: Clear signing to highlight route and presence of cyclists.	2	2 concerned about presence of parked cars.	None required. Traffic flows are appropriate for on road primary route here.	
EW43	Bridge Street: Clear signing to highlight route and presence of cyclists.	3	3 concerned about presence of parked cars.	None required. Traffic flows are appropriate for on road primary route here.	
EW44	Junction of Bridge Street/Cardiff Road: Signalise junction with appropriate cycle and ped facilities.	4	2 supportive. 1 states "must be easy to cross". 1 questions evidence to support signalisation and whether alternatives have been considered.	None required.	
EW45	Cardiff Road: Remove one northbound traffic lane and redesign carriageway to provide cycle lane with light segregation in each direction as per WG DE018 – Cycle Lane with Light Segregation. Where necessary footway width to be reduced to provide additional widths required.	2	1 supportive. 1 states "proper segregation" required due to traffic flows.	None required.	
EW46	Llantrisant Road roundabout : Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic.	2	2 supportive.	None required.	

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EW47	Llantrisant Road to zebra crossing south of Danescourt Way roundabout: Option 1: Cycle lanes to become cycle tracks as per WG DE023 – Cycle Track Alongside Road, Separated from Pedestrians using grass verge and carriageway to provide necessary widths. If necessary motor traffic lanes to be reduced to one in each direction. Cycle track to have priority at side roads as per WG DE025 – Cycle Track at Side Road with Cycle Priority. Option 2: Remove centreline and install wide advisory cycle lanes. Where necessary remove right turn lane areas to accommodate. Option 3: Install 3-3.5m off road cycle track on one side only (with appropriate treatment to cross at each end). Cycle tracks to continue through rail bridge where carriageway widths are reduced. If necessary priority narrowing to be introduced for motor traffic.	7	4 support option 1. 2 support 1 and 3 with preference for 1. 1 supports 1 or 3.	None required. Next phase of design work will identify preferred option.	
EW48	Danescourt Way roundabout : Option 1: Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic. Option 2: Continue segregated cycle facilities through roundabout with part signalisation.	5	3 support option 1. 1 supports option 2. 1 supports either option if cycle movements are separated from motor vehicles.	None required. Next phase of design work will identify preferred option.	
EW49	Tangmere Drive and Grantham Close: Clear signing to highlight route and presence of cyclists.	2	1 states signing only is poor because it doesn't improve safety. 1 states "I do not understand this proposal".	None required. Traffic flows are appropriate for on road primary route here.	
EW50	Path from Grantham Close to Strategic site: Upgrade existing path to cycle track as per WG DE032 – Cycle Track Away From Road, Separated From Pedestrians.	3	2 supportive. 1 asks for details about method of segregating peds and cycles and start and end point of track.	None required.	
EW51	Plas Dwr: Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	3	2 supportive. 1 asks for details of how priority at junctions will be achieved and consideration of links to Pentyrch and St Fagans.	None required.	
EW52	Section between Plas Dwr and North of Junction 33: Segregated cycle route.	2	2 supportive.	None required.	

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EW53	North of Junction 33: Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	2	2 supportive.	None required.	
EW54	South of Creigiau: Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	2	2 supportive.	None required.	
EW55	Section to Creigiau centre: Segregated cycle route.	2	2 supportive.	None required.	
NS1	Outside Millenium Centre to existing Toucan crossing: Provide appropriate cycle markings on existing shared space area to clearly indicate the presence of a cycle route.	1	Asks "Why isn't this linking to bay route?"	None required. Connections to secondary routes will be considered through scheme design.	
NS2	Junction of Bute Place and Lloyd George Avenue: Convert existing two-stage toucan crossing to provide parallel single-stage crossing for cyclists, with low-level cycle signals.	2	1 fully supportive. 1 supportive if "it's easy for cyclists to use".	None required.	
NS3	Lloyd George Avenue - Bute Place to Hemingway Road: Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Seperated From Pedestrians' on eastern side of carriageway. Consideration should be given to providing cycle track at the back of the existing footway rather than adjacent to the carriageway to avoid conflict with existing pelican crossings and to promote route continuity to the north. Replace existing block paving surface appropriate for cycling.	3	3 supportive.	None required.	
NS4	Junction of Hemingway Road and Lloyd George Avenue: Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals, suitable to accommodate movements from adjacent proposed 4.0m wide segregated two-way cycle track. Remove guardrailling at side road junctions to allow continuity for cyclists.	2	1 supportive. 1 states "must be easy to use".	None required.	

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NS5	Lloyd George Avenue - Hemingway Road to Herbert Street: Continue proposed segregated two-way cycle track on eastern side of Lloyd George Avenue at back of footway. Remove signal control from the Ffordd Garthorne, Glanhowny Close, Margreton Place, Letton Road and Vellacott Close junctions and convert each become priority junctions. Provide parallel zebra crossings as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists' across all side road junctions. Remove guardrailing at side road junctions to allow continuity for cyclists. Replace existing block paving with appropriate smooth surface suitable for cycling.	9	4 supportive with qualifications (1 concerned about glass on existing route, 1 would still personally use bus lanes, 1 requests bollards to prevent parking, 1 requests tables at crossings), 3 would prefer a route on western side/in bus lane to avoid conflict with side roads, 1 (resident) concerned about impact on visibility for cars entering/leaving side roads and pedestrians not giving way to vehicles at side roads, 1 questions whether removing signals would improve situation.	Amend to include second option for route on western side of Lloyd George Avenue. Identification of preferred option to be undertaken through next phase of scheme design.	
NS6	Junction of Lloyd George Avenue and Herbert Street: Redesign junction and potentially reduce number of motor traffic lanes to allow for segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' to be provided on eastern side of Lloyd George Avenue and southern side of Herbert Street. Cycle facility to be provided at back of footway to avoid potential pedestrian conflict at existing crossing facilities.	2	1 supportive. 1 suggests rerouting through Callaghan Sq and the Hayes.	None required. Scheme will include links to existing route through Callaghan Square.	
NS7	Herbert Street/Tyndall Street between Lloyd George Avenue and Smart Bridge: Continue proposed segregated two-way cycle track on southern side of carriageway. Provision to continue at back of footway for route continuity purposes and given low potential for conflict with adjacent buildings. Westbound bus stop near to office building would need to be relocated or incorporated into design.	2	1 supportive. 1 supportive if route provided in addition to direct link to city centre.	None required.	
NS8	Junction of Smart Way and Tyndall Street: Install puffin crossing with parallel signalised cycle crossing with low-level cycle signals to allow for crossing between the proposed segregated two-way cycle track to south of Tyndall Street and Smart Way.	3	1 supportive. 1 supportive if single stage. 1 questions whether it would work because of high traffic flow on Tyndall St.	None required.	

Ref	Proposal in Draft INM	No of comments	Consultation Response Summary	Changes following Consultation	Other Actions
NS9	Smart Way - Tyndall Street to Smart Bridge: Smart Way appears to measure approx. 5.0m wide. Option 1: Provide segregated 1.5m cycle lanes in each direction and 2.0m footpath. Option 2: Provide 3.0m wide two-way raised cycle track on one side with 2.0m footway on the other. Option 3: Retain 5.0m unsegregated shared-use facility.	5	3 prefer option 1 (including 1 who says "option 3 is awful"), 2 prefer option 2.	None required. Identification of preferred option to be undertaken through next phase of scheme design.	
NS10	Smart Bridge: Ensure clear superhighway route continuity.	3	1 supportive. 1 requests separation from pedestrians. 1 requests cycle track priority over the side road.	None required. Segregation cannot be provided on Smart Bridge due to the location of the ramps.	
NS11	Pellet Street: Remove westernmost line of car parking spaces in Adam Street car park (18 spaces) and provide 4.0m wide segregated two-way cycle track on eastern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	2	2 supportive.	None required.	
NS12	Adam Street - Pellet Street to Garth Street: Continue segregated two-way cycle track on southern side of carriageway.	2	1 supportive. 1 requests extension of wider cycle track under railway bridge and along Bute Terrace due to existing poor provision and conflict with parked cars/taxis.	None required. Provision through Bute Terrace to be provided through scheme 100b.	
NS13	Adam Street Toucan Crossing: Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals, suitable to accommodate movements from adjacent proposed 4.0m wide segregated two-way cycle track.	1	1 supportive.	None required.	
NS14	Adam Street - Garth Street to Sandon Street: Continue proposed segregated two-way cycle track on northern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	1	1 supportive.	None required.	
NS15	Sandon Street: Widen existing shared-use path to provide 2.0m wide (may be reduced to 1.5m) northbound segregated cycle track on western side of carriageway. Southbound cyclists to be accommodated on carriageway given one-way system and low traffic flows. Resurface carriageway and clearly mark as premium quality route.	3	1 concerned that existing route from Sandon Lane to south west "disappears" with lack of clarity about status of pavement. 1 states "poor that cycling route will be one way only". 1 concerned that shared use not sufficient for expected volumes of cyclists and suggests closing road to motor vehicles.	None required.	

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NS16	<p>Guildford Crescent: Retain advisory northbound cycle lane and convert to mandatory cycle lane throughout. Provide light segregation as per 'WG DE018 Cycle Lanes with Light Segregation'.</p> <p>Southbound cyclists to be accommodated on carriageway given low traffic flows. Resurface carriageway and clearly mark as premium quality route. Provide transition between Guildford Crescent and proposed segregated two-way cycle track on eastern side of Guildford Street. Amendments to the existing kerb radii likely to be required.</p>	1	1 states "poor that cycling route will be one way only".	None required. Traffic flows are appropriate for on road primary route here.	
NS17	<p>Guildford Street/Station Terrace: Provide 4.0m wide segregated two-way cycle track on southern/eastern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.</p>	2	2 supportive.	None required.	
NS18	<p>Junction of Station Terrace/Dumfries Place/Newport Road: Redesign junction to include dedicated cycle signals, allowing cyclists to connect to/from Station Terrace and Dumfries Place/Newport Road, including between the E-W and N-S superhighways.</p>	5	2 supportive. 1 notes there is not enough space on current crossing to cross with a bike. 1 requests clarity and is concerned that route from S E will be unclear/inefficient. 1 suggests alternative route from Windsor Place to Churchill Way due to current congestion on Station Terrace and high volumes of pedestrians.	None required.	
NS19	<p>Dumfries Place/Stuttgarter Strasse - Station Terrace to St Andrew's Crescent: Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' on western/southern side of carriageway. Provide bus stop island(s) as per 'WG DE029 Bus Stop: Island Bus Stop' at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'.</p>	2	2 supportive.	None required.	

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NS20	Junction of Stuttgarter Strasse/Windsor Place/St Andrews Crescent: Convert existing pedestrian crossing of Windsor Place to provide parallel single-stage crossing for cyclists. Widen central island at Windsor Place to accommodate demand by pedestrians and cyclists. Convert existing two-stage toucan crossing across Stuttgarter Strasse to provide parallel single-stage crossing for cyclists, with low-level cycle signals.	4	2 supportive. 1 requests clarity and asks whether north bound cyclists can turn right off the road across Stuttgarter St crossing to St Andrew's Place. 1 notes that crossing is already busy and concerned that sufficient space be provided for all users.	None required. Scheme design to take account of pedestrian and cycle flows and to ensure continuity of route for cyclists.	
NS21	St Andrew's Crescent: Retain one-way system for all traffic with cyclists to be accommodated on-street given low traffic flows. Ensure surface is of appropriate quality. Provide appropriate premium quality route signing and markings. Introduce 20mph speed limit.	4	4 concerned about conflict with cars pulling out of parking spaces.	Amend to include consideration of alternative parking arrangements, including parallel and echelon parking (angled such that drivers are required to reverse in to them).	
NS22	Junction of St Andrew's Crescent and St Andrews' Place: Option 1: Retention of priority control. Extend 20mph zone to St Andrews Crescent. Option 2: Signalise junction.	6	2 support option 2. 1 supports option 1 plus 20mph on St Andrews Crescent. 2 do not think either option are sufficient. 1 suggests filtered permeability on St Andrews Crescent.	None required. Next phase of design work will identify preferred option.	
NS23	St Andrew's Place/Salisbury Road - St Andrew's Crescent to Senghennydd Road: Provide advisory 2.0m cycle lanes on both sides of carriageway. Remove one traffic lane westbound under bridge and one traffic lane eastbound on approach to signal junction to accommodate. Amend signal staging to run east and westbound separately. Provide high quality surfacing. Provide road markings for cyclists and consider coloured surfacing.	4	3 do not support advisory cycle lanes and feel greater segregation needed. 1 suggests filtered permeability at route to car park and states car park entrance too wide.	Amend to provide segregated two way cycle track on one side of road as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	
NS24	Junction of Salisbury Road/Senghennydd Road: Provide eastbound contraflow cycle facility.	2	1 states needs to be good quality. 1 states they do not understand proposal.	None required.	
NS25	Senghennydd Road: Option 1: Improvements to existing arrangement. Widen advisory cycle lanes to 2.0m where possible. Replace existing cushions with sinusoidal road humps. Option 2: Provide 2.0m hybrid cycle lanes in both directions as per 'WG DE021 Hybrid Cycle Track' with continuation through junctions as per 'WG DE022 Hybrid Cycle Track at Side Road'.	9	5 support option 2. 2 support neither option stating segregation should be provided (maybe misunderstanding what is meant by hybrid cycle track). 1 requests resurfacing of Senghenydd Road. 1 states they currently use Miskin St as it is lightly trafficked and parking on Senghenydd Road cycle lanes is a problem.	None required. Next phase of design work will identify preferred option.	

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NS26	Junction of Senghennydd Road and Cathays Terrace: Replace existing pedestrian crossing with signal facility to incorporate cycle and pedestrian movements to link Cathays Terrace with Senghennydd Road.	6	3 supportive. 1 supportive and requests better links to/from Maindy Road. 1 notes improvements required but difficult to accommodate all user groups. 1 asks for route from Corbett Rd to rail bridge to be included.	None required. Connections to Maindy Road to be considered as part of scheme design. Link to Corbett Road to remain on INM as an aspirational route and solutions to be considered in a future INM.	
NS27	Cathays Terrace: Option 1: Improvements to existing arrangement/removal of built-out areas. Widen advisory cycle lanes to 2.0m where possible. Removal of central refuges. Option 2: Provide 2.0m hybrid cycle lanes in both directions as per 'WG DE021 Hybrid Cycle Track' with continuation through junctions as per 'WG DE022 Hybrid Cycle Track at Side Road'. With option to permit loading in proposed hybrid cycle lane.	11	2 support option 2. 3 support option 2 but concerned about impact of loading on cycle lane. 1 states both options poor, concerned about car doors. 1 requests 2 way cycle track. 1 concerned about loading being permitted. 1 requests "proper segregation". 1 notes it is difficult to accommodate all users due to car parking and traffic. 1 requests provision to make right turn from Cathays Terrace into Flora Street.	None required. Next phase of design work will identify preferred option.	
NS28	Junction of Cathays Terrace and Whitchurch Road: Provide low-level signals for cyclists. and early release on Cathays Terrace approach. Retain ASLs. Utilise existing footway area in front of Cathays Library to provide signaled right turn facility for cyclists from Whitchurch Road to Cathays Terrace.	5	1 suggests bypass for left turners from Cathays Terrace into Whitchurch Road. 1 supportive but requests provision for right turning cyclists from Fair Oak Road into Whitchurch Road. 1 states it is poor provision because sharing with vehicles. 1 states they do not understand proposal but cycling should be fully segregated from motor vehicle movements. 1 does not agree there is sufficient width for 3 lanes of traffic and 2 cycle lanes and suggests 24 hour route through cemetery.	None required. Provision will separate cycle from motor vehicle flows.	
NS29	Whitchurch Road - Cathays Terrace to Allensbank Road: Amend existing cross section to provide 1.5m footways, 1.5m hybrid cycle lanes on both sides and 3 x 3.0m traffic lanes (as existing). Continue hybrid cycle lanes through side road junctions.	5	1 supportive if hybrid lanes are segregated and have priority over side roads. 1 states "poor infrastructure". 1 requests two way cycle track due to difficulties moving into the cycle lane to turn right. 1 requests resurfacing of road outside Gladstone Primary. 1 requests resurfacing of footways and road.	None required. Provision to be made through scheme design for right turning cyclists.	

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NS30	Junction of Whitchurch Road and Allensbank Road: Provide signalised cycle facility to allow north-west bound cyclists to cross from Whitchurch Road (westbound) to proposed two-way facility on eastern side of Allensbank Road. Provide low-level cycle signal with early start for southbound cyclists to make left turn or run Allensbank Road cycle track into Whitchurch Road hybrid cycle lane to provide signal bypass for left turn.	2	1 states "still sounds quite poor - no dedicated infrastructure here". 1 supportive if southbound cyclists can bypass the signals.	None required. Provision will separate cycle from motor vehicle flows.	
NS31	Allensbank Road - Whitchurch Road to Wedal Road: Provide 2.7m wide two-way cycle track with light segregation on eastern side of carriageway as per 'WG DE018 Cycle Lanes with Light Segregation'. Carriageway cross-section to retain existing circa. 2.3m footway on western side, 2.0m parking, 2 x 2.9m traffic lanes, 0.3m for light segregation treatment, 2.7m two-way cycle track and 1.8m footway on eastern side.	4	2 supportive. 1 questions if car parking will be lost. 1 concerned that not sufficient space on Allensbank Road to accommodate all uses and that buses already stop and block the road, suggests Cathays cemetery and Clodien Avenue as alternative cycle route.	None required. Cathays Cemetery is not appropriate as an alternative use due to restricted opening hours. Impacts on parking to be assessed through next phase of scheme design.	
NS32	Junction of Allensbank Road and Wedal Road: Provide signalised cycle facility to allow crossing of Wedal Road for north and southbound cyclists. Provide detection for north and southbound cyclists to provide continuity.	2	1 supportive. 1 supportive if cycle track has priority over the side road.	None required.	
NS33	Allensbank Road - Wedal Road to King George V Drive East junction: Provide 3.0m wide two-way cycle track with light segregation on eastern side of carriageway. Remove parking on western side of bridge. Relocate kerbline on eastern side. May require some kerbline realignment on western side to north of bridge.	2	1 supportive ("just about ok"), 1 supportive if fully segregated.	None required.	
NS34	Junction of Allensbank Road and King George V Drive East: Provide signalised crossing facility for cyclists across northern leg of junction to enable cycle movements between north-south two-way cycle track on Allensbank Road and facility on King George V Drive East.	1	1 supportive.	None required.	

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NS35	King George V Drive East - Allensbank Road to Hospital Entrance: Continue 3.0m wide two-way cycle track with light segregation on northern side of carriageway. Relocate kerblines on northern side. Remove traffic lane on King George V Drive East approach to junction. Provide cycle route priority at alleyway and private driveway. Resurface footway.	1	1 supportive.	None required.	
NS36	King George V Drive East Road Closure: Replace block paving at King George V Drive East stub-end with surface appropriate for cycling. Provide dropped kerbs and cycle bypass at existing road closure and appropriate signing/markings.	1	1 concerned about parked cars and difficulty when meeting a vehicle due to carriageway width.	None required.	
NS37	King George V Drive East - Road closure to King George V Drive N: Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appropriate surface for cyclists. Provide appropriate premium quality route signing and markings. Provide sinusoidal road humps to reduce speeds.	5	3 would prefer segregated provision on Allensbank Road as direct route. 1 states "quite poor provision for cycling". 1 suggests using rising bollards with a key for residents to reduce vehicle flows.	None required. While it is noted that Allensbank Road is slightly more direct, it will be difficult to reallocate sufficient road space along the length of Allensbank Road to achieve appropriate provision for cyclists.	
NS38	King George V Drive East - King George V Drive N to Heath Park Avenue: Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appropriate surface for cyclists. Provide appropriate premium quality route signing and markings. Provide sinusoidal road humps to reduce speeds.	1	1 states "poor infrastructure for cycling".	None required.	
NS39	Junction of King George V Drive East/Heath Park Avenue/Heath Halt Road: Option 1: Minor improvements to existing layout and signing to improve continuity for cyclists. Also option to provide raised table through junction to reduce speeds and highlight crossing movement. Option 2: Signalise junction and include separate stage for east-west cycle movements. Include controlled pedestrian facilities.	7	6 support option 2. 1 thinks both options are "poor infrastructure".	None required. Traffic flows are appropriate for on road primary route here.	

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NS40	Heath Halt Road - Heath Park Avenue to Lake Road North: Option 1: Provide sinusoidal road humps across full length to reduce vehicle speeds and make route less attractive to motor vehicles. Option 2: As above but convert to cycle street as per 'WG DE012 Cycle Streets'.	6	4 support option 2 (1 suggests modal filter in addition, 1 notes speed humps are annoying for cyclists). 2 do not support proposals, 1 states segregation required.	None required. Next phase of design work will identify preferred option.	
NS41	Junction of Heath Halt Road and Lake Road North: Surfacing Improvements. Provide cycle signing/markings.	1	1 states "this is not infrastructure for cycling".	Amend to improve existing crossing to form parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists'.	
NS42	Lake Road North - Heath Halt Road to Llandennis Road roundabout: Remove centreline markings/hatching. Provide sinusoidal road humps across full length. Provide cycle logo markings.	3	3 do not support, 2 of which state there is enough room for segregated provision.	Amend to remove provide segregated two-way cycle track on northern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	
NS43	Lake Road North/Llandennis Road roundabout: Widen existing path to north-west of roundabout to 3.0m and convert to segregated two-way cycle track. Path to be widened sufficiently to also accommodate pedestrians. Widen existing zebra crossing on Lake Road North to allow cyclists to make right turn from path. Provide cycle signing and markings.	3	2 supportive. 1 suggests route should go alongside lake.	None required. Although a route alongside the lake would be more direct to connect to the NE Cardiff Strategic Site, the Allensbank Road route benefits from providing a link to UHW, a major employment site. Improvements to Lake Road East are to be provided through scheme 47a.	
NS44	Llandennis Road - existing bus stops to Nant Fawr Woods path: Widen existing shared use footway on western side to provide wider shared-use facility up to Toucan crossing. Widen existing footway on eastern side between Toucan crossing and Nant Fawr Woods path to allow continuation of shared use facility. Provide raised table at crossing at junction with Cardiff High School with cycle priority as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'.	2	1 fully supportive. 1 does not support shared use.	Amend to include option for a 2 way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'. Preferred option to be identified through next stage of design work.	
NS45	Nant Fawr Woods Path: Upgrade existing path to cycle track as per 'WG DE032 Cycle Track Away From Road Separated From Pedestrians'. Path should be appropriately lit and surfaced, with cycle signing and markings.	2	2 supportive.	None required.	

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NS46	Junction of Nant Fawr Wood Path and Rhyd-Y-Penau Road: Remove existing central island and replace with parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists'	2	2 supportive.	None required.	
NS47a	Alternative route to strategic site via Llanishen Reservoir Path: Continue off-road cycle path via existing reservoir paths, suitably improved with lighting and appropriate cycle signing and markings.	4	1 supports this route over on road route. 1 supports both routes. 1 supportive but requests lighting. 1 objects due to existing ASB issues.	None required. Increasing legitimate use of route should assist with addressing ASB issues.	
NS47	Rhyd-Y-Penau Road - Nant Fawr Woods to Cyncoed Road roundabout: Remove carriageway centreline and provide large cycle logos, located between 2.0m and 3.0m from the edge of carriageway.	5	5 not supportive due to speeds and flows/route needs segregation.	Amend to provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	
NS48	Rhyd-Y-Penau Road/Cyncoed Road roundabout: Provide kerbed build-outs to introduce deflection at roundabout. Provide single lane entries on all approaches to reduce speeds and improve conditions for cycling. Possible raised junction in association with above.	2	2 not supportive, state segregation required.	Amend to reconfigure junction to priority T-junction on raised table, with continuous cycle facilities through junction.	
NS49	Cyncoed Road - Rhyd-Y-Penau Road to Gwern Rhuddi Road: Remove carriageway centreline and provide large cycle logos, located between 2.0m and 3.0m from the edge of carriageway.	3	3 not supportive, state segregation required.	Amend to provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	
NS50	Gwern Rhuddi Road - Cyncoed Road to Ty-Draw Road: Remove priority workings and replace with sinusoidal road humps at appropriate spacings. Remove carriageway centreline/hatched areas and refuges. Provide large cycle logos. Potential work to provide high quality surface.	4	3 not supportive, state segregation required. 1 not supportive due to existing congestion.	Amend to provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	
NS51	Junction of Pentwyn Road and Ty Draw Road: Ensure appropriate cycle provision at junction, dependent upon proposed strategic site access arrangements.	1	1 states "this is poor".	Amend to provide parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists' or signal controlled junction as appropriate to fit with the proposed strategic site access arrangements.	