

Consultation response			
Consultation:	Cowbridge Road East Environmental Improvements	Submitted:	30/09/2020
Organisation:	Cardiff Council	Response sent to:	neighbourhoodregeneration@cardiff.gov.uk Christopher.Lane2@cardiff.gov.uk
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General comments whole scheme:

Item	Location	Comments	Supporting information / evidence
Prioritising vulnerable users	All	<p><u>We welcome this investment to upgrade this important local centre. However, whilst a significant improvement compared to existing the scheme misses opportunities to maximise access for walking, cycling, people with disabilities, and other vulnerable users.</u></p> <p>We would request that the hierarchy of road users is reflected more in the design to make it clear that vulnerable users have priority and are considered in each element of the design.</p> <p>e.g. it is easier to park a car next to a shop than a bike and the material allocation of street space does not appear to have changed.</p>	 <p>The above allocations of space don't appear to change materially at key points where the street is busiest.</p>
		<p><u>Case study example: Park Lane, Poynton, Cheshire East</u></p> <p>We believe the example of Park Lane, Poynton, Cheshire East provides a high quality example of elements of what could be achieved. In particular the carriageway is kept to an absolute minimum (7.2m) surface treatment adjusts driver perception to reduce speeds. The current Cowbridge Road East carriageway varies from approximately 9.4-10.7m wide and the proposed width is not clear. However it appears more space could be given over to vulnerable road users than is currently the case.</p> <p>The Poynton example also provides examples of: Removal of obstacles.</p>	



		<p>Careful integration of new facilities. Cycle parking. Litter bins. Places to sit. Existing heritage features.</p>	
Wider & future integration	All	<p><u>Query wider integration with rest of Cowbridge Road East.</u> The street as an important active travel route, school walking & cycling routes, and wider strategies in future. It is not clear what these might be but for example what provision is there for a future potential segregated cycle lane?</p>	
Street trees	All	<p><u>Two street trees are proposed: we would request more.</u> Two street trees will provide very limited shaded cover to the street therefore making minimal contribution to reducing urban heat island effect; diverting rainfall from public sewers, and CO2 absorption. Spacing street trees over a street can encourage people to walk more and improve health Consider in addition to low level planting as these provide shade and provide a material contribution to air quality beyond that provided by low level planting.</p>	<p>Reduce impact of Urban Heat Island effect. (Sarkar <i>et al.</i>, 2015)</p>
Green & blue infrastructure incl. SUDS	All	<p><u>Rain gardens: we strongly welcome the inclusion of rain gardens and request these are maximised as far as possible.</u> Many private properties discharge surface water into the street. Considering future increases in rainfall intensity that will happen this will help make the scheme more resilient in future.</p>	<p>SUDS requirements. Diverting rainfall from sewers. Future increase in rainfall intensity from MET office & IPCC projections.</p>
Permeable paving & tarmac	All	<p><u>We would welcome provision where infiltration can be achieved of permeable paving and tarmac surfaces linked where applicable to SUDS provision.</u></p>	
Sitting places	All	<p><u>We would request inclusion of places to sit along walking routes.</u> These will support people of limited mobility to better access the facilities of the street.</p>	
Microclimate	South of Road	<p><u>The main pavement extension is on the South of the Street but the North gets more sunlight.</u> This means the main additional pedestrian space is on the south, therefore shaded particularly in Autumn and Winter. A much more pleasant</p>	



		environment would be created with the pavement extension on the North (or both!) side with the potential for street life such as cafes.	
Planting		<u>We welcome green planting:</u> and request that where provided this utilises native especially Welsh species; is resilient to both drought and heavy rain; and encourages pollinators. Low cost idea: opportunity for community planting & maintenance.	
Cycle lanes		Integrated Cycling Network Map: Cowbridge Road East is identified as an important cycling route yet this scheme makes little provision for cycle traffic including tricycles, cargo bikes, and cycles adjusted for those with mobility impairments. We request review of whether a segregated cycle lane can be provided and if not if provision for a future segregated cycle lane can be allowed for in the design. This could also play a role in linking up local routes to school routes.	
Cycle storage		<u>It is closer to park to most shops by car than by bicycle, this should not be the case. There are only 3 cycle stands indicated.</u> Cycle parking should be: sited as close as possible to the final destination or main access of buildings. Numbers of cycle parking facilities should meet those in the Welsh Government design guidance, (e.g. 1 short stay per 100msq for small shops) it is not clear this is currently achieved. Stands should be provided at convenient positions along the street near the shops people may want to access. Sufficient space should be allowed for cargo and mobility bicycle parking.	(Welsh Government, 2014)
Public transport		<u>Bus stops do not seem to be optimally distributed and the current design brings bus passengers into conflict with cycle traffic.</u> This is a very important issue: where possible space needs to be made to keep pedestrians and cyclists separate. We would encourage a review with Cardiff Bus of the current bus stop locations. These are not located optimally, particularly for users of limited mobility. Proposals at the Beda Road bus stop bring bus users into conflict with cyclists (see below also).	
Bike Hire		<u>Nextbike: we would welcome identification of a suitable location for future Nextbike station near the shopping area.</u>	
Side Roads – Parking		We would welcome a review of parking restrictions down side roads to avoid nuisance / spill over parking from	
On street parking		Parking areas on Cowbridge Road East should be limited to short stay and access bays only to encourage use of car parks for longer stay.	



Side Roads – Access		We would welcome consideration of all side roads access to be reviewed for suitability to conversion to access for walking and cycling only (filtered permeability). This could contribute to creation of Low Traffic Neighbourhoods to the residential areas to the south and north of Cowbridge Road East.	Living Streets - link
Road width	Whole length	We question if the road carriageway the minimum required to allow two buses to pass and query if this cannot be reduced further to provide additional pavement space and possibly a cycle lane.	
Premises access levels	Whole length	We request the detailed design considers levels carefully to provide level access to as many premises as possible whilst minimising unavoidable steep sections of pavement and steep cross falls.	
Driver environment	Whole length	20mph: this is now the speed limit on Cowbridge Road East which is great but the environment does not encourage / adjust driver perception to go at 20mph. The design should consider measures to keep speeds low such as: physical features, street dimensions including width, reduced forward visibility, visual narrowing (within the limits of bus traffic).	Manual for Streets 2 (Young <i>et al.</i> , 2010)
Small urban spaces	Various	We have noted several opportunities for small / micro urban spaces that appear good places to consider a number of features including: cycle stands including for mobility cycles; a bench or sitting place for users with mobility impairments; spill out activities such as from community & retail uses.	

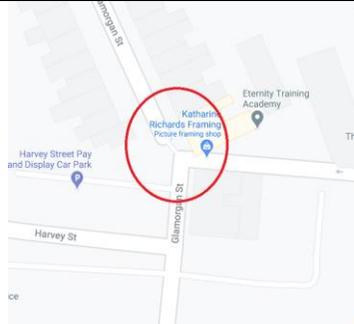
Specific comments: working clockwise from South East

Item	Location	Comments	Supporting information / evidence
Entrance signage	East end	We would welcome signage or road surface treatment to highlight vehicles are entering an area where people walking have priority.	

<p>Enclosed space</p>	<p>Liberal Club</p>	<p>The proposed rain garden may create a quite enclosed / shaded space with high wall of liberal club adjacent. Consider in relation to lighting and not creating a dark alley like space.</p>		
<p>Dead space</p>	<p>Kwik Fit</p>	<p>This space in front of Kwik Fit seems like it needs a purpose otherwise it will become a potential space for litter tipping.</p>		
<p>Pedestrian Access to Alexandria House</p>	<p>Alexandria house front entrance</p>	<p>We request the council engage with the property occupier to open up this pedestrian access and cycle storage area. It is poorly kept currently and detracts from the street scene. Opening it up would enliven the street and encourage more foot traffic along the street by building occupiers.</p>		
<p>Recess / Rubbish</p>	<p>The Deli / Co-op</p>	<p>The recess here should be closed off or treated differently to prevent it continuing as a place for rubbish tipping.</p>		

<p>Pedestrian Crossing</p>	<p>Outside co-op</p>	<p>The location of the crossing between two access points to co-op does not seem optimal. The orientation of the eastern access of the co-op cutting diagonally across the public footpath takes up a lot of space. We request consideration of closing this access completely or restricting to co-op deliveries only not customers.</p>	
<p>Cycle stand location</p>	<p>Outside co-op</p>	<p>This seems a good location for additional cycle parking and is central to the run of shops and close to a crossing point.</p>	
<p>Small public space</p>	<p>Outside Uniting Church</p>	<p>It is odd that Kwick Fit is afforded new paving on what appears private land but church is not. This could be a high quality small public space. We would welcome engagement with the property owner over this space.</p>	
<p>Filtered permeability</p>	<p>Theobald Road</p>	<p>We request this road is considered for closure to vehicular traffic whilst allowing walking and cycling access.</p>	

<p>Bus stop / cycle pass through</p>	<p>Beda Road</p>	<p>We believe this proposal needs reconsidered to separate bus users from cycle traffic better. It bus passengers are trapped in between two lanes of cycle traffic which we believe is an inevitable safety risk for both groups of users. Also the proposed cycle dropped kerb conflicts with existing bus stop high kerbs. As above the location of this stop is not convenient for users particularly considering the distance back to the crossing. As part of this review we request the stop location is considered.</p>		
<p>Bus stop</p>	<p>Beda Road</p>	<p>Extend parking restriction west of bus stop to prevent bus having to swing out into road to leave the stop.</p>		
	<p>Pen Y Peel</p>	<p>Integrated Walking Network Map: Link to School (SCH19) on Do the proposals link in with needs around school walking & cycling and reducing vehicular traffic around the school?</p>		
<p>Clutter</p>	<p>Beda Road (West of)</p>	<p>We request relocation / reprovision of clutter out of walking routes.</p>		
<p>Buddhist Centre Access</p>	<p>Buddhist Centre</p>	<p>These set back buildings contribute a lot to the street scene and should be considered within the whole design. The access point is not indicated and we would request these buildings are considered more generally as part of the overall street scene and integrated into the whole.</p>		

Mile stone	240	We request heritage features such as this are retained and protected during any works.	
Filtered permeability	Pen-Y-Peel Road	We request this road is considered for closure to vehicular traffic whilst allowing walking and cycling access.	
Small urban space	Pen-Y-Peel Road	We request that the detailed design maximises space for walking whilst also providing more space for active frontages and shop activity to spill out into the street. This could be a highly attractive and active corner.	
Zig Zags cut short	Crossing	The zig zags at the crossing are cut short to provide traffic parking. We request the parking is omitted and this space given over to pavement.	
Extent of works	Glamorgan Street	Cutting the scheme off at the end of Glamorgan Street seems to disadvantage the retail units along this side street and also this is an important walking route if users are to be encouraged to use the car park and walk to the shops. We would request that the detailed design is extended in this one limited instance to include the length to the car park.	
Filtered permeability	Glamorgan Street	An important cycling and walking route is down Glamorgan Street. Currently this is inaccessible to bikes and we would request a filter is installed at this location as part of the works.	
Cycle stands	Salem Chapel	These are the only stands proposed, at the far extreme of the scheme and this does not seem an optimal location.	

Levels	Salem Chapel	Opportunity to improve level access to the chapel.	
Rain garden	Market Road	We would welcome seeing the rain garden extended here and reviewed in detail against the bus stopping point versus vehicles leaving Market Road to turn East along Cowbridge Road East. This may benefit from being straightened to reduce this apparent / potential conflict.	
East end	Iceland	Can the scheme extend along the front of Iceland? Whilst beyond the scope of the scheme, extending the current proposal to meet with Library Street which has previously had some upgrades to the street environment would allow this to read as part of an overall cohesive whole.	
East end	Iceland	If this were paving rather than tarmac would it better integrate where it meets Library Street?	



About us:

Living Streets is the UK charity for everyday walking and we are Riverside (Cardiff) Living Streets Group.

We cover the entire Riverside ward in central Cardiff. Our area is in the heart of the capital – very urban but also very green. We want to make our ward an even better place for people to walk and cycle – we aim to make our streets less congested, cleaner and a more pleasant place to live, work and shop.

Here's what we will be focusing on:

1. Creating quiet, safe walking and cycling routes
2. Establishing a fairer approach to parking in the ward
3. Better provision of and access to public transport
4. Cleaner, safer routes to our local schools.

We want to support Cardiff Council and others to work towards a low traffic neighbourhood approach - less cars, more priority for people, cleaner air and happier residents.

Key policy links:

Cardiff:

[Changing how we move around a growing city:](#) states that all streets in the city should be healthy streets:

We will “Rolling out a ‘streets for health’ initiative across the city, to enable all streets to be reclaimed as public spaces and become healthy, green, safe, child friendly, to encourage walking and cycling, with high quality pedestrian crossings, biodiversity, planting and sustainable urban drainage systems (SUDS) and provide improved access for everyone, particularly those with restricted mobility.” (Cardiff Council, 2020)

[Cardiff public sector Healthy Travel Charter:](#) Cardiff Council is a signatory to this Charter. Many users of the proposed facilities will be public sector workers and active travel infrastructure, on which this scheme has an impact, is key to achieving the charter outcomes.

Wales:

[A healthier Wales:](#) Cardiff Council should support the communities it works with to redesign their streets to improve their health and well-being is stated as an action that public bodies can be undertaking to fulfil duties under the Wellbeing of Future Generations (Wales) Act. (Future Generations Commissioner for Wales, 2019)

These comments are complementary to national strategies in Wales including The Parliamentary Review of Health & Social Care in Wales (2018b) and an aim to “improve population health and wellbeing through a focus on prevention” and Welsh Government’s subsequent policy, A Healthier Wales, with a vision of “a ‘wellness’ system, which aims to support and anticipate health needs, to prevent illness, and to reduce the impact of poor health” (Welsh Government, 2018a, p.4).



A Streets for Health approach, which is current Cardiff Council policy, responds directly to the challenge of creating a healthier Wales and other wellbeing goals contained within the Wellbeing of Future Generations (Wales) Act (National Assembly for Wales, 2015). The approaches used in Streets for Health are also relevant to obligations under the Public Health (Wales) Act 2017 (National Assembly for Wales, 2017); the Active Travel Act 2013 (National Assembly for Wales, 2013) and the Social Services and Well-being (Wales) Act 2014 (National Assembly for Wales, 2014).

References:

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Future Generations Commissioner for Wales (2019) *A Journey to a Healthier Wales: Place-making and Designing-in Community Health and Well-being* [online]. [Accessed 8 November 2019].

National Assembly for Wales (2013) *Active Travel (Wales) Act 2013* [online]. [Accessed 8 May 2019].

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Young, A., Dickinson, P., Smart, J., Proctor, S., Castell, B. and White, B. (2010) *Manual for Streets 2* A Young and P Jones (eds.). [online]. London: Chartered Institution of Highways and Transportation. [Accessed 31 October 2017].