

## **The Vale of Glamorgan Council**

### **Cabinet Meeting: 7th January 2019**

### **Report of the Cabinet Member for Neighbourhood Services and Transport**

### **Plassey Street, Penarth – Proposed Experimental One Way Traffic Regulation Order**

#### **Purpose of the Report**

1. To seek approval of Cabinet to introduce an Experimental One-Way Traffic Regulation Order along part of Plassey Street and High Street in Penarth.

#### **Recommendations**

1. That Cabinet note the contents of this report and the consultation report entitled 'Penarth Heights Highways and Sustainable Transport' attached at Appendix A.
2. That Cabinet approves the making of the Experimental One-Way Traffic Regulation Order along part of Plassey Street and High Street in Penarth as described in this report subject to no objection from statutory consultees.
3. That Cabinet approves the use of monies from S106 agreement between the Council and the Developer of the Penarth Heights development to implement this Experimental One-Way system subject to Recommendation 2.

#### **Reasons for the Recommendations**

1. For information.
2. To comply with the requirements of the Road Traffic Regulation Act 1984.
3. To ensure that sufficient funds are available for the proposals to be progressed.

#### **Background**

2. The Council has received £1.47M via a S106 agreement between the Council and the Developer of the Penarth Heights development (planning reference 2007/00295/FUL) for sustainable transport. In addition, the Council has received £275k towards off-site highway works. Numerous schemes have been implemented to date using these contributions, including works to the Windsor Road/Pill Street junction; the implementation of the woodland footpath and steps from Paget Road to Penarth Marina; a lighting scheme for the Zig-Zag path; cycle parking at key destinations in Penarth; improvements to the entranceway to Cogan Primary School,

and the funding of public transport. There remains circa £1.26M in total, of which circa £1.1M has to be spent by February 2020.

3. The S106 agreement requires the sustainable transport contribution to be spent on 'information, facilities or infrastructure which provides or improves access for pedestrians, cyclists, public transport users, taxis or car sharers in the vicinity of the site'.
4. The S106 agreement requires the highway contribution to be spent on feasibility, design and construction works, and suggests upgrading the road junction of Windsor Road and Plassey Street as an option for the contribution.
5. To manage the project and spend of the S106 contributions effectively and in accordance with the Council's Project Management Toolkit, a Project Board has been established. This Board has determined that the key objective of the project is to improve pedestrian and cyclist movements at Windsor Road/Plassey Street junction, and to create an attractive 'Gateway' entrance into the town.
6. As a consequence, several feasibility design options were prepared to consider the most advantageous scheme to deliver this objective. All the options prepared give full consideration to the Council's statutory duty under Active Travel (Wales) Act 2013 to promote and facilitate walking and cycling as an alternative means to motorised transport.
7. The Council undertook a detailed consultation from Monday 14th May 2018 to Monday 9th July 2018 to ascertain residents' views on four potential options to improve the Windsor Road / Plassey Street roundabout junction. Full details of the consultation and its conclusions are presented in the report entitled 'Penarth Heights Highways and Sustainable Transport' attached at Appendix A.
8. The Windsor Road / Plassey Street roundabout junction was identified in the Transport Assessment submitted with the planning application for the Penarth Heights development. It recommends links between the development site, the Penarth Leisure Centre, the Dingle Park, and Cogan Train Station, particularly for pedestrians and cyclists.

### **Relevant Issues and Options**

9. Plassey Street is a typical residential terraced street with heavy on street parking, both sides of the road. It has a reasonably steep gradient between the roundabout junction with Windsor Road at its southern end northwards to its junction with High Street. The carriageway is some 9 metres wide and accommodates advisory cycle lanes to both side of the road between the existing on-street parking bays provided and the running carriageway for vehicular traffic.
10. There is no recent traffic survey data available for Plassey Street; however, a review of the personal injury collision data in the vicinity of the Experimental One-way Traffic Order over the most recent three year period from June 2015 to June 2018, reveals six road traffic collisions involving personal injury. Of these injury collisions two were serious and four were slight. The contributory factor identified in four of these collisions (three slight and one serious) was driver error where the driver failed to look properly before manoeuvring. The contributory factor for the remaining slight collisions was identified as driver illness or disability whilst the serious collision was associated with an emergency vehicle on call and negligent action to open the vehicle door. There were no recorded personal injury collisions within the latest three year period involving pedestrian(s) or cyclist(s).

11. The four consultation options presented to residents and the wider public as part of the consultation exercise documented in Appendix A are as described below.

**Option 1:** Re-aligned roundabout junction:

12. This option improves the existing roundabout junction by enlarging the central island to reduce the speed of vehicles through the junction and incorporates a Toucan Crossings on Windsor Road and Plassey Street to enhance safety and convenience for pedestrians and cyclists. This option would require land from The Dingle park to accommodate the enlarged central roundabout island and circulatory carriageway resulting in the removal of some trees. Refer to layout plan at Appendix B.

**Option 2:** One Way System - Plassey Street:

13. This option proposes to remove the roundabout and introduce a simple uncontrolled junction arrangement permitting one-way traffic flows eastbound along Plassey Street to its junction with High Street. A short section of one-way traffic is also proposed on High Street between Ludlow Street and Windsor Road to simplify turning movements at the High Street and Windsor Road 'T' junction. Traffic is able to use Plassey Street or Windsor Road to access Penarth Town Centre or Windsor Road to exit Penarth via Barons Court traffic signal junction. A Toucan Crossing is proposed on Windsor Road immediately east of the simplified junction with Plassey Street to enhance safety and convenience for pedestrians and cyclists. This option would enable enhanced cycle facilities to be provided along Plassey Street over the length of the proposed one-way system. Refer to layout plan at Appendix C.

**Option 3:** A give-way junction:

14. This option removes the roundabout in favour of a 'T' junction or major / minor priority road junction with primary traffic flows along Windsor Road. This arrangement could prove detrimental to traffic exiting Plassey Street which would need to wait at the give-way line until a safe and adequate gap in traffic on the primary route traffic was available before exiting the junction. The proposal incorporates a Toucan crossing on Plassey Street and Windsor Road to enhance safety and convenience for pedestrians and cyclists. Parking bays would be introduced to mitigate loss parking for Hill Terrace. Refer to layout plan at Appendix D.

**Option 4:** Complete one way system:

15. This option would see a complete one way system in place on Windsor Road from the junction with High Street, travelling north towards Cogan, and travelling south from Cogan along Plassey Street up to the junction with High Street. There would be a right turn lane allowing vehicles travelling from Penarth Town Centre on Windsor Road, to turn right in to Plassey Street. All movements would resume to two way at the junction of High Street heading south towards the town centre. This option also includes a Toucan crossing on Plassey Street and Windsor Road with improved segregated cycle lane facilities on both Windsor Road and Plassey Street. Refer to layout plan at Appendix E.
16. The consultation report entitled 'Penarth Heights Highways and Sustainable Transport' attached in Appendix A details the responses to the survey work undertaken as part of the consultation process. Whilst a high number of respondents who completed the survey indicated a preference for Option 1, the Project Board, having regard to the Council's significant statutory duty in relation to Active Travel legislation and the national policy agenda, considered that an option which would have the potential to encourage and promote more walking and cycling movements, would be desirable under the circumstances.

17. For this reason, the Project Board having fully considered all comments received throughout the whole of the consultation and whilst acknowledging the outcome of the consultation results, has determined that Option 2 be trialled, excluding the 20mph speed limit which was raised as a significant concern within the consultation. This is to allow the concept of a partial one-way system to be tested, as concerns raised in response to any form of one way system within the consultation are speculative. The experiment or trial One-Way system would enable further detailed consideration and assessment of the scheme's merits and potential impacts on road traffic, prior to a final decision being made on implementing any permanent Road Traffic Order, and prior to any permanent infrastructure works being undertaken.
18. It is therefore proposed that an Experimental Traffic Regulation Order be made subject to statutory consultation requirements to enable Option 2 to be progressed. This Order would also include the creation of a one-way street along High Street between Ludlow Street and Windsor Road with travel being permitted north to south only. . A notice of making must be published in the press at least 7 days prior to the Experimental Order coming into force and any objections to the Experimental Order can be received during the first six months of the Order which could remain in place for up to 18 months. Following this period, the Order has to be withdrawn or made permanent.
19. The Experimental Order will include detailed and comprehensive traffic survey works both prior to and during the trial period for the One-Way system to assess and understand the impact on traffic movements in the area as well as any traffic migration to other routes outside the immediate study area. It is intended to consider the operation of the trial and any feedback, including before and after traffic data after 3 months and 6 months. A decision will be made at these times whether or not to continue with the trial or continue with the changes on a permanent basis or revert back to the previous (existing) highway layout.
20. As part of the process to make the Experimental Traffic Regulation Order statutory consultation is required with the emergency service, hauliers and motoring organisations. The police have previously been consulted on the proposed Experimental One-Way Traffic Regulation Order and have made the following observations:
21. Plassey Street is a wide carriageway with parking bays on both sides of the road and cycle facilities. This has the effect of visually reducing the width and contributing to natural traffic calming and mostly compliant vehicle speeds.
22. It is known from previous experience of One-Way schemes that vehicle speeds can increase due to driver's confidence that no vehicles will be travelling towards them in opposing directions. It is accepted that the proposal will run uphill towards High Street. However, our concern would be that drivers who would be compliant with the speed limit are overtaken by drivers who are not. This could put vulnerable users, in particular cyclists, at risk of being in collision with errant drivers. Modern cars are more than capable of quickly achieving high speeds on uphill gradients.
23. A number of Temporary Traffic Regulation Orders will need to be implemented for the scheme to operate safely. These will be mainly moving road traffic offences which can only be enforced by Police Officers. It is submitted that this proposal could result in higher vehicle speeds in residential areas and therefore the Police would be unlikely to support this scheme, in addition, a heavy burden would be placed on our resources to enforce the required TTRO's.

24. There are a number of junctions merging onto both Plassey Street and Windsor Road and vehicle movements onto these roads will be affected. Past experience has shown that unless local residents are supporting this type of scheme there is likelihood that some residents adversely affected by the changes to traffic movements will fail to comply and possibly compromise road safety.
25. The Council has also undertaken initial discussions with Shared Regulatory Services (SRS) Wales regarding the potential impact of the Experimental One-Way Order and any future permanent order may have on the air quality in the local area. Whilst it is anticipated that Option 2 will not result in any detriment to the air quality in the area and may even prove beneficial to air quality in the longer term, it has been agreed that as part of the Experimental One-Way system air quality monitoring will be undertaken to fully understand the situation prior to any decision being made to withdraw the Order or make it permanent.

### **Resource Implications (Financial and Employment)**

26. The total cost of making the Experimental One-Way Order and implementing the necessary physical temporary traffic management arrangements on site to safely operate the trial is estimated to be £40k. Further cost associated with traffic survey and air quality monitoring is estimated at £25k. The total cost of undertaking the Experimental One-Way system is therefore £65k and this will be fully funded from the S106 monies provided from the Penarth Heights development.
27. The estimated cost of implementing the permanent scheme for Option 2 is £1.2M should the Experimental One-Way prove to be successful.
28. The implementation of the proposals contained in this report will be managed by Council's Engineering team should the necessary approval be given.

### **Sustainability and Climate Change Implications**

29. If successful the enhancement to pedestrian and cycle provision will encourage more sustainable modes of travel on foot or by cycle.

### **Legal Implications (to Include Human Rights Implications)**

30. The Road Traffic Regulation Act 1984 allows highway authorities to make and vary Traffic Regulation Orders to regulate the movement of vehicular traffic, restrict or prohibit certain classes of vehicle and to improve the amenities of an area.
31. The Council as Highway Authority has a responsibility to improve the safety of the highway user and may be found to be negligent if it does not meet its statutory obligations under the Highways Act 1980 and the Road Traffic Act 1988.
32. There are no Human Rights Implications with regard to this report.

### **Crime and Disorder Implications**

33. Improvements to highway safety help to reduce the potential for incidents of disorder.

### **Equal Opportunities Implications (to include Welsh Language issues)**

34. Improvements to highway safety benefit all sectors of the community.
35. Any signage associated with future works in this location will comply with the requirements of the Council's Welsh Language Scheme.

## **Corporate/Service Objectives**

36. The proposal seeks to maintain and develop a safe and effective highway. It contributes to Well Being Outcome 2, Objective 4: Promoting Sustainable Development and Protecting our Environment.

## **Policy Framework and Budget**

37. This is a matter for Executive Decision by Cabinet.

## **Consultation (including Ward Member Consultation)**

38. Local Members have been involved in discussions regarding the options presented for public consultation.

## **Relevant Scrutiny Committee**

39. Environment and Regeneration.

## **Background Papers**

37. None.

## **Contact Officer**

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## **Officers Consulted**

Operational Manager Legal Services  
Directorate Accountant  
Engineering Manager Highway Development and Traffic  
Design and Construction Manager  
S106 Officer, Planning  
Committee Reports

## **Responsible Officer:**

Miles Punter - Director of Environment and Housing

# Penarth Heights Highways and Sustainable Transport

May – July 2018

Appendix A – copy of overview survey results

Appendix B – Penarth Town Council and Cardiff Cycling Campaign responses

## 1. Background

The Vale of Glamorgan Council granted planning permission to demolish the existing flats at land off Harbour View Road, Penarth and construct 377 residential units and associated highway infrastructure and open space – now called 'Penarth Heights' (planning reference 2007/00295/FUL).

As a result of an associated Section 106 Agreement between the Council and the developer, the Council has received a significant financial contribution (£1.4million) from the developers of Penarth Heights for Sustainable Transport improvements in the vicinity of the site.

The financial contribution is to be spent at follows:

*“means information, facilities or infrastructure which provides or improves access for pedestrians, cyclists, public transport users, taxis or car sharers in the vicinity of the site [Penarth Heights].”*

To date, the Council has used this contribution to implement a number of schemes, including:

- zebra crossings on Plassey Street;
- Highway works for NCN route: dropped curbs, signs and TROs;
- the lighting scheme at the zig-zag path;
- the woodland footpath and steps from Paget Road to Penarth Marina;
- Support East Vale Community Transport;
- Support Greenlinks;
- cycle parking for key destinations in Penarth; and
- the 95A bus service for 2 years.

There is circa £1.2million remaining.

The Council also secured £275k for “Highway Works”. This is defined as:

*“feasibility design and construction works which may include but shall not be limited to upgrading the road junction to ease traffic congestion and the junction of Cogan Hill and Terra Nova Way, and upgrading the road junction of Windsor Road and Plassey Street and subsequently to provide maintenance of the said works for up to 20 years”.*

A proportion of this was used to improve the junction at Windsor Road / Pill Street, and there is £160k remaining.

The Transport Assessment submitted with the planning application for Penarth Heights recommended that the links between the development, the Leisure Centre, the Dingle Park, and Cogan Train Station are considered particularly for pedestrians and cyclists.

The Council has therefore been considering a number of options for improvements to the Windsor Road/ Plassey Street Roundabout and enhancing the layout and materials used in this area to create an attractive 'Gateway' to Penarth Town Centre.

Given the size of the contribution, the Council's Project Management Toolkit recommends the creation of a Project Board. A Project Board has been set up to monitor the programme delivery which comprises:

- Leader of the Council,
- Managing Director
- Cabinet Member for Neighbourhood Services and Transport
- Cabinet Member for Regeneration and Planning
- Various Officers across the Council

## **2. Active Travel**

In order to consider any future proposals for Section 106 Sustainable Transport contributions, the Council has a duty to consider the Active Travel (Wales) Act 2013.

The Act aims to make it easier for people to walk and cycle in Wales, specifically to promote walking and cycling as viable modes of transport for everyday journeys.

The aim of the Act is to persuade, and facilitate, people to walk and / or cycle for short journeys instead of using a car. The reasons for doing this are that: more active travel should improve people's health; and less car travel will reduce congestion and reduce CO2 and other emissions.

"Active travel" means walking and cycling as an alternative means to motorised transport for the purpose of making every day journeys. An "active travel journey" means a journey made to or from a workplace or educational establishment or in order to access health, leisure or other services or facilities. The existing Windsor Road/Plassey Street roundabout junction is a strategic junction for people living in Penarth to access key destinations such as health, leisure, work, education facilities etc.

## **3. Methodology**

The consultation ran from Monday 14<sup>th</sup> May 2018 until Monday 9<sup>th</sup> July 2018. Residents were invited to have their say by either responding to the online survey, by writing to the Council or by attending one of the two drop-in sessions that were arranged during the consultation period.

The consultation was primarily based upon a survey, which sought to ascertain resident's views in relation to four initial options to improve the Windsor Road/Plassey Street roundabout. The four options can be found in Appendix 1.

In order to gather the views of local residents, the consultation was promoted on the Council's website and on social media. 4,000 leaflets were also delivered to local residents in St. Augustine's ward, and nearby streets adjoining this ward.

The Council also consulted with Penarth Youth Action and Penarth Town Council.

## **4. Responses to the Survey**

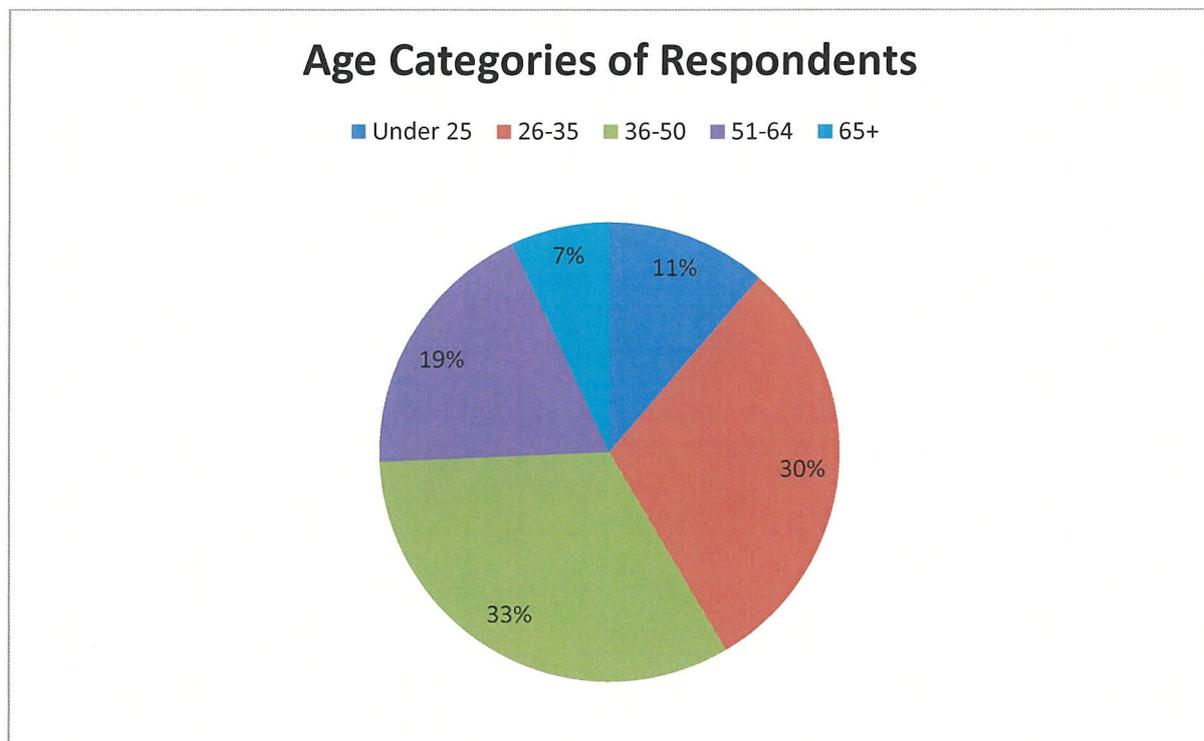
There were 470 responses to the survey in total.

## 4.1 Profile of respondents

54.9% of respondents identified themselves as 'male'; 44.9% 'female' and 0.2% as 'other gender identity'.

With regards to age, the chart below shows the age categories of people who responded. Almost two-thirds of the respondents were aged between 26 and 50 years.

Figure 1: Age Categories of Respondents



When asked whether the respondent's day to day activities are limited because of a physical or mental health condition, illness or disability, which has lasted or is expected to last 12 months or more, 78.2% said 'no', 14% said 'yes – limited a little', 4.8% said 'yes – limited a lot' and 3.1% preferred not to say.

## 4.2 Section 1: Current Travel Patterns

In order to successfully plan for sustainable transport and to encourage active travel, it is essential to establish current travel patterns and behaviour. Section 1 within the survey asked questions in order to establish information in relation to the following:

- Resident's origins and regular destinations;
- What mode of transport residents predominantly utilise to travel to work;
- What is the main reason for using a particular mode of transport to travel to work;
- Whether there is anything that would encourage the respondent to use sustainable transport options;
- Whether there are any changes the Council could make to encourage the respondent to walk or cycle more; and

- Which routes should be improved for walking and cycling purposes in the vicinity of Penarth Heights and Penarth Town Centre.

#### 4.2.1 Residents Origins and Regular Destinations

Unfortunately, only 33% (157) of respondents who undertook the survey provided their origin and regular destinations. A list of the re-occurring origins and destinations identified by respondents has been identified in the tables below:

Table 1: Re-occurring Origins

Origins	Destinations
High Street, Penarth	Bridgend
Plassey Square, Penarth	Cardiff
Plassey Street, Penarth	Cardiff Bay Retail Park
Ludlow Street, Penarth	Cogan
Cogan, Penarth	Leckwith
Penarth Heights, Penarth	Newport
Marine Parade, Penarth	Penarth Marina
Arcot Street, Penarth	Merthyr Tydfil
Penarth Town Centre	Albert Primary School
Albert Road, Penarth	London
	Bristol
	Llandaff
	M4

From the 157 respondents, 38% regularly travel to destinations within Penarth; 47% regularly travel to Cardiff and other destinations within the Vale of Glamorgan, and 15% travelled further afield (e.g. Merthyr Tydfil, Bridgend, Bristol and Birmingham).

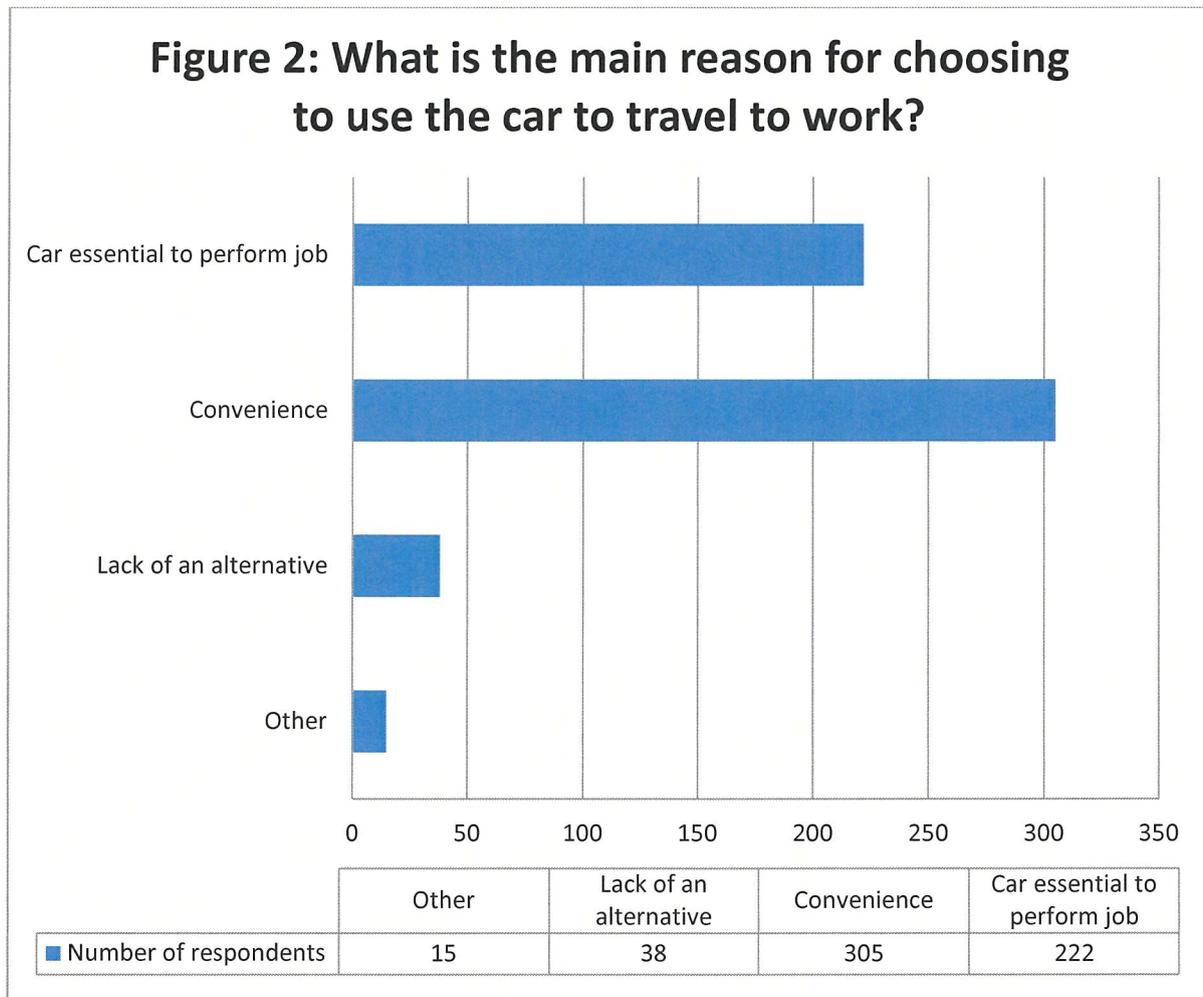
#### 4.2.2 Modes of Travel to Work

Respondents were asked how they travel to work. The table below demonstrates that the main mode of travel to work is the car (86%). The second mode of travel to work is then the bicycle (4.7%).

Table 3: Mode of Travel to Work

Mode of Travel	Percentage (%)
Bus	0.2
Bicycle	4.7
Car Driver	86.0
Car Sharer	0.9
Walk	2.2
Motorcycle	0.2
Train	1.1
Work from Home	2.2
N/a (e.g. retired)	2.6

If the respondent's main mode of transport to work is the car, respondents were then asked what their reasons for choosing this car is (respondents could answer multiple boxes).

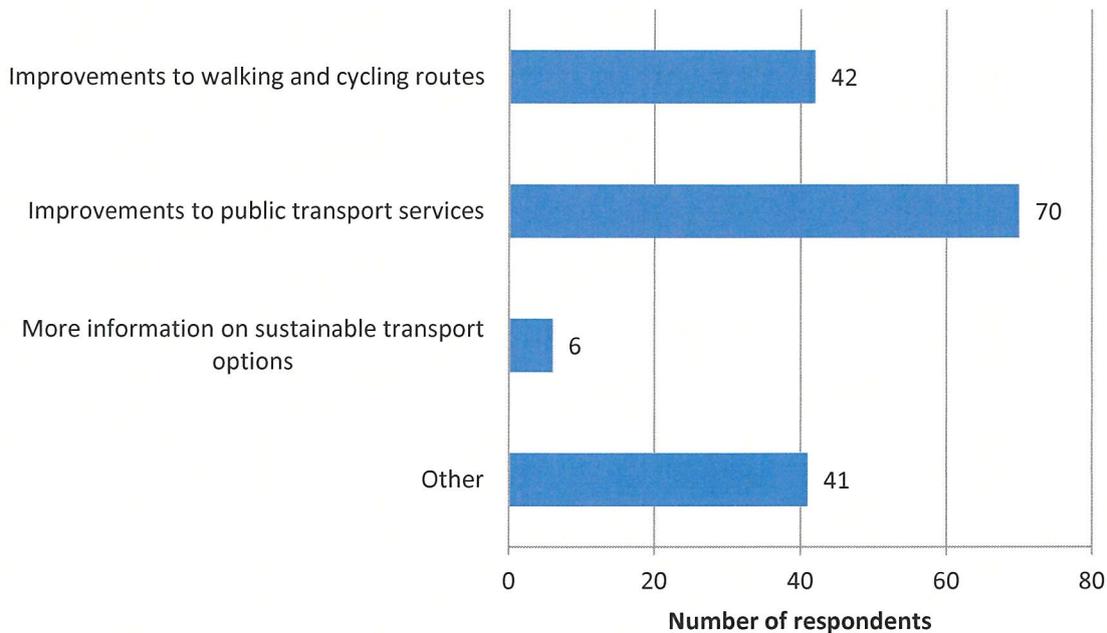


It is evident from the table that a high proportion of people use their car due to the **convenience**.

#### 4.2.3 What can be done to encourage active travel generally?

If respondents generally used the car to travel, respondents were asked if there is anything that would encourage them to use sustainable transport options.

**Figure 3: What Provisions would Encourage Respondents to consider Sustainable Transport Options?**



In terms of “other”, 79 comments were received, predominantly in relation to the cost of public transport; the aesthetics of public transport; the reliability and networks associated with public transport, and the infrastructure in place for walking and cycling, such as:

*“public transport needs to be of higher standard and a reduced cost. Sometimes it is cheaper as a family to drive to Cardiff etc and park the car than taking the train or bus! Makes no sense!”*

*“The time i would use public transport would be on the weekends and I’d mainly use the train to go to Cardiff however the train service, mostly on sunday, is very poor. For a capital city and its local links it is terrible.”*

*“Cheaper travel (more expensive to get the train to Cardiff than it is to drive and park for a family of four)”*

*“Windsor road too dangerous to cycle down during rush hour”*

*“While the train network is good in terms of locations the actual trains are old, over capacity and therefore extremely uncomfortable. Ticket flexibility would help encourage train use for example a facility like the Oyster Card in London so you can just tap in and tap out for any journeys. The entrance to Dingle Road station from Windsor Road should also be make more prominent/obvious for people. It’s uninviting and easily missed.”*

*“20 mph speed limits supported by psychological measures to reinforce compliance (e.g. intelligent planting and use of road painting (e.g. removal of centre lines and new side lines) Introduction of rail, light rail or Personal Rapid Transport (PRT) services from Sully to Penarth*

*and Cardiff Availability of bike-sharing in Sully and Penarth, preferably as part of the Nextbike scheme already introduced in Cardiff Safer cycling. Put people first and cars second - living function before the traffic function"*

*"improved pavements and safe crossing areas"*

*"Cycle scheme help funding local commuters to choose a bike over a car?"*

*"Safe cycle routes. We have children who are not yet ready to independently cycle in some of the more congested areas of Penarth. So we limit our cycle trips to safer paths and roads."*

*"Some meetings i attend are in awkward to get to areas - but for more local, i would happily ride my bike if the roads were safer, i.e. a lot more designated cycling areas"*

*"I try and walk to the station and then take the train everywhere if it is accessible. Need more cycle paths as well."*

*"Cycling across Penarth feels extremely dangerous. We would cycle more if there were safer routes."*

#### **4.2.4 What can the Council do to encourage walking and cycling in Penarth?**

Respondents were asked whether there are any changes that the Council could do to encourage them to walk or cycle more in the vicinity of Penarth Heights and around Penarth Town Centre.

23.1% of respondents indicated 'no', and 76.9% of respondents indicated 'yes'. 109 respondents provided additional comments about what they think would be an effective change.

Re-occurring suggestions included:

- Improved and safer crossing facilities between Hickman road and Arcot Street; High Street and Plassey Street; Plassey Street and Windsor Road; on Albert Road; on Windsor Road;
- More dedicated cycle path infrastructure on main routes through Penarth, to key destinations such as the town centre; the esplanade; the marina.
- Pedestrianising the town centre (perhaps on weekends?/ perhaps allow buses through still);
- 20 mph zone across the whole of Penarth / reduce speeds;
- Less cars and reduction in traffic speeds;
- Improvements to the route between Penarth Town Centre to Cogan Railway Station for pedestrians and cyclists;
- Introducing a one way system;
- Resurfacing roads;
- Improved landscaping along the pavements;
- Cycle rentals e.g. Next Bike – similar to what has been introduced in Cardiff;
- Brains Bridge – this requires attention for both pedestrians and cyclists;
- Complete one way system;
- Improved footways (slabs are uneven in places) and better dropped kerbs facilities throughout the town centre;

- Improvements to the route across the barrage;
- Improved cycle infrastructure to Albert Road Primary School; and
- Parking on pavements needs to be enforced.

Respondents were asked specifically which routes would they like to see improved for walking and cycling purposes in the vicinity of Penarth Heights and within Penarth Town Centre. 184 respondents answered this question.

The main routes identified within the responses were:

- Arcot Street – existing route needs reviewing
- Glebe Street
- Salop Street
- Windsor Road/Plassey Street roundabout junction
- Plassey Street
- Plassey Square
- Stanwell Road
- Lavernock Road
- Harbour View Road
- High Street
- Paget Road
- Around Albert Road Primary School
- The junction of Arcot Street and Windsor Road
- Headland Link
- Barons Court
- Roads connecting to Dingle Road

Other relevant comments which were misplaced in this question included:

- 20mph zone across the whole of Penarth;
- Widening Windsor Rd to create a cycle lane, introducing proper crossings at sensible places on all busy roads;
- One way system around the whole of Penarth - one way up Plassey Street to Albert Road,, one way down Stanwell Road to traffic light, one way along Hickman Road to Windsor Road and then one way down Windsor Road towards Cogan.
- Safe cycle routes on main routes;
- Surfacing improvements for paths and the roads;
- Pedestrianise Windsor Road in the town centre;
- Zig zag path short cuts - maybe split paths for cyclists and walkers or more barriers to prevent short cuts

A number of other matters were raised which fall outside of this consultation.

## 4.3 Section 2: Windsor Road / Plassey Street Roundabout Junction Proposals

Respondents were presented with four initial options to consider and rate.

### 1: Re-aligned roundabout junction

This option would retain a roundabout junction. The roundabout central island would be enlarged to reduce the speed of vehicles going through the junction. There would be controlled Toucan Crossings on Windsor Road and Plassey Street to allow for safer movements around this area for pedestrians and cyclists. Please note this option would require a small amount of land from The Dingle park to allow for the enlarged roundabout, resulting in the removal of some trees from this area.

### 2: One Way System - Plassey Street

This option proposes to remove the roundabout and introduce a three way signalised junction with toucan crossings.

### 3: A give-way junction

This option proposes to remove the roundabout. The primary route would be Windsor Road, and there would be a new T-junction introduced to connect Windsor Road with Plassey Street. The T-junction would not be signalised. There would be an uncontrolled (or Toucan?) crossing on Plassey Street and an uncontrolled (or Toucan?) crossing on Windsor Road for pedestrians. There would be significant build outs, which could allow for street furniture and planting. Parking bays would be available to the south of Hill Terrace.

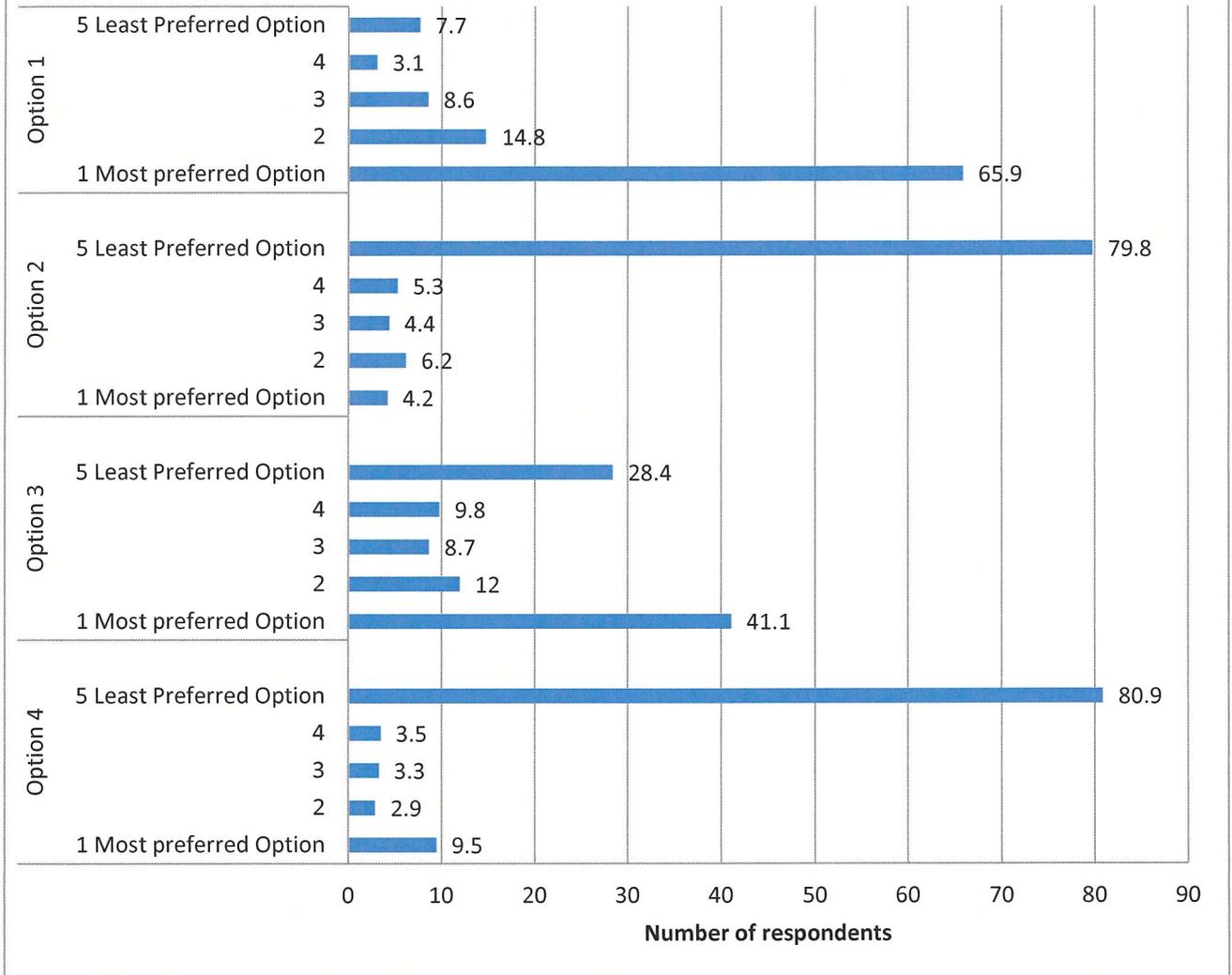
### 4: Complete one way system

This option would see a complete one way system in place on Windsor Road from the junction with High Street, travelling north towards Cogan, and travelling south from Cogan along Plassey Street up to the junction with High Street. There would be a right turn lane allowing vehicles travelling from Penarth Town Centre on Windsor Road, to turn right in to Plassey Street. All movements would resume to two way at the junction of High Street heading south towards the town centre.

This option would significantly improve movement for pedestrians and cyclists in this area with the introduction of new traffic signalled controlled pedestrian / cyclist crossings at the junctions of Windsor Road/Plassey Street, High Street/Plassey Street and High Street/Windsor Road. There would also be improved segregated cycle lane facilities on both Windsor Road and Plassey Street.

Parking bays would be provided to the south of Hill Terrace.

**Figure 4: Ratings of Options 1-4**



Option 1 was the most preferred option, followed by Option 3. Options 2 and 4 were the least preferred options, however, a number of the comments had concerns regarding the 20mph zone noted on the plans, and therefore the Council is unsure whether this is the primary reason. 403 respondents provided additional comments regarding the proposed options.

There were comments seeking to retain a roundabout junction (Option 1):

*“Keeping the roundabout is the best bet, and no one way system it will cause 2 many problems”*

*“Roundabout will ensure traffic keeps moving.”*

*“The improvement of the roundabout plus crossings would imporve pedestrian route to Dingle Road and Leisure Centre without causing potential adverse impact on local businesses in the town.”*

*“The roundabout is the only viable and safe option”*

*"I think keeping the roundabout is the best option for traffic flow and safety of all road users."*

*"Option 1 is preferred, albeit need more crossing options away from the roundabout and add crossing lights in."*

There were also comments against Option 1:

*"Option 1 isn't a significant enough change to give any improvement, if anything it puts cyclists more at risk due to reduced visibility as 'indicators' appear to be an optional extra on cars approaching the existing formation."*

*"Option 1: I don't support the removal of trees from Dingle Park, and I don't feel that retaining the roundabout achieves much. I would like to see Dingle Park better utilised and made more attractive, not made worse."*

There were numerous detailed comments in support of some form of one way system (Options 2 and 4):

*"I believe one way systems will allow traffic to flow better and improve access in and out of Penarth"*

*"Option 4 should be considered as it is the only one to provide a fuller range of segregated cycling and walking route, and is the only option to reflect the route of cycling demand which was identified in the previously published Integrated Network Map."*

*"When a one way system was in operation along both Plassey St and Windsor Rd a few years ago due to road works it worked well."*

*"I actually think the 1 way system should continue the whole way along Plassey street to meet Albert Road and then Windsor Road to be 1 way from the roundabout in Penarth town centre to the roundabout that meets Plassey street. Also, angled parking should be considered along any 1 way road to increase parking spaces available by 30%."*

*"We need more parking so the complete one way system would allow for this."*

*"The current layout is dangerous with many drivers not slowing sufficiently when approaching from Plassey Street. The level of traffic leaving and entering the town at peak times is already at a significant level to have a negative impact on journey times. The inclusion of a holistic one way system would enable better traffic flow and, potentially, lead to pedestrianisation of the town centre."*

*"The one-way system would simplify the system, it could potentially be extended to include more of Plassey Street & Windsor Road, this would allow more space for a cycle lane & parking on both roads, would reduce traffic issues on Windsor Road through the town centre. High St & Albert Rd could also be incorporated in to the one-way system, alternating as Arcot St & Glebe St do to allow easy access, again this would free up further parking space."*

*“Creating a one way system for the whole of Plassey Street and Windsor Road would enable herringbone/chevron parking on both roads, solving a lot of Penarth’s parking problems. Using banks of parking on alternate sides of the road, as a chicane, with some much needed trees at the end of each section could improve traffic calming as well.”*

*“One way would make room for more tree planting and cycle paths. I would suggest including speed bumps with this”*

*“As a keen cyclist, I would prefer option 4 with a complete one way system - with additional traffic calming and speed reduction”*

*“Make Plassey Street and Windsor Road one way roads. Implement chevron parking on both roads (both sides on Plassey Street). Plassey Street going in to town from Cogan, Windsor Road the way out of town to Cogan. This will increase available parking and traffic flow. Make Stanwell Road up to the roundabout, Rectory Road Lane and Windsor Terrace to where it meets the end of Rectory Road lane (forming a loop) a one way system and implement”*

*“Option 1 - rewards car owners. Option 2 - needs robust modelling to evaluate. Option 3- risk of Windsor Lane rat run Option 4 - my preferred approach modified as above. I do drive and own a car as well.”*

A proportion of the comments were completely anti any form of one way system (Options 2 and 4):

*“A one way system will be a disaster”*

*“There is no need for a one way system as far down as the roundabout. You will create a snake of rush hour traffic back to Glebe Street and everyone will try to circumvent it by driving through the marina or Plassey Square.”*

*“One way systems cause problems for bus services to serve an area efficiently (e.g. Barry Town Centre) and the existing roundabout works well enough already without being messed around with!”*

*“If anything is to be changed on the roundabout then the options of either making the roundabout slightly bigger and planted up nicely, or just returning it to a T-junction, as it was years ago, before it became a roundabout, would be the best options. I think it is absurd to make a one way system, whether partial or completely one way. There is absolutely no need to put any sets of traffic lights on the roundabout/junction.”*

*“The current system allows for traffic to flow well at peak times. A one way system would not be beneficial but would cause a lot of disruption. A realigned roundabout junction would slow traffic down however improved road markings and signage to existing roundabout would also do this as drivers coming down Windsor Road towards Cogan frequently assume they have right of way and do not stop.”*

There were few comments in relation to Option 3: A Give Way Junction, and the few received were mainly negative:

*"A give way junction could make it very difficult to leave Plassey street and join Windsor road heading out of Penarth causing more queuing particularly in the morning"*

*"I feel the best options are 1 and 3 as they would tackle the problem of the roundabout, with my preference being option 3."*

*"Option 3 would be a nightmare for residents from Paget Rd/Penarth Heights if they wished to turn right at the T junction from Plassey St into Windsor Rd. I am surprised it is even being contemplated. The volume of traffic coming from Penarth Town Centre would make it extremely difficult for any vehicles from Plassey St to join and there would be huge tailbacks"*

A small number of the respondents would like to keep the current roundabout as it is without any changes for sustainable transport:

*"Please please please leave the junction exactly as it is. Another access road from heights to Cardiff is the only option that would improve. There are very few issues currently, any "improvement" would absolutely make things worse, just like Barons Court and Merrie Harrier junction "improvements". For the love of god leave it alone. Used to take 5-7 minutes to get out of Penarth at peak, now 20mins – CANNOT make it any worse, its immoral. There are already crossings, no more needed, road too narrow for more cycle lanes to pacify the vocal majority."*

*"I don't think there's much wrong with the way it is now and none of the proposals will improve matters."*

*"Pointless review of a junction that poses neither a safety risk or impediment to travel in any direction.....leave as it is....direct money being wasted on this to a real issue....take your pick....there are plenty.....make a difference and actually do something worthwhile with your job instead of making up issues that have easy 'solutions' just to be seen to be doing something...might be a bit more difficult that actually doing something that matters but go on, challenge yourself, you might be surprised that you do in fact possess some real talent and even if you don't then at least you know you tried to make a real difference."*

*"Existing roundabout doesn't cause any problems except during rush hour when plassey st and the marina are used as rat runs. A more pressing problem to address is the traffic queues out of Penarth during these times."*

*"NONE DO NOT DO ANY OF THE ABOVE THEY ARE ALL A COMPLETE WASTE OF MONEY AND COMPLETELY UNNECESSARY AND UNCALLED FOR. NO RESIDENTS WANT THIS"*

#### **4.4 Additional Suggestions**

The consultation provided opportunities for people to make additional suggestions. Suggestions included:

*"Better trains and joined up public transport must be the option - get the commuter cars off the road - I avoid rush hour in the car at all costs."*

*“Make Plassey Street and Windsor Road one way roads. Implement chevron parking on both roads (both sides on Plassey Street). Plassey Street going in to town from Cogan, Windsor Road the way out of town to Cogan. This will increase available parking and traffic flow. Make Stanwell Road up to the roundabout, Rectory Road Lane and Windsor Terrace to where it meets the end of Rectory Road lane (forming a loop) a one way system and implement chevron parking to increase available parking and traffic flow.”*

*“A one way system up Windsor Road could allow for parking on both sides of the road for visitors and residents especially.”*

*“I live in Penarth heights and I would also recommend a one way system around plassey square to avoid accidents occurring on the congested entrance at the 1st turning up from the roundabout.”*

*“Definitely no more 20MPH limits in Penarth and the Vale of Glamorgan including Sully. 20MPH limits are very unpopular as accident rates go up NOT down in 20MPH areas they are dangerous that's why we all voted against them in a vog consultation.”*

*“The approved scheme needs to incorporate landscaping and environmental enhancements in order to create a feature on a very busy road. This requires adequate funding from s106.”*

The additional suggestions have been bullet pointed below:

- Extension of cycles for hire scheme – NextBike Scheme
- Re-surface roads to make them more cycle friendly.
- Introduction of rail, light rail or Personal Rapid Transport (PRT) services from Sully to Penarth and Cardiff.
- Safe bike storage.
- One way system around Plassey Square
- Humped crossings.
- Pedestrian crossing junction Albert Road and Windsor Road/Windsor Terrace.
- Speed humps to slow vehicle speed.
- Dropped kerbs and appropriate informal crossing points.
- Bus shelter enhancements.
- The implementation of 20mph zones (there is **20 in support and over 300 against**).
- Pedestrianize the town centre and send the traffic around it.

A significant concern raised in the consultation was the suggested 20mph limit on the one way system. Circa 300 respondents clearly indicated that they did not want to see 20mph limits introduced.

## **5. Feedback at Drop-In Sessions:**

Two drop-in sessions were arranged during the consultation period at Belle Vue Pavilion:

- Tuesday 5 June, 5:00pm - 7:00pm
- Tuesday 12 June, 5:00pm - 7:00pm

The sessions were advertised via a leaflet drop and online. The drop in sessions provided an opportunity for residents to discuss the proposals with Council representative; complete the survey; view the plans, and also for residents to discuss any additional suggestions.

A total of 81 people attended the drop in sessions.

Comments and suggestions made by residents attending the drop in sessions noted include:

- Need pedestrian crossing at junction of Plassey Square, Windsor Lane and Plassey Street as this is a desire line;
- More crossings required throughout Penarth (raised to give pedestrian's priority?);
- Pedestrianising the town centre would provide opportunities for outdoor eating/drinking and leisure activities;
- Perception of speeding on Plassey Street requires attention;
- 20mph zone across the whole of Penarth should be implemented;
- 20mph zone around Plassey Square;
- One way system around Plassey Square with traffic calming and a 20mph zone;
- Pavements around Plassey Square need to be upgraded as now there is a higher footfall;
- Bike hire opportunities at key spots (electric given the hills): across the Barrage; Plassey Square, the Marina, the Esplanade; the Cliff Top;
- Brains Bridge – pedestrian walkway underneath the bridge requires consideration – cars travel fast;
- Double yellow lines on the corners of key junctions of main routes into Penarth e.g. Plassey Street, Windsor Road to prevent people parking on them and obscuring visibility, and allowing cyclists to have better visibility when using junctions;
- Concerns regarding uphill cycling up Plassey Street from Brains Bridge;
- Improve the right turn uphill on Windsor Rd to the centre;
- Instead of implementing shared cycle/footways which are just "black top" tarmac, have a clear demarcation for lanes between cyclists and pedestrians to prevent conflict;
- One way system could be trialled with temporary traffic lights etc.;
- Gateway into Penarth certainly needs improvements –very bland – materials need careful consideration – make this area lighter;
- Regular bus across the barrage and up the hill by Custom House to Paget Road; and
- One way system completely around Penarth to allow for better footway/cycle lanes as well as parking opportunities in the town centre.
- Cycle lanes needs to be comprehensively joined and segregated from the traffic to be successful.

## 6. Feedback in Writing

In addition to the survey responses and feedback at the drop in session, the Council also received detailed written representations from 4 residents, Penarth Youth Action, Penarth Town Council and Max Wallis on behalf of Cardiff Cycling Campaign. I have summarised the responses below:

#### Resident written representation 1:

- Not favourable of a one way system; prefers option 1 with traffic calming measures.
- Suggests a pedestrian crossing coming down from Plassey Square-across Plassey Street and into Windsor Lane

#### Resident written representation 2:

- Favourable of one way system but suggests carrying on throughout the town centre to Albert Road.
- Suggests introducing parking pays as part of the scheme;
- Suggests pedestrianizing the town centre;

#### Resident written representation 3:

- Favourable of one way system, but concerned regarding the contra flow cycle lane system.
- Concerns raised regarding Arcot Street
- Concerns regarding where junctions meet cycle lanes – give way sign on the cycle track versus give way set back for cars?

#### Resident written representation 4:

- Strong preference would be for option 3, a give-way junction; strongly opposed to options 2 and 4, both of which involve making Plassey Street a one-way street.
- Suggests introducing 20mph speed limits throughout the town centre, and preferably the whole of Penarth, starting from the gateway at Cogan.
- Suggests introducing traffic calming measures on Plassey Street and High Street.
- Suggests introducing traffic calming measures on the junction of Plassey Street and High Street for cars turning up High Street.

#### Penarth Youth Action response and suggestions:

- Increase park and ride facilities, to encourage more people to use public transport.
- Increase bus routes – there was talk that the metro system planned for the future would help
- All young people said they walked to school so would continue doing so, members said the problem was more people commuting into work in Cardiff rather than finding more sustainable routes in Penarth.
- Some members suggested Trial a temporary one way system to see outcome, whilst others were opposed as they didn't think this would decrease traffic.
- All members were opposed to the re aligned roundabout junction as they didn't agree with the proposal to remove trees and use the space within dingle park.
- Option 3 – the give way junction was the more favourable idea.

See Appendix B for Penarth Town Council and Cardiff Cycling Campaign responses.

## **7. Conclusions**

### **6.1 Current Travel Pattern Conclusions**

Whilst there was a relatively low response rate to the questions regarding respondents' origins and destinations, it is evident that a high proportion of respondents regularly travel within, or relatively locally to, Penarth. The majority of journeys outside of Penarth are to other destinations in the Vale of Glamorgan, or the adjoining borough of Cardiff.

Nevertheless, whilst the journeys undertaken by respondents are relatively local, the main mode of travel to work is the car (86%). This is high given that Penarth benefits from a three train stations operating regular trains to Cardiff, and a regular bus service from various bus stops in Penarth to Cardiff and other Vale of Glamorgan destinations.

It is evident from the results that a high proportion of people use their car due to convenience and comfort. Respondents who use their car advised that they would be more encouraged to use sustainable modes of transport if there were improvements to public transport, such as the cost, aesthetics, comfort and reliability. The Council do not manage train infrastructure and services, but can forward this information to train network providers and advise Welsh Government. In relation to bus services, the Council can forward this information to bus operators.

Respondents also indicated that they would be more encouraged to use travel sustainably if there were improvements to pedestrian/cycle ways. A significant number of respondents left comments requesting additional infrastructure provisions to be in place.

### **6.2 Windsor Road / Plassey Street Roundabout Junction Proposals Conclusions**

Whilst it is evident that a high number of respondents who completed the survey indicated that Option 1 was the most preferred option, a number of the detailed comments contained in the open-ended questions in the survey and the conversations which were held at the drop in sessions do not marry with this result. The detailed comments contained in the survey results and conversations held at drop in sessions indicate a one-way option could be logical. Consequently, the results are inconclusive.

Furthermore, respondents opposing a one-way system appear to be prioritising the use of vehicular movements through this junction, however, consideration also has to be given to the legal framework; the Active Travel legislation, and the national policy agenda which seeks to encourage walking and cycling.

In conclusion, Officers have fully considered all comments received throughout the whole of the consultation, and whilst Officers appreciate the outcome of the survey results, Officers recommend that a one way system is trialled, so that the concept can at least be tested, as currently opposition is speculative.

### 6.3 Additional Suggestions

The consultation provided opportunities for people to make additional suggestions. Suggestions included:

- Improved public transport – cost, aesthetics, comfort and reliability.
- An integrated cycle network throughout the whole of Penarth
- Re-surface roads to make them more cycle friendly.
- Safe bike storage at key destinations
- One way system around Plassey Square in addition to 20mph zone
- Traffic calming on Plassey Square / Plassey Street
- Humped crossings to tackle speeding and pedestrian safety
- Various crossings at key locations (see above for listing)
- Improvements to pavements and dropped kerbs throughout town centre
- 20mph blanket approach across the whole of Penarth(albeit over 300 comments were against this)
- Extension of cycles for hire scheme – e.g. NextBike Scheme
- Pedestrianise the town centre and send the traffic around it (perhaps just have a lane for buses)
- Park and ride facilities
- Brains Bridge – this requires attention for both pedestrians and cyclists
- Penarth Headland Link
- Improve connections between Barrage and Town Centre
- Improve pedestrian movements on Albert Road and in particular, to the school

## 8. Recommendations

A key aim of this project is to improve pedestrian and cyclist movements at Windsor Road/Plassey Street junction, and to create an attractive 'Gateway' entrance into the town.

Having consulted with the Penarth Heights Project Board, the following recommendations have been made by the Board in light of the consultation but also having regard to the Active Travel (Wales) Act 2013:

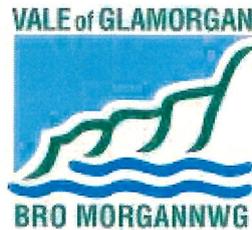
- Design and Construction division to prepare a Traffic Road Order to trial a one way system as indicated on option 2, albeit update the options in light of comments received via the consultation as follows:
  - To remove cycling provision on Windsor Road and to direct cyclists through the Dingle Park (along existing cycleway) to prevent any trees needing to be removed. This route removes cyclists from the road, and is a much more pleasant route; and
  - To remove the 20mph limit.
- Design and Construction Division to review routes identified by respondents to the survey and consider improvements to these routes in terms of future resurfacing plans etc.;

- Group Passenger Manager to forward report to Welsh Government (Rail) and bus operators to make them aware of the concerns regarding public transport
- Group Passenger Manager to initiate conversations with Cardiff Council in relation to the NextBike scheme.

An additional board meeting will be held following the trial of option 2, to determine the success/failures of the scheme, and to consider whether to move forward with it.

DRAFT

# APPENDIX A



## Penarth Heights Sustainable Transport

### Section 1: General Questions

Please list any regular journeys you make, by any means, in the vicinity of Penarth Heights.

157 (100.0%)

Starting point(s)

156 (100.0%)

Destination(s)

How do you travel to work?

1 (0.2%) Bus	1 (0.2%) Motorcycle
22 (4.7%) Bicycle	5 (1.1%) Train
399 (86.0%) Car driver	10 (2.2%) Work from home
4 (0.9%) Car share	12 (2.6%) N/A
10 (2.2%) Walk	

If you drive your car to work, what is your main reason for choosing this mode of transport?  
Please tick all that apply.

38 (9.3%) Lack of an alternative
305 (74.9%) Convenience
222 (54.5%) Car essential to perform job
15 (3.7%) Other

If you generally use your car for travel, is there anything that would encourage you to use sustainable transport options? Please select all that apply.

- 6 (4.6%) More information on sustainable transport options
- 70 (53.4%) Improvements to public transport services
- 42 (32.1%) Improvements to walking and cycling routes
- 41 (31.3%) Other

Please state

79 (100.0%)

Are there changes that we, as a Council, could make that would encourage you to walk or cycle more within, or in the vicinity of, Penarth Heights and Penarth Town Centre?

- 104 (23.1%) Yes
- 347 (76.9%) No

If yes, please tell us what you think the most effective changes would be:

109 (100.0%)

Which routes would you like to see improved for walking and cycling purposes in the vicinity of Penarth Heights and Penarth Town Centre?

184 (100.0%)

## Section 2: Windsor Road / Plassey Street Roundabout Junction

Please rate the proposed options on a scale of 1 - 5, 1 being your preferred option and 5 being your least preferred option.

	1	2	3	4	5
Option 1: re-aligned roundabout junction	299 (65.9%)	67 (14.8%)	39 (8.6%)	14 (3.1%)	35 (7.7%)
Option 2: Plassey street one-way system	19 (4.2%)	28 (6.2%)	20 (4.4%)	24 (5.3%)	360 (79.8%)
Option 3: a give way junction	185 (41.1%)	54 (12.0%)	39 (8.7%)	44 (9.8%)	128 (28.4%)
Option 4: complete one-way system	43 (9.5%)	13 (2.9%)	15 (3.3%)	16 (3.5%)	368 (80.9%)

Please note any comments on the proposed options or explain your reasons for being for or against the options.

403 (100.0%)

Please note any further comments below.

372 (100.0%)

### Section 3: About you

Postcode

454 (100.0%)

What is your gender?

253 (54.9%) Male

1 (0.2%) Other gender identity

207 (44.9%) Female

If other, please describe your gender identity.

2 (100.0%)

Which of the following age groups are you in?

52 (11.3%) Under 25

86 (18.7%) 50 - 64

139 (30.2%) 26 - 35

33 (7.2%) 65+

151 (32.8%) 36 - 50

Are your day-to-day activities limited because of a physical or mental health condition, illness or disability which has lasted, or is expected to last 12 months or more?

22 (4.8%) Yes - limited a lot

358 (78.2%) No

64 (14.0%) Yes - limited a little

14 (3.1%) Prefer not to say

# APPENDIX B



## Penarth Town Council

Response to the Vale of Glamorgan Council's

### Penarth Heights: Highways and Sustainable Transport Consultation

Members of Penarth Town Council were recently pleased to meet with the Vale of Glamorgan Council's Senior Planning Officer responsible for S106 schemes. As a result of the constructive and detailed discussions that took place in relation to the 4 Options that have been presented as part of the current consultation activity, PTC would like to put forward the following response:

After detailed consideration of the potential positive and negative effects of the 4 proposed options for the reconfiguration of the Plassey Street junction and surrounding area, PTC proposes that Option 4 provides the greatest potential scope for the future promotion of sustainable transport options for people entering and leaving the town centre, as well as helping to ameliorate problems with traffic flow in this area during peak commuting hours.

As discussed within PTC's recent meeting with VOG Officers working on the development of this S106 scheme, the key issues and elements that PTC would wish to see addressed / included within the development of Option 4 are as follow:

- 20 MPH zone:
  - PTC Members feel that as part of the re-configuration of the junction and the creation of the associated 1 way system for the lower stretches of Plassey Street and Windsor Road below the town centre, the opportunity should be taken to introduce a 20 MPH zone in order to make these roads more attractive to both pedestrians and cyclists. Radar Speed Signs, alteration to the road surface and narrowing of the road would all serve to back up this reduced speed limit and calm traffic in the area, complementing the Active Travel Plan and encouraging active travel options;
- Pedestrian / Cycle Crossings:
  - The introduction of crossings both above and below the Junction would make the area much safer and more attractive for cyclists and pedestrians;
- Gateway Landscaping:
  - Changes to road surfacing, street furniture and attractive planting would all serve to make this 'gateway' to Penarth more pleasant for residents and visitors;
- Street Trees:
  - PTC Members understand that the narrowing of lower Plassey Street to implement the one-way system, parking bays and cycle lane will inevitably result in the necessary

removal of many of the existing street trees. This is seen as an acceptable compromise in order to improve the environment more generally. However, PTC would request that money will be guaranteed as ring-fenced within the project budget to ensure that re-planting of new, suitable species of street trees within root cages takes place in order to preserve the tree-lined aspect of the street.

- 'Modal Shift' and Strategic Modelling:
  - PTC Members, whilst approving Option 4 as the most desirable of the proposals on offer within the current budget, note that with the projected increase of population and of employment opportunities within Cardiff and its surrounding areas over the next 10-15 years, that more serious steps must be taken to encourage a step-change in Penarth residents' uptake of public transport and active travel options.
  - PTC Members would like to state their own commitment, and to encourage VOG's commitment, to the development of properly integrated sustainable transport networks and to work, where possible, with the new train franchisee (KeolisAmey) and alongside the development of the South Wales Metro to encourage alternative means to the car to enter and exit Penarth.
  - PTC Members also note the potential development of an electric bike hire scheme by a local business and would like to encourage the use of S106 funds to support such initiatives. Whilst recognising the recent success of the Cardiff NextBike Scheme, PTC members note that due to the steep incline leading from the Cardiff Bay Barrage to the town centre, a locally based electric bike scheme could prove particularly appropriate in order to enable visitors and residents to make this leg of the journey by bike.
  - PTC Members also note the potential contained within Option 4 for a phased approach to a wider re-configuration of traffic flow through Penarth, including the possibility to scope the viability of a full one-way loop for the town centre, extending to Albert Road and for the potential pedestrianisation of Lower Glebe Street to create a 'town centre square'.
  - PTC Members also note the importance of the role of Penarth Leisure Centre in the delivery of cross-generational well-being of Penarth residents and would encourage the Option 4 scheme to highlight and improve the viability of active travel options being to access the Centre.
  - PTC Members note the problematic nature of the bottleneck created by the narrowness of Windsor Road through Cogan and the bottle-neck created by the railway bridge ahead of the Baron's Court Junction. PTC recognises that this topography limits the possibilities to improve this route for pedestrians and cyclists, and indeed for vehicles, but hope that over time, a reduction in the use of vehicles to enter and leave the town will allow for some active travel provision to be introduced into this area.
  - PTC Members ask that alternative routes to enter and leave Penarth (e.g. via the Marina and Redlands Road) should be monitored and that consideration should be given to potential knock-on effects to these routes as a result of the planned changes to the Plassey Street Junction.
  - Finally, it was recognised that there was future potential to have a look at improvements to the Town Centre and Windsor Rd/Glebe St, including introducing pedestrian or shared surfaces and removing 'street clutter' as highlighted in the Town Place Plan and

on-going PTC consultations.

Rhiannon Birch  
Leader, Penarth Town Council

Charlotte Pugh,  
Vo5 Senior Planner [responsible for S106 schemes]

I attended one of the consultation sessions - and argued strongly as a cyclist that the planning criteria were wrong. Under active-travel criteria, there needs to be priority for commuting cyclists; we need to improve the right turn uphill on Windsor Rd to the centre, as this is the main route we use and the right turn is problematic.

All the options worsen this primary 'active travel' cycling demand.

This as the designer/officer insisted on planning for leisure cyclists and child cyclists to use the Toucan crossings with all the delay that causes. He admitted that it is not and cannot be a 'leisure' cycling route (narrow pavement/rail bridge). He would not know that inserting extra forced stops/lights on an active travel route is judged as bad; uphill as here, such stops are especially bad and deter any commuter cyclists from using the Toucans.

Option 1 (large roundabout) is bad for cyclists like all two-lane roundabouts. Normal traffic flow calculations are irrelevant when, as often, vehicles are queuing through this roundabout and backed up on both Windsor Rd and Plassey St. At present we cyclists can get through downhill; with two lines of cars moving slowly through the roundabout, our route will become more risky.

For the few leisure or child cyclists using the Windsor Rd route, there is no point in providing a Toucan at the bottom of Plassey St for them, when they can (as at present) proceed via Dingle Park. That Toucan should be moved up Plassey St to cater for schoolkid pedestrians, as others have pointed out, as they cross into Windsor Lane on the way to either secondary school (and to the Welsh and Fairfield schools).

I proposed contacting Clare Cameron, as the active-travel officer in whom we have confidence as she understands cycling. The defined 'integrated network' map for cycling has no link up Windsor Rd - the Plassey St route just ends - pending the rail/Metro route (below). However the network map for walking includes Windsor Road (as is unavoidable). There are two cycling projects shown, codes PEN-C0060 and PN-C390. Information should be supplied on these.

As Clare recently went on extended leave, do I understand right that Kyle Phillips is filling in? If so, is it in order to seek the information and explain the problem to him? Though I made these points at the session, no officer recorded them and I have no confidence that they were taken on board.

In wider terms, I'd want to argue that with the money linked to Penarth Heights, the route to schools from there should have priority, not just provide a crossing to Windsor Lane as an afterthought. There's also a crossing of Windsor Rd from Windsor Lane and a better route through Dingle Park to the railway crossing.

Second, with changing the rail-line to metro-trams, there could be

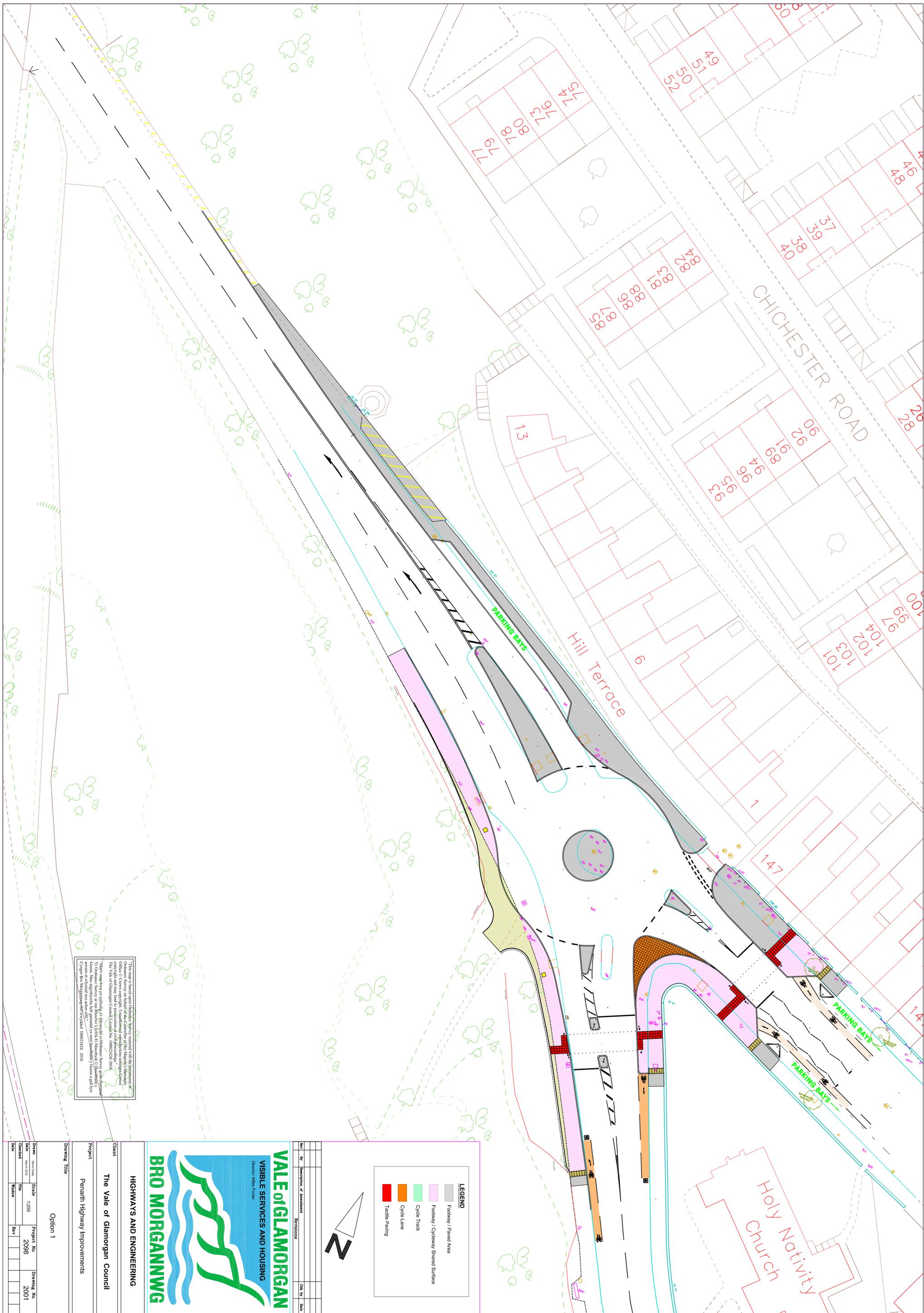
a) a commuter/leisure route alongside the tramline, bypassing the nasty Windsor Road from the railbridge down, with potential access via Hill Terrace;

b) removal of the Dingle footbridge for an at-grade crossing with a link into Dingle Park.

Therefore no rushed infrastructure spending that may turn out redundant.

Regards,

Max Wallis 0778 3330956  
Cardiff Cycling Campaign



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**VALE OF GLAMORGAN**  
VISIBLE SERVICES AND HOUSING  
Director: Mable Power

**HIGHWAYS AND ENGINEERING**

**The Vale of Glamorgan Council**

Penarth Highway Improvements

Option 1

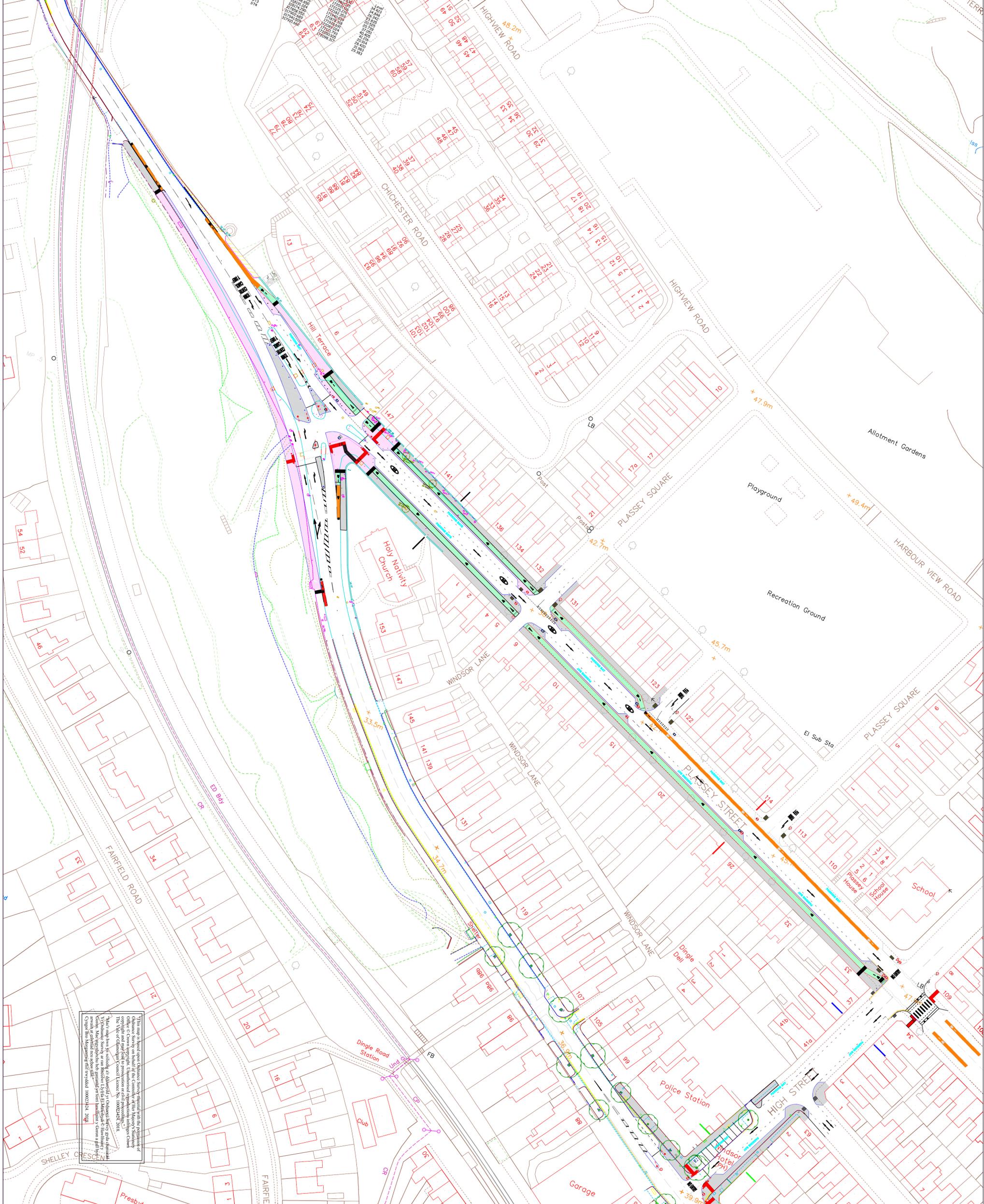
Drawn	Mark Owen	Scale	1:250	Project No.	2098	Drawing No.	2001
Checked	Mark Owen	File		Date			
Date		Window		Rev			

**LEGEND**

- Footway / Paved Area
- Footway / Cycleway Shared Surface
- Cycle Track
- Cycle Lane
- Tactile Paving



Rev	Description of Amendment	By	Date



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**VALE OF GLAMORGAN**  
HIGHWAYS AND ENGINEERING

**VALE OF GLAMORGAN**  
VISIBLE SERVICES AND HOUSING

Director: Mike Cunniff

**LEGEND**

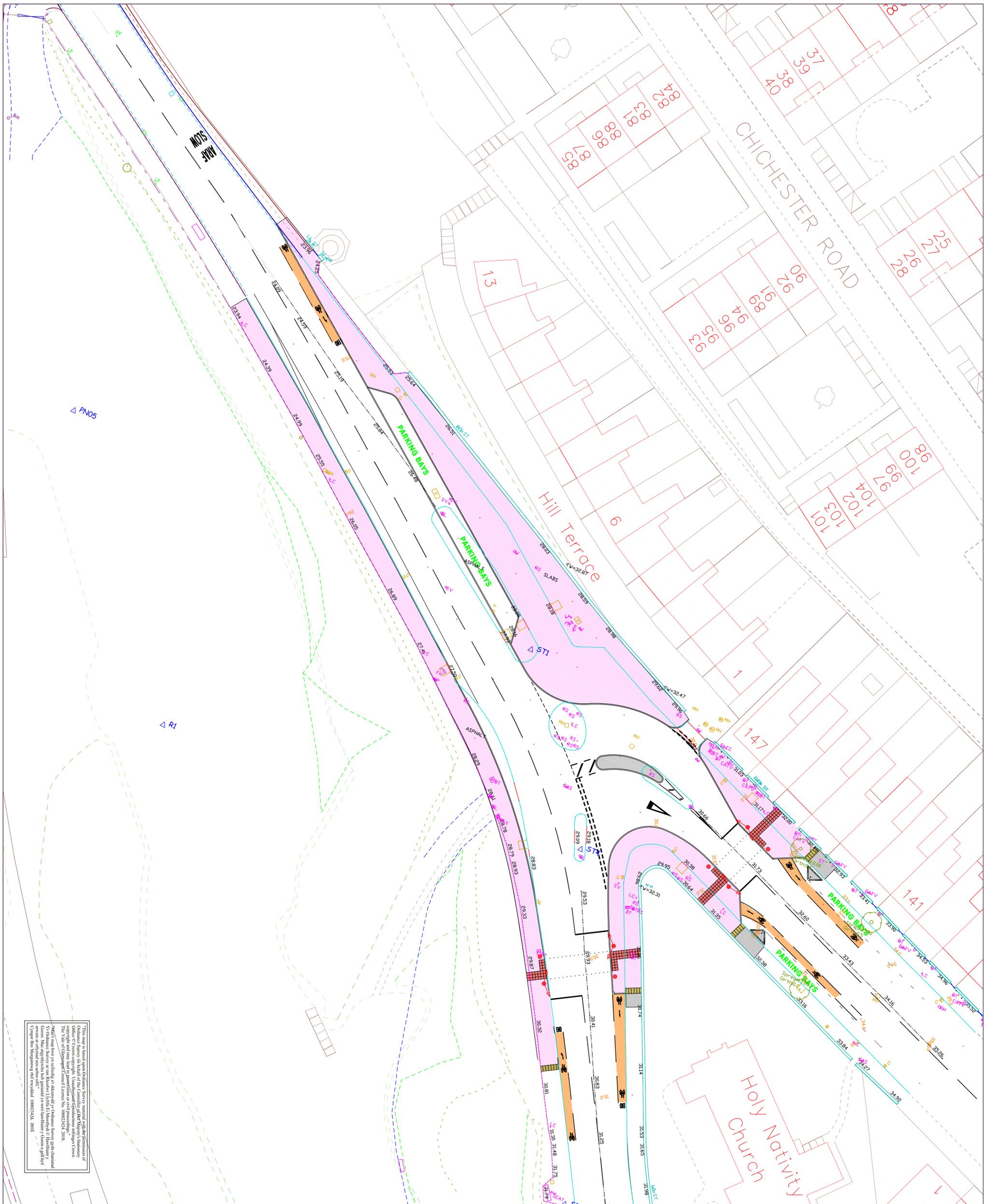
- Footway / Paved Area
- Footway / Cycleway Shared Surface
- Cycle Track
- Cycle Lane
- Tarmac Parking

**Client:** The Vale of Glamorgan Council

**Project:** Penarth Highway Improvements

**Drawing Title:** Option 2

Drawn	Scale	Project No.	Drawing No.
Mike Cunniff	1:1000	2098	2002
Checked	File	Rev	Date



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**BRO MORGANNWG**  
**HIGHWAYS AND ENGINEERING**

**VALE OF GLAMORGAN**  
**VISIBLE SERVICES AND HOUSING**  
 Director: Mike Power

**Client:**  
The Vale of Glamorgan Council

**Project:**  
Penarth Highway Improvements

**Drawing Title:**  
Option 3

Drawn	Scale	Project No.	Drawing No.
Checked	1:250	2098	2003
Date	File	Rev	

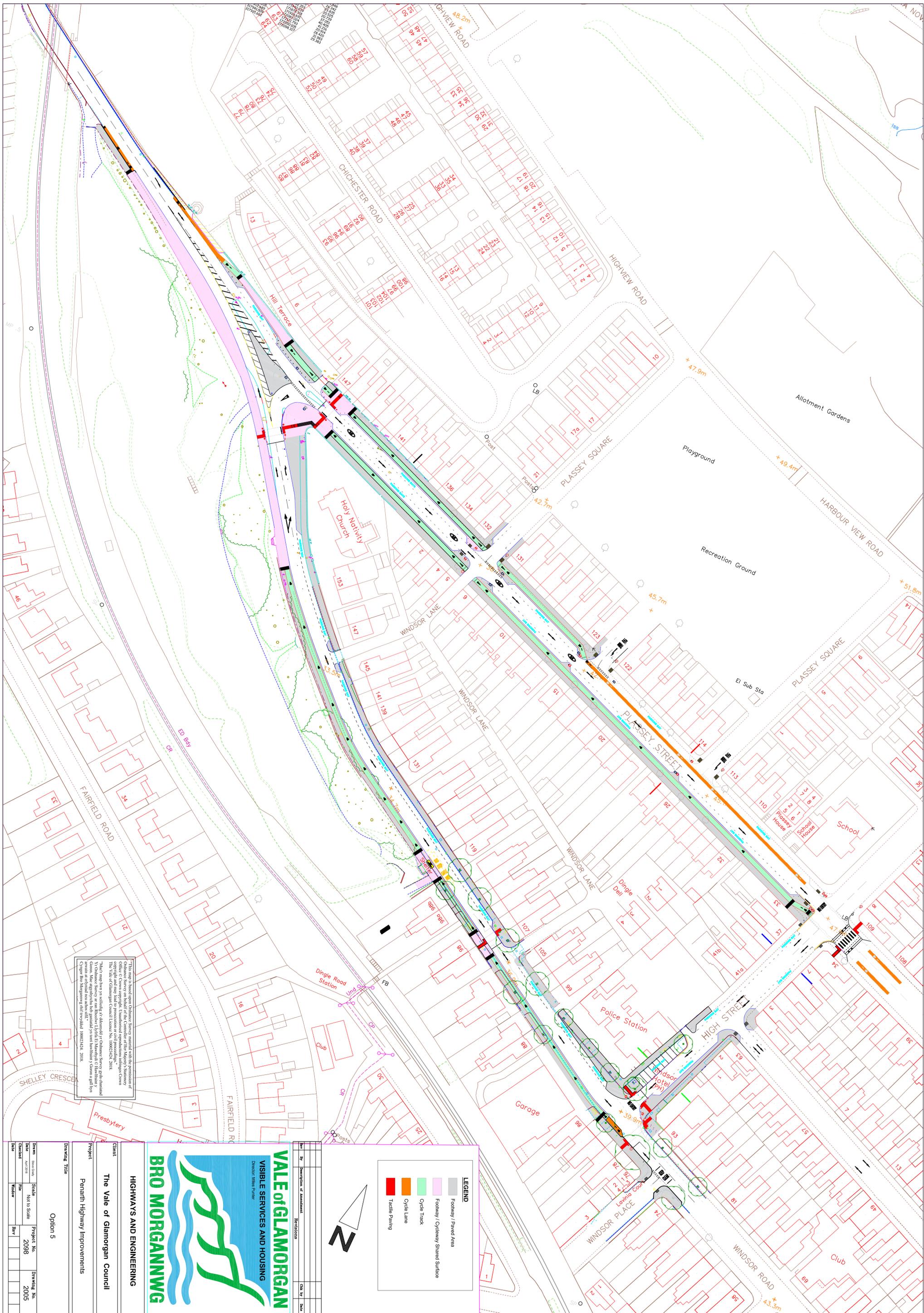
**LEGEND**

- Footway / Pavement Area
- Footway / Cycleway Shared Surface
- Cycle Track
- Cycle Lane
- Tactile Paving

**REV**

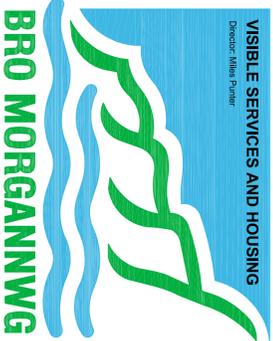
Rev	Description of Amendment	Revised by	Checked by	Date

**North Arrow**



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**BRO MORGANNWG**  
VISIBLE SERVICES AND HOUSING  
Director: Mable Owen

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**HIGHWAYS AND ENGINEERING**

**Client**  
The Vale of Glamorgan Council

**Project**  
Penarth Highway Improvements

**Drawing Title**  
Option 5

Drawn	Author/Date	Scale	Project No.	Drawing No.
Checked	2018/10	Nat 1:50 Scale	2098	2005
Date				



**LEGEND**

- Footway / Paved Area
- Footway / Cycleway Shared Surface
- Cycle Track
- Cycle Lane
- Tactile Paving

Rev	Description of Amendment	Revised By	Rev	Date