

Tudor Street
Consultation Report
17th March 2020

Introduction

Public consultation was undertaken on Cardiff Council's proposals to refresh the public realm and improve cycling and bus provision. The public consultation was undertaken between 6th July 2020 and 17th August 2020.

Consultation Activities

The following activities were undertaken to promote the consultation:

- Letter drop to properties in the vicinity of the scheme
- Site notices in the vicinity of the scheme
- Email to stakeholders and statutory consultees
- Information on Council website
- Survey link on social media and Council website

Consultation Results

55 responses were received via the survey link.

Of those 55 responses, 72.7% supported the proposals and 16.4% partially supported. Yes and partial support totalled 89.1%. Please see below for statistic breakdown of the key questions.

Do you support the proposals?

	Respondents	Percentage		
Yes	40	72.7%	Yes or Partially	89.1%
Partially	9	16.4%		
No	6	10.9%		
Total	55	100%		

How often do you currently use this area?

	Respondents	Percentage
Daily	13	23.6%
Weekly	22	40.0%
Monthly	14	25.5%
Not at all	1	1.8%
No response	5	9.1%
Total	55	100%

Would this scheme make you more likely to use this area?

	Respondents	Percentage		
Yes	31	56.4%	Yes or Maybe	67.3%
No	11	20.0%		
Maybe	6	10.9%		
No response	7	12.7%		
Total	55	100%		

Specific Issues

Specific issues raised through the consultation are set out below with the Council's response.

Issue	Response
Have CC considered a redesign of the railway underpass at the end of Taffs Mead Embankment? Ramp is hazardous to pedestrians due to steps, causing bottlenecks for cyclists and pedestrians; general littering; consider improving the public realm in that area.	Areas of the ramp that CC have ownership of are considered in the project plan. However this underpass is owned by Network Rail and this means we are unable to include it as part of our proposed improvements. We maintain communication with Network Rail to identify opportunities.
Concern about the use of bi-directional cycle lanes as they place cyclists at awkward positions on junctions.	Cyclists have their own cycle specific phase at the signalised junctions which facilitates safer onward travel across junctions.
How does the bus island serve passengers looking to catch a bus into town if it is in the outbound lane?	This is an upgrade to the existing outbound bus lane and bus stop facilities and replaces what is already in that location.
Will widened ramp to underpass be segregated/wide enough to accommodate both cyclists and pedestrians?	This is an upgrade to this part of the Taff Trail There are no plans to segregate but capacity on ramp will be monitored closely.
Road crossing near ramp should be wider again to avoid conflict between pedestrians and cyclists.	Capacity and use of this crossing will be monitored closely.
Could some of the side streets, Plantagenet Street, Beauchamp Street and Fitzhamon Embankment have some limited parking available?	Pay and display parking is currently available on Fitzhamon Embankment. Parking across Cardiff is currently subject to a citywide review.
The exit from Fitzhamon Embankment is currently left turn only. I feel that this should be looked at and right hand turning allowed.	The exit from Fitzhamon Embankment will enable both left and right turns.
Can any land nearby be adapted for shoppers to park?	The council currently does not own any land in the area that could be used for this purpose but future opportunities may arise.
Can we please have protected junctions at Clare street and the bridge to ensure safety for cyclists?	Cyclists have their own cycle specific phase at the signalised junctions which facilitates safer onward travel across junctions.
Consider rethink of Taff Trail and Tudor Street junction; cycle lanes should transition more smoothly; general requirement of better	The crossing facility is a toucan crossing which allows cyclists to use it. For cyclists looking to

facilities for turning into Taff Trail from Tudor Street	turn from Tudor Street onto the Taff Trail, there will be a cycle specific signal phase.
Will there be speed-reducing measures for cyclists on approach to bus island?	Rumble strips and signage will be implemented on approach to bus island.
Has the bi-directional cycle lane been designed with increased capacity in mind?	The bi-directional cycle lane has been designed to be as wide as possible in the available space.
Can the parking bays be made more sustainable and hard wearing?	Grasscrete cannot be used as we cannot enforce without lines on the road.
The area would benefit from more social and communal resources to complement a mix of shops. The south west side of Tudor Street is predominantly housing. Could the encouragement of small business enterprises or start-ups be integrated into the housing?	The Council are working closely with existing property owners on the street and discussions are ongoing about future aspirations for providing opportunities for start-ups and small business enterprises.
I would recommend compulsory purchase orders on the Entire Street with the view to demolition and replacement with new environmental buildings containing shops and apartments and the creation of a thriving new outside cafe area to attract people to this area of the City.	CPO's are lengthy and costly processes and must be based on sound legal reasons. The Council are committed to investing regeneration funding into the street and working closely with existing businesses and property owners to help them develop and grow.
Could we have more sitting areas and less parking plus more bike racks?	<p>Cycle Parking in Cardiff is undergoing constant review and this comment will be passed to the relevant team.</p> <p>We will consider incorporating seating as part of the scheme, subject to balancing the pavement space and widths with other uses and current measures such as social distancing requirements.</p>

Consultation update

This will progress to further Traffic Regulation Order (TRO) consultation. This consultation will include proposal to ban right turns from Tudor Street into Clare Street and Ninian Park Road into Clare Street to aid traffic flow and reduce the risk of further congestion impacts in the area.