



# Roath Park Cycle Route

## Roath Recreation Ground improvements

### Wellfield Road / Ninian Road Junction



# Roath Park Cycle Route

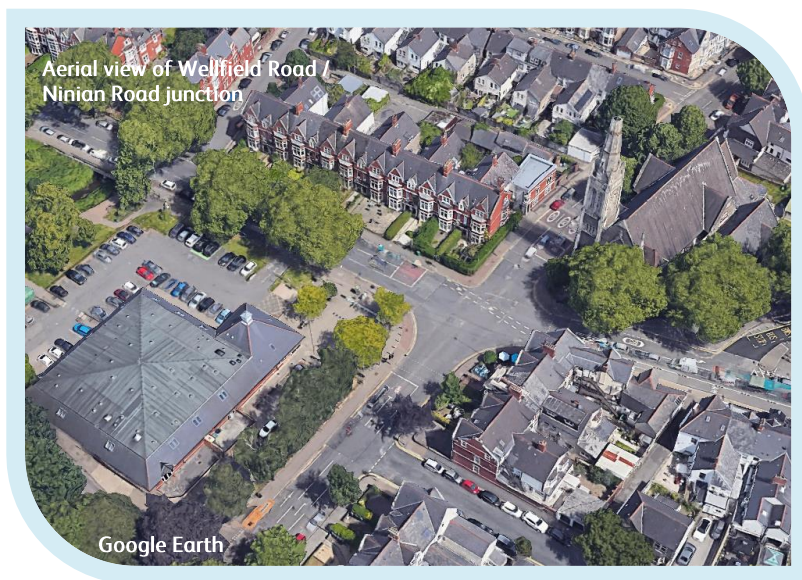
## Roath Recreation Ground improvements

### Wellfield Road / Ninian Road Junction

The Council has received a number of enquiries about the justification for the prohibition of the right turn from Marlborough Road into Penylan Road and from Wellfield Road into Marlborough Road as part of the above project. This document has been prepared to help explain the reasons behind this decision.

These measures have been developed to support changes to the Wellfield Road / Ninian Road / Penylan Road / Marlborough Road junction and reduce the potential impact these changes could have at the junction and the wider network.

The changes at the junction include the introduction of a new cycle crossing point, widened crossing areas for pedestrians and changes to the area around the Community Centre and its car park.



# Roath Park Cycle Route

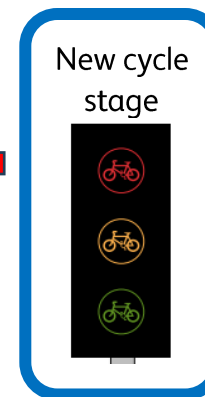
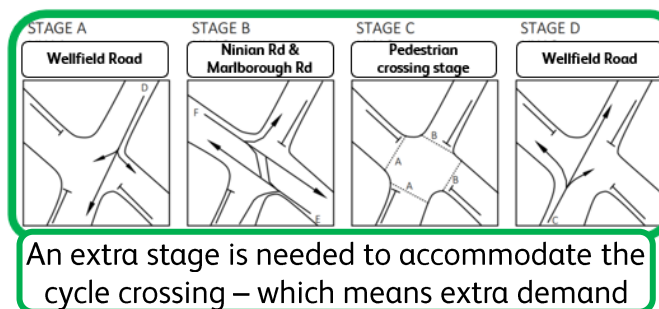
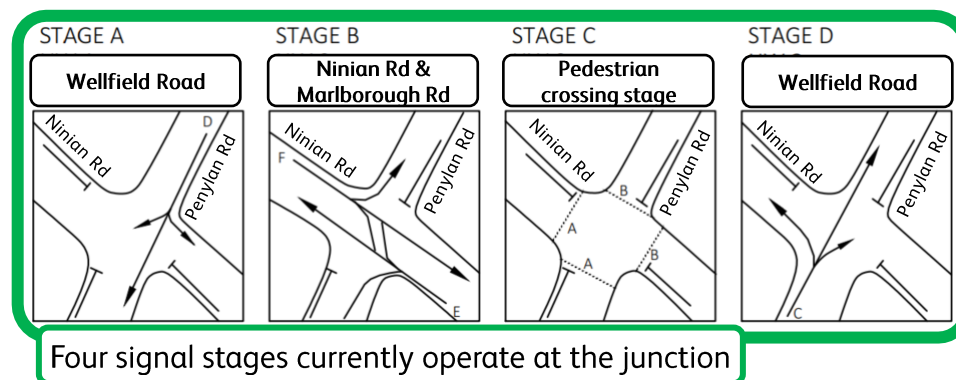
## Roath Recreation Ground improvements

### Wellfield Road / Ninian Road – traffic modelling

The signalised junction currently operates on four signal sequences known as stages, as shown in the diagram to the right. During each stage, traffic is controlled on each arm of the junction.

To allow cyclists to safely cross the junction as part of the new cycle route, it is necessary to add an additional signal stage to the timings. This is to allow cyclists to cross the road when traffic is not flowing, or when pedestrians are crossing the road on a green man.

To accommodate a cycle crossing means that an additional stage is needed. This could mean that the junction changes from four stages to five. However, less 'green time' would now be available for traffic, so less traffic gets through the traffic signals. This results in reduced junction capacity and more traffic queues.



Traffic modelling was carried out to look how the extra demand on time for the junction (due to the additional stage) could be reduced. This considered traffic survey data to create base-line conditions and test different options, such as running the current staging with an additional cycle stage, running stages at the same time, removing traffic lanes, or banning turning movements.

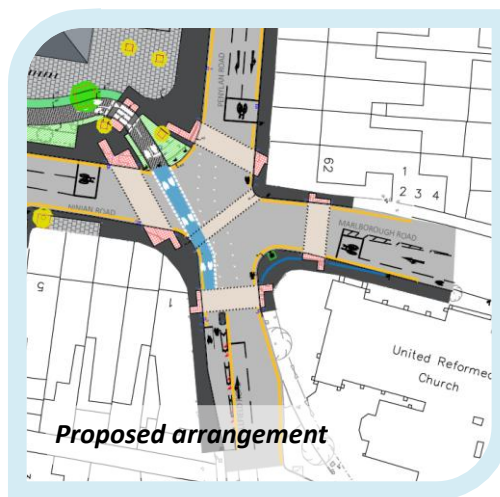
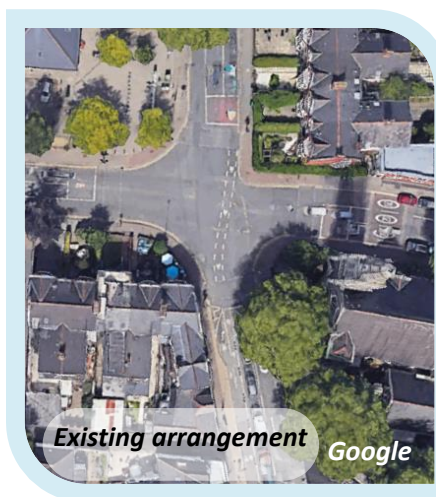
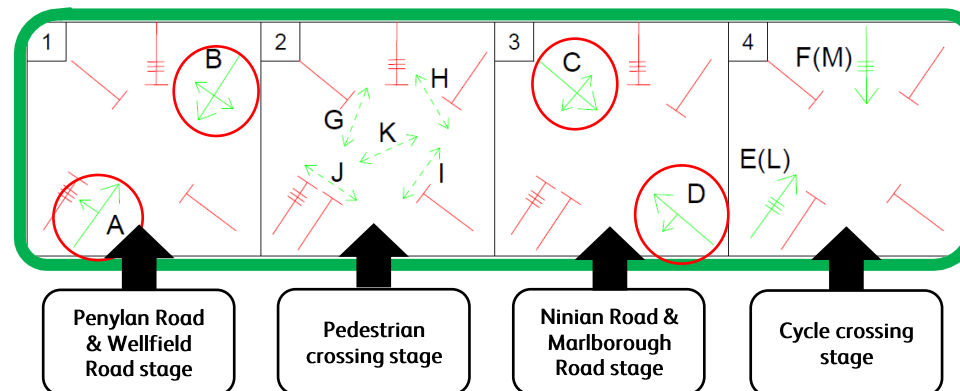
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### Wellfield Road / Ninian Road – traffic modelling

The modelling identified that by running Penylan Road and Wellfield Road traffic stages at the same time, there would be improvement to the junction performance. This means that the junction would not have to operate on five stages, just four.

The prohibition of different turning movements was also tested, as traffic survey data showed that certain movements had low traffic counts. Such as the right turn movements from Wellfield Road and Marlborough Road.



A number of options were modelled. On balance, the chosen turning movements (for prohibition) have been selected on demand, capacity and best performance for the junction.

The changes to the staging has meant that the alignment could also be improved to benefit pedestrians, such as reduced crossing distances and providing better waiting space.

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### Wellfield Road / Ninian Road – survey data

Date	AM / PM Peak hour	Marlborough Road to Penylan Road (vph)	Wellfield Road to Marlborough Road (vph)
May 2009	AM	33	47
	PM	55	26
November 2021	AM	28	5
	PM	26	10
March 2022	AM	31	3
	PM	24	15
February 2024	AM	26	8
	PM	32	7

The above table shows the right turn movements at the junction for Wellfield Road and Marlborough Road from the data used as part of the modelling exercise.

More information is provided in the Frequently Asked Question section at the end of this document about this scheme

The modelling process used data from March 2022. It also considered November 2021 data and pre-Covid-19 data from May 2009 as a comparison, whereas the later data is used to reflect more recent traffic conditions.

We have also collected data since the modelling was undertaken for monitoring purposes. The most recent data, (February 2024) has been used to update the model.

This latest modelling confirmed that the new scheme arrangement, with the prohibition of the two turning movements, will provide an improvement to the junction's capacity when comparing it to the existing arrangement and pre-Covid conditions.

To not proceed with the prohibition of turning movements, but still include the physical benefits to cyclists and pedestrians the changes to the junction would bring, would see a reduction in junction capacity and increase in traffic queues.



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## Roath Recreation Ground improvements

### Wellfield Road / Ninian Road – monitoring

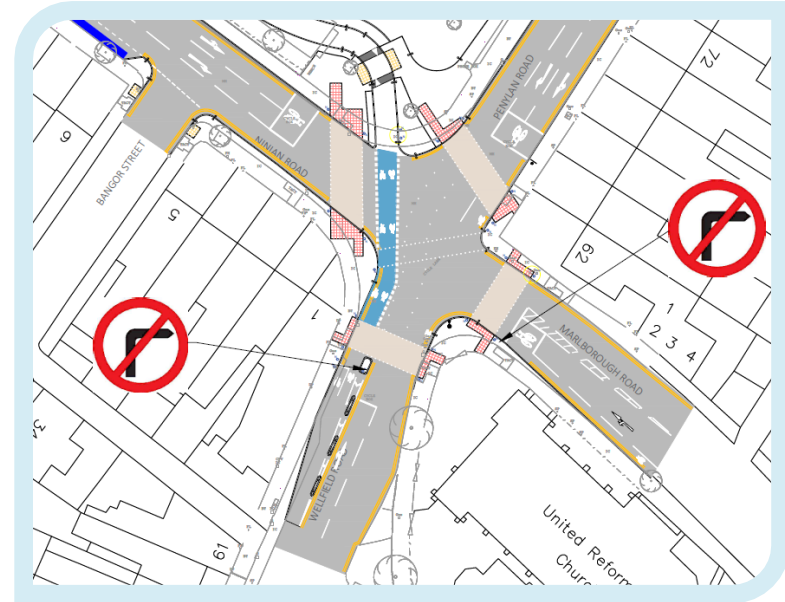
We have noted the concerns of residents in respect of traffic displacement. We do not foresee this as being an issue in the long term due to the very low numbers of vehicles being displaced.

Recent monitoring surveys and on-site observations have confirmed that traffic levels are comparable to the data used in the modelling.

We will continue to monitor the turning movements and conduct further surveys as part of pre-scheme and post scheme implementation monitoring. This information will be used to determine whether any further traffic management measures are necessary.

We are also seeking to undertake Active Travel assessments around the Marlborough Primary School to see if any interim improvements can be made.

The scheme be implemented on site from late February 2024. Further information can be found on the Contractors Website: [www.kbinfo.wales.co.uk](http://www.kbinfo.wales.co.uk) or by following the link on the Council's website: [www.cardiff.gov.uk/RPCR-Ph1](http://www.cardiff.gov.uk/RPCR-Ph1)





# Roath Park Cycle Route

## Roath Recreation Ground improvements

### Frequently Asked Questions

**What improvements will be made at the Wellfield Road / Ninian Road junction?** The Council is implementing improvements to the junction for pedestrians and cyclists that integrate with the existing pop-up cycle route on Wellfield Road and include changes to Community Centre car park. As the signal staging will be updated to accommodate a cycle crossing, certain turning movements will be prohibited (banned). This will help the operation of the junction and reduce congestion.

**What does prohibition of turning movements mean?** The prohibition of turning movements means that you will not legally be able to make certain movements. These are enforced as part of the Traffic Regulation Order (TRO). As part of this scheme, you will no longer be able to turn right from Wellfield Road into Marlborough Road, or right from Marlborough Road into Penylan Road.

**Why is the TRO being implemented? I objected to this proposal.** TROs can be made despite objections from the public and Councillors because they are considered to be necessary for the purpose of road safety, traffic management, or environmental protection. The Road Traffic Regulation Act 1984 gives local authorities in Wales the power to make TROs.

**What about displaced traffic due to banned turning movements at the junction?** Traffic surveys have identified low turning movements from Wellfield Road into Marlborough Road and from Marlborough Road to Penylan Road during peak times. Through modelling, we have considered several options and on balance, the chosen option assists in providing the best capacity and performance for the junction. It is likely that the minor displacement of traffic associated with the proposed option, would outweigh any negative impact any alternative options would create. The destinations of the displaced traffic would also vary, so it is likely that any displaced traffic during the AM or PM peaks will be negligible.

**Was there enough Consultation on this scheme?** The scheme has been subject to several consultations as part of the project delivery process. The scheme was consulted on initially in March 2022 and a secondary consultation was undertaken between the 16th of December 2022 and the 15th of January 2023. The majority of the proposed Orders, including the proposed prohibition of turning movements at the Wellfield Road / Marlborough Road junction, were presented within the secondary consultation (Dec 2022/Jan 2023). The secondary consultation (associated with the main scheme) included a letter drop, information on the Council's website, and information displayed in Penylan Community Centre. In addition to these consultations, a statutory consultation for the Traffic Regulation Order process commenced on the 8th of December 2023 and ended on the 30th of December 2023.



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## Roath Recreation Ground improvements

### Frequently Asked Questions (continued)

**Why did I not receive a letter about the TROs?** The TRO process is a separate process to main project consultations. For the prohibition of turning movements and the other Orders associated with the scheme, site notices and a newspaper notice were made available at the start of the 21-day statutory consultation period (from the 8th of December 2023). The Council is required by law to publish a notice in the newspaper detailing its proposals. However, in an effort to be more open and transparent, the Council also ensures to append site notices. As a result of the Site Notices and the Newspaper Notice associated with the Traffic Regulation Order proposal, we began to receive responses from the 10th of December

**What about environmental and sustainability issues?** Air quality impact assessments have not formed part of the scheme's development. However, the aims and objectives of the scheme align with many local and national policies associated with air quality, active travel, and modal shift. To mitigate the transport impacts of the expected population growth in Cardiff, as well as to limit the negative impacts of transport on climate change, air quality, health, and the economy, Cardiff's Local Development Plan and Transport White Paper sets targets for increasing levels of Active Travel. As outlined in the Council's Transport White Paper and Local Development Plan, the Council has introduced various targets to encourage active and sustainable travel throughout Cardiff and to encourage people out of their cars onto more sustainable transport modes. This is being done through the improvement of cycleways, bus stops, and bus routes, which are integral to this plan. The measures proposed as part of this scheme, and the wider scheme proposals, are in keeping with road hierarchy, in placing greater emphasis on providing Active Travel measures and access to Sustainable Travel over car use.

Various assessments have been undertaken to inform the project, although Sustainability Assessments are not required for transport projects of this kind. An Equality Impact Assessment has been undertaken as part of the scheme proposal. The scheme is not subject to an Environmental Impact Assessment, although environmental screening, heritage and landscape appraisals were undertaken to inform the wider proposal of the Roath Cycleway.