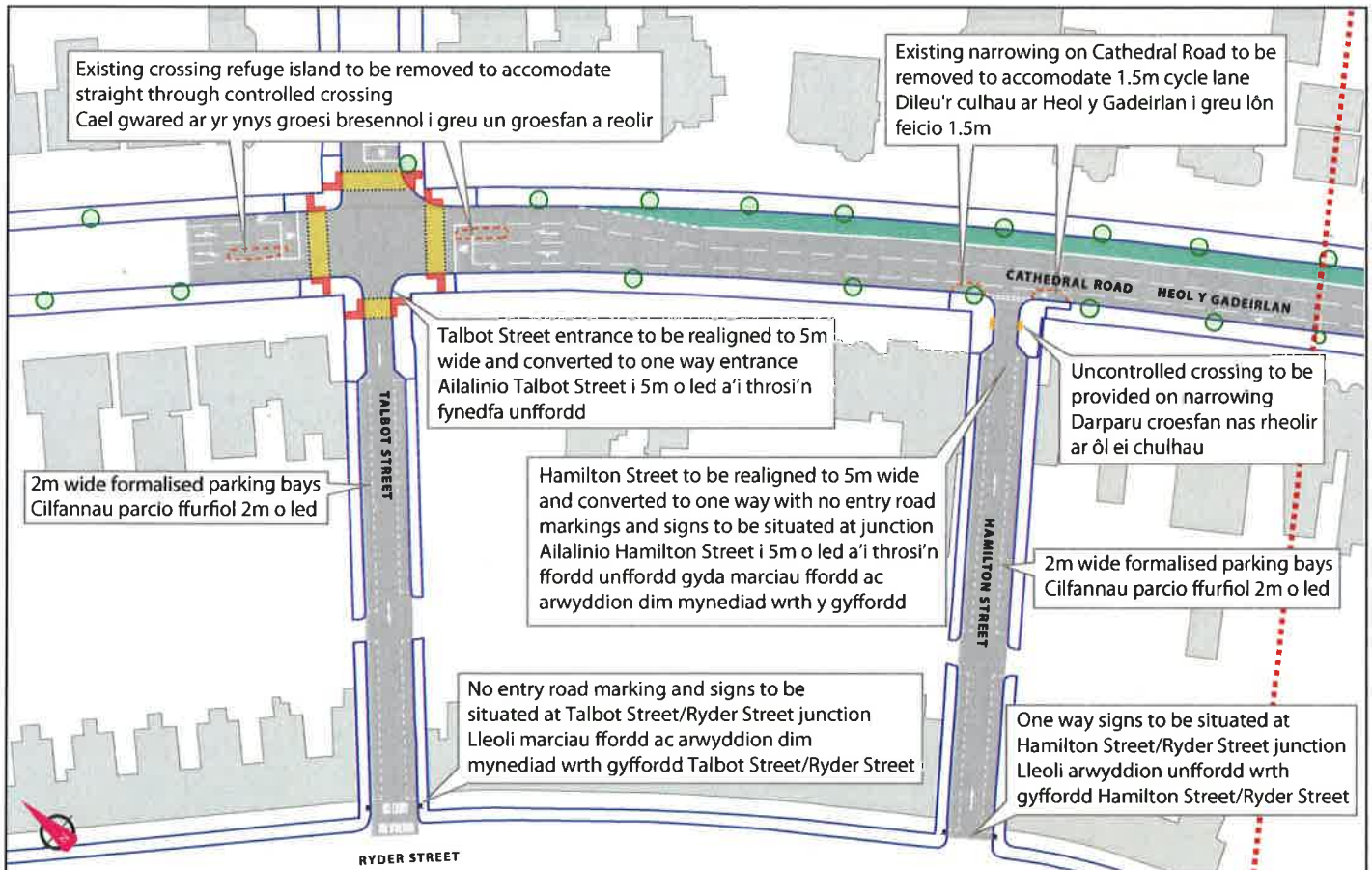
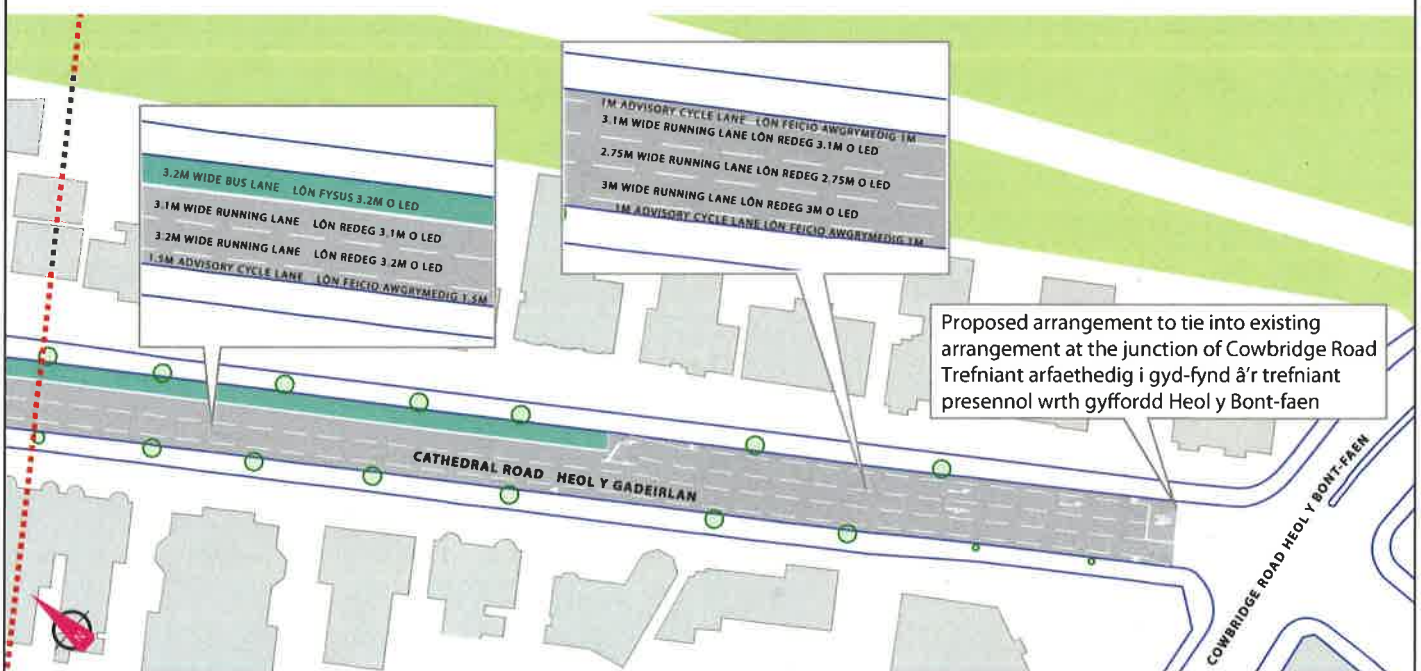


The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below.

A full consultation pack is available at www.cardiff.gov.uk/transport-projects. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3253 to request a paper copy. If you would like to make any comments about this proposal, please let us know by **09/00/2015**



**CATHEDRAL ROAD TRANSPORT AND ACCESSIBILITY IMPROVEMENTS PHASE 2B
HEOL Y GADEIRLAN – GWELLIANNAU TRAFNIDIAETH A HYGIRCHEDD – CAM 2B**



Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun a ddangosir isod.

Mae pecyn ymgynghori llawn ar gael yn www.cardiff.gov.uk/transport-projects. Fel arall, e-bostiwch TransportProjects@cardiff.gov.uk neu ffoniwch 029 2087 3253 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhwch wybod i ni erbyn **09/00/2015**

Cathedral Road - Transport And Accessibility Improvements - Phase 2B

Description of Scheme Proposal

The above proposed scheme is part of the Council's Sustainable travel strategy which creates improvements to major routes across Cardiff in relation to sustainable forms of transport.

The scheme on Cathedral Road is part of a wider North West Cardiff bus corridor scheme which will improve journey time and reliability for public transport. This section was identified by bus operators as a significant time saving, enabling buses to get to the head of traffic queues close to the city centre.

The Local Development Plan has identified significant areas of housing development in North West Cardiff. Analysis of the likely movement impacts of these sites has concluded that these can only be accommodated on the highway network through the provision of sustainable transport infrastructure and related transport measures to support modal shift. The Council's policy target is to achieve 50:50 modal split for all trips between trips by car and trips by sustainable modes by 2026.

To deliver this target an increase in trips by bus must be achieved, which means that bus travel must be made more attractive, both in terms of journey times and reliability. The Council will be putting in place additional infrastructure measures in the North West corridor, including bus lanes to facilitate this.

Additional Information about traffic management measures

Gwybodaeth ychwnaegol ynghylch mesurau rheoli traffig

Advisory Cycle Lanes. A cycle lane is part of the road, which is intended specifically for cyclists to use. In order to allow comfortable use by cyclists, including those using trailers and cycles/tricycles used by disabled people, cycle lanes should normally be 1.5m wide and is generally identified by a red coloured surface. Advisory traffic lanes are primarily used to warn motorists of the possible presence of cyclists, and to encourage motorists to adopt a line of travel away from the kerb. However it is permissible for motor vehicles to stray into advisory cycle lanes.

Lonydd Seiclo Cyngorol. Mae lôn seiclo yn rhan o'r ffordd sydd wedi ei neilltuo yn benodol ar gyfer seiclwr. Er mwyn galluogi defnydd cyffyrddus gan seiclwr,

gan gynnwys y beiciau sydd ag ôl-gerbydau a beiciau/threisiolau a ddefnyddir gan bobl anabl, dylai lonydd seiclo fod yn 1.5m o led fel rheol ac fe'i dynodir gan arwyneb coch yn gyffredinol. Defnyddir y lonydd hyn yn bennaf i rybuddio modurwyr o bresenoldeb posibl seiclwr, ac i annog modurwyr i gadw peth pellter oddi wrth y palmant. Fodd bynnag, caiff cerbydau modur ddefnyddio'r lonydd hyn.

Traffic Regulation Order. These are the restrictions placed on the Highway that direct, control and prohibit road user movements. For example 20mph speed limits. No Entry. No Right Turn. One Way. No Waiting. These regulations must pass through a lengthy legal process. If approved, the signs or lines are placed on site and enforced by the Police or their Traffic Wardens.

Gorchymyn Rheoleiddio Traffig. Cyfyngiadau yw'r rhain, a osodir ar y Briffordd, sy'n cyfarwyddo, rheoli neu wahardd symudiadau defnyddwyr y ffordd. Er enghraifft, cyfyngiadau cyflymder 20 mya. Dim Mynediad. Dim Troi i'r Dde. Traffig Unffordd. Dim Aros. Rhaid i'r rheoliadau hyn fynd trwy broses gyfreithiol hir. Os cânt eu cymeradwyo, gosodir arwyddion neu linellau ar y safle a bydd yr Heddlu neu eu Wardeniaid Traffig yn eu gorfodi.

Pedestrian Phase. This is a signal controlled pedestrian crossing at a set of traffic signals. On new schemes the pedestrian signals are normally on the push button but can be on signals across the road if required to provide the best design. All new signal controlled crossings incorporate a 'rotating tactile cone' on the underside of the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

Croesfan Cerddwyr. Croesfan cerddwyr a reolir gan signalau wrth oleuadau traffig. Ar gynlluniau newydd, mae'r arwyddion i gerddwyr fel arfer ar y botwm pwyso ond gallant fod ar signalau ar ochr arall y ffordd os oes angen. Mae pob croesfan a reolir gan signalau yn cynnwys 'côn cyffyrddol sy'n cylchdroi' o dan yr uned pwyso botwm a ddefnyddir gan bobl sydd â nam ar eu golwg i ddynodi pryd bydd y traffig wedi cael golau coch.

All Red Pedestrian Phase. This is a signal controlled pedestrian crossing at a set of traffic signals where all traffic is brought to a stop whilst pedestrians are crossing. The pedestrian signals can be either on the push button or on signals across the road as required to provide the best design. All new signal controlled crossings incorporate a 'rotating tactile cone' on the underside of the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

Croesfan Goch i Gerddwyr Croesfan cerddwyr a reolir gan signalau wrth oleuadau traffig lle bydd yr holl traffig yn stopio pan fo'r cerddwyr yn croesi'r ffordd. Gall yr arwyddion i gerddwyr fod un ai y botwm pwysu neu ar signalau ar ochr arall y ffordd os oes angen. Mae pob croesfan a reolir gan signalau yn cynnwys 'côn cyffyrddol sy'n cylchdroi' o dan yr uned pwysu botwm a ddefnyddir gan y rheiny sydd â nam ar eu golwg i ddynodi pryd bydd y traffig wedi cael golau coch.

Build-out. This is a section of widened footway. These can be used in several ways such as reshaping junctions, defining parking areas and reducing distances that pedestrians have to cross the road. They can improve visibility to and from pedestrians or drivers waiting at a junction.

Rhwystrau Ymwthiol. Darn o lwybr troed sydd wedi ei ledi. Gellir eu defnyddio mewn sawl gwahanol sefyllfa, e.e. wrth ail-lunio cyffyrdd, diffinio ardaloedd parcio neu leihau'r pellter sydd i gerddwyr groesi'r ffordd. Gallant wella gwelededd i ac o gerddwyr neu yrwyr sy'n aros wrth gyffordd.

Junction Build-outs. This is where **build-outs** are used at a junction. In these locations they prevent vehicles from being parked too close to the junction, improve visibility and can also provide **protected parking**,

Rhwystrau Ymwthiol wrth Gyffordd. Y defnydd o **rwystrau ymwthiol** wrth gyffordd. Yn y lleoliadau hyn maen nhw'n rhwystro cerbydau rhag cael eu parcio'n rhy agos at gyffordd, gan wella gwelededd, a gallant hefyd gynnig **parcio gwarchoddedig**.

Protected Parking. This is where a **build-out** forms the end of a **parking area**. The build-out protects the parked vehicles from end-on collisions.

Parcio Gwarchoddedig. Dyma lle bydd **rhwystr ymwthiol** ar ddiwedd **ardal barcio**. Mae'r rhwystr ymwthiol yn gwarchod cerbydau sydd wedi eu parcio rhag gwrthdrawiadau.

Parking Area. This is a part of the road which is normally behind a broken white line, but is not to be confused with a cycle lane. Some parking areas just distinguish between the area used for parking and that used for traffic without limiting parking times and which vehicles can be parked. Others are regulated by **traffic regulation Orders** which limit the use of the area as defined on nearby signs and in certain cases the area will be divided into individual bays.

Ardal Barcio. Darn o ffordd sydd fel arfer tu ôl i linell wen doredig, ond ni ddylid drysu rhwng hyn a lôn seiclo. Bydd rhai ardaloedd parcio ond yn gwahaniaethu rhwng yr ardal ar gyfer parcio a'r ardal i'w defnyddio gan draffig heb gyfyngu'r amseroedd parcio na nodi pa gerbydau all barcio yno. Rheoleiddir ardaloedd eraill gan **Orchymynion rheoleiddio traffig** sy'n cyfyngu'r defnydd o'r ardal trwy

osod arwyddion cyfagos ac mewn rhai achosion caiff yr ardal ei gwahanu'n gilfannau parcio unigol.

My Ref: SPHTT/TP/14177/68132

Your Ref:

Date: 22/09/2015

Dear Occupier

Cathedral Road - Transport And Accessibility Improvements - Phase 2B

I am writing to inform you that the Council is proposing to implement the above road safety project as part of the current traffic management programme.

The proposed project shown on the plan overleaf and a full consultation pack is available at www.cardiff.gov.uk/transportprojects. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3253 to request a paper copy.

If you would like to make any comments about this proposal please let us know by 09/10/2015. All comments received will be considered and responded to in the consultation report which will be available on line, or by request, in due course.

Yours faithfully

John Gibson

for Director - Strategic Planning, Highways, Traffic and Transport

Annwyl Breswlydd

Ysgrifennaf atoch i'ch hysbysu bod y Cyngor yn bwriadu gweithredu'r project diogelwch ar y ffyrdd uchod fel rhan o raglen rheoli traffig y dyfodol.

Mae'r project a ddangosir ar y cynllun drosodd a phhecyn ymgynghori llawn ar gael yn www.cardiff.gov.uk/transportprojects. Neu e-bostiwch TransportProjects@caerdydd.gov.uk neu ffoniwch 029 2087 3253 i ofyn am gopi papur.

Os hoffech wneud unrhyw sylwadau ar y cynnig rhowch wybod i ni erbyn 09/10/2015. Byddwn yn ystyried ac yn ymateb i bob sylw yn yr adroddiad ymgynghori a fydd ar gael ar-lein, neu ar gais, maes o law.

Yn gywir

John Gibson

Ar ran y Cyfarwyddwr - Cynllunio Strategol, Priffyrdd, Traffig a Thrafnidiaeth