

Ref	Location	Scheme (Final INM)	Priority (short/medium/long)
18a	Route through Hamadryad Park	Widen sections of off road route.	Medium
18b	Access to Hamadryad Park	Replace access barriers to ensure access arrangement allows for cycles, pushchairs and wheelchairs.	Short
21a	Penarth Road from Dumballs Road to Taff Embankment	Provision of light segregation.	Medium
21b	Penarth Road/Tresillian Way Junction	Improvements to allow southbound cyclists to access southwest bound cycle lanes on Penarth Road, reduce waiting times for cyclists, improve access to existing off road route on Tresillian Way and improve access to rail station.	Medium
21c	Penarth Road north of Callaghan Square	On road cycle lanes and surface improvements.	Medium
22c	Corporation Rd/Redlaver St junction	Improve link to zebra crossing.	Medium
22d	Clive Street/Penarth Rd junction	Upgrade to Toucan crossing.	Medium
22e	Coedcae St and Redlaver St	20mph limit.	Short
24a	Cowbridge Road East from Cardiff Bridge to Cathedral Road	Reduce traffic lane widths to convert existing cycle lanes to wider cycle tracks (light segregation or hybrid cycle track).	Medium
24b	Cathedral Road/Cowbridge Road East junction	Early start for cyclists.	Medium
24c	Cowbridge Road East from Cathedral Road to Neville Street	Reduce traffic lanes to one in each direction to convert existing cycle lanes to wider cycle tracks (light segregation or hybrid cycle track).	Medium
24d	Cowbridge Road East/Neville Street junction	Early start for cyclists. Review jug handle arrangement for right turn into Cowbridge Road East to reduce crossing time for cyclists.	Medium
25a	Cowbridge Road East/Llandaff Road Junction	Early start for cyclists provided through signal timing changes at signal junction.	Medium
25b	Cowbridge Road East/Lansdowne Road Junction	Early start for cyclists provided through signal timing changes at signal junction.	Medium
25c	Cowbridge Road East from Neville Street to Ely Bridge	20mph limit.	Medium
25d	Cowbridge Road East/Delta Street junction	Cycle bypass at signals.	Medium
26	Cowbridge Road West from Riverside Terrace to Grand Avenue	Option 1: Hybrid cycle track; Option 2: Off road cycle facilities.	Short
27	Grand Avenue	Cycle lanes.	Medium

29a	James St between Bute St and Bute Pl junction	Provide off road route with links to rail station. Reduce traffic lanes and widen existing cycle lane.	Medium
29b	James St/Mermaid Quay	Upgrade pedestrian crossing to Toucan and remove guard rail.	Medium
29c	Mermaid Quay	Designate a shared use area.	Medium
29d	James Street/Harrowby Street junction	Continue cycle lane through junction.	Medium
29e	Clarence Bridge	Short term: Remove substandard cycle lanes, improve surface and install cycle symbols. Long term: Build a pedestrian/cycle bridge.	Short / Long
29f	James St/Bute St junction	Early start for cyclists.	Medium
30	Taff Embankment	Bicycle street, traffic calming, resurfacing and side road entry treatments as part of Greener Grangetown scheme.	Short
38	Merthyr Road through Tongwynlais	Review traffic calming to ensure compliance with 20mph zone, centre line removal and possible cycle lanes. Surface improvements, cycle bypasses at buildouts.	Medium
40a	Colum Road	Introduce 20mph limit and widen cycle lanes by reducing running lane.	Medium
40b	Colum Road/North Road junction	Convert to single stage crossing. Review the alignment of the crossing and location of street furniture to improve access to the Taff Trail.	Medium
41b	Between City Hall Road and park	Dropped kerb and direct cycle connection.	Medium
45a	Footbridge over Western Avenue within Gabalfa Interchange	Remove cyclists dismount signs. Potentially provide higher parapets. Review access controls on approach.	Medium
47a	Lake Road East & West	Introduce one way system to provide space for cycle track and facilitate parking, 20mph speed limit.	Medium
47b	Approach to Fair oak Roundabout	Remove cycle lane leading to Wedal Road.	Short
47c	Fair oak Roundabout	Redesign roundabout to segregate cycle flows from motor vehicles.	Medium
49	Llanedeyrn Road from Llwyn-y-Grant Terrace to Carisbrooke Way	Option 1: provision of off road cycle facilities; Option 2: Centre line removal and provision of advisory cycle lanes, 20mph speed limit, improvements to existing traffic calming and provision of additional traffic calming.	Medium
52	Rumney Trail north of Newport Road	Provide lighting.	Medium
53a	Ball Lane	Replace access barriers to ensure access arrangements allows for cycles, pushchairs and wheelchairs.	Medium
53b	Off road link from Pentwyn Drive to Rumney Trail	Provide lighting and surface improvements.	Medium
55	Junction of Central Link and Adam Street	Provide toucan crossing and associated cycle track links.	Medium
56a	Pearl Street	20mph limit, improve road surface, provide dropped kerb at road end, improve route signage and provide on road cycle symbols.	Medium
56b	Beresford Road	Remove centre line, widen ghost island for cyclists.	Medium

57	Ely Mill Development Site	Off road route to be provided through site as part of development.	Short
72	Merthyr Road from Coryton Interchange to Tongwynlais	Improvements to traffic calming and road surface.	Medium
75	Northern Avenue from Railway bridge to Whitchurch High School	Improve signage to clearly mark shared use sections, remove/relocate potential obstacles on shared path.	Medium
83	Rydhelig Avenue	Removal of centre line, 20mph limit and associated traffic calming.	Medium
84	Off road path to Llandaff	Widen and provide tarmac surface.	Medium
87	Access from Llandaff Fields to Fields Park Road	Relocation of bollard, signage and surface improvements.	Medium
90a	Windway Avenue	Traffic calming and extension of 20mph limit.	Medium
90b	Thompson Avenue/Romilly Road Junction	Refresh road markings.	Short
90c	Windway Avenue/Thompson Avenue Junction	Raised table at junction.	Medium
91	Cathedral Road/Talbot Street junction	Early start for cyclists at signals and surface improvements.	Medium
92a	Ryder Street to Romilly Crescent	Improvements to surface and road markings.	Medium
92b	Ryder Street/Plasturton Place, Plasturton Avenue/Sneyd Street, Kings Road/Severn Grove	Treatment of side roads.	Medium
93a	Romilly Road/Romilly Crescent	Implement traffic calming to improve compliance with existing 20mph limit, centre line removal, surface improvements and treatment of side roads.	Medium
93b	Romilly Road/Llandaff Road Junction	Provide Advanced Stop Lines and early start for cyclists.	Medium
96a	Western Ave N/Aberteifi Crescent junction	Junction improvements to make crossing easier for cyclists.	Medium
96b	Western Avenue from Cardiff Met to Gabalfa Interchange	Extension of cycle track provided through scheme EW38 to provide a segregated link from Cardiff Met to Gabalfa Interchange.	Medium
96c	Western Avenue access to Taff Trail	Improve access to Taff Trail to enable access for non-standard cycles, pushchairs and wheelchairs. Review drainage and lighting within underpass.	Medium
98a	Pedestrian link between Mill Lane and Tredegar Street	Permit cycling.	Medium
98b	St Mary Street	Improve signage for exemption to one-way street and utilise wide raised signal controlled crossing.	Medium
100a	Bute Terrace from Customhouse St to Adam St	Reduce delay for cyclists at signal junctions.	Medium
100b	Bute Terrace from Customhouse St to Adam St	Provide continuous segregated off road cycle route.	Medium
101	Queen Street	Permit cycling.	Medium
102a	Guildford Street, David St, Mary Ann St	Reduce delay for cyclists at signal junctions.	Medium
102b	Bridge Street, David Street and Mary Ann Street	Provision of on road cycle lanes and 20mph limit.	Medium
103	St Mary St	Provision of parking protected cycle lanes and bus stop bypasses. Early start for cyclists at St Mary St/Wood St jct.	Medium

105a	Ty Glas Ave	Widen advisory cycle lanes and bypasses through traffic calming, removal of centre line, prevent parking in cycle lanes at school start/finish times, 20mph limit.	Medium
107	Cyncoed Road	Traffic calming, 20mph limit, centre line removal and advisory cycle lanes.	Medium
108	Ty Gwyn Road	20mph speed restriction, review traffic calming, surface improvements.	Medium
110	Greenway Road	Cycle lanes, 20mph limit, alterations to traffic calming and provision of cycle bypasses at buildouts, surface improvements, tightening kerb radii at side roads.	Medium
112b	New Road	20mph speed restriction, amendments to existing traffic calming, provide cycle bypasses at priority workings.	Medium
115	Trowbridge Road	Widen and resurface existing cycle lanes.	Medium
116a	Brachdy Road/Quarry Dale junction	Provide cycle bypass through road closures.	Short
116b	Brachdy Rd and Llanstephan Rd	Surface improvements, 20mph limit.	Medium
117a	Ty Mawr Road	Provide on road cycle lanes.	Medium
117b	Rumney Hill Gardens	Widen woodland path to provide shared use cycle/footway with appropriate lighting. Consider provision of a zig zag to reduce the gradient of the route.	Medium
118b	Tyndall Street between Central Link and Bute Street	Extend cycle track to be provided through scheme NS7 to provide continuous link from Central Link to Bute Street.	Medium
119	Shared use path along east side of Bute East Dock	Surface improvements.	Medium
120	Hemingway Road	Provision of off-road cycle facilities.	Medium
121	Carlisle Street	Surfacing and road marking improvements at junctions, 20mph limit.	Medium
122b	Central Link junction	Conversion of existing pedestrian crossing to provide cycle crossing to Davis Street and eastern side of Adam Street with as few stages as possible.	Medium
122c	Adam Street between Central Link and Morgan Street	Extend two way off road cycle route provided through NS13/14 to connect to Central Link.	Medium
125	Bwlch Road to St Fagans	Replace access barriers to ensure access arrangement allows for cycles, pushchairs and wheelchairs. Widen and surface off road route to St Fagans.	Medium
126	Heol Trelai from Heol Ebwy to Cowbridge Road West	Provide cycle lanes, 20mph limit and cycle bypasses through buildouts.	Medium
127a	Path between Bromley Drive/Treseder Way	Remove gates.	Short
127b	Bishopston Road and Amroth Road	20mph speed restriction and review of traffic calming to ensure compliance, surface improvements.	Medium
127c	Bromley Drive and Treseder Way	20mph speed restriction and review of traffic calming to ensure compliance.	Medium

131a	Fairwater Road from Pwllmelin Road to Heol y Pavin	Improve existing off road cycle facility.	Medium
131b	Heol y Pavin	Signage improvements.	Medium
131c	Fairwater Road from Pwllmelin Rd to Cantonian High School	20mph limit, centre line removal and provision of advisory cycle lanes.	Medium
132	Gabalfa Avenue	Road marking treatments to alert motorists to presence of cyclists at roundabouts, 20mph limit.	Medium
135	Pantbach Road	Provide cycle lanes with no centre line including advanced stop lines, 20mph limit.	Medium
138a	Tyndall St/Schooner Way junction	Provision of Toucan crossings/parallel cycle crossings on all arms of junction, integrated with off road cycle track provided through scheme 118.	Medium
138b	Schooner Way	Provision of 20mph limit and associated traffic calming.	Medium
139	A470 slip road	Improve crossing facility at slip road.	Medium
140	Entrance to Greenmeadow Springs	Provide cycle link from business park to Merthyr Road to bypass Coryton interchange.	Medium
141	Llantrisant Road north of Danescourt Way	Provision of off road facilities in conjunction with new development.	Medium
142	Clos Parc Radyr	Provision of off-road facilities in conjunction with new development.	Medium
143	Bridge Road	Provision of off-road facilities in conjunction with new development.	Medium
144	Ton yr Ywen Avenue and St Ambrose Road	20mph limit and associated traffic calming, including improved crossing facilities at Heathwood Road junction.	Short
145	Maes Y Coed Road	Light segregation.	Short
146	Manor Way/Pantmawr Road junction	Provide toucan crossing.	Medium
147	Richmond Road	Provision of 20mph limit, advisory cycle lanes and centre line removal.	Medium
148	St Georges Road, St Agnes Road	20mph limit and associated traffic calming.	Short
149	Waterloo Road	Provision of off road facilities	Medium
EW1	Fortran Road between Cobol Road and Cypress Drive	Dependant on proposed facilities to east. Assume off road cycle track utilising wide southern verge/footway area.	Short
EW2	Junction of Fortran Road and Cypress Drive	Install toucan crossing as per WG DE045 Toucan Crossing to allow for crossing between proposed road end on Fortran Road and proposed off road facility on Cypress Drive.	Short

EW3	Cypress Drive	Provide segregated two-way cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians on western side of carriageway using southern verge area (and carriageway where necessary). Cycle track to have priority at junction with Willowdene Lane as per WG DE025 Cycle Track at Side Road with Cycle Priority. Crossing facility to be provided to allow cycle access to Pascal Close.	Short
EW4	Newport Road - Cypress Drive to Wern Fawr Lane	Provide two-way kerbed or light segregation cycle track through roundabout and onto Newport Road. Facility to continue on southern side of Newport Road carriageway.	Short
EW5	Link to Wern Fawr Lane	Provide toucan crossing as per WG DE045 Toucan Crossing between start of existing westbound bus layby and start of existing eastbound bus layby. Proposed crossing to link to new off-road facility linking to Wern Fawr Lane.	Short
EW6	Newport Road Wern Fawr bus stop	Provide island bus stop as per WG DE029 Bus Stop: Island Bus Stop (or suitable variation).	Short
EW7	Newport Road Wern Fawr to Llaneirwg Way roundabout	Continue proposed two-way cycle track on southern side of Newport Road. Removal of existing mandatory cycle lanes.	Short
EW8	Llaneirwg Way roundabout	Potential removal of roundabout control and replacement with traffic signals to enable segregated two-way cycle facility to continue through junction. New signal controlled junction to include low level cycle signal aspects.	Short
EW9	Newport Road - Llaneirwg Way roundabout to Bluebell Inn crossing.	Continue proposed two-way cycle track on eastern side of Newport Road. Cycle track to have priority at junctions with Clos Hendre Gadno and link to carpark. Potential for removal of central hatching / right turn areas and / or central island to accommodate segregated cycle track. If necessary existing shared use footway to be narrowed to provide widths for proposed cycle track.	Short
EW10	Bluebell Inn crossing	Existing crossing to be incorporated into signalled treatment to enable movement from one-way facility northeast bound to two way facility on southern side.	Short
EW11	Newport Road from Bluebell Inn crossing to Old Hill junction	Widen existing cycle lanes on both sides of carriageway and introduce light segregation as per WG DE018 Cycle Lane with Light Segregation. Light segregation to continue at side roads as per WG DE019 Cycle Lane with Light Segregation at Side Road. Where necessary parking and loading to be provided as per WG DE020 Car Parking/Loading with Light Segregation.	Short

EW12	Newport Road - Old Hill junction to Eastern High (end of bus lane)	Provide segregated cycle tracks on both sides of carriageway outside of bus lanes. Provision for cyclists to continue through junction of Mount Pleasant Avenue as per WG DE052 Cycle Lanes Through Signalised Junction. Signalised junction to include low level cycle signal aspects.	Short
EW13	Newport Road -Eastern High to Widecombe Drive	One directional segregated facility to be installed on either side of carriageway. Light segregation to continue at side roads as per WG DE019 Cycle Lane with Light Segregation at Side Road. Where necessary parking and loading to be provided as per WG DE020 Car Parking/Loading with Light Segregation.	Short
EW14	Newport Road - Widecombe Drive to Rumney Hill Gardens	Introduce 'parking protected' cycle lanes on either side of carriageway and reduce motor traffic lanes to one lane in each direction.	Short
EW15	Newport Road - Rumney Hill Gardens to New Road	Redesign carriageway to allow introduction of segregated cycle lanes on either side of carriageway as per WG DE018 Cycle Lane with Light Segregation. Light segregation to continue at side roads as per WG ED019.	Short
EW16	Staggered pelican crossing on Newport Road at New Road junction	Provide signalled junction to include cycle facilities enabling cross-over movement from proposed single directional cycle lanes to bi-directional off-road cycle track under Southern Way. Proposed signalised junction to include low level cycle signal aspects.	Short
EW17	Newport Road - New Road to Rumney River Bridge Road	Install high quality transition between segregated cycle lanes and off-road provision as per WG DE034 Transition Between Carriageway And Cycle Track. Remove guardrail and reduce carriageway width to allow for widening of off-road provision as per WG DE032 Cycle Track Away From Road, Separated From Pedestrians. If carriageway width reduction is not considered feasible install additional cycle bridge alongside existing Rumney River Bridge.	Short
EW18	Rumney River Bridge Road junction.	Futher observations required to determine issue. Signals reviewed and altered where necessary. Crossing facilities for cyclists to be improved.	Short
EW19	Newport Road - Rumney River Bridge Road to Norwich Road	Introduce two-way segregated cycle track along east side of Newport Road.	Short
EW20	Norwich Road roundabout	Remove roundabout and replace with signalised junction with phase for cycle crossing with low level cycle signal aspects.	Short
EW21	Norwich Road roundabout to Colchester Avenue	Introduce two-way segregated cycle track along east side of Newport Road.	Short

EW22	Colchester Avenue junction	Redesign junction to allow cyclists to cross in all directions using low level cycle signal aspects and segregated crossing facilities such as toucan crossings.	Short
EW23	Newport Road - Colchester Avenue to Broadway	Continue two-way segregated cycletrack along east side of Newport Road. Redesign junctions at Rover Way and Dominion Way to improve facility for cyclists.	Short
EW24	Newport Road/Broadway junction	Redesign junction to allow crossing from two-way cycle track to/from Newport Road and to/from Broadway using low level cycle signal aspects and segregated facilities where appropriate. Remove right hand right turn only lane on approach to junction from Broadway and convert to cycle track. Provide link to routes north of Newport Road via Minster Road.	Short
EW25	Broadway and Four Elms Road	Option 1: Convert Broadway and Four Elms Road to one-way eastbound only, use remaining carriageway space for parking and 'parking protected' cycle lanes on both sides of carriageway. West of Fox Street 'parking protected' cycle lanes to continue on northern side of carriageway only, light segregation to continue on southern side as per WG DE018 Cycle Lane with Light Segregation. Option 2: If Option 1 is proved to be undeliverable, redesign Broadway and Four Elms Road to Cycle Street as per WG DE012 Cycle Street.	Short
EW26	Four Elms Rd / Newport Rd junction	Introduce signal junction to allow cycle access to/from eastbound bus lane to Four Elms Road using segregated facilities or low level cycle signal aspects as appropriate.	Short
EW27	Newport Road - Broadway to City Road	Provide segregated two-way cycle track on one of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
EW28a	City Road to Station Terrace	Provide segregated two-way cycle track on one of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
EW28b / NS19	Station Terrace to St Andrew's Crescent	Eastbound: cycle track to continue (with light segregation if feasible). Westbound (to tie into N-S Premium Quality Route): Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' on western side of carriageway. Provide bus stop island(s) as per 'WG DE029 Bus Stop: Island Bus Stop' at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'.	Short



EW29	St Andrews Crescent to North Road including Bld de Nantes	Option 1: Remove lane of traffic in each direction and / or widen into verge to install cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians. Option 2: One existing westbound traffic lane to be converted to two way cycle track as per WG DE023 Cycle Track Alongside Road, Separated From Pedestrians. Option 3: Further improve existing off-road cycle track, ensure widths meet WG guidance and provide junction schemes at either end to allow better continuity.	Short
EW30	North Road/Boulevard de Nantes junction **Not required if EW29 Option 3 provided.	Junction redesigned to allow for cycle movements through the junction from provision on Bld de Nantes to Bute Park entrance and from Bld de Nantes to proposed route on Castle Street. <u>Redesign to allow for bus and general traffic flow through junction.</u>	Short
EW31	North Road - Boulevard de Nantes to Castle Street	Kerb line and traffic lane amendments to provide segregated two-way cycle track along east side.	Short
EW32	Castle Street	Kerb line and traffic lane amendments to provide segregated two-way cycle track along east side.	Short
EW33	Castle Street/Westgate Street junction	Redesign junction to incorporate proposed segregated cycle facilities and permit cyclist turning movements.	Short
EW34	Cardiff Bridge	Amend layout to align with proposed treatment along rest of Castle Street route.	Short
EW35	Crossing on Cardiff Bridge to Taff Trail	Upgrade access to existing toucan crossing from proposed cycle track on Cardiff Bridge.	Short
EW36	Link to Spine Road	Upgrade (widen and resurface) existing path near Sophia Gardens car park as per WG DE032 – Cycle Track Away From Road, Separated From Pedestrians.	Short
EW37	Spine Road	Resurface, remove/replace humps with sinusoidal design, redesign roundabout potentially to informal roundabout or re-centre and widen the central area. Potential to provide pedestrian improvements also.	Short
EW38	Western Ave link	Install cycle track as per WG DE032 Cycle Track Away From Road, Separated From Pedestrians following desire line where possible.	Short

EW39	Western Avenue crossing	Widen waiting area. Widen crossing area. Adjust signals to be more reactive to peds/cyclists at all times. Investigate options for single stage crossing for cyclists.	Short
EW40	Path from Western Avenue to Llandaff Cathedral	Widen existing route and provide segregated provision as per DE032 Cycle Track Away From Road, Separated From Pedestrians.	Short
EW41	Cathedral Close	Signing to highlight presence of cyclists.	Short
EW42	The Cathedral Green	Clear signing to highlight route and presence of cyclists.	Short
EW43	Bridge Street	Clear signing to highlight route and presence of cyclists.	Short
EW44	Junction of Bridge Street/Cardiff Road	Signalise junction with appropriate cycle and ped facilities.	Short
EW45	Cardiff Road	Remove one northbound traffic lane and redesign carriageway to provide cycle lane with light segregation in each direction as per WG DE018 – Cycle Lane with Light Segregation. Where necessary footway width to be reduced to provide additional widths required.	Short
EW46	Llantrisant Road roundabout	Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic.	Short
EW47	Llantrisant Road to zebra crossing south of Danescourt Way roundabout	Option 1: Cycle lanes to become cycle tracks as per WG DE023 – Cycle Track Alongside Road, Separated from Pedestrians using grass verge and carriageway to provide necessary widths. If necessary motor traffic lanes to be reduced to one in each direction. Cycle track to have priority at side roads as per WG DE025 – Cycle Track at Side Road with Cycle Priority. Option 2: Remove centreline and install wide advisory cycle lanes. Where necessary remove right turn lane areas to accommodate. Option 3: Install 3-3.5m off road cycle track on one side only (with appropriate treatment to cross at each end). Cycle tracks to continue through rail bridge where carriageway widths are reduced. If necessary priority narrowing to be introduced for motor traffic.	Short
EW48	Danescourt Way roundabout	Option 1: Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic. Option 2: Continue segregated cycle facilities through roundabout with part signlisation.	Short
EW49	Tangmere Drive and Grantham Close	Clear signing to highlight route and presence of cyclists.	Short

EW50	Path from Grantham Close to Strategic site	Upgrade existing path to cycle track as per WG DE032 – Cycle Track Away From Road, Separated From Pedestrians	Medium
EW51	Plas Dwr	Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	Medium
EW52	Section between Plas Dwr and North of Junction 33	Segregated cycle route.	Medium
EW53	North of Junction 33	Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	Medium
EW54	South of Creigiau	Segregated cycle route through development with spur routes to local centres, and priority at junctions over other transport modes.	Medium
EW55	Section to Creigiau centre	Segregated cycle route.	Medium
NS1	Outside Millenium Centre to existing Toucan crossing	Provide appropriate cycle markings on existing shared space area to clearly indicate the presence of a cycle route.	Short
NS2	Junction of Bute Place and Lloyd George Avenue	Convert existing two-stage toucan crossing to provide parallel single-stage crossing for cyclists, with low-level cycle signals.	Short
NS3	Lloyd George Avenue - Bute Place to Hemingway Road	Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' on eastern side of carriageway. Consideration should be given to providing cycle track at the back of the existing footway rather than adjacent to the carriageway to avoid conflict with existing pelican crossings and to promote route continuity to the north. Replace existing block paving surface appropriate for cycling.	Short
NS4	Junction of Hemingway Road and Lloyd George Avenue	Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals, suitable to accommodate movements from adjacent proposed 4.0m wide segregated two-way cycle track. Remove guardrailing at side road junctions to allow continuity for cyclists.	Short

NS5	Lloyd George Avenue - Hemingway Road to Herbert Street	Option 1: Continue proposed segregated two-way cycle track on eastern side of Lloyd George Avenue at back of footway. Remove signal control from the Ffordd Garthorne, Glanhowny Close, Margreton Place, Letton Road and Vellacott Close junctions and convert each become priority junctions. Provide parallel zebra crossings as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists' across all side road junctions. Remove guardrailing at side road junctions to allow continuity for cyclists. Replace existing block paving with appropriate smooth surface suitable for cycling. Option 2: Provide segregated two-way cycle track on western side of Lloyd George Avenue.	Short
NS6	Junction of Lloyd George Avenue and Herbert Street	Redesign junction and potentially reduce number of motor traffic lanes to allow for segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' to be provided on eastern side of Lloyd George Avenue and southern side of Herbert Street. Cycle facility to be provided at back of footway to avoid potential pedestrian conflict at existing crossing facilities.	Short
NS7	Herbert Street/Tyndall Street between Lloyd George Avenue and Smart Bridge	Continue proposed segregated two-way cycle track on southern side of carriageway. Provision to continue at back of footway for route continuity purposes and given low potential for conflict with adjacent buildings. Westbound bus stop near to office building would need to be relocated or incorporated into design.	Short
NS8	Junction of Smart Way and Tyndall Street	Install puffin crossing with parallel signalised cycle crossing with low-level cycle signals to allow for crossing between the proposed segregated two-way cycle track to south of Tyndall Street and Smart Way.	Short
NS9	Smart Way - Tyndall Street to Smart Bridge	Smart Way appears to measure approx. 5.0m wide. Option 1: Provide segregated 1.5m cycle lanes in each direction and 2.0m footpath. Option 2: Provide 3.0m wide two-way raised cycle track on one side with 2.0m footway on the other. Option 3: Retain 5.0m unsegregated shared-use facility.	Short
NS10	Smart Bridge	Ensure clear superhighway route continuity.	Short
NS11	Pellet Street	Remove westernmost line of car parking spaces in Adam Street car park (18 spaces) and provide 4.0m wide segregated two-way cycle track on eastern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short

NS12	Adam Street - Pellet Street to Garth Street	Continue segregated two-way cycle track on southern side of carriageway.	Short
NS13	Adam Street Toucan Crossing	Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals, suitable to accommodate movements from adjacent proposed 4.0m wide segregated two-way cycle track.	Short
NS14	Adam Street - Garth Street to Sandon Street	Continue proposed segregated two-way cycle track on northern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
NS15	Sandon Street	Widen existing shared-use path to provide 2.0m wide (may be reduced to 1.5m) northbound segregated cycle track on western side of carriageway. Southbound cyclists to be accommodated on carriageway given one-way system and low traffic flows. Resurface carriageway and clearly mark as premium quality route.	Short
NS16	Guildford Crescent	Retain advisory northbound cycle lane and convert to mandatory cycle lane throughout. Provide light segregation as per 'WG DE018 Cycle Lanes with Light Segregation'. Southbound cyclists to be accommodated on carriageway given low traffic flows. Resurface carriageway and clearly mark as premium quality route. Provide transition between Guildford Crescent and proposed segregated two-way cycle track on eastern side of Guildford Street. Amendments to the existing kerb radii likely to be required.	Short
NS17	Guildford Street/Station Terrace	Provide 4.0m wide segregated two-way cycle track on southern/eastern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
NS18	Junction of Station Terrace/Dumfries Place/Newport Road	Redesign junction to include dedicated cycle signals, allowing cyclists to connect to/from Station Terrace and Dumfries Place/Newport Road, including between the E-W and N-S superhighways.	Short
NS19	Dumfries Place/Stuttgarter Strasse - Station Terrace to St Andrew's Crescent	Provide 4.0m wide segregated two-way cycle track as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians' on western/southern side of carriageway. Provide bus stop island(s) as per 'WG DE029 Bus Stop: Island Bus Stop' at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'.	Short

NS20	Junction of Stuttgarter Strasse/Windsor Place/St Andrews Crescent	Convert existing pedestrian crossing of Windsor Place to provide parallel single-stage crossing for cyclists. Widen central island at Windsor Place to accommodate demand by pedestrians and cyclists. Convert existing two-stage toucan crossing across Stuttgarter Strasse to provide parallel single-stage crossing for cyclists, with low-level cycle signals.	Short
NS21	St Andrew's Crescent	Retain one-way system for all traffic with cyclists to be accommodated on-street given low traffic flows. Ensure surface is of appropriate quality. Provide appropriate premium quality route signing and markings. Consider alternative parking arrangements, including parallel and echelon parking (angled such that drivers are required to reverse in to them). Introduce 20mph speed limit.	Short
NS22	Junction of St Andrew's Crescent and St Andrews' Place	Option 1: Retention of priority control. Extend 20mph zone to St Andrews Crescent. Option 2: Signalise junction.	Short
NS23	St Andrew's Place/Salisbury Road - St Andrew's Crescent to Senghennydd Road	Provide segregated two way cycle track on one side of road as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
NS24	Junction of Salisbury Road/Senghennydd Road	Provide eastbound contraflow cycle facility.	Short
NS25	Senghennydd Road	Option 1: Improvements to existing arrangement. Widen advisory cycle lanes to 2.0m where possible. Replace existing cushions with sinusoidal road humps. Option 2: Provide 2.0m hybrid cycle lanes in both directions as per 'WG DE021 Hybrid Cycle Track' with continuation through junctions as per 'WG DE022 Hybrid Cycle Track at Side Road'.	Short
NS26	Junction of Senghennydd Road and Cathays Terrace	Replace existing pedestrian crossing with signal facility to incorporate cycle and pedestrian movements to link Cathays Terrace with Senghennydd Road.	Short
NS27	Cathays Terrace	Option 1: Improvements to existing arrangement/removal of built-out areas. Widen advisory cycle lanes to 2.0m where possible. Removal of central refuges. Option 2: Provide 2.0m hybrid cycle lanes in both directions as per 'WG DE021 Hybrid Cycle Track' with continuation through junctions as per 'WG DE022 Hybrid Cycle Track at Side Road'. With option to permit loading in proposed hybrid cycle lane.	Short

NS28	Junction of Cathays Terrace and Whitchurch Road	Provide low-level signals for cyclists. and early release on Cathays Terrace approach. Retain ASLs. Utilise existing footway area in front of Cathays Library to provide signaled right turn facility for cyclists from Whitchurch Road to Cathays Terrace.	Short
NS29	Whitchurch Road - Cathays Terrace to Allensbank Road	Amend existing cross section to provide 1.5m footways, 1.5m hybrid cycle lanes on both sides and 3 x 3.0m traffic lanes (as existing). Continue hybrid cycle lanes through side road junctions.	Short
NS30	Junction of Whitchurch Road and Allensbank Road	Provide signalled cycle facility to allow north-west bound cyclists to cross from Whitchurch Road (westbound) to proposed two-way facility on eastern side of Allensbank Road. Provide low-level cycle signal with early start for southbound cyclists to make left turn or run Allensbank Road cycle track into Whitchurch Road hybrid cycle lane to provide signal bypass for left turn.	Short
NS31	Allensbank Road - Whitchurch Road to Wedal Road	Provide 2.7m wide two-way cycle track with light segregation on eastern side of carriageway as per 'WG DE018 Cycle Lanes with Light Segregation'. Carriageway cross-section to retain existing circa. 2.3m footway on western side, 2.0m parking, 2 x 2.9m traffic lanes, 0.3m for light segregation treatment, 2.7m two-way cycle track and 1.8m footway on eastern side.	Short
NS32	Junction of Allensbank Road and Wedal Road	Provide signalled cycle facility to allow crossing of Wedal Road for north and southbound cyclists. Provide detection for north and southbound cyclists to provide continuity.	Short
NS33	Allensbank Road - Wedal Road to King George V Drive East junction	Provide 3.0m wide two-way cycle track with light segregation on eastern side of carriageway. Remove parking on western side of bridge. Relocate kerblines on eastern side. May require some kerblines realignment on western side to north of bridge.	Short
NS34	Junction of Allensbank Road and King George V Drive East	Provide signalled crossing facility for cyclists across northern leg of junction to enable cycle movements between north-south two-way cycle track on Allensbank Road and facility on King George V Drive East.	Short
NS35	King George V Drive East - Allensbank Road to Hospital Entrance	Continue 3.0m wide two-way cycle track with light segregation on northern side of carriageway. Relocate kerblines on northern side. Remove traffic lane on King George V Drive East approach to junction. Provide cycle route priority at alleyway and private driveway. Resurface footway.	Short

NS36	King George V Drive East Road Closure	Replace block paving at King George V Drive East stub-end with surface appropriate for cycling. Provide dropped kerbs and cycle bypass at existing road closure and appropriate signing/markings.	Short
NS37	King George V Drive East - Road closure to King George V Drive N	Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appropriate surface for cyclists. Provide appropriate premium quality route signing and markings. Provide sinusoidal road humps to reduce speeds.	Short
NS38	King George V Drive East - King George V Drive N to Heath Park Avenue	Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appropriate surface for cyclists. Provide appropriate premium quality route signing and markings. Provide sinusoidal road humps to reduce speeds.	Short
NS39	Junction of King George V Drive East/Heath Park Avenue/Heath Halt Road	Option 1: Minor improvements to existing layout and signing to improve continuity for cyclists. Also option to provide raised table through junction to reduce speeds and highlight crossing movement. Option 2: Signalise junction and include separate stage for east-west cycle movements. Include controlled pedestrian facilities.	Short
NS40	Heath Halt Road - Heath Park Avenue to Lake Road North	Option 1: Provide sinusoidal road humps across full length to reduce vehicle speeds and make route less attractive to motor vehicles. Option 2: As above but convert to cycle street as per 'WG DE012 Cycle Streets'.	Short
NS41	Junction of Heath Halt Road and Lake Road North	Improve existing crossing to form parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists'	Short
NS42	Lake Road North - Heath Halt Road to Llandennis Road roundabout	Remove parking and provide segregated two-way cycle track on northern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Separated From Pedestrians'.	Short
NS43	Lake Road North/Llandennis Road roundabout	Widen existing path to north-west of roundabout to 3.0m and convert to segregated two-way cycle track. Path to be widened sufficiently to also accommodate pedestrians. Widen existing zebra crossing on Lake Road North to allow cyclists to make right turn from path. Provide cycle signing and markings.	Short



NS44	Llandennis Road - existing bus stops to Nant Fawr Woods path	Option 1: Widen existing shared use footway on western side to provide wider shared-use facility up to Toucan crossing. Widen existing footway on eastern side between Toucan crossing and Nant Fawr Woods path to allow continuation of shared use facility. Provide raised table at crossing at junction with Cardiff High School with cycle priority as per 'WG DE025 Cycle Track at Side Road with Cycle Priority'. Option 2: Provide a 2 way cycle track as per 'WG DE023 Cycle Track Alongside Road, Seperated From Pedestrians'.	Short
NS45	Nant Fawr Woods Path	Upgrade existing path to cycle track as per 'WG DE032 Cycle Track Away From Road Separated From Pedestrians'. Path should be appropriately lit and surfaced, with cycle signing and markings.	Short
NS46	Junction of Nant Fawr Wood Path and Rhyd-Y-Penau Road	Remove existing central island and replace with parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists'.	Short
NS47a	Alternative route to strategic site via Llanishen Reservoir Path	Continue off-road cycle path via existing reservoir paths, suitably improved with lighting and appropriate cycle signing and markings.	Medium
NS47	Rhyd-Y-Penau Road - Nant Fawr Woods to Cyncoed Road roundabout	Provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Seperated From Pedestrians'.	Short
NS48	Rhyd-Y-Penau Road/Cyncoed Road roundabout	Reconfigure junction to priority T-junction on raised table, with continuous cycle facilites through junction.	Short
NS49	Cyncoed Road - Rhyd-Y-Penau Road to Gwern Rhuddi Road	Provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Seperated From Pedestrians'.	Short
NS50	Gwern Rhuddi Road - Cyncoed Road to Ty-Draw Road	Provide segregated two-way cycle track on southern side of carriageway as per 'WG DE023 Cycle Track Alongside Road, Seperated From Pedestrians'.	Short
NS51	Junction of Pentwyn Road and Ty Draw Road	Parallel zebra crossing as per 'WG DE043 Parallel Crossing for Pedestrians & Cyclists' or signal controlled junction as appropriate to fit with the proposed strategic site access arrangements	Short