

## **A469 (Caerphilly Road) - Transport And Accessibility Improvements**

### **Description of Scheme Proposal**

The scheme involves road safety improvements on the A469 (Caerphilly Road) from Lon Y Groes and St Georges Road to Tair Erw Road. The primary aims of the scheme are to improve pedestrian and cyclist access to and within the Birchgrove shopping community.

The main improvement will be the provision of straight across crossings on all arms of the Rhydlig Avenue and Birchgrove Road signalised junctions. There will be a stage in the signalling when all traffic is held at red lights (known as an all red stage) and pedestrians will be able to walk across the junction safely under a green man control (all red stage with nearside signals).

Other improvements will include the provision of on and off road cycle routes and a bus lane between Lon Y Groes and Hampton Road. The bus stop outside 86 Caerphilly Road will also be relocated further south in order to facilitate two lanes of traffic flow across Birchgrove/Heathwood Road to improve the efficiency of the junction. Additional parking will be provided on the north side of the Birchgrove Road junction on the east side of Caerphilly Road between 110 and 118 and outside 1 Heathwood Road.

### **Neighbourhood Renewal Schemes Project- Birchgrove Shopping Centre**

The Birchgrove Local Shopping Centre has been prioritised for improvement under the Council's Neighbourhood Renewal Schemes Programme. The Programme funds local regeneration projects all over Cardiff. The Birchgrove shopping centre project has been programmed for design and consultation in 2014/15 and implementation in 2015/16. The project is subject to Council budget confirmation and can only progress if funding is secured. To date, a community survey about the shopping centre has been carried out and has highlighted priorities for the regeneration project. These priorities are being used to shape the components of the project which will be the subject of further local member and community consultation. The project is closely linked with the A469 scheme and every effort will be made to ensure that the projects are co-ordinated in order to ensure minimal disruption and the most efficient use of the available funding.

### **Additional Information about traffic management measures**

**Cycle Lanes.** A cycle lane is part of the road, which is intended specifically for cyclists to use and can be either mandatory or advisory. 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.

- Mandatory cycle lanes define an area of the road that is reserved for cyclists, and within which other vehicles may not encroach.

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.

**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.

**Speed Table.** This is a variation of the speed hump where the top of the raised (tabled) area is over two metres wide. This causes less discomfort to bus passengers as the rise and fall actions are separated by the level section. These are sometimes used in conjunction with pedestrian crossings to reduce speeds and to make the crossing more noticeable to drivers.

**Dropped Kerbs.** This is the simplest form of pedestrian crossing where the level between the footway and the road is reduced to the minimum to assist wheelchair, pushchair and other mobility impaired users. They are fitted with tactile paving to warn visually impaired users that there is no kerb separating the footway and road.

**Toucan Crossing.** This is a like a puffin crossing but is for cyclists as well as pedestrians. The main difference for pedestrians and cyclists is the inclusion of cycle symbols beside the red and green man lights on the push-button. The crossing time is varied depending upon the speed the pedestrians cross the road and the demand for crossing can be cancelled if the pedestrian or cyclists moves away or crosses before they get a green signal. 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.

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.

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.

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.

Bollard. This is a post made of various materials and is used to deter vehicles being driven onto the footway or verge.

Shared Use Path This is a footway or footpath that has been designed to be used by pedestrians and cyclists. To ensure that the route can be used without difficulty by all classes of pedestrian and cyclist these routes should normally be at least three metres wide and are generally indicated by signage and road markings. In some situations the path will be segregated with pedestrians on one side and cyclists on the other, but this requires a wider minimum path and can cause conflicts if users do not notice which side they should be using. The wider path is of assistance to users of wheelchairs, mobility scooters and pushchairs. It also benefits cyclists, especially those who need to use tricycles or cycle trailers due to age or disability and those who are very young or inexperienced cyclists.

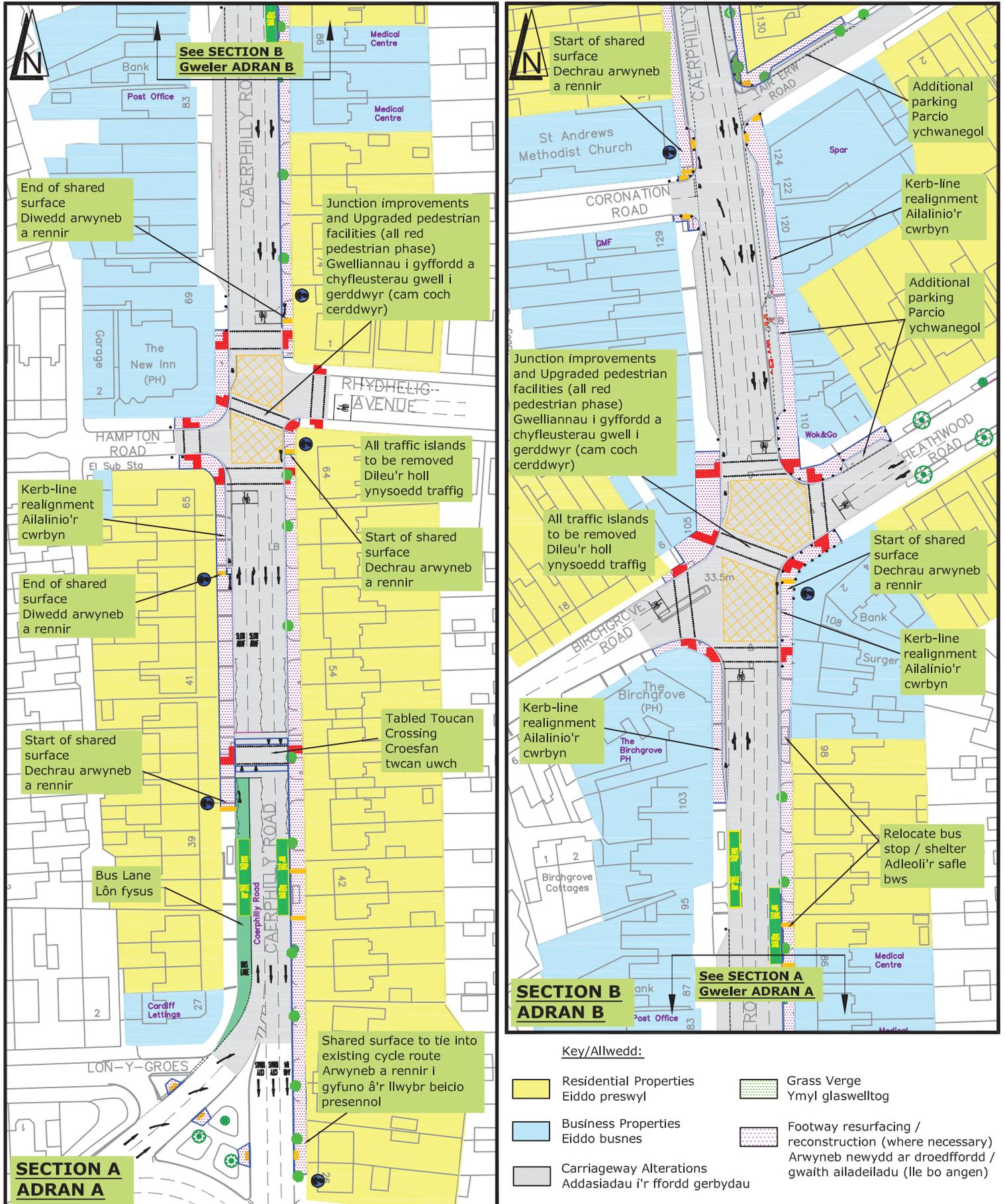
Nearside signals The green man signals will be "nearside" (i.e. the green man will only be visible at the point of crossing and not on the other side of the road). These types of pedestrian crossing have the following advantages:

1. The signals are held on red longer if pedestrians are detected crossing the road
2. The green man signal is cancelled if pedestrians clear the crossing and no longer need the all red stage

These features improve the safety and the efficiency of the junction.

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/transportprojects](http://www.cardiff.gov.uk/transportprojects). Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk), or telephone 029 2087 3289 to request a paper copy. If you would like to make any comments about this proposal please let us know by **12/10/2014**.



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