A469 (Caerphilly Road) Transport and Accessibility Improvements - Phase 2

Description of Scheme Proposal

The scheme involves highway improvements on the A469 (Caerphilly Road) from Tair Erw Road to Maes-Y-Coed Road. The primary aims of the scheme are to improve bus access through the area, improve cyclist and pedestrian access and provide safe, formalised parking provision and environmental improvements.

The scheme will include:

- **The provision of safe formalised parking bays** - The bays will provide parking to serve the existing overall demand and will enable motorists to park safely without damaging grass verges and trees.
- **North and southbound bus lane** - The bus lanes will be within the existing carriageway limits and will significantly reduce bus journey times particularly during peak hours. This will be done without any detriment to general traffic flow.
- **Environmental improvements** - This will include the replacement of existing diseased trees with new trees, improved tree root protection and possible verge planting.
- **Upgraded bus stops** - raised bus borders to facilitate easier bus access particularly for wheeled access such as prams and wheel chairs.
- **Shared off road cycle facilities**
- **Improved footway** - This will include resurfacing, removal of vehicle access radius kerbs and the provision of dropped crossings across junctions.
- **Upgraded pedestrian crossing facilities** - This will include straight across crossing at the Maes Y Coed Road junction and upgrade of the existing zebra and puffin crossing to toucan crossings.

Note - As part of the consultation process, and in order to further assess the feasibility of the proposals, there will be some preliminary site survey works in relation to underground services. It is likely that this investigative work will be carried out over the next few weeks.
Questions & Answers

The following are questions that we anticipate are likely to be asked for this scheme with answers that will hopefully help you further understand the proposals.

Phase 1

Where can I find details of Phase 1 and the outcome of that consultation process?

Details of Phase 1 can be found on the Council's website by following the link www.cardiff.gov.uk/transportprojects

Bus Lanes

Can we have additional traffic lanes instead of bus lanes?
The bus lane does not increase the capacity of the section of carriageway, as the overall road or network flow is dictated by the capacity of the junctions. A single lane is more than sufficient for the current demand. The bus lanes will enable buses to effectively bypass the queueing traffic, promoting a more sustainable form of transport. There would therefore be no benefit to general traffic if an additional traffic lane was added between signalised junctions.

Can I cross a bus lane to access my house and parking bays?
Yes, you will be permitted to cross the bus lane to access your property or to use the formalised parking bays. You will not however be permitted to drive along the bus lane more than a reasonable distance. For example, approximately 20 metres would be considered acceptable.

Can I travel along a bus lane to access my house?
See answer to ‘Can I cross a bus lane to access my house?’

Am I likely to receive a penalty charge notice for driving in the bus lane?
Yes, it is an offence to drive in a bus lane subject to the above exceptions.

What are the benefits of a bus lane?
This will enable the buses to jump the queues in busy periods, so buses will not have to wait for long at the junctions. This will help reduce bus delays.

What vehicles can travel in a bus lane?
Buses, taxis and bicycles are currently permitted.
Parking

Will there be a reduction in parking provision?  
There is currently only a very limited amount of legal and safe parking. However, it is understood that there is a large demand for parking and motorists are currently parking on the footway and verges with temporary permission from the Council. This scheme has been designed to provide legal and safe parking which will be similar to the existing demand (based on parking surveys carried out in February 2014). However, the parking provision will ensure that there is no damage to verges or trees.

Will the bays be resident only?  
The use of the bays will be subject to a separate consultation (legal process) and will be in line with the Council’s current policy.

Can I continue to park on the footway or on the grass verge?  
No, once the bays and the scheme is in place, verge/footway parking and parking too close to a junction will no longer be permitted.

I have a letter that states that the existing parking restrictions will not be enforced subject to various conditions, will this still apply?  
No, if the scheme commences and a solution to the parking issues is provided, the Council will write to residents to formally revoke the letter and notify residents that the parking restrictions, verge and footway parking will be now enforced.

Trees

Why are trees being removed?  
Some of the trees will be removed to provide parking. Where possible, new trees will be provided to replace the existing trees, but in locations that complement the scheme. About 1/6th of the trees along Caerphilly Road are diseased and will be replaced to prevent the spread of the disease (Bacterial Bleeding Canker - Pseudomonas syringae).

Will there be a reduction in the number of trees?  
No. It is anticipated that 22 trees will be removed, 36 will remain and 28 new trees will be planted. This will result in a net increase of 6 trees.

Verges

Will the grass verges be retained?  
The majority of verges where cars are currently parking will be converted to formalised parking bays. However we are currently working with the parks department to determine what measures can be put in place to make environmental enhancements to the remaining verge area.
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.

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 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.

Near-side 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. (PHASE 2 SECTION A - B CAM 2 ADRAIN A - B)

This is part of a sustainable transport improvement scheme for the Caerphilly Road corridor. For the full corridor details and additional information, a consultation pack is available at www.cardiff.gov.uk/transportprojects. Alternatively, please e-mail 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 16/12/2014.

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Mae hwn yn rhan o cynllun gwelltra trafnidiaeth cynaliadwy ar gyfer y coridor Caerphilly Road. I weld mewnllon llawn y coridor a gwybodaeth ychwanegol, ceir pecyn ymygynghori llawn yn www.caerdydd.gov.uk/transportprojects. Fel arall, e-bostiwch TransportProjects@caerdydd.gov.uk neu ffoniwch 029 2087 3289 i ofyn am gofi papur. Os hoffech wneud unrhyw sylwadau ar y cynnig rhwch wybod i ni erbyn 16/12/2014.
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