**A469 Phase 3 - Maes-Y-Coed Rd To St Georges Road Cycle Route**

**Description of Scheme Proposal**

The scheme involves highway improvements on the following roads to provide an alternate cycle route to the A469 that will run parallel on a less trafficked route:

- Maes-Y-Coed Road (Site 2)
- Caerphilly Road/North Road (Site 6)

The scheme is a continuation of the A469 (Caerphilly Road) Transport and Accessibility Improvements (Phase 1 & 2) scheme. However, the primary aim of this scheme is to provide improved cycle and pedestrian access that will run parallel on a quieter route.

The route will run from Caerphilly Road (Site 1), Maes-y-Coed Road (Site 2), Ton-Yr-Ywen Avenue (Site 3), Heathwood Road (Site 4), St Ambrose Road, Rhydhelig Avenue (Site 5), St Agnes Road and St Georges Road onto Caerphilly Road/North Road (Site 6). However, Sites 3, 4 and 5 are currently being developed. The route will be signposted and have improvements as detailed below:

This scheme will include:

**Maes-Y-Coed Road (Site 2):**

- The provision of shared surface for pedestrians and cyclists  - The footway will be widened and will tie into proposed/existing crossing facilities and to the on-road segregated cycle lane.
- Improved footway - This will include resurfacing and removal of radius kerbs where possible. Dropped kerbs will be provided where appropriate as a means of access/egress for cyclists.
- Segregated cycle lane - This part of the scheme includes bolt down features similar to a kerb that physically deter vehicles from entering the cycle lane area. Side access to junctions and vehicle crossovers will be maintained. A lane width of around 1.8 metres will be maintained.

**Caerphilly Road/North Road (Site 6):**

- The upgrading of the shared surface for pedestrians and cyclists  - The existing footway will be widened and resurfaced in the vicinity of properties 10 to 20 on Caerphilly Road. The existing containment kerbs near 18/20 will be replaced with a narrower containment kerb arrangement, and the containment kerbs between 10-16 will be replaced with bollards only. The footway will be resurfaced between properties 372 to 336. Bollards will be installed adjacent to property 372, 366 & 366 to deter illegal footway parking.

**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 Calming Features. This term refers to specific physical traffic management measures which force drivers to reduce vehicle speeds. These include road humps, speed cushions, speed tables, priority narrowings, chicanes, gateways, roundabouts and other similar features.

Speed Cushions. These are a development of the road hump. The shape of speed cushions, particularly the width, enables drivers to align their vehicle with the cushion to minimise the hump effect. However, they also need to reduce their speed to do so. Larger vehicles particularly benefit in this way, thus reducing the effect on emergency service vehicles and bus passengers.

Tabled Junction. The provision of a tabled junction is similar to a road hump. The whole junction is raised to produce a platform, which reduces vehicle speeds. The provision of the tabled junction provides a safer junction by slowing down all vehicles approaching the junction thus providing a safer exit from the junction arms.

Zebra Crossing. This type of crossing is suitable for sites with medium levels of pedestrian demand and vehicle flows where a puffin crossing is not justified. They can provide a better level of service for pedestrians as there is no minimum time waiting for the right to cross. They can be usefully combined with build-outs which improve visibility to and from vehicles, reduce crossing distances and clarify that pedestrians are intending to cross the road.

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.

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.

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.
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. Alternatively, please e-mail TransportProjects@cardiff.gov.uk, or telephone 029 2087 3250 to request a paper copy. If you would like to make any comments about this proposal please let us know by 29/07/2015.

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Mae pecyn ymgynghorir llawn ar gael yn www.caerdydd.gov.uk/transportprojects. Fel arall, e-bostiwlch TransportProjects@caerdydd.gov.uk neu ffoniwch 029 2087 3250 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynig rhwch wybod i ni erbyn 29/07/2015.
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SITE/SAFLE 6a - Caerphilly Road (Nr. St Georges Rd)

Narrow safety kerbs to widen footway space
Cyrbau diogelwch cul i ledu’r droedffordd

Footway resurfacing with replacement of safety kerbing with standard kerbs and bollards to widen footway area.
Gosod arwyned newydd ar y droedffordd, gosod cyrbau safonol a bolardiau yn lle cyrbau diogelwch i ledu’r droedffordd

SITE/SAFLE 6b - North Rd (Nr. Rosemount Pl)

Bollards to deter footway parking
Bolardiau i atal parcio ar y droedffordd

Resurfacing of footway/shared surface
Arwyned newydd i’r droedffordd/arwyned a rennir

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