

A469 (Caerphilly Road) Phase 3 - Maes-Y-Coed Road to Rail Bridge Cycle and Pedestrian Improvements

Description of Scheme Proposal

The scheme involves highway improvements on the A469 (Caerphilly Road) from the junction of Maes-Y-Coed Road to the Coryton line rail-bridge.

The scheme is a continuation of the A469 (Caerphilly Road) Transport and Accessibility Improvements (Phase 1 & 2). However the primary aim of the scheme along this section is to provide improved cycle and pedestrian access.

The scheme will also provide access to the proposed improvements along the A469 and it will also tie into an alternate cycle route that will run parallel to the A469 on a less trafficked route via Maes-Y-Coed Road, Ton-Yr-Ywen Avenue etc.

The scheme will include:

- ***The provision of shared surface for pedestrians and cyclists*** - The footway will be widened where possible to a width of around 2.5 metres. Existing trees will not be affected.
- ***Upgraded bus stop*** - To upgrade the existing bus stop with a bus border to facilitate easier bus access, particularly for wheeled access such as prams and wheel chairs.
- ***Improved footway*** - This will include resurfacing, removal of vehicle access radius kerbs and replacement of dropped kerbs.
- ***Review of existing parking restrictions*** - The existing Traffic Regulation Orders will be reviewed to enable the enforcement of existing or proposed parking restrictions (parking adjacent to double yellow lines, zig-zags and loading restrictions etc.).
- ***Upgraded pedestrian crossing facilities*** - The existing crossings will be upgraded to 'Toucan' standard.
- ***Alteration to park entrance gate*** – The existing gate will be modified to improve visibility for pedestrians accessing and exiting the park

Additional Information about traffic management measures

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.

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.

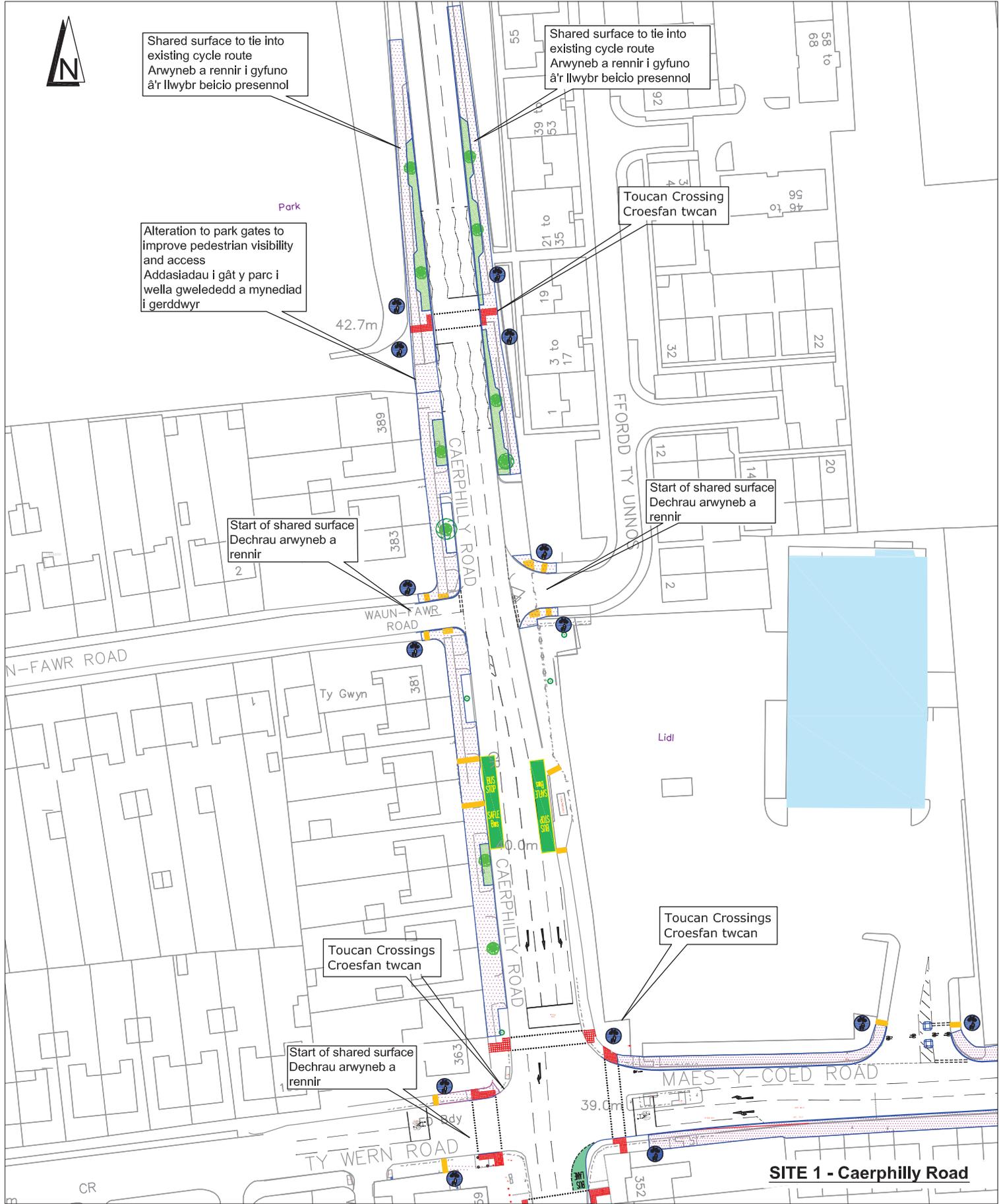
Puffin Crossing. This is a development of the pelican crossing and provides for signal control of both pedestrians and vehicles. These are used at sites where a zebra crossing is not suitable for various reasons such as it would cause too much delay to vehicles, or it would be too close to traffic signals, or vehicle speeds are high. Compared to a pelican crossing the pedestrian red and green man lights are on the push-button rather than across the road and there is no longer a flashing amber signal for drivers. 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 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.

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.

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 **03/08/2015**.



SITE 1 - Caerphilly Road

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