Description of Scheme Proposal

The scheme involves highway improvements on the A470 (Northern Avenue/Manor Way) from Birchgrove Road to Caedelyn Avenue. The primary aims of the scheme are to improve bus journey times and pedestrian and cyclist access to and within the community.

The main improvement will be the provision of south-bound bus lanes to improve bus journey times along the A470 into the City Centre. Additionally, extra pedestrian crossing facilities on the Ty'n-Y-Parc Road and Cae Gwyn Road junctions and the relocation of the 'Telephone Exchange' pedestrian crossing facility to a location which will serve more pedestrian desire lines in the vicinity of Westfield Road and Keynsham Road. This will result in greater opportunity for buses to by-pass queueing traffic on the approach to the Birchgrove Road traffic signals.

Other improvements will include better visibility for vehicles existing Whitchurch High School onto the A470 and uncontrolled pedestrian crossing points in the vicinity of the existing bus stops and at various locations along the extent of the scheme.

To facilitate the improvements it will be necessary to remove the central reserve at various locations. Bollards or back to back kerbing will be considered as mitigating measures, to prevent vehicles from undertaking u-turns or turn into side roads which are not currently permitted. As a safety precaution, it is proposed to reduce the speed limit from 40 mph to 30 mph, although this will be subject to the necessary Traffic Regulation Order.

Note - As part of the consultation process, and in order to further assess the feasibility of the proposals, there may be some preliminary site survey works in relation to underground services.
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.

Bus Lanes

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 and promote a more sustainable way of travel. Developing the infrastructure for bus priority will help to justify or encourage out of town Park and Ride sites, which will in turn reduce the amount of traffic entering our City roads from our neighbouring towns, cities and communities.

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. The lane allocation is 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?
Yes, you will be permitted to cross the bus lane to access your property. 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 vehicles can travel in a bus lane?
Buses, taxis and bicycles are currently permitted.

Trees

Will there be a reduction in the number of trees?
We anticipate that only 1 tree will need to be removed as a result of the relocation of the crossing facility in the vicinity of Keynsham Avenue.

Verges and Footways

Will the footways be narrowed?
No, there is no requirement to narrow the footways as we are gaining the necessary carriageway space by the removal of the central reserve at various locations.
**Will there be road works within the footway?**
Yes, as part of the works it will be necessary to work within the footway. This could be to provide ducts for the traffic signals or realignment of crossing point. Additionally, we intend to upgrade the footway where possible by removing the radius kerbs at vehicle crossing points with a more modern dropped kerb arrangement and resurface the footway. This will assist vulnerable users, wheelchair users and cyclists etc. along the footway.

**Will the grass verges be retained?**
The existing grass verges will be retained although some footway widening will occur on the northern section of the scheme. We are currently working with the parks department to determine what measures can be put in place to make environmental enhancements to the verge areas and whether measures are necessary to prevent parking on the verge areas.
**Additional Information about traffic management measures**

**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.

**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. (SECTION A - B / ADRAN A - B)

A full 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 06/03/2015.

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The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below. (SECTION C - D / ADTRAN C - D)

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The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below (SECTION E - F / ADRAN E - F).

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The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below. (SECTION G - H / ADRAN G - H)

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