Description of Scheme Proposal

The Eastern Bus Corridor along the A4161 Newport Road is currently heavily congested with traffic during weekday peak periods and the weekends. The scheme is therefore required in order to improve the management of the effectiveness and efficiency of the road network in this location along what is a strategic route. The primary aims of the scheme are to improve road safety and accessibility for pedestrians and cyclists, and to improve journey times and journey time reliability for bus services, thereby making sustainable travel choices more attractive in supporting the growth associated with the Local Development Plan. The scheme will comprise the following elements –

Section A
In the vicinity of Fitzalan Road, public realm improvements will comprise footway widening (where necessary) and upgrading/reconstruction, together with the upgrading of the existing crossing facilities to tabled zebra crossings with LED style belisha beacon globes.

Section B
At the junction of Newport Road/Fitzalan Place/West Grove itself, the right-turn into West Grove will be prohibited subject to the necessary Traffic Regulation Order (TRO), together with removal of the associated traffic island thereby enabling the provision of an improved straight-across crossing facility on West Grove. The reduction in the number of lanes on the eastern side of the junction will also enable the provision of a new crossing facility (at the eastern arm of the junction). Further public realm improvements will be delivered at the southern side of Newport Road and at Fitzalan Place, tying in with those described for Section A. Changes in lane allocation on the approach from Fitzalan Place will provide for two ahead traffic lanes into West Grove such as to address existing issues regarding queuing during peak periods.

Section C
The two-lane southbound section of West Grove will be lengthened such as to reduce delays to inbound buses, thereby requiring the inbound bus stop to be relocated further north of its current position to prior to The Parade. Together with the upgrade of the existing crossing facility to puffin standard, these will require the removal of the existing build-out, with kerb realignments, removal of ghost islands and some changes to the current pay and display parking provision.

Section D
Kerb extensions will be built-out at the junction of East Grove and at Howard Place, in order improve visibility, reduce crossing distances, self-enforce parking in close proximity to the junction, thereby increasing safety for crossing pedestrians and cyclists. Furthermore the provision of a new toucan crossing will be provided across Newport Road at this location. This will provide a safe alternative for cyclists via West Grove and The Parade allowing pedestrians and cyclists to avoid the junction
of Newport Road/Fitzalan Place. This crossing will also provide a direct link to student development to the south.

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:

Access to West Grove

How will I be affected by the banning of the right-turn into Newport Road?

Residents and those wishing to continue to access West Grove who currently do so by turning right into West Grove from Newport Road, will instead be required to use alternatives such as to turn right into B4261 City Road from Newport Road, and to travel via The Parade or St. Peter’s Street. Alternatively cyclists will be able to travel via the Newport Road westbound bus lane, dismount at the approach to Howard Place and safely cross into East Grove via the new toucan crossing facility provided at this location.

Pedestrians wishing to access West Grove from Newport Road will benefit from the addition of the new crossing facilities at the eastern arm of the Newport Road/Fitzalan Place/West Grove junction, together with the upgraded crossing facility at the northern arm, and will also benefit as per cyclists by being able to cross using the new toucan facility at East Grove/Howard Place.

Those currently accessing West Grove from the north via Richmond Road and Richmond Crescent should not be adversely affected by the proposals, and indeed may benefit from a reduction in southbound queuing as a result of the provision of the additional southbound lane.

Bus Services

Will there be any changes to bus lanes?

The existing westbound bus lane along Newport Road in the vicinity of East Grove and Howard Place will be widened to around 4.5 m in order to provide opportunities for buses and cyclists to safely overtake each other without interference from general traffic in the adjoining lane.

I currently use the bus stops in West Grove, how will I be affected?

The only bus stop directly affected by the scheme will be the West Grove southbound bus stop (‘West Grove 4’ / Ref: 10244) which is currently located in the vicinity of Trinity Court. As part of the proposal this will be required to be relocated around 100 m further north of its current position, to north of the Parade such as to enable the extended two southbound lanes and the
provision of two lanes exiting from Fitzalan Place northbound into West Grove.

**Parking**

*Will there be any impact to residential parking?*

No, residential parking will not be affected as a result of the scheme.

*Will there be any impact to pay & display parking?*

Yes, up to 7 long-stay pay & display parking bays may be required to be removed along the northbound carriageway of West Grove between The Parade and The Walk (Lot 113), in order to provide for an additional southbound traffic lane. Analysis of the use of these has indicated that they are currently poorly utilised. Alternative long-stay pay & display parking provision already exists nearby along West Grove at the approach to Richmond Crescent (Lot 115), along The Walk (Lots 110 and 111) and along East Grove and The Parade.

**Trees and Planting**

*Will there be a reduction in the number of trees?*

We anticipate that a small number of trees will need to be removed in order to accommodate the scheme. We will be liaising with the Council's Parks Department regarding this, however it is the intention that for any trees removed, new trees will be planted nearby in their place.

*Will there be any impact to the planters?*

We anticipate that around 5 planters currently located along the central reservation of Newport Road east of Fitzalan Place, will need to be removed as a result of the new toucan crossing facility in the vicinity of East Grove and Howard Place. We are currently liaising with Council's Parks team with regards the above matters.

**Footways**

*Will any footways be narrowed?*

The footway will be required to be narrowed slightly at the existing crossing on West Grove in the vicinity of The Parade in relation to removal of the kerb extensions, such as to provide for an additional southbound traffic lane. Furthermore the traffic island will be removed at the crossing of West Grove with its junction with Newport Road, in order to provide for an upgraded straight-across crossing facility.

However, elsewhere the footway will be widened through the building out of kerb extensions at the junctions of East Grove and Howard Place, together
with new pedestrian refuges to be provided in conjunction with new crossing facilities in the vicinity of East Grove and Howard Place and at the eastern arm of Newport Road/Fitzalan Place/West Grove junction. The footway will also be widened at the junction of Fitzalan Road with Newport Road through a reduction in the number of approach lanes on Fitzalan Road to one.

**Will there be road works within the footway?**

Yes, as part of the works it will be necessary to work within the footway, such as to provide ducts for traffic signals. Apart from those changes highlighted above, the intention is also to resurface the footway as indicated on the consultation plans, and to upgrade to shared surfaces in the vicinity of East Grove and Howard Place in order to tie-in to the new toucan crossing facility at this location. The choice of surface materials will be broadly consistent with existing but will be brought in line with modern standards.

Furthermore the steps currently outside Shand House (former Blind Institute) on the corner of Newport Road/Fitzalan Place, will be replaced by a ramp in compliance with current legislation. All pedestrian islands will be upgraded, with cadet kerbs replacing traditional trief kerbs, wherever possible guard rails will be removed, and will be made at-grade, as per the arrangement at Mary Ann Street at the junction with Bute Terrace. All of the above changes will assist vulnerable users, wheelchair users and cyclists etc. along the footway.

**Additional Information about Traffic Management Measures**

**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.

**Traffic Regulation Order**
These are the restrictions placed on the Highway that direct, control and prohibit road user movements. For example 20 mph 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.

**Traffic Island**
A traffic island is an area in the middle of the road surrounded by kerbs so that vehicles cannot be driven across it and are usually fitted with a 'keep left' sign or illuminated bollard. They are used as part of a pedestrian refuge, to create staggered crossing, to control vehicle movements at roundabouts or other junctions. A special type can appear to be a small roundabout, but without any side road arms.

**Trief Island**
This is a traffic island with special high kerbs that provide more protection from vehicles.
Pedestrian Refuge
These traffic islands are used at sites where the number of pedestrians crossing the road is insufficient to justify a zebra or puffin crossing. They assist pedestrians to cross the road as they only have to consider one direction at a time and have a much reduced crossing distance. Modern refuges are much wider than previously used which makes them more suitable for wheelchairs and pushchairs.

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.

Tabled Zebra Crossing
This is where a zebra crossing includes a speed table, or is sited at a tabled junction, ether as part of a wider set of traffic calming or on its own.

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 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.
Staggered Crossing
This is a type of pedestrian refuge used where a puffin crossing, pedestrian phase or toucan crossing is in two separate parts. There is usually pedestrian guard-rail to direct pedestrians through the crossing. They are used on wide roads and at large signal controlled junctions.

Pedestrian Guard-rail
This is the fencing used on the footway at pedestrian crossings and other locations to direct pedestrians and to guard against them inadvertently entering the road, particularly where they would be at risk from moving traffic.

Build-out
This is a section of widened footway. These can be used in several ways such as reshaping junctions, defining parking areas and reducing distances that pedestrians have to cross the road. They can improve visibility to and from pedestrians or drivers waiting at a junction.

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.

Parking Area
This is a part of the road which is normally behind a broken white line, but is not to be confused with a cycle lane. Some parking areas just distinguish between the area used for parking and that used for traffic without limiting parking times and which vehicles can be parked. Others are regulated by traffic regulation Orders which limit the use of the area as defined on nearby signs and in certain cases the area will be divided into individual bays.

Ghost Island
This is where there is a hatched out area in the middle of the road, sometimes with coloured surfacing. They often include a marked lane for right turning vehicles to enable them to wait out of the way of though traffic. Traffic islands are sometimes located in them to prevent the area being used for overtaking.

Protected Right Turn
This is a ghost island for right turning traffic that has one or more traffic islands to protect the turning vehicle from oncoming traffic and to prevent the area being used for overtaking. The traffic islands usually provide a pedestrian refuge as pedestrians often want to cross at side roads.

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. (SECTION A / ADRAN A)

A full consultation pack is available at www.cardiff.gov.uk/transportprojects. Alternatively, please e-mail TransportProjects@cardiff.gov.uk, or telephone 029 2087 3767 to request a paper copy. If you would like to make any comments about this proposal please let us know by 04/01/2016.

Mae'r Cyngor yn ymgyngor ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun isod.

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

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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 / ADREN C)

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

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