North Road / Corbett Road Cycleway Upgrade and Pedestrian Facilities

Description of Scheme Proposal

This scheme has been developed to improve the safety, comfort and capacity of the existing cycle route running parallel to North Road, through the North Road car park; as part of a programme to improve existing popular strategic cycle routes across the city.

Extending from the existing access to the Ambulance Depot to the Royal Welsh College of Music & Drama, it is also aimed at improving access at the Corbett Road / North Road junction, by introducing shared pedestrian/cycle crossing facilities (Toucan crossings) which will improve access to public transport and the adjacent cycle routes in the area; encouraging greater levels of walking and cycling.

Funded through the Council’s General Capital Fund and Section 106 funding, the main road safety issues identified are the vulnerability of cyclists and pedestrians at the Corbett Road junction and access to existing facilities. There are numerous injury collisions with vehicles involving pedestrians and cyclists at this junction and within the vicinity. There have also been several vehicle to vehicle collisions along this section of North Road, where the majority have been identified as rear shunt types of collisions.

In order to improve access and reduce the road casualties along this section of highway we have developed a scheme which will:

- Provide more space and a better route for cyclists to travel safely and conveniently along North Road,
- A safer location for buses to stop,
- Make it easier and safer for pedestrians and less confident cyclists to cross the road,
- Make it easier to access existing cycle routes in the area;
- Make better use of the land.

The scheme will entail:

- Relocating the existing cycle track within the car park area and widening to a minimum of 3m. This will be accommodated through a reduction in number of car parking spaces;
- Creation of a footway parallel to the cycle track to provide a facility with full segregation for cycles, pedestrians and motor vehicles;
- Surface improvements;
- Provision of controlled pedestrian/cycle crossing facilities at the North Road / Corbett Road junction,
- A raised (tabled) area on the cycle-way to provide easier access to the shared crossing facilities at the Corbett Road junction,
- Provision of an upgraded shared surface between Corbett Road and College Road on the Eastern side of North Road that will tie into the existing facilities by the Music College,
• Provision of cycle lanes that connect North Road to Cathays Terrace along Corbett Road; and
• Landscaped areas and making better use of the disused section of the carpark.

To accommodate the pedestrian crossing facilities at the Corbett Road junction, it will be necessary to implement an 'all red stage' to the traffic signal sequence.

Further improvements are planned to the existing off road route to the retail park on Western Avenue (Excelsior Road). These include widening, surface improvements and lighting improvements. These will be delivered in future years subject to funding.

**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.

**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.

**Speed Table.** This is a variation of the speed hump where the top of the raised (tabled) area is over two metres wide. This causes less discomfort to bus passengers as the rise and fall actions are separated by the level section. These are sometimes used in conjunction with pedestrian crossings to reduce speeds and to make the crossing more noticeable to drivers.

**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 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.

**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.

**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.

**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.

**Over-run Area.** This is a raised and sometimes textured and coloured area of the road which encourages car drivers to take the right path through a junction, whilst allowing occasional large vehicles to use the wider part of the road without damage.

**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.

Section 106 Funding  Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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.

Further details about this consultation are available at cardiff.gov.uk/TransportProjects using the 'view consultations' link. 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 08/12/2017.

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Ffordd droed wadl chodi gan 125mm
wahanu corbyday, cier a belcwyr

Footway raised by 125mm to
sagregate vehicles, cars and cyclists.

Ffens presennel
Existing fence

Wal hanesyddo
Existing historic wall

Ffordd y Gogledd
North Road

Maes Parcio Ffordd y Gogledd
North Road Car Park

Man parcio
Parking Bay

2m

3m

Man parcio
Parking Bay

2m

Fford droed
dychwafedig
Raised Footway

3m

Fford seiclo cwbl ar wahan
Fully Segregated
Cycloway

Parc Bute
Bute Park

PROPOSED SECTION A A

NORTH ROAD CYCLEWAY

INFRUSTRUCTURE DESIGN
AND CONSTRUCTION MANAGEMENT

ANDREW GREGORY
DIRECTOR FOR STRATEGIC PLANNING,
RESIDENTIAL, TRAFFIC & TRANSPORTATION

CARDIFF CITY COUNCIL

FOR CONSULTATION

FS 25745