

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

Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/beicffyrdd ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch polisitrafnidiaeth@caerdydd.gov.uk i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn

31/07/2020.

Gweledigaeth Drafnidiaeth Caerdydd

Cardiff's Transport Vision

Beicfford 1.2

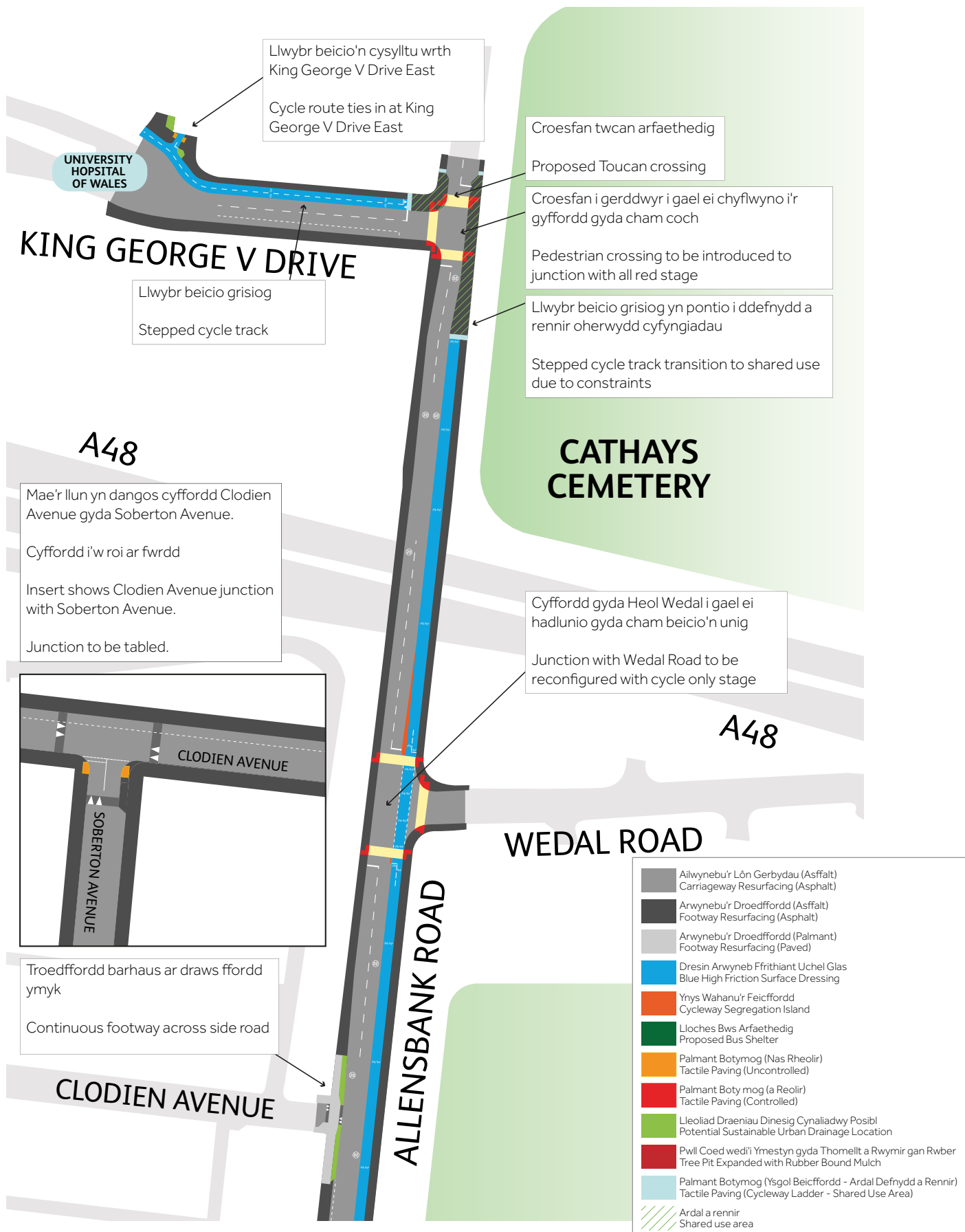
Cycleway 1.2



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 www.cardiff.gov.uk/cycleways using the 'current consultations' link. Alternatively, please email transportpolicy@cardiff.gov.uk to request a paper copy. If you would like to make any comments about this proposal please let us know by

31/07/2020.

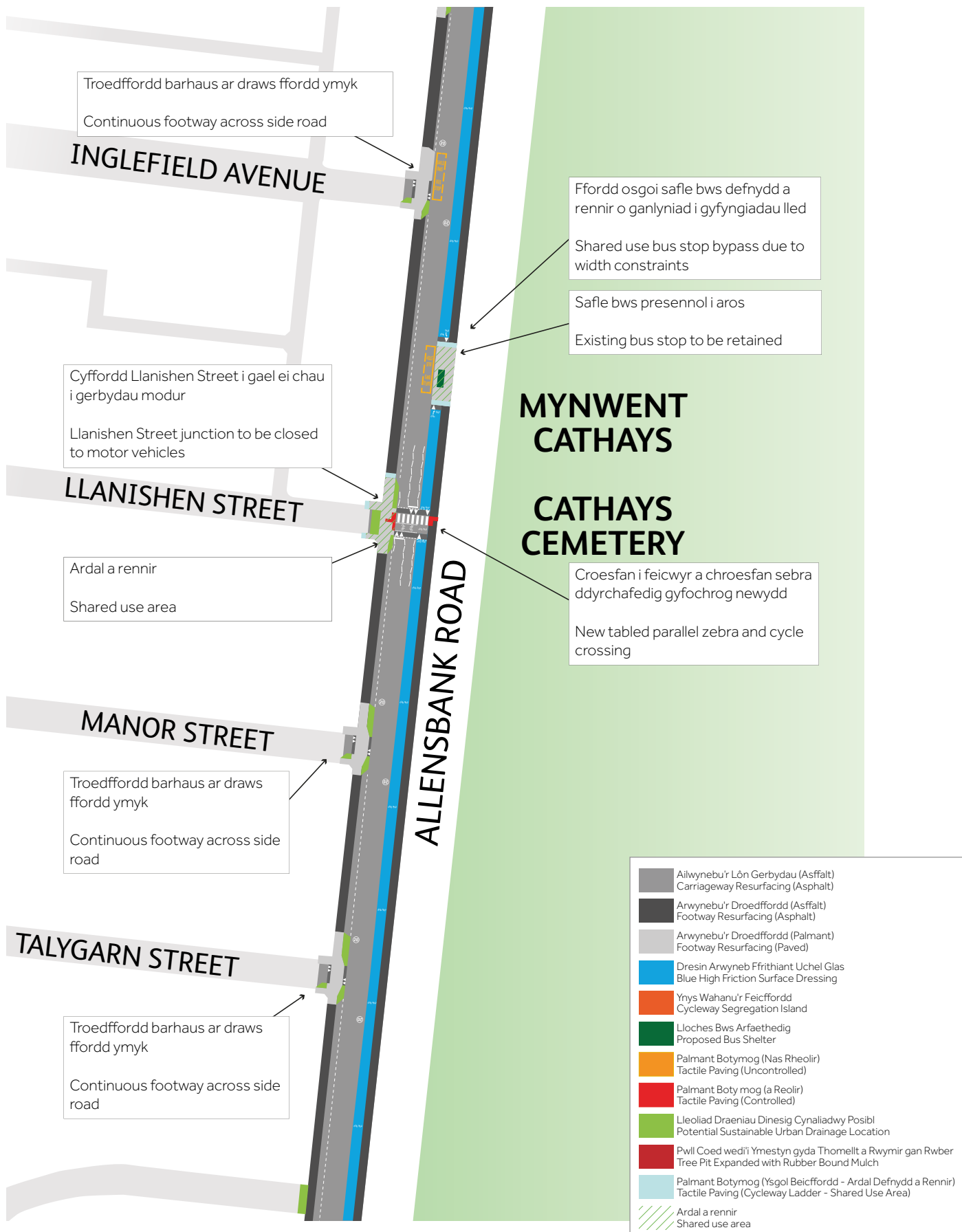
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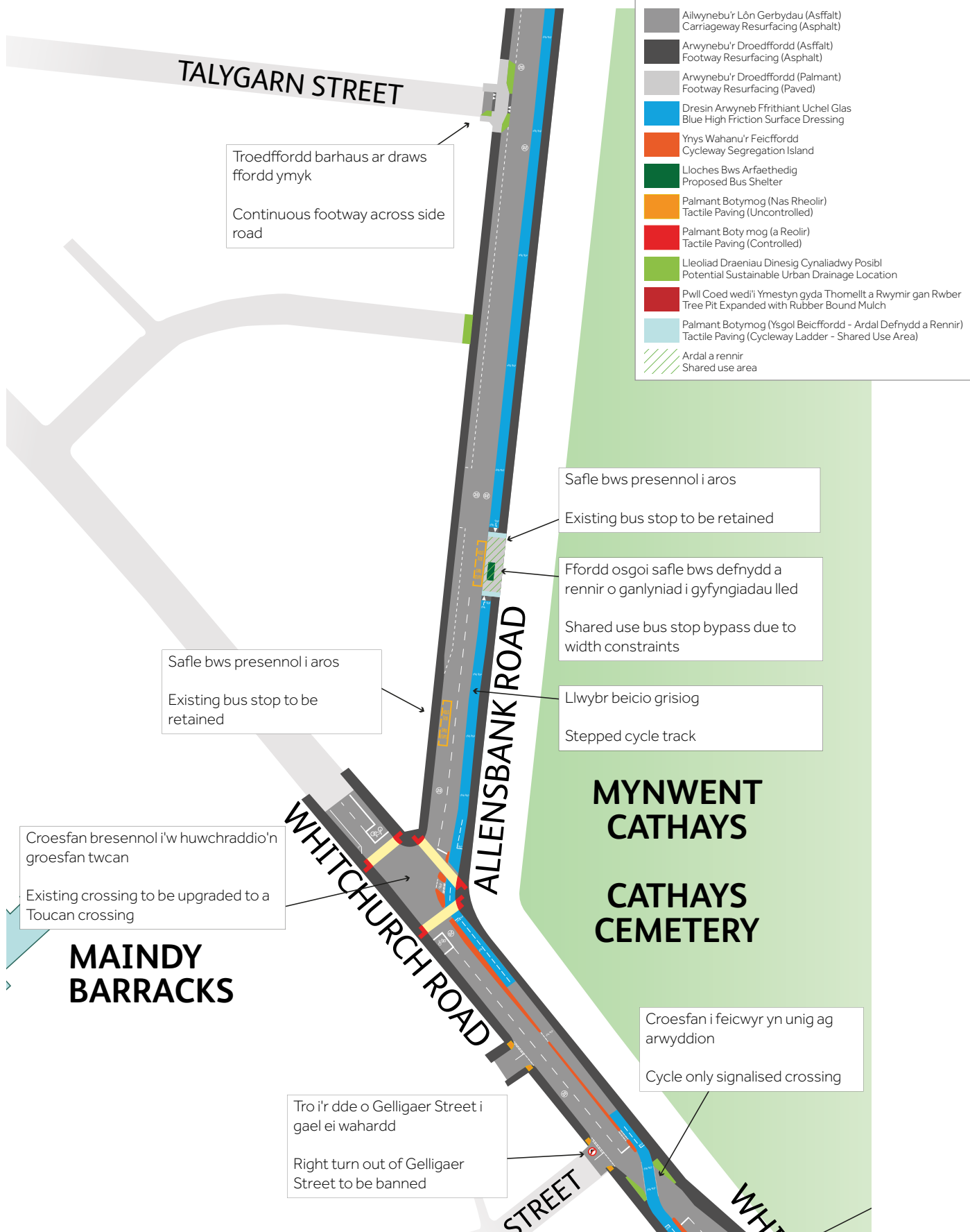
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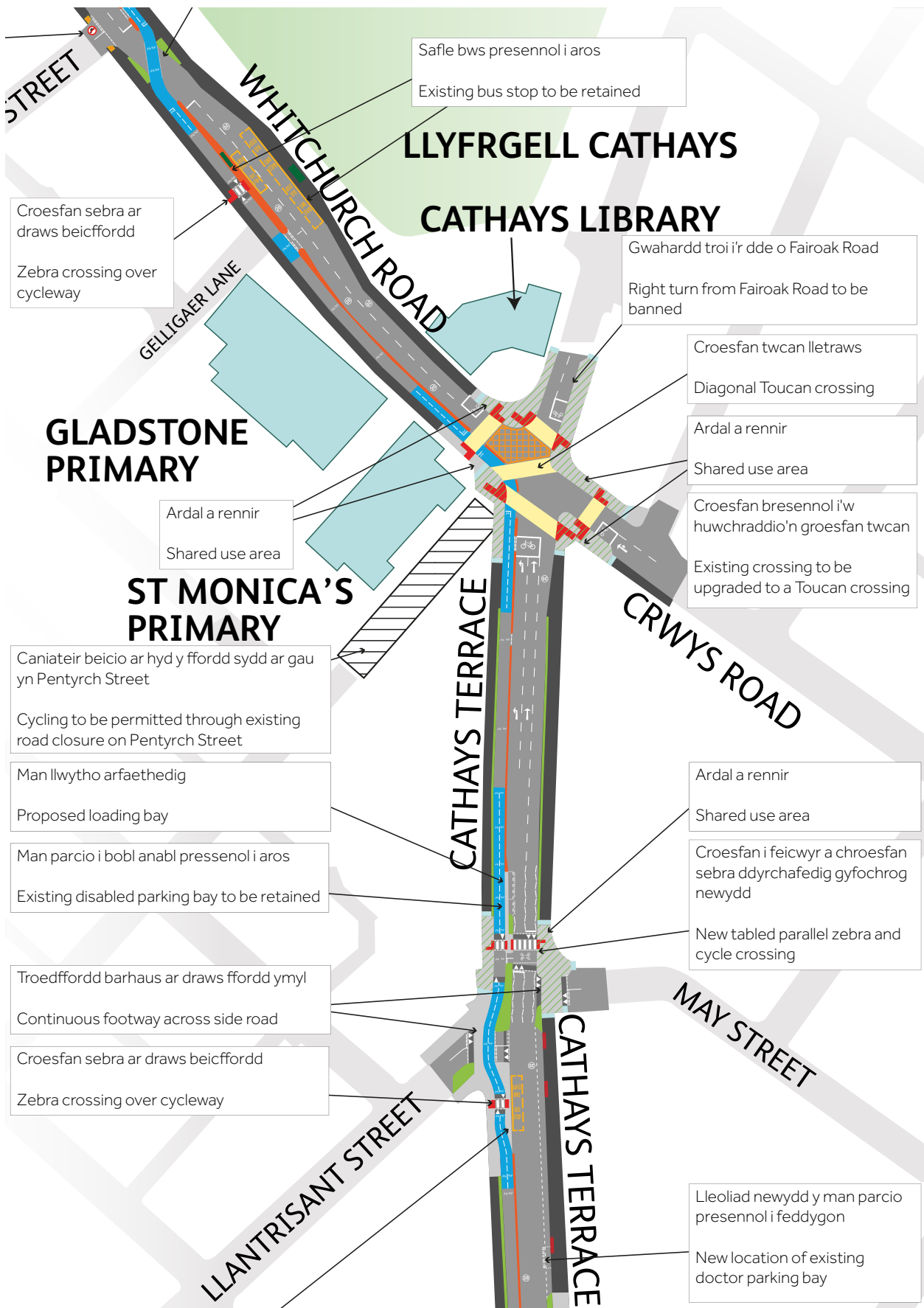
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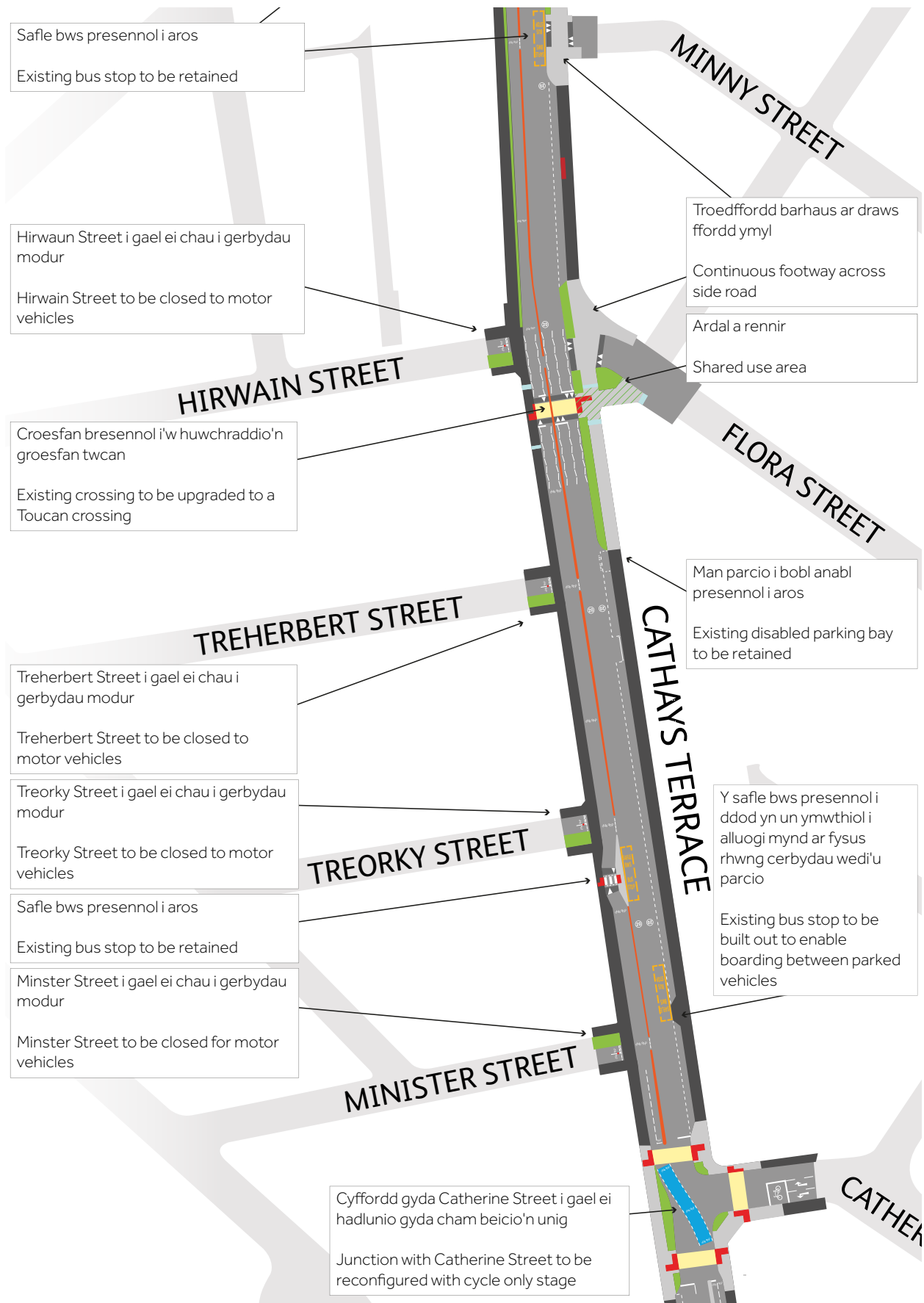
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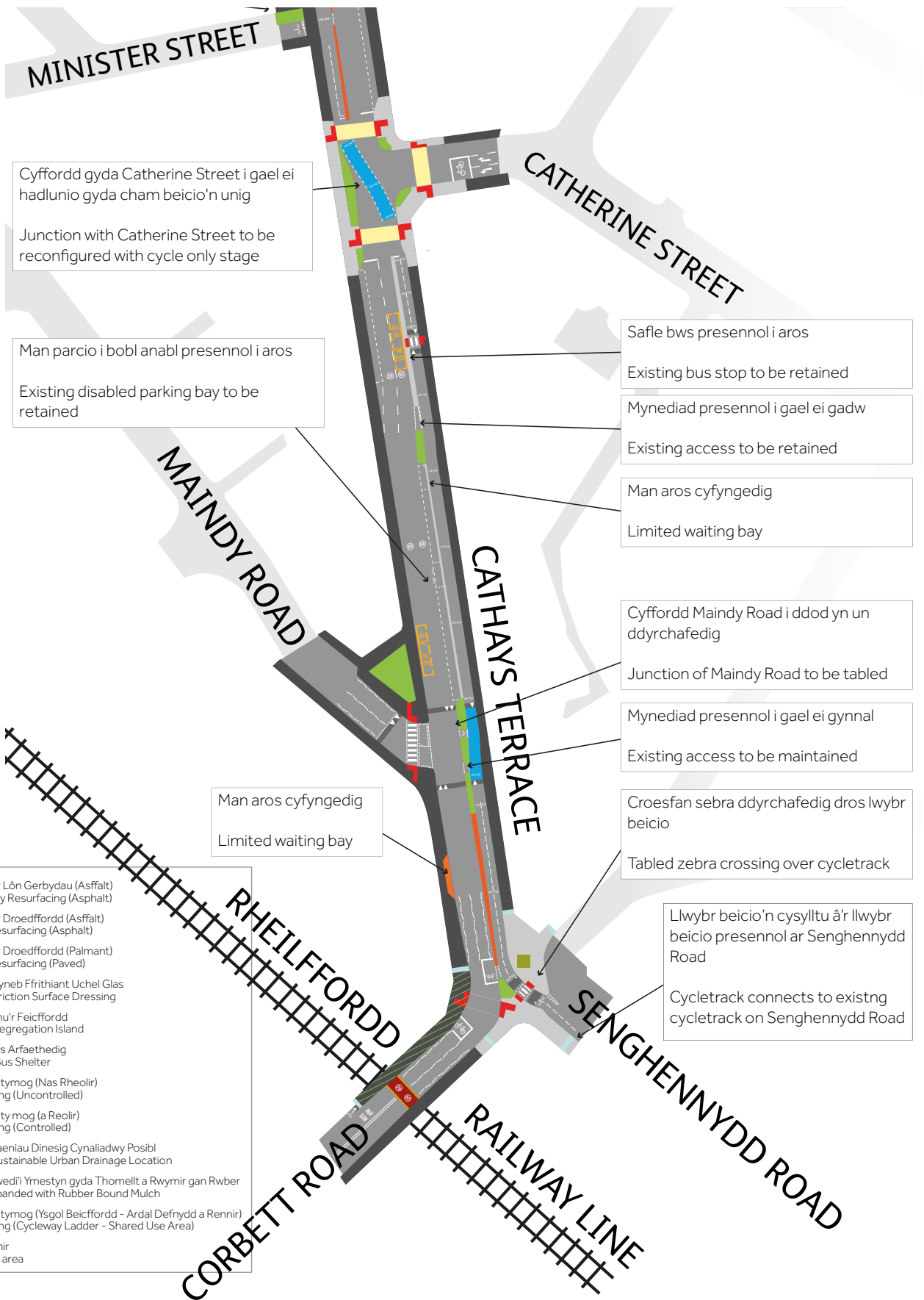
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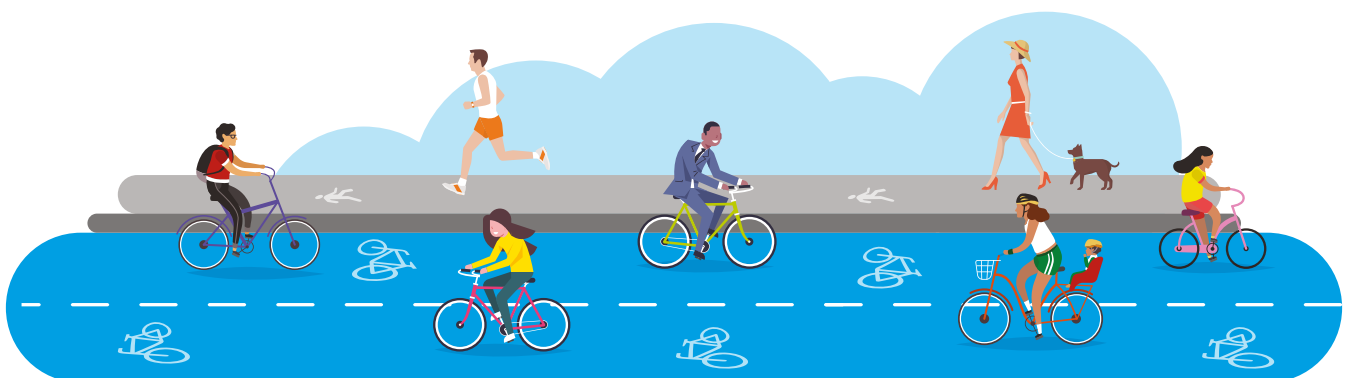
Beicffordd 1.2 Cycleway 1.2



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Cycleway 1.2



Cycleway 1.2



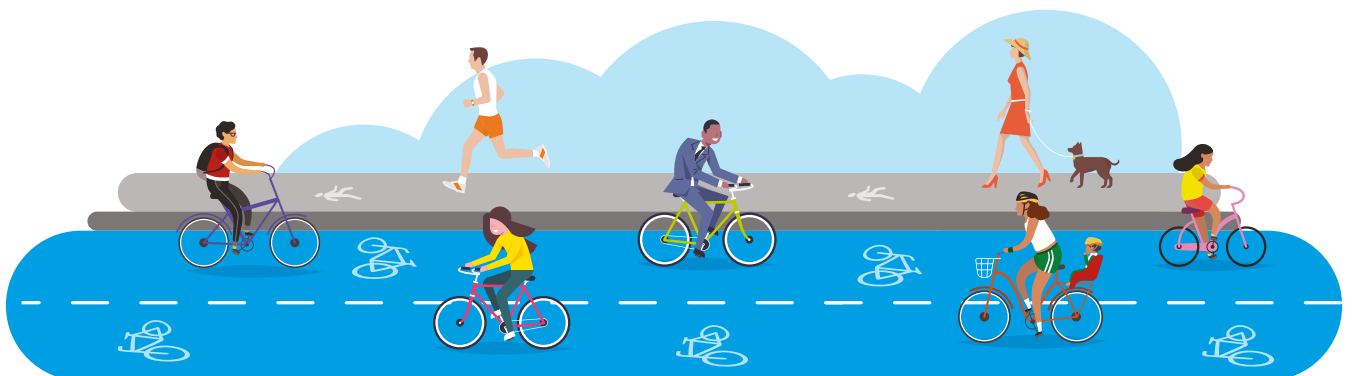
Cycleway 1.2



Cycleway 1.2



Cycleway 1.2



Cardiff's Transport Vision Cycleway 1.2

Why?

Some of the key messages from the recent White Paper from Cardiff Council

Why do we need to change the way we travel around Cardiff?

Responding to the Climate Emergency

It's vital we play our part in addressing climate change. Research shows the public's concern about climate change is at an all-time high. In Cardiff, 81.2% of people who took part in the A4 Cardiff Survey said they were either 'very' or 'fairly concerned' about climate change. Climate talks and demonstrations are taking place across the world, including here where our architecture and young people have marched on the National Assembly. The science is clear – urgent action is needed to cut carbon emissions. The high use of single person car journeys into and around Cardiff adds to the city's carbon footprint. Changing how people travel is seen as one of the biggest contributions cities can make to reducing their impact on the climate.

Clean Air

Road traffic is also the main cause of air pollution. The health effects of air pollution have been extensively researched and are well documented. Along with physical inactivity it is one of the biggest health issues of our time. In Cardiff we have some of the highest levels of nitrogen dioxide (NO₂) pollution in Wales. In fact, levels exceed the EU and national limits for NO₂ in some areas. With a new Clean Air Plan which aims to address NO₂ levels in the short term, but we want to get the air we breathe in the city as clean as it can be. Improvements to sustainable travel options and reducing the number of journeys made by active travel (walking and cycling) is a key part of this plan.

Creating Safe and Healthy Communities

Transport has a major role to play in making where we live safer, happier and more attractive. It is easy to forget that the most common cause of death for children between the ages of five and 14 years is being hit by a vehicle. Fear of traffic and the cars clogging up our streets mean put a stop to children playing outside and limit their independence across most of our city.

Recent research shows that two thirds of drivers feel that it is often not safe for children to walk or cycle because of traffic in UK cities. Streets which are safe for children are streets which are good for all of us. By having a transport network that focuses on people, as well as vehicles, we can make our streets, neighbourhoods and public spaces safer, cleaner and quieter. Creating places where we choose to spend time with family and friends.

Having safe, convenient and attractive public spaces is also crucial if we are to promote active travel (walking and cycling). Not only is this the greenest way to get around – generating less pollution and helping to tackle climate change – it also helps keep us fit and saving us money.

A city for everyone

Traveling around our city is not always as easy as it should be, especially for people who are either the least mobile in our society. People with disabilities or reduced mobility, those with specific access needs, older people and children and young people should be able to enjoy all our city has to offer and get to the places they need to go easily and affordably. Jobs, training, schools, health care services, leisure opportunities and children's facilities should all be connected by our transport network. We need to make sure that everywhere in our city is open and accessible to everyone.

“With 100,000 or so people commuting into Cardiff each day – around 80,000 of them by car – it is easy to see why transport is consistently the most important issue for Cardiff residents.”

“Transport has a major role to play in making where we live safer, happier and more attractive.”

Responding to Climate Emergency

Clean Air

Creating Safe and Healthy Communities

A city for everyone

3. Active Travel and streets for people

Walking and cycling are by far the cleanest, healthiest and cheapest ways of moving about the city. Indeed for many shorter journeys they can be the quickest as well.

Combined with frequent and reliable public transport longer journeys can be made easy too. We realise that not every journey can be made by active travel, but we want to make it the best option for a greater number of people. The health benefits are also too important to ignore. Not only does active travel make our streets, neighbourhoods and public spaces safer, cleaner and quieter but it also takes congestion off our roads.

We know, though, that our city's cycling infrastructure is too often fragmented and that people don't always feel safe riding a bike in Cardiff. Only 34% of people think cycling safely in Cardiff is good, and only 23% think the safety of children's cycling is good (Bike Life 2017). This is why we are investing £10m of the Council's own capital budget to match grants from Welsh Government up to 2022 into a network of segregated Cycleways across the city. We are committed to delivering six major strategic Cycleways by 2022. These will provide safe access to the city centre for cyclists along major commuting corridors.

We have also launched our on-street Bike scheme – NextBikes – which is the most successful bike-sharing scheme outside London.

To help people take up active travel, through the Public Services Board we are also supporting the Healthy Travel Charter. Organisations signed up to the Charter commit to support and encourage their staff and visitors to use healthy modes of travel, for example by giving staff access to cycle parking and other facilities, offering discounts on public transport and supporting agile working. A number of key public sector organisations have signed up to the Charter, with work underway to offer the Charter to businesses and other organisations.

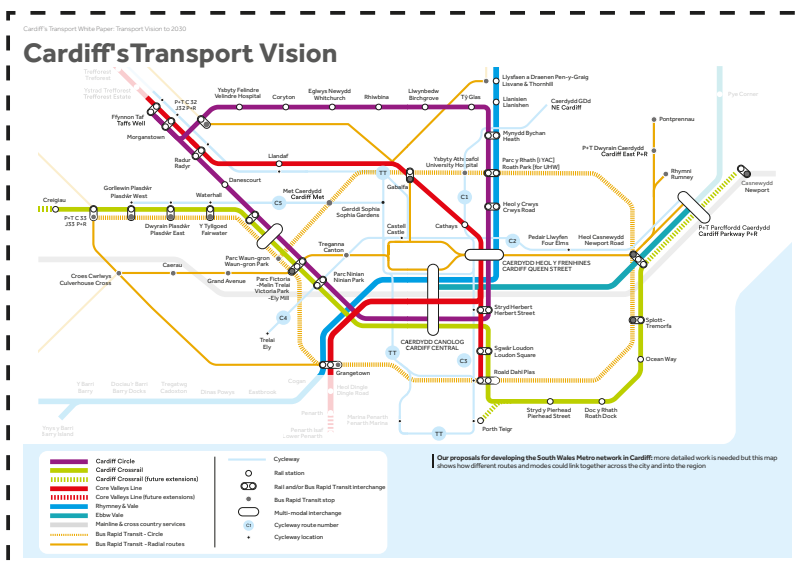
This is just the start. We have spoken about our ambition to become one of the best cycling cities in the UK. We now need to plan how we achieve this.

“We are investing £10m into a network of segregated Cycleways across the city and are on course to deliver 5 major strategic Cycleways by 2022.”

To increase active travel and improve local air quality we will:

- 1 Build the highest quality, safe and fully segregated cycle network across the city by 2022, with Primary Cycleways which will radiate out from the city centre to the Bay and residential areas, together with a supporting network of feeder routes.
- 2 Complete a cycle loop around the city centre which will connect each of the six Cycleways with each other.
- 3 Expand the NextBike bike service to at least 2,000 bikes across the city, developing registration and making membership accessible to more people.
- 4 Rethink a 'streets for health' initiative across the city, to enable all streets to be reclaimed as public spaces and become healthy, green, safe, child friendly, to encourage walking and cycling, with high quality pavement crossings, biodiversity, planting and sustainable urban drainage systems (SUDS) and provide improved access for everyone, particularly those with reduced mobility.
- 5 Develop Active Travel Plans and accessible walking and cycling routes for all schools, for working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools.
- 6 Make Cardiff's speed limit 20mph by default.

87% of Green Paper responses supported a comprehensive network of fully segregated Cycleways with a primary cycle route network.



Bus Networks

Cycleways

Train Networks

Interchanges

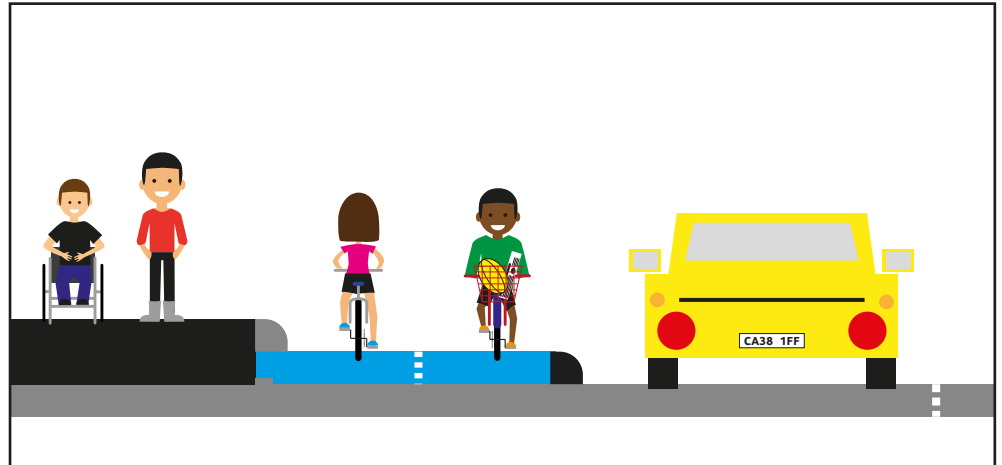
Park & Ride

Cycleway 1.2

What? (1)

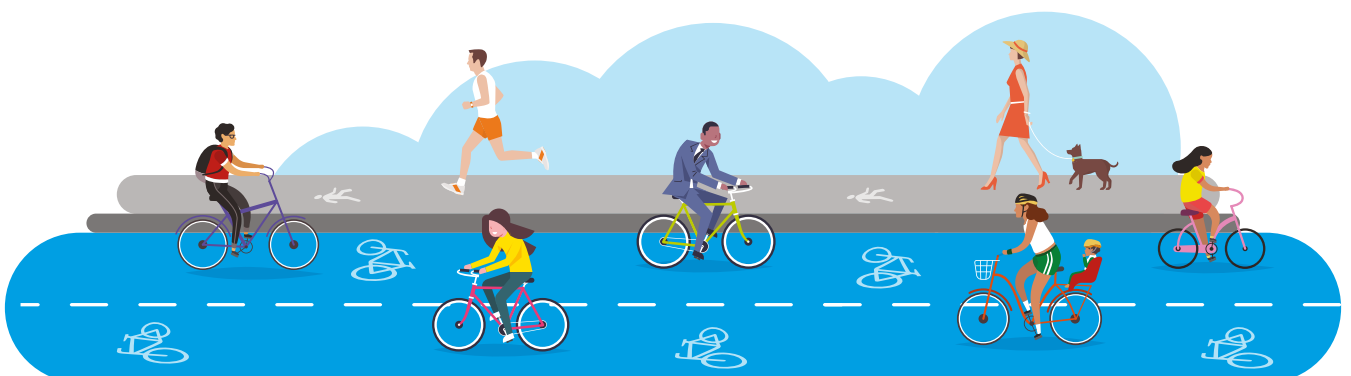
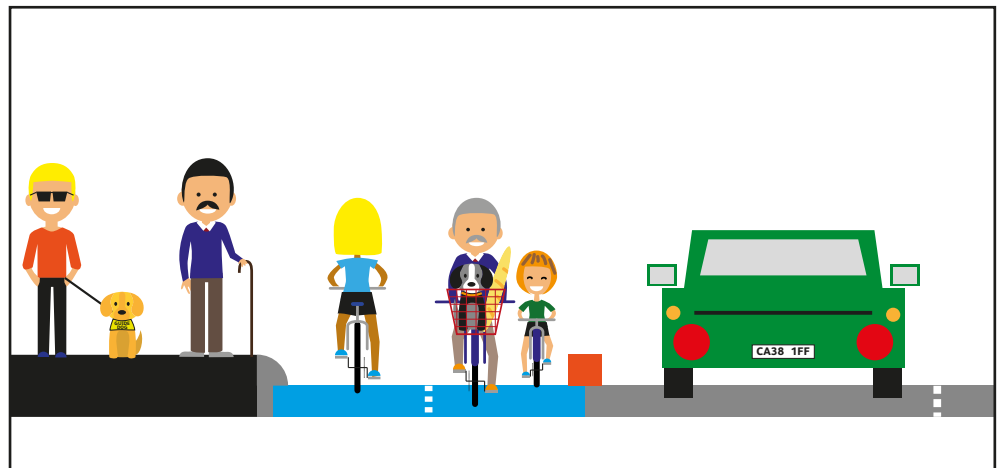
Stepped Cycle Track

Stepped (or 'hybrid') cycle tracks are raised above the rest of the carriageway and clearly separated from it by a kerb, with a further kerb between the cycle lane and the footway.



Segregated Cycle Track

A bidirectional cycle track has people on bikes going in two directions on one side of the road. They are separated from motorised traffic by a kerb

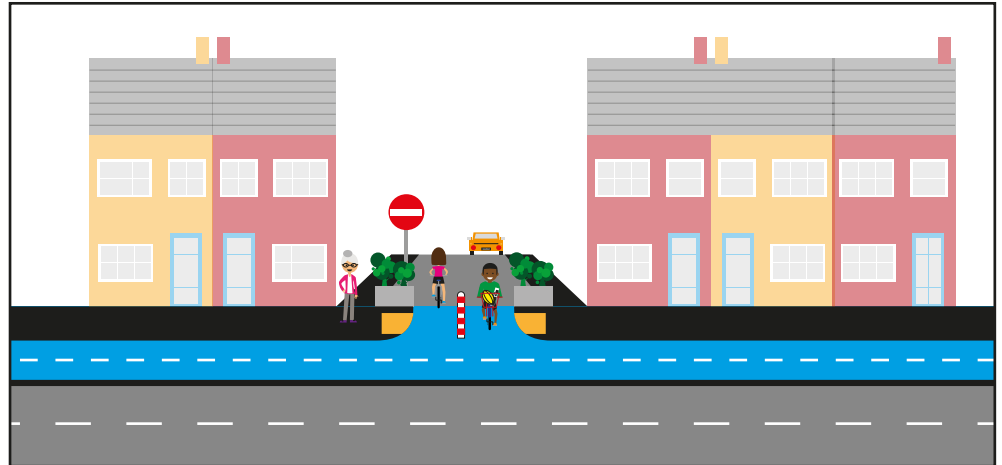


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What? (2)

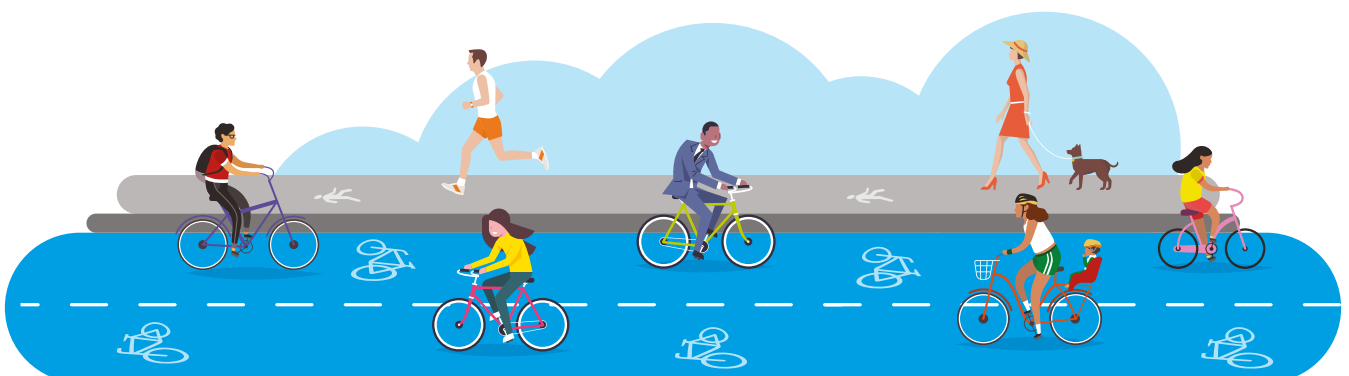
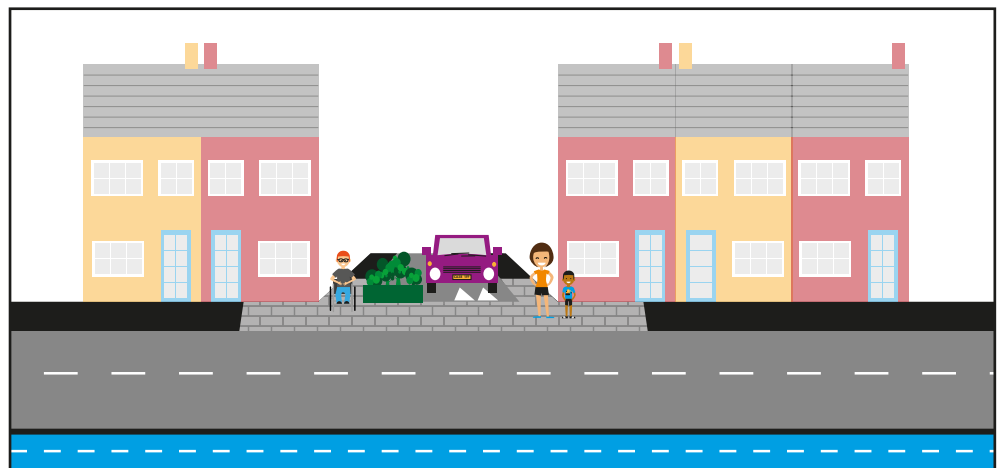
Pedestrian and Cycle only Junctions

These junctions will improve safety for all users. Only pedestrians and cyclists will be able to access the side road. Traffic will need to use an alternative route. The traffic flow on the main road will be improved as there will be less disruption from traffic joining the main road or turning off it. See the detailed for precise locations, these will be found along Cathays Terrace.



Continuous Footway at Junctions

These junctions will improve the safety for pedestrians, by introducing continuous footway across the junction mouth, traffic will be encouraged give way to pedestrians who are on the footway. Traffic access to the side roads maybe limited in direction. See the details for precise locations, these will be found along Allensbank Road and Cathays Terrace.

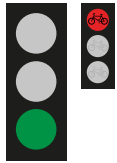


Cycleway 1.2

Cycle Crossing

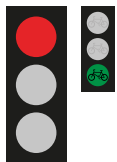
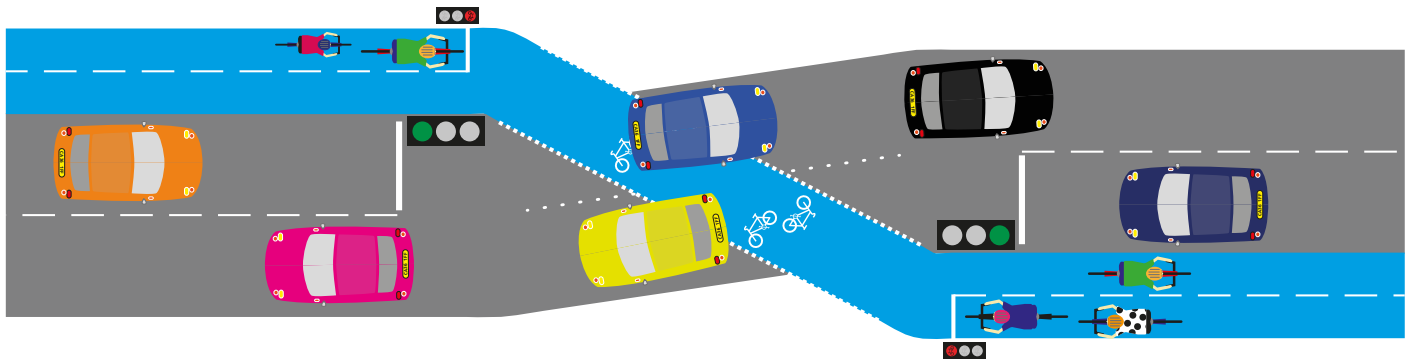
Whitchurch Road

Along Whitchurch Road, the cycletrack switches sides of the carriage way. Traffic lights will operate to ensure both road users and cyclists are safe.



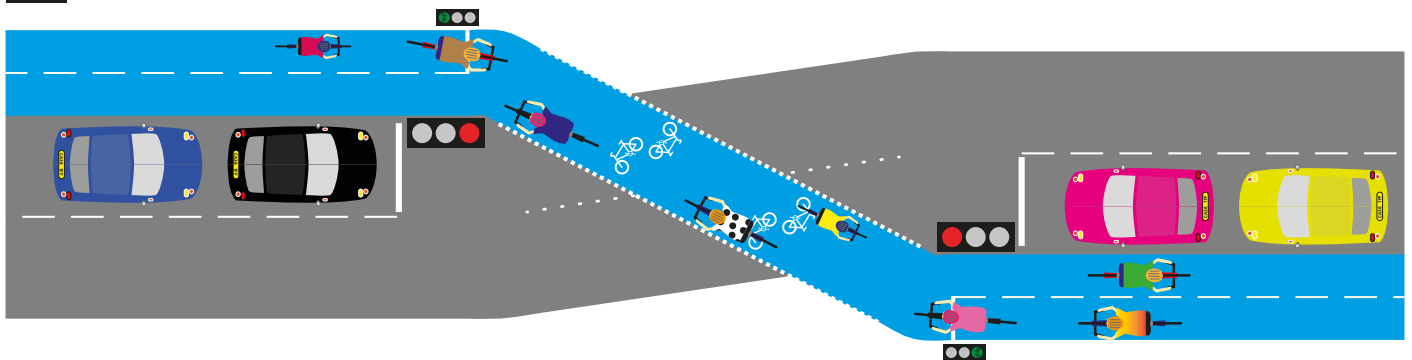
Road is Go. Cycleway is Stop.

When the lights are green for the road users, the cyclists will wait at their own red light.



Road is Stop. Cycleway is Go.

When the lights are red for the road users, the cyclists will have the green light to cross over the Whitchurch Road.



Sustainable Drainage Systems (SuDS)

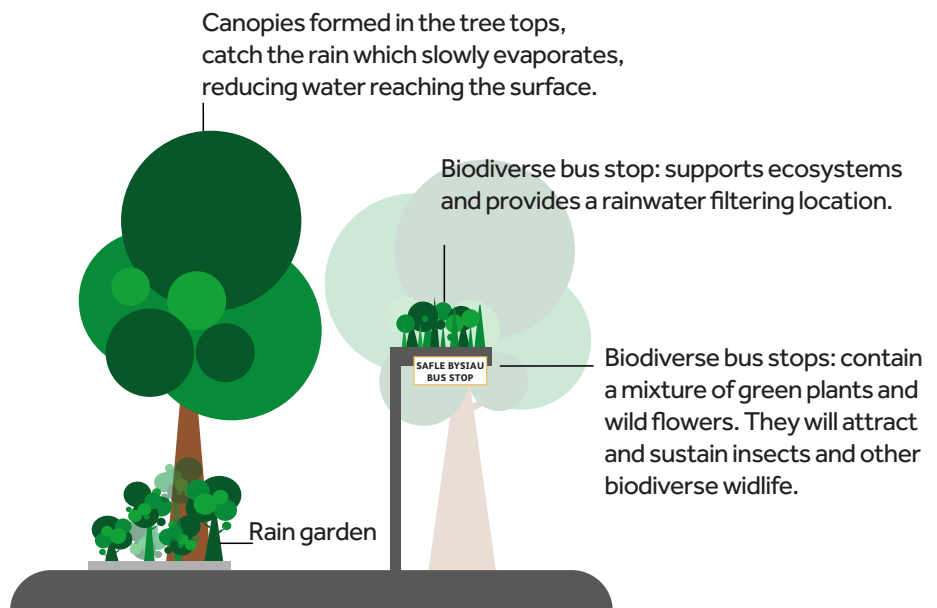
When rain falls in the natural environment, natural features such as trees, plants, grasses, earth along with rivers and streams; all help to process this water and this forms an integral part of the water cycle. In the built environment the normal stages of the water cycle are severely impeded. Problems resulting from this damaged cycle include flooding, pollution and issues of erosion. This water which cannot enter the natural water cycle puts additional strain on the sewer system. SuDS provide a natural approach to surface water management by creating a 'mini water processing site'.

SuDS benefits:

- Natural traffic calming measures.
- Improve the micro-climate.
- Improve the air quality.
- Bring nature into the urban environment.

Biodiverse bus shelters and Rain Gardens are examples of SuDS.

Planting Locations



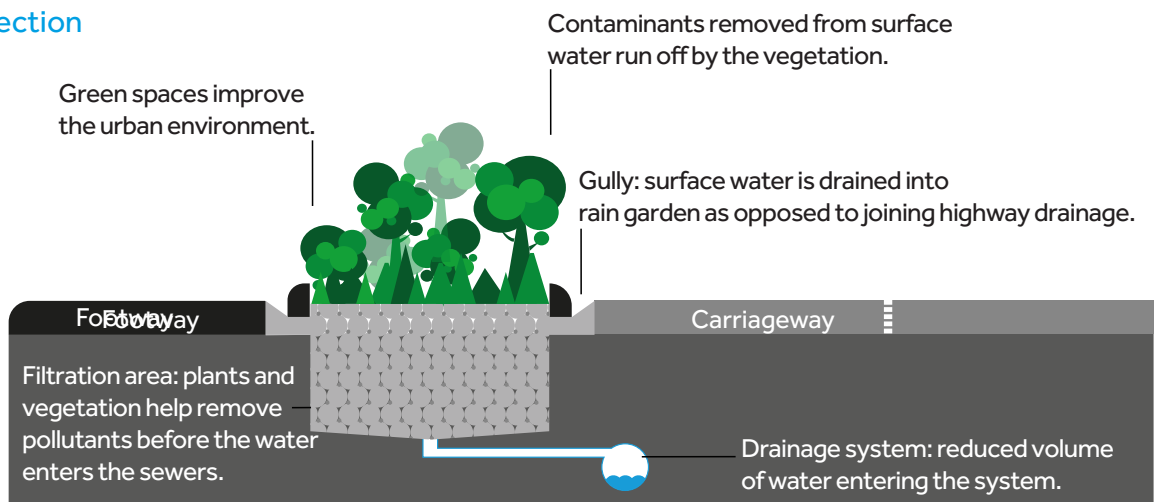
Biodiverse bus shelters

With a mixed variety of planting, not only do they support the reduction and slowing of water entering the drainage system, the entire roof of the bus shelter will create a habitat to support insects, other wildlife along with wide array of wild flowers.

Rain Gardens

These are usually a planted area with a variety of species, the plants perform several key functions; intercepting and cleaning both rainwater and surface water runoff. The reduced water volume either drains to a natural watercourse or the drainage system.

Rain Garden Cross Section



Cycleway 1.2

Street Improvements in your area

Parking

Why are we improving the parking?

We are developing the parking provision across the city and this scheme is part of that comprehensive plan.

We are addressing commuter street parking which is hindering traffic flow and creating difficulties for some local residents.

We are improving the provision of parking for residents. We are tackling the issue of pavement parking in the area.



How are we changing the parking in your area?

There will be an increased amount of residents parking on Cathays Terrace, we are achieving this by reducing the number of uncontrolled parking spaces.

We also will be reducing the number of limited waiting parking spaces along Cathays Terrace, and relocating these in the surrounding roads. Residents with permits will be able to park in the limited waiting spaces without a time restriction

Where roads are to be closed to motor vehicles, at their junctions with Cathays Terrace, double yellow lines will be provided at the ends of the roads to ensure there is sufficient space for vehicles to turn, however loading will still be permitted. Loading will not be permitted at the very end of Llanishen Street at the junction with Allensbank Road.

Parking spaces along Allensbank Road will remain for residents and we will be reducing the number of uncontrolled parking spaces. In the surrounding roads we will be increasing the proportion of residents bays and reducing the proportion of uncontrolled parking.

Cardiff's Transport White Paper:
Transport Vision to 2030

Changing how
we move around
a growing city



This document is available in Welsh /
Mae'r ddogfen hon ar gael yn Gymraeg

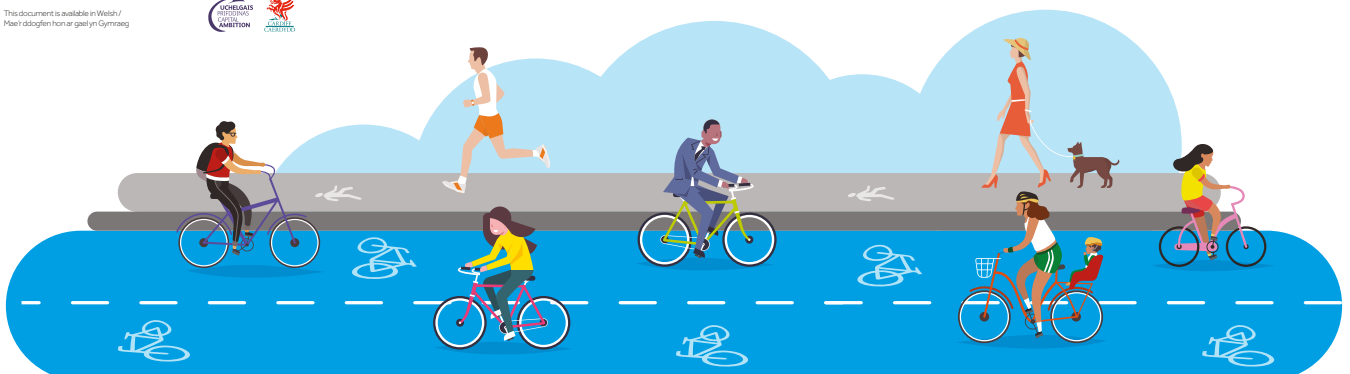


When and why are we changing the parking?

The parking layout means that parking spaces will either be on the opposite side of the road to the cycleway, or there will be dedicated paved areas segregating the cycleway from the parking. This will be safer for both car users and cyclists.

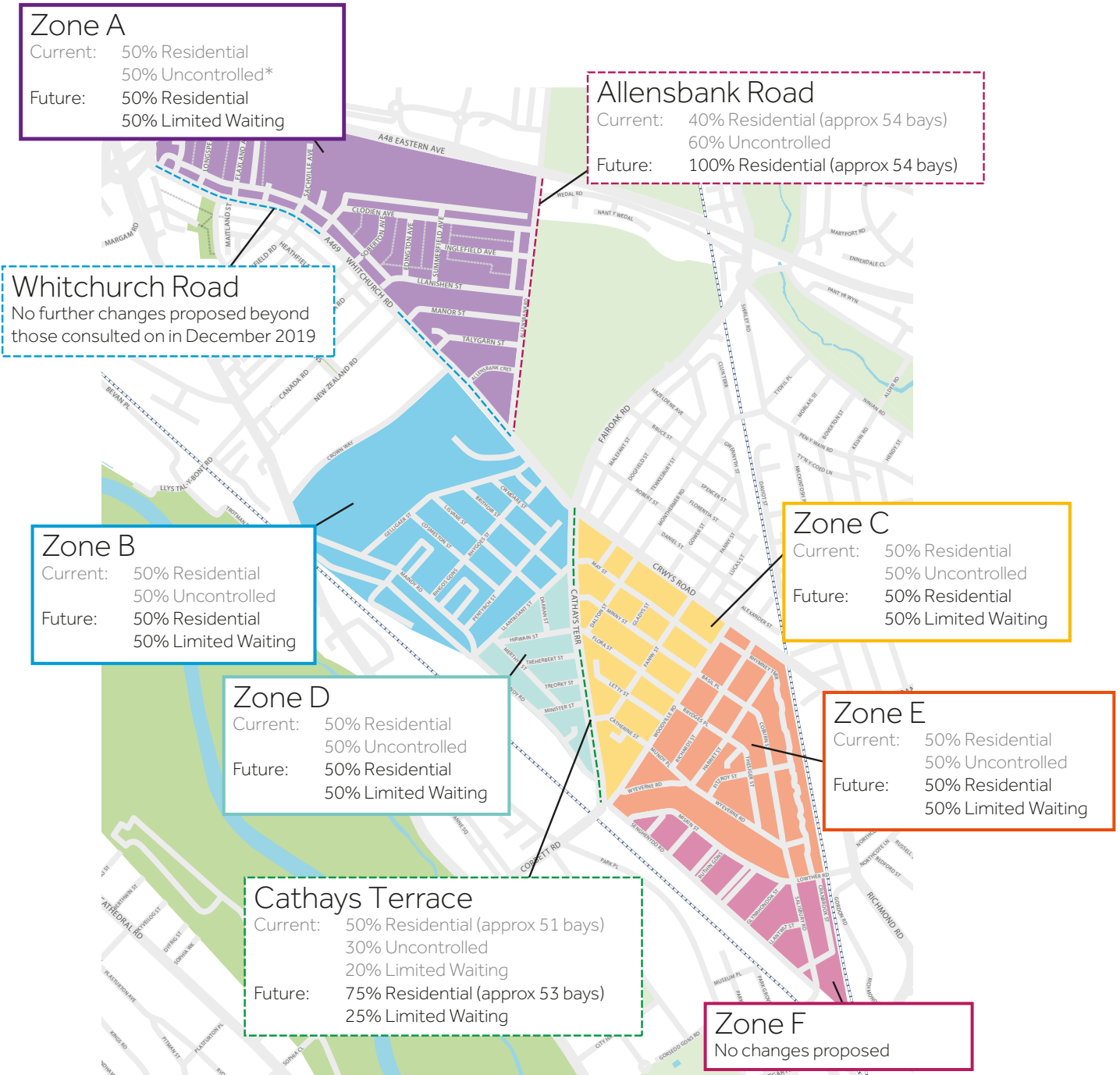
It is important to improve the air quality in Cardiff as soon as possible. To support this it is important to encourage active and sustainable travel throughout Cardiff. The improvement of the bus stops and cycleways are integral to this plan.

We expect to be implementing these changes during the later half of 2020.

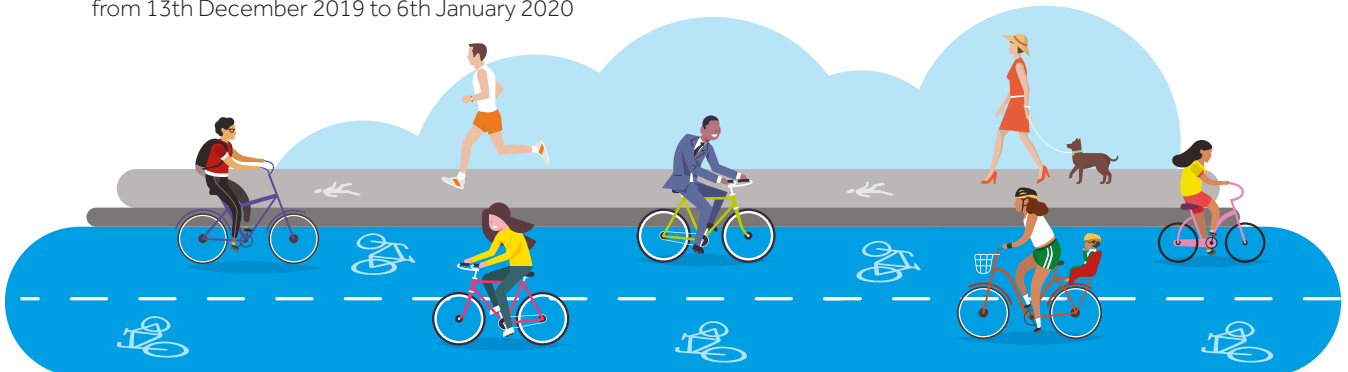


Cycleway 1.2

Residents with a residents parking permit for a zone will be able to park in either a residents bay or a limited waiting bay within that zone with no time limit.



*This may be increased to 75% residential 25% uncontrolled subject to the outcome of the consultation undertaken from 13th December 2019 to 6th January 2020



Cycleway 1.2

How to respond

An online survey is available here for you to respond to the proposals:

<https://tinyurl.com/cw12cardiff>

Responses must be submitted by 31st July 2020.

Consultation Events

Two online events will be held regarding this consultation:

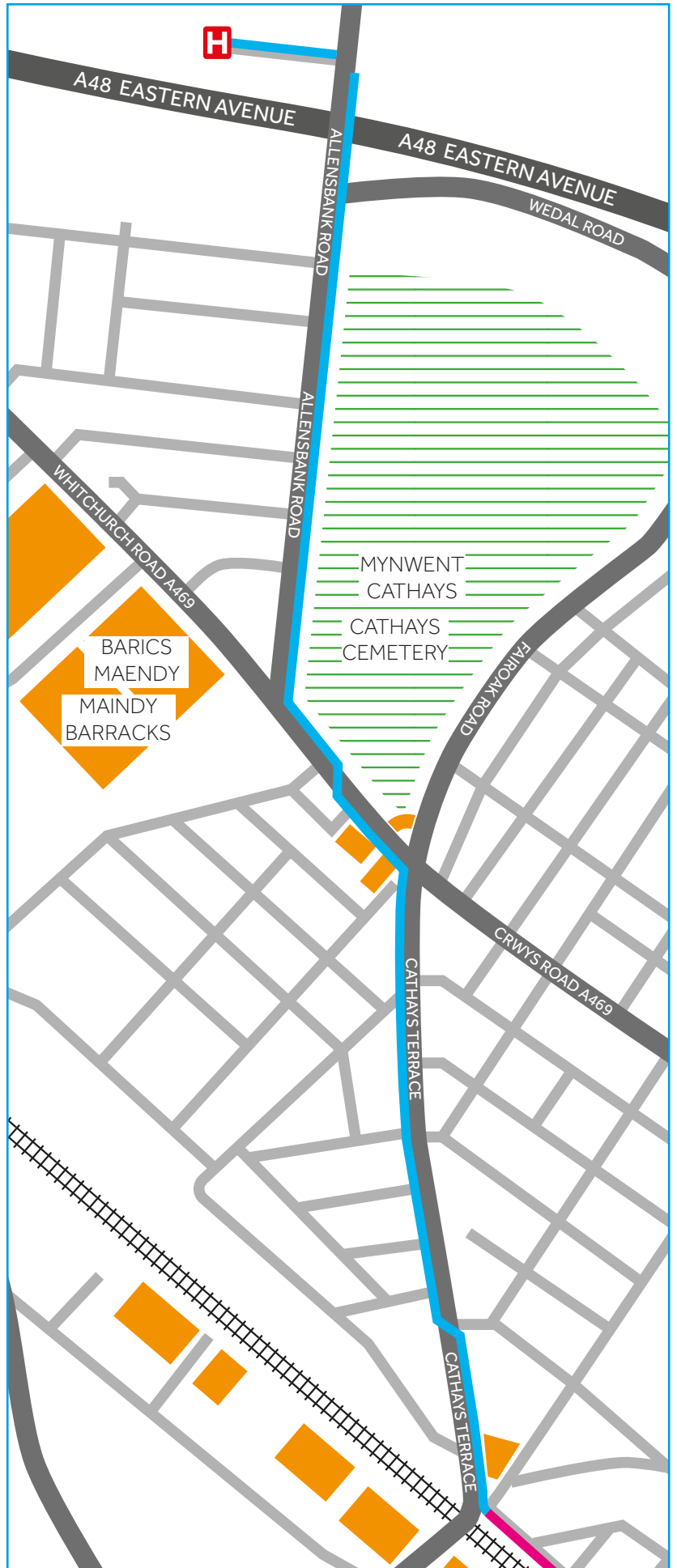
Wednesday 8th July, 4pm



Thursday 16th July, 6pm.

Should you wish to attend you must book a place in advance. Please email

transportpolicy@cardiff.gov.uk

stating which meeting you would prefer.



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	BEICFFORDD WEDI'I CHWBLHAU 1.1 COMPLETED CYCLEWAY 1.1