



# Report: Bus Priority Infrastructure Plan

# Cabinet Report – March 2024

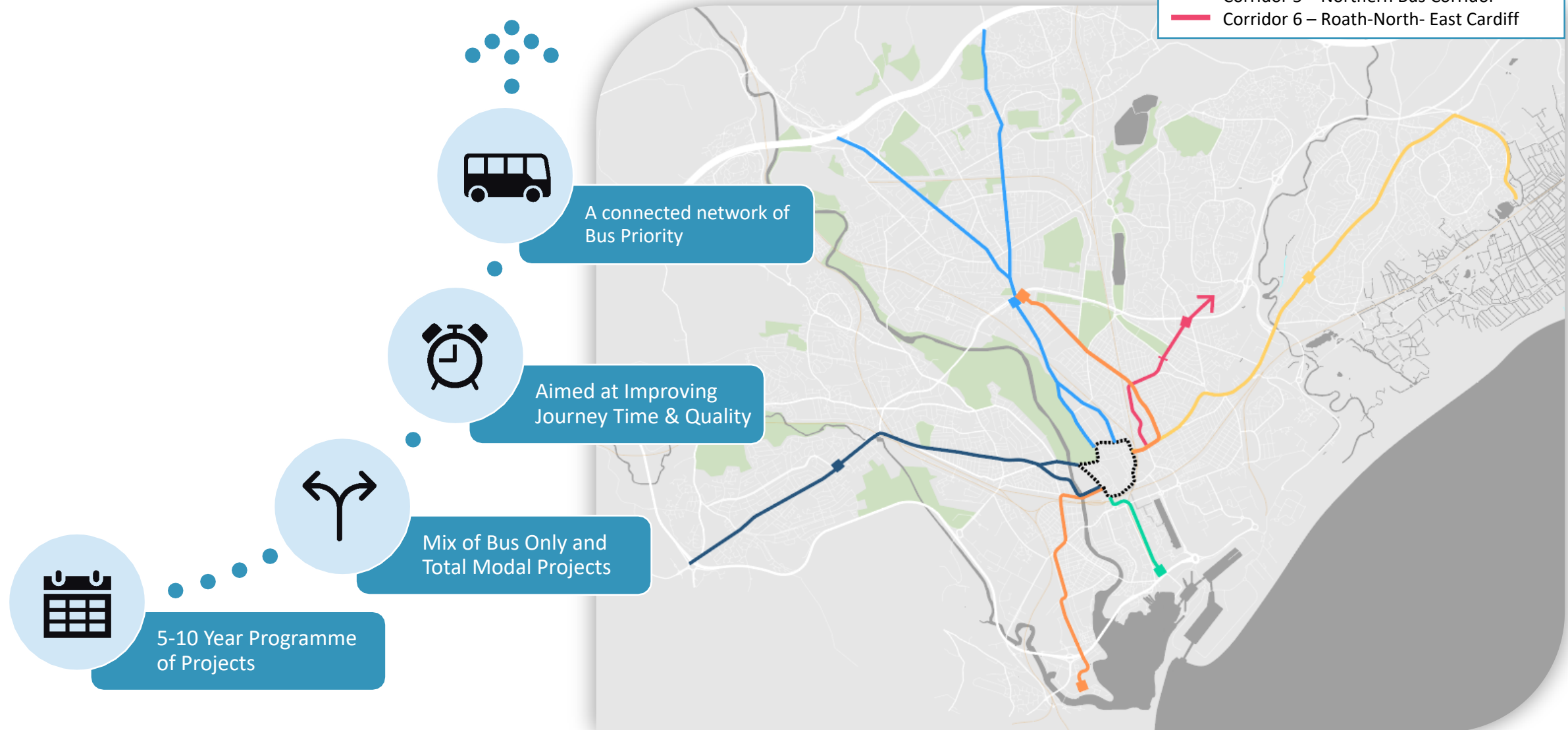
A Bus Priority Plan will be appended to a Cabinet Report that will ask Cabinet to approve the following:

1. To seek approval of the draft Bus Priority Infrastructure Plan document, as set out in Appendix 1.
2. To seek approval to go out to public consultation on the Bus Priority Infrastructure Plan.
3. To seek approval to delegate authority to the Director of Transport, Planning and Environment, in conjunction with the Cabinet Member, to make minor amendments to the Bus Priority Infrastructure Plan and formulate a programme of deliverable bus priority projects and relevant engagement with key stakeholders, and to move forward with the delivery of those key projects.
4. To note that all related transport project deliverables included in, and/or produced from the Bus Priority Infrastructure Plan will be subject to successful funding bids, public consultation, design feasibility, assessments (including Equalities Impact Assessments EQIA) and Traffic Regulation Orders (TROs).

# Proposed Network – Series of Key Corridors

## 6 Key Corridors

- Corridor 1 – Western Bus Corridor
- Corridor 2 – UHW– ISV Cross City Corridor
- Corridor 3 – Eastern Bus Corridor
- Corridor 4 – Southern Bus Corridor
- Corridor 5 – Northern Bus Corridor
- Corridor 6 – Roath-North- East Cardiff



# Introduction

- Important Report - 7yr plan to target 100% increase in bus usage (White Paper Target)
- COVID has had an impact on recent trends and industry in state of recovery

	2018/2019 (White Paper Base)	2021/2022	2022/2023	2025 Target (White Paper)	2030 Target (White Paper)
Walking	19%	26%	26%	18%	17%
Cycling	10%	12%	12%	19%	26%
<b><u>Public Transport</u></b>	<b><u>17%</u></b>	<b><u>11%</u></b>	<b><u>12%</u></b>	<b><u>27%</u></b>	<b><u>33%</u></b>
Car	50%	47%	45%	37%	24%
Sustainables	50%	53%	55%	63%	76%

# Introduction

- Plan is ancillary to the overarching Bus Strategy for Cardiff – Bought to Cabinet in July 2021. Link to ‘Big Move 2 and 3’
- COVID 19 impact and BES funding issues
- Urgent need to focus down on Bus Priority Infrastructure and forming the connection between the vision and the delivery of projects
- The plan is needed to help with funding bids
- The plan has been completed by AECOM with the input of Cardiff Bus, TFW and other operators
- A LTF Bid has been submitted to Welsh Government for 2024-25 Funding

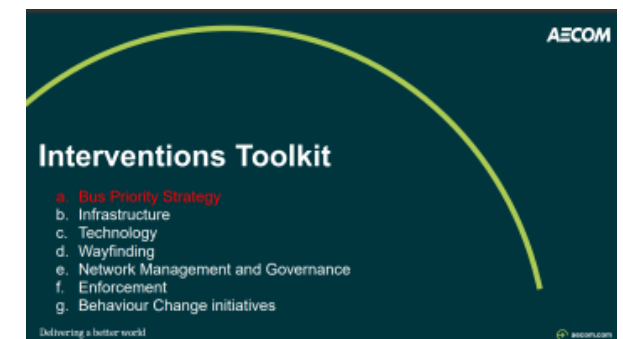
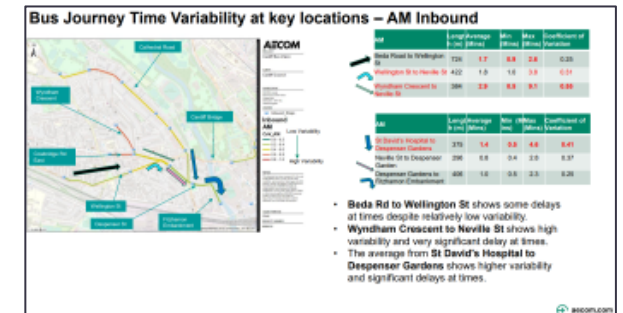
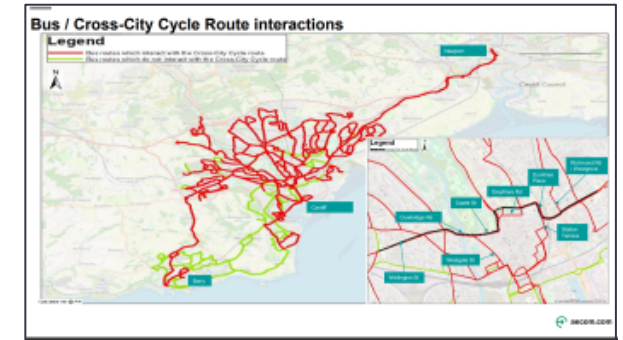
# Clarifications

- The plan document focuses on enhancements to bus infrastructure
- It is not an overarching bus strategy
- It does not include bus services, it focuses on providing the infrastructure needed to run services
- The plan focuses on 6 Key Bus Corridor Routes, problem junctions and key interventions
- It does not mean bus lanes on every road
- The routes are integrated with other modes – Active Travel and Kerbside Space

# Work to Date

## Current Progress and Deliverables

- ✓ Collaboration with Cardiff Bus
- ✓ Engagement with other operators and TFW
- ✓ Establish Collective Issues
- ✓ Identify Key Areas for Interventions (6 Core Routes + Jnct)
- ✓ Define Intervention Toolkit
- ✓ Produce Bus Priority Infrastructure Plan
- ✓ Present to Cabinet (Spring 2024)
- ✓ Enables formulation of Programme and Funding Bids



# Intervention Toolkit

## Possible measures to apply subject to assessment

Intervention	Types of measure
Priority Lanes	<ul style="list-style-type: none"> <li>• With-flow bus lanes operating different times/days</li> <li>• Contra-flow lanes</li> <li>• Managed / priority vehicle lanes allowing access by other vehicles e.g. freight</li> <li>• Segregated busways</li> </ul>
Bus restrictions	<ul style="list-style-type: none"> <li>• Bus Gate</li> <li>• Bus only street</li> </ul>
Kerbside controls	<ul style="list-style-type: none"> <li>• No waiting</li> <li>• No loading</li> <li>• Loading bays</li> <li>• Parking Restrictions – full-time and part-time restrictions</li> <li>• Inset parking/loading bays</li> <li>• Red Routes (linked to wayfinding and signing strategy)</li> </ul>
Priority at junctions	<ul style="list-style-type: none"> <li>• Side road closures</li> <li>• Vehicle pathway turn bans</li> <li>• Turn ban exemptions for buses</li> <li>• Left turn except buses</li> <li>• Changing junction priority</li> </ul>
Technology	<ul style="list-style-type: none"> <li>• Traffic signal health checks and optimisation</li> <li>• Traffic signal priority – real time SVD/Bus detection</li> <li>• Pre-signals</li> <li>• UTMC Measures</li> <li>• ‘Virtual bus lanes’ and queue control</li> <li>• Payment Systems and SMART Ticketing</li> <li>• Real time service information</li> </ul>

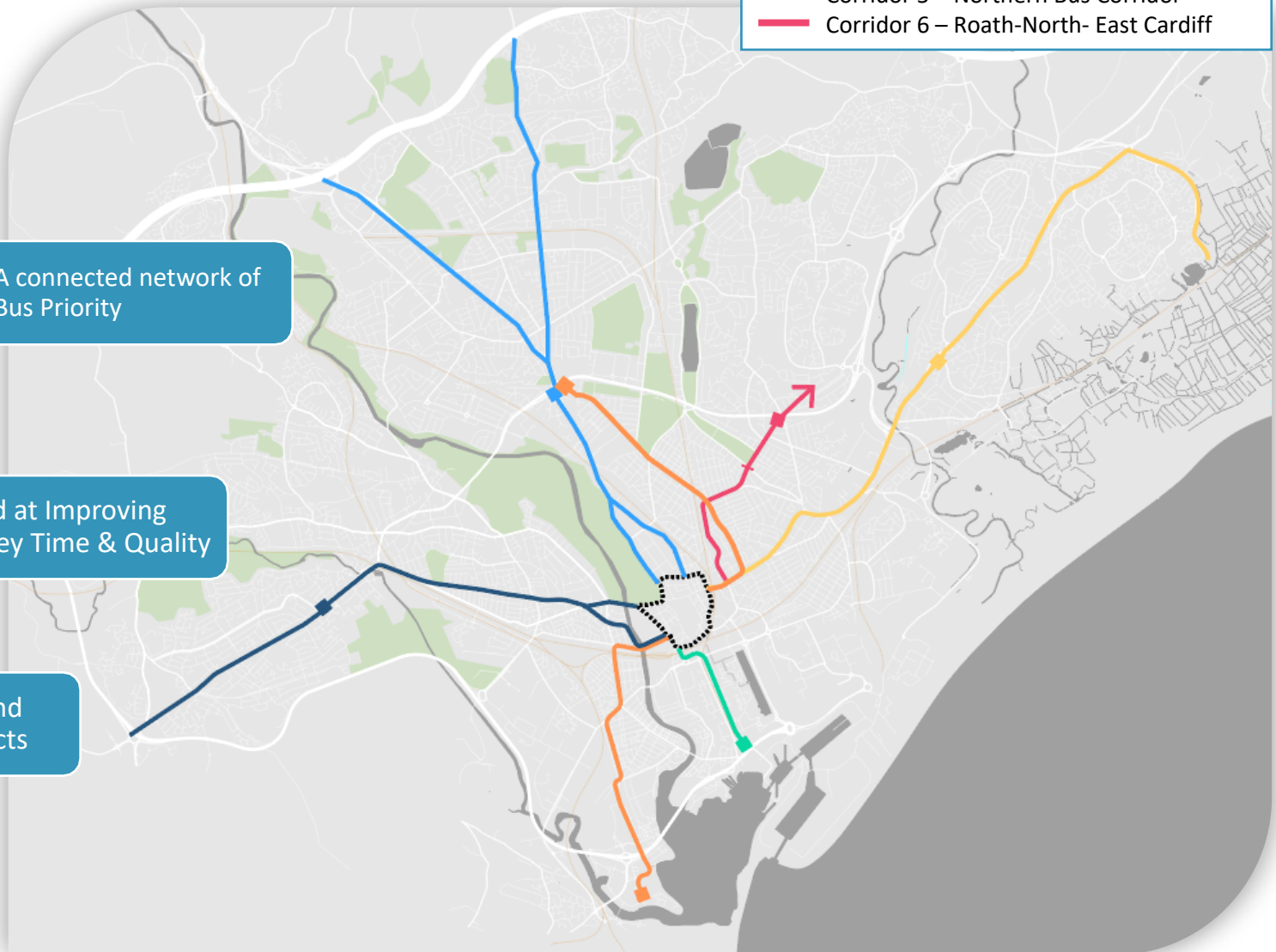
Intervention	Types of measure
Bus Stops	<ul style="list-style-type: none"> <li>• Redesign</li> <li>• Relocate</li> <li>• Remove and Rationalise</li> <li>• Mobility Hubs / Interchange</li> <li>• Electrification</li> </ul>
Passenger safety and access	<ul style="list-style-type: none"> <li>• Access improvements and inclusive mobility measures – crossing facilities, pavement treatment</li> <li>• Personal security (CPTED/CCTV)</li> </ul>
Wheeling and buses	<ul style="list-style-type: none"> <li>• Bus lanes and cycles</li> <li>• Bus stops and cycles</li> <li>• Complementary measures</li> <li>• Mobility Hubs</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Enforcement of bus lanes and Traffic Regulation Orders (TRO)</li> <li>• Information – Real Time Passenger Behavior Change Activities</li> <li>• Network Management including roadwork management and co-ordination</li> <li>• Ride Quality &amp; Maintenance Regimes</li> <li>• Demand Responsive Transport and bus priority</li> </ul>



# Proposed Network – Series of Key Corridors

## 6 Key Corridors

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A connected network of Bus Priority



Aimed at Improving Journey Time & Quality



Mix of Bus Only and Total Modal Projects



5-10 Year Programme of Projects

# Proposed Network – Series of Key Corridors

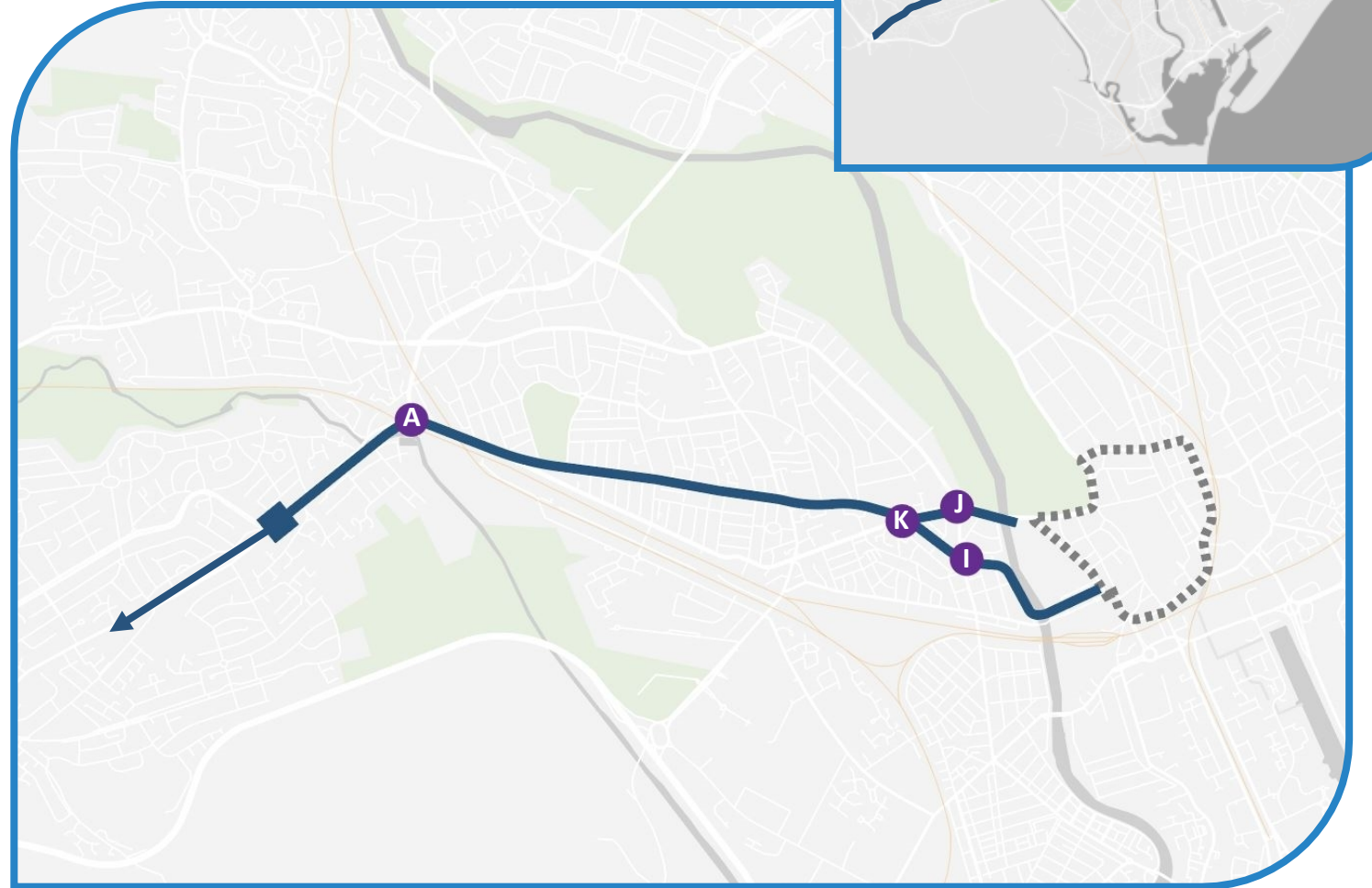
## Corridor 1– Western Bus Corridor

### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

### Key Junctions/Hotspots:

- A** - A48 Cowbridge Road West / A4161 Cowbridge Road East / A48 Western Avenue
- I** - Lower Cathedral Road / Neville Street / Clare Street
- J** - Cathedral Road / Cowbridge Road East / Lower Cathedral
- K** - Cowbridge Road East / Wellington Street / Neville Street



# Proposed Network – Series of Key Corridors

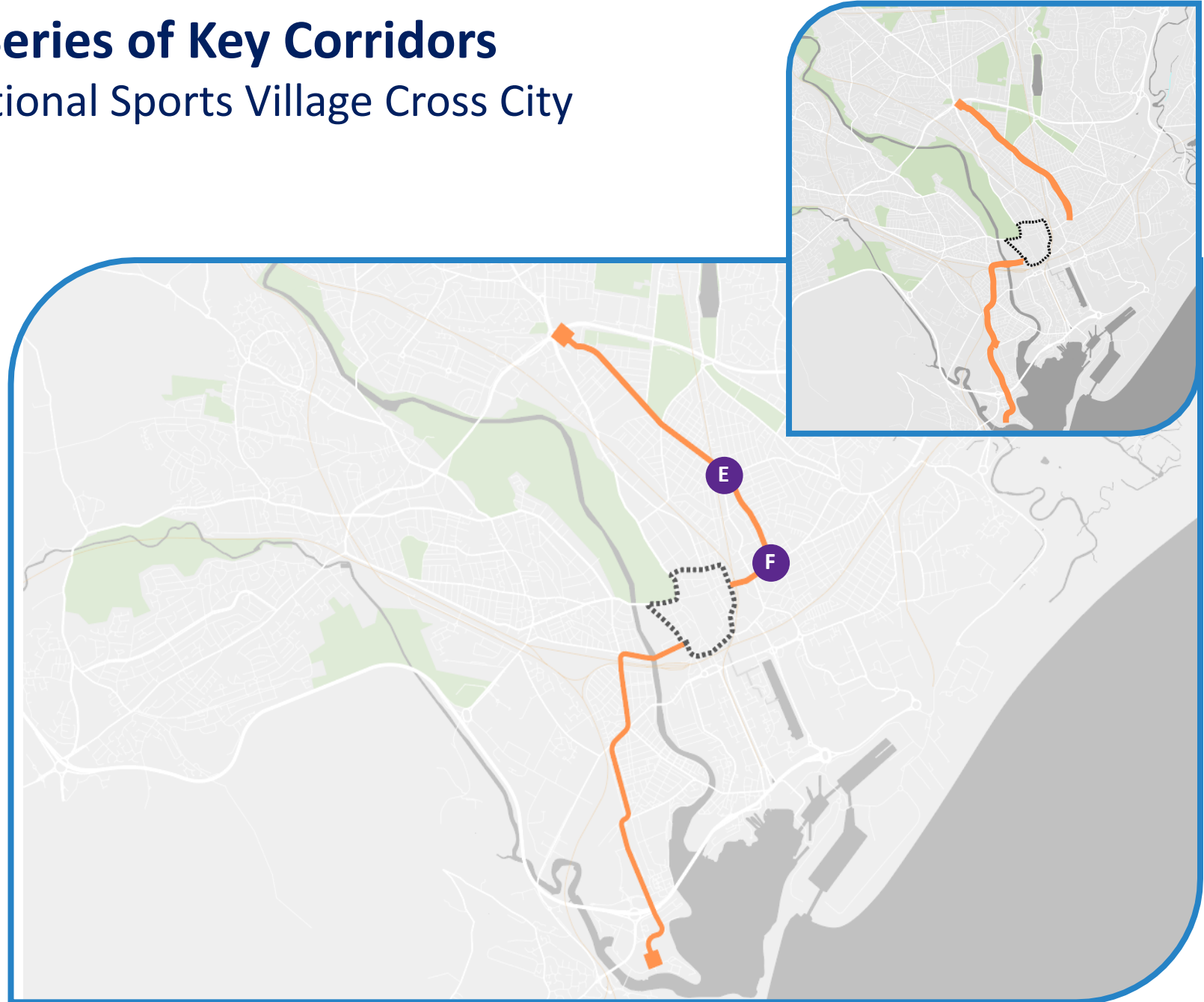
## Corridor 2 – UHW-International Sports Village Cross City Corridor

### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

### Key Junctions/Hotspots on this route (North):

- E** – Albany Road / City Road/ Richmond Road / Crwys Road
- F** – Newport Road / City Road





# Proposed Network – Series of Key Corridors

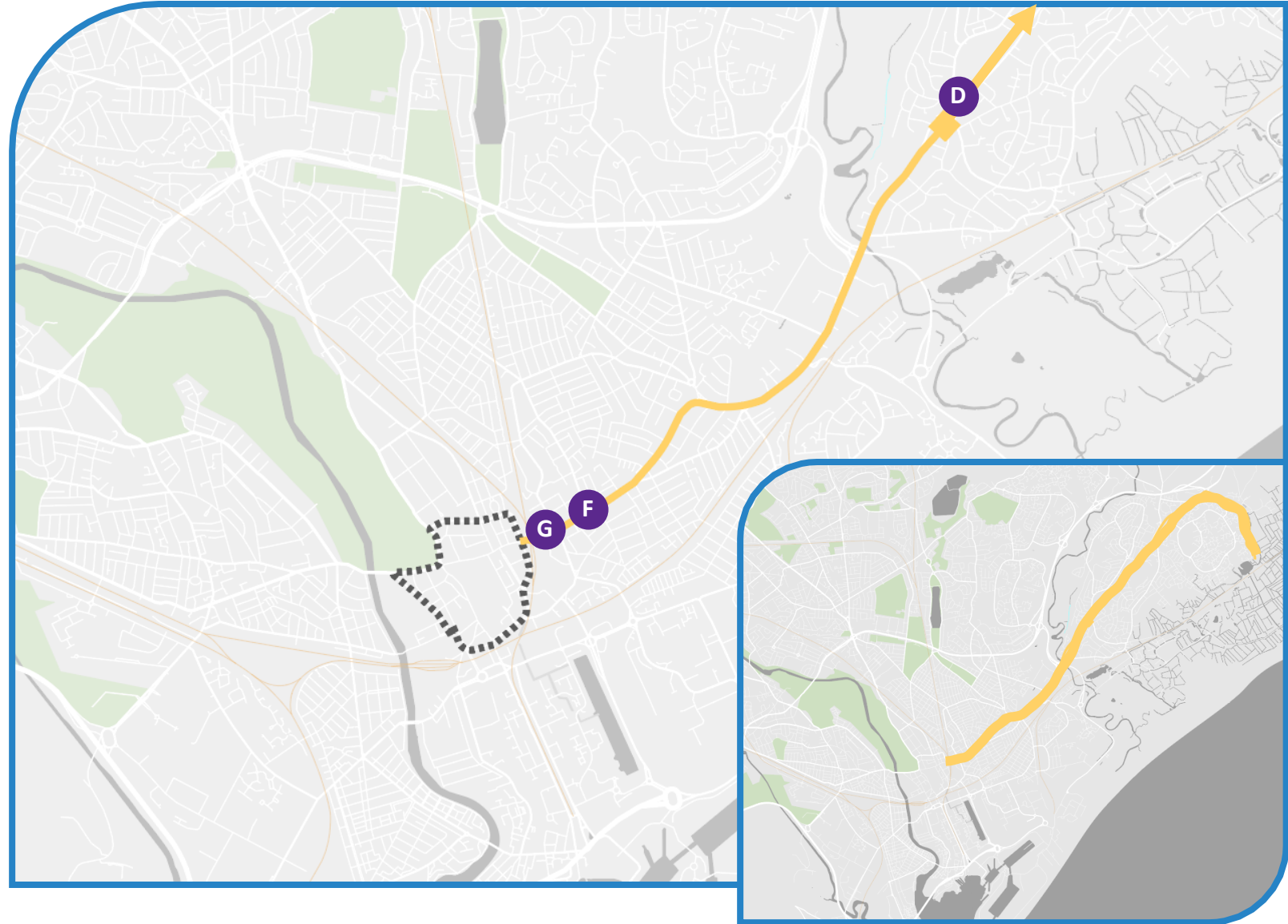
## Corridor 3 – Eastern Bus Corridor

### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

### Key Junctions/Hotspots on this route:

- D** – B4487 Newport Road / Wentloog Road
- F** – Newport Road / City Road
- G** – Newport Road / West Grove



# Proposed Network – Series of Key Corridors

## Corridor 4 – Southern Bus Corridor

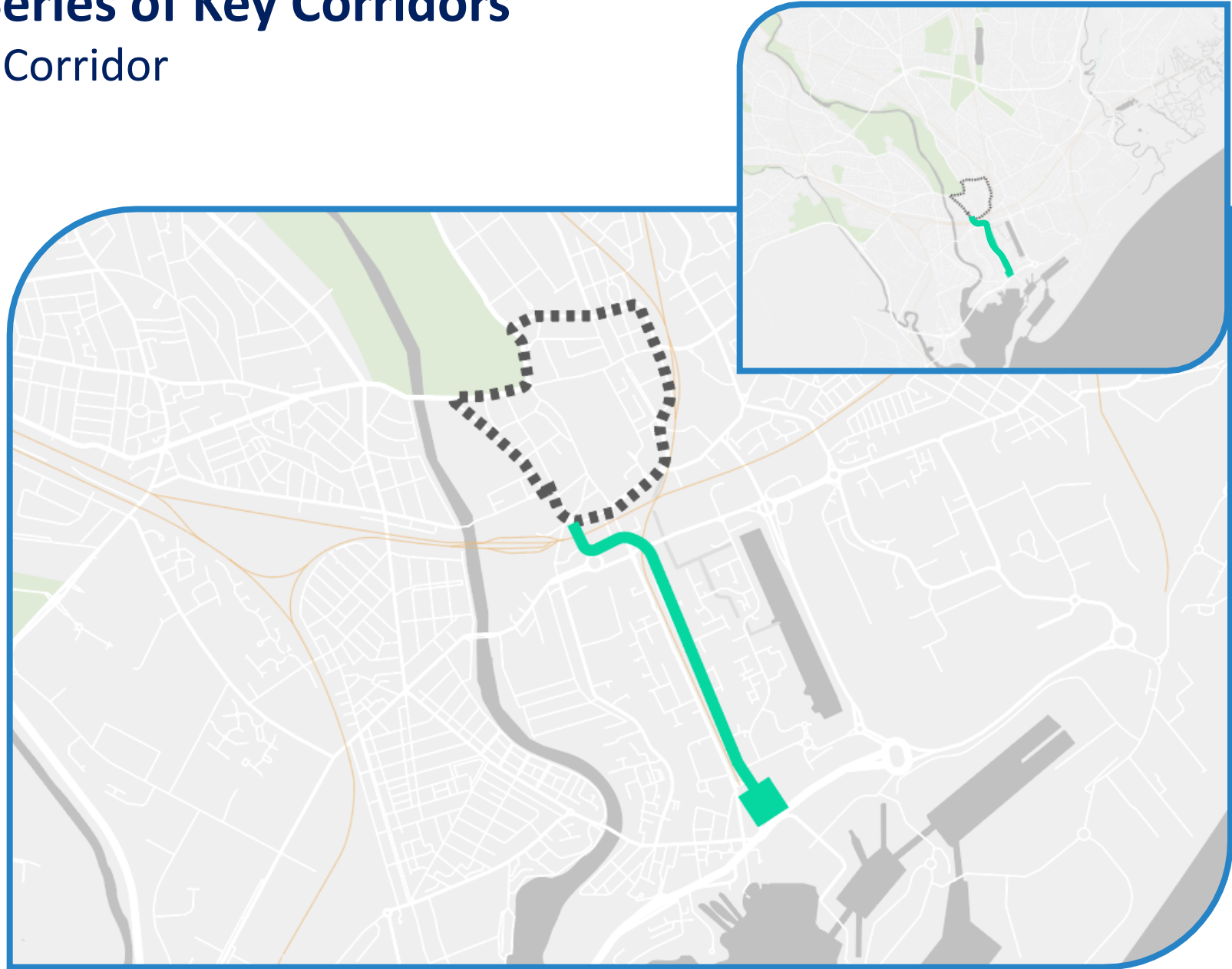
### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

*Note: Current route alignment is subject to change*

### Key Junctions/Hotspots:

- None to note



# Proposed Network – Series of Key Corridors

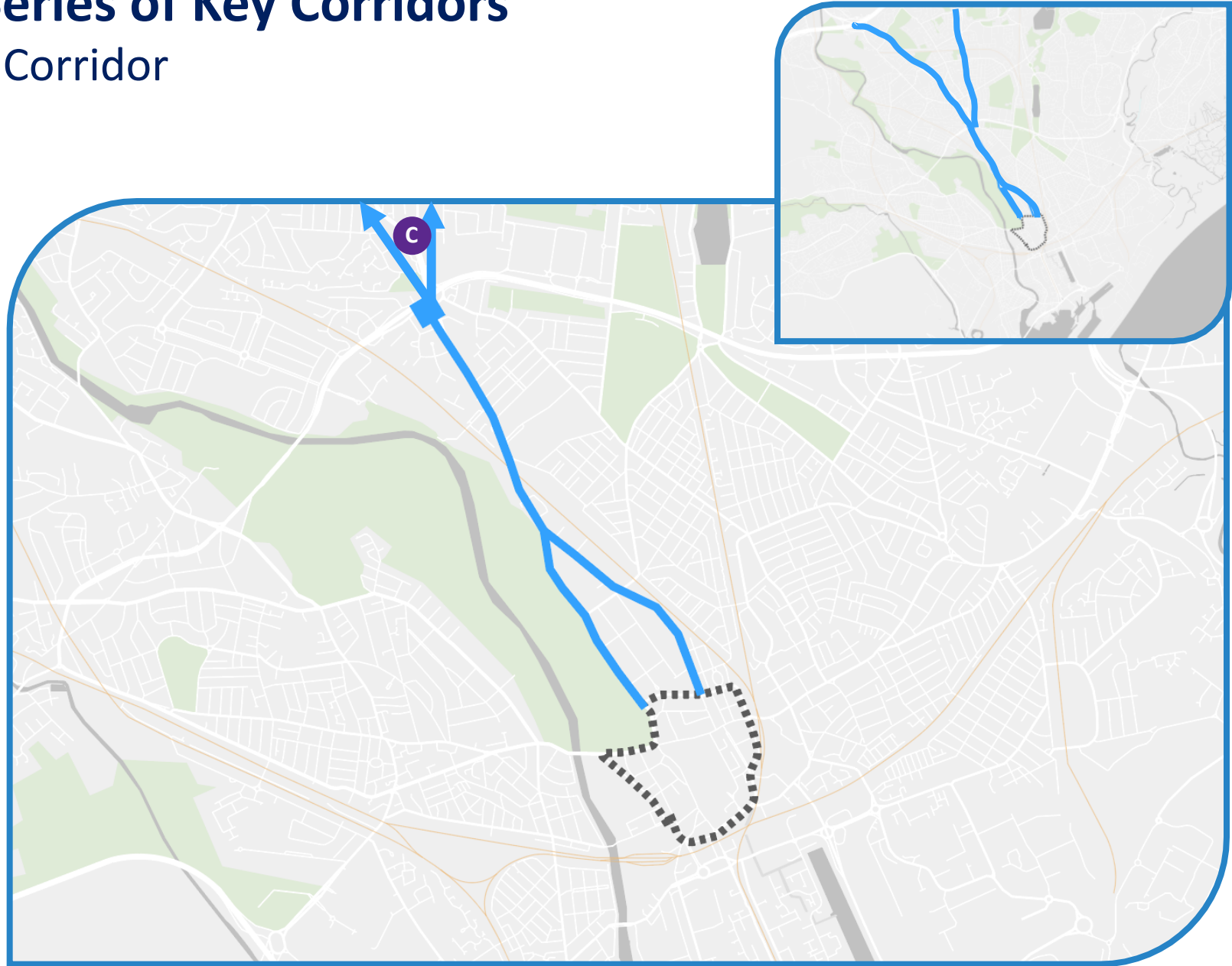
## Corridor 5 – Northern Bus Corridor

### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

### Key Junctions/Hotspots on this route:

**C** – Merthyr Road / Caerphilly Road



# Proposed Network – Series of Key Corridors

## Corridor 6 – Roath-North- East Cardiff

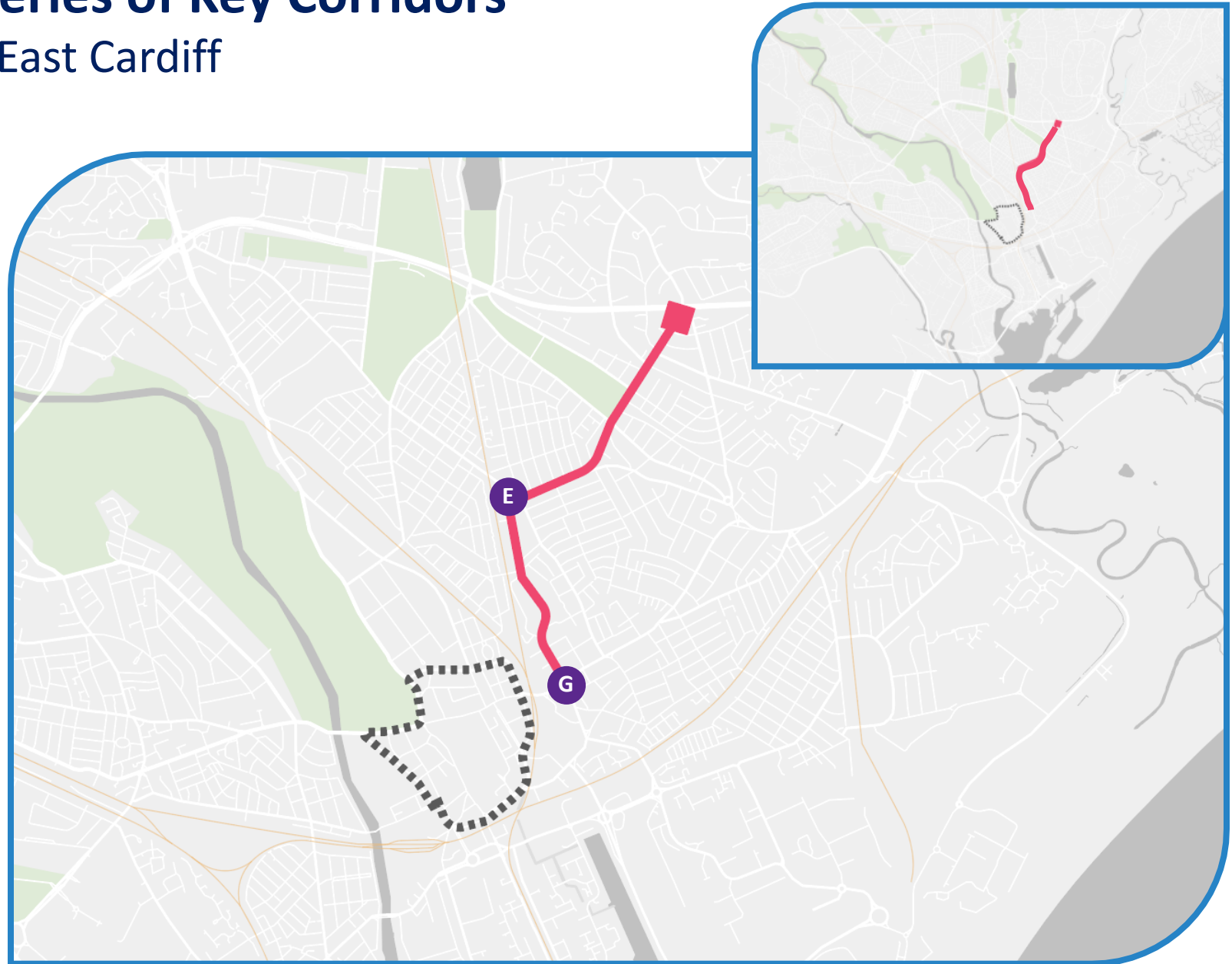
### Potential interventions on this route:

- Sections of bus priority where appropriate
- Signal priority at key junctions
- Kerbside controls
- Re-design/relocation of bus stops
- Improved access to/from bus stops
- Enforcement

### Key Junctions/Hotspots on this route (North):

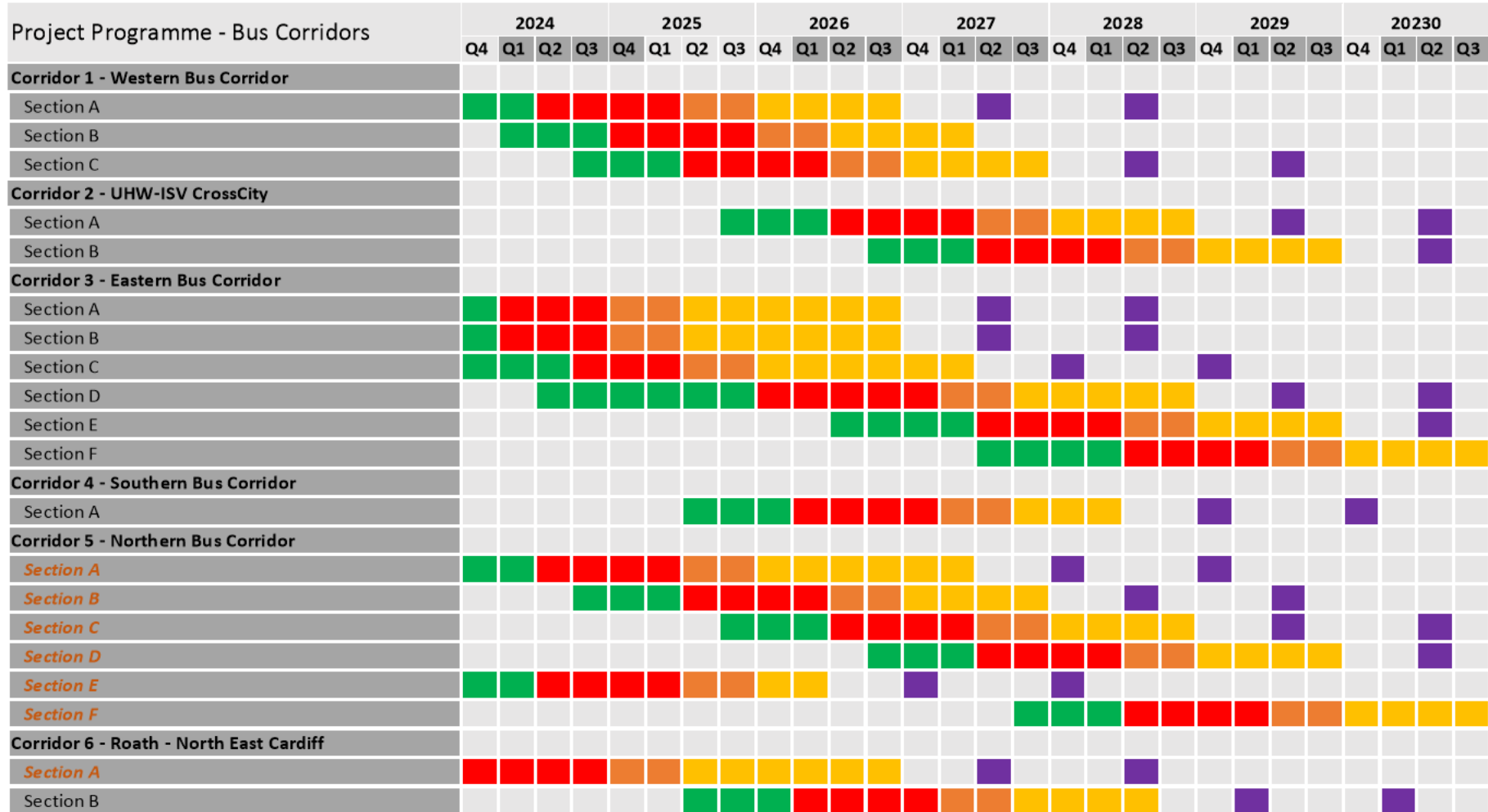
**E** – Albany Road / City Road/ Richmond Road / Crwys Road

**G** – Newport Road / West Grove



# Deliverability & Programme

Indicative programme – subject to funding, feasibility, consultation, TRO & resource



\*Indicative programme - Subject to funding, feasibility & consultation

\*\*Sections in this colour are funded from alternative sources (CCR and ATF)





## Next Steps

- Spring 2024: Cabinet Approval
- Spring 2024: Funding Announcement
- Summer 2024: Public Consultation on Bus Priority Plan
- 2024-2030: Further design work on individual projects already in the process
- 2024-2030: Engagement and Consultation on individual projects
- 2025-2030: Construction



# Feedback and Questions....