INTEGRATED NETWORK MAP: CYCLE ROUTES

Appendix 5

KEY

- CYCLE NETWORK ROUTES
- PRIMARY ROUTES
- PRIMARY ROUTES: ALTERNATIVE ALIGNMENT
- STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

Appendix2

CANTON, GRANGETOWN AND BUTETOWN

90 a **Windway Avenue:** Traffic calming and extension of 20mph limit

b **Thompson Ave/Romilly Rd jct:** Refresh road markings

c **Windway Ave/Thompson Ave jct:** Raised table

93 a **Romilly Crescent to Romilly Road W:** Introduce 20mph limit, traffic calming, centre line removal, surface improvements and treatment of side roads

b **Romilly Cr/Llandaff Rd jct:** Provide Advance Stop Lines

57 Route to be re-assessed following completion of The Mill development

ROUTE 6: UPGRADE

25 a **Llandaff Rd Jct:** Early start for cyclists provided through signal timing changes at signal junction

b **Lansdowne Road jct:** Early start for cyclists provided through signal timing changes at signal junction

c **Llandaff Rd to Victoria Park:** 20mph limit

21 a **Penarth Road:** Provision of light segregation

b **Penarth Rd/Tresillian Way junction:** Improvements to allow southbound cyclists to access southwest bound cycle lanes on Penarth Road

c **North section of route:** On road cycle lanes

118 **City Centre Hub Tyndall Street between Central Link and Bute Street:** Widen northern footway and convert to shared use cycle track

138 a **Tyndall St/Schooner Way junction:** Provision of Toucan crossings on all arms of junction

b **Schooner Way:** Provision of traffic calming

119 **Length of section alongside dock:** Surface improvements

120 **Hemingway Road:** Provision of off road cycle facilities

ROUTE 5: UPGRADE

22 a **Existing footway along Taff Embankment:** Widen and convert to shared use

b **Near Blaenclydach Street:** Install traffic island

c **Corporation Rd/Redlaver St junction:** Improve link to zebra crossing

d **Clive Street/Penarth Rd junction:** Upgrade to Toucan crossing

ROUTE 8: UPGRADE

30 **Taff Embankment:** Traffic calming, resurfacing and side road entry treatments

ROUTE 8: UPGRADE

29 a **James St between Bute St and Bute Pl junction:** Widen footway and convert to shared use and reduce traffic lanes and widen cycle lane

b **James St/Mermaid Quay:** Upgrade pedestrian crossing to Toucan and remove guard rail

c **Mermaid Quay:** Designate as shared use area

d **Harrowby Street junction:** Continue cycle lane through junction

e **Clarence Bridge:** Remove substandard cycle lanes, improve surface and install cycle symbols

f **James St/Bute St junction:** Early start for cyclists

18 a Widen sections of off road route

b **Southern end of Hamadryad Road:** Change access barrier

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

CAERAU, ELY, FAIRWATER AND ST FAGANS & CREIGIAU

141 **Llantrisant Road:** Provision of off road facilities in conjunctionwith new development

131 **Fairwater Road from Pwllmelin Rd to Plas-Mawr Rd:** Centre line removal and provision of advisory cycle lanes, subject to space

125 **Bwlch Road:** Improvements to access barriers

26 **Cowbridge Road West:** Provision of off road cycle facilities or hybrid cycle track

27 **Grand Avenue:** Cycle Lanes

126 **Heol Trelai:** Provide cycle bypasses through buildouts

127 **a** **Path between Bromley Drive/Treseder Way:** Remove gates

b **Bishopston Road and Amroth Road:** 20mph speed restriction and review of traffic calming to ensure compliance, surface improvements

c **Bromley Drive and Treseder Way:** 20mph speed restriction and review of traffic calming to ensure compliance

KEY

- CYCLE NETWORK ROUTES
- PROPOSED EXTENSIONS TO CYCLE NETWORK
- STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

LLANDAFF NORTH, LLANDAFF, RADYR, WHITCHURCH

139 A470 slip road: Improve crossing facility at slip road

38 Merthyr Road: Review traffic calming to ensure compliance with 20mph zone, centre line removal and possible cycle lanes; surface improvements, cycle bypasses at buildouts

72 Merthyr Road: Improvements to traffic calming and road surface

140 Entrance to Greenmeadow Springs Business Park: Provide cycle link from business park to Merthyr Road to bypass Coryton interchange

146 Manor Way/Pantmawr Road: Provide toucan crossing

75 Northern Avenue Railway bridge to Whitchurch High School: Improve signage to clearly mark shared use sections, remove/relocate potential obstacles on shared path

133 a Between College Road and Merthyr Road at water course: Dropped kerb

b Merthyr Road in vicinity of Mervyn Road: Widen existing advisory cycle lanes and remove centre line

c College Road: 20mph speed restriction, traffic calming features, centre line removal and provision of advisory cycle lanes, subject to space

d Merthyr Road along length of shopping area: 20mph speed limit and associated traffic calming, review of parking and waiting restrictions

142 Clos Parc Radyr: Provision of off road facilities in conjunction with new development

134 a College Road: Widen existing cycle bypasses

b Station Rd/Hawthorn Rd East junction: Install raised table

96 a Western Ave N/Aberteifi Crescent: Junction improvements to make crossing easier for cyclists

b Cardiff Met to Gabalfa Interchange: Widen shared use path

c Improve access to Taff Trail

141 Llantrisant Road: Provision of off road facilities in conjunction with new development

132 Gabalfa Avenue: Road marking treatments to alert motorists to presence of cyclists at roundabouts

143 Bridge Road: Provision of off road facilities in conjunction with new development

128 Llantrisant Road: Provide cycle lanes and reduce build-out widths. Provide off road cycle track on one side.

84 Llandaff Cathedral: Off road path to Llandaff Cathedral

131 a Fairwater Road: Existing off road facility

b Heol y Pavin: Signage improvements

129 Bridge Street: Provide signage to warn motorists of the presence of cyclists

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

LLANISHEN, LISVANE, CYNCOED, HEATH AND RHIWBINA

106 • **Heol Hir:** Centre line removal and provision of advisory cycle lanes, subject to space

• **Heol Hir priority working:** Southbound cycle bypass

105 a **Ty Glas Ave:** Widen advisory cycle lanes and bypasses through traffic calming, removal of centre line, prevent parking in cycle lanes at school start/finish times

b **Fidlas Road:** Provide traffic calming and removal of centre lines, review waiting restrictions and provide advisory cycle lanes, subject to space

c **Station Road:** Extend traffic calming, remove centre lines, review waiting restrictions and provide advisory cycle lanes, subject to space

146 **Manor Way/Pantmawr Road:** Provide toucan crossing

145 **Maes Y Coed Road:** Light segregation

135 **Pantbach Road:** Provide cycle lanes with no centre line including advanced stop lines

75 **Northern Avenue Railway bridge to Whitchurch High School:** Improve signage to clearly mark shared use sections, remove/relocate potential obstacles on shared path

136 **Caerphilly Rd/Summerfield Place jct:** Tabled junction and provision of right turn pocket for cyclists turning into Pedair Erw Road and Summerfield Place

85 a **Nant Fawr Woods path:** Widen to provide shared use path with appropriate lighting

b **Lake Road North:** Traffic calming, centre line removal and advisory cycle lanes, subject to space

144 **Heathwood Ave/Ton-yr-Ywen Ave:** Improved crossing facilities

2 a **Junction of King George V Drive and King George V Drive East:** Provide cycle exemption to road closure

b **Allensbank Road and Heath Park Avenue:** Provide traffic calming

107 **Cyncoed Road:** Traffic calming, centre line removal and advisory cycle lanes, subject to space

83 **Rhydhelig Avenue:** Removal of centre line and installation of advisory cycle lanes, subject to space

47 a **Lake Rd East and West:** Introduce one way system, 20mph restrictions

1 a **Allensbank Road between Wedal Rd and King George V Drive:** Review waiting restrictions and provide traffic calming and Advance Stop Lines at signal controlled junctions

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

PENTWYN, LLANRUMNEY, RUMNEY, TROWBRIDGE & ST MELLONS

53a **Ball Lane:** Amend access barrier

b **Off road link from Pentwyn Drive to Rumney Trail:** Provide lighting

52 **Rumney Trail:** Provide lighting

115 **Trowbridge Road:** Improvements to existing cycle lanes

117 a **Ty Mawr Road:** Provide on road cycle lanes

b **Rumney Hill Gardens:** Widen woodland path to provide shared use cycle/footway with appropriate lighting

c **Newport Road:** Improve signage of existing shared use path

110 **Greenway Road:** Alterations to traffic calming and provision of cycle bypasses at buildouts, surface improvements, tightening kerb radii at side roads

116 a **Brachdy Road/Quarry Dale junction:** Provide cycle bypass through road closure

b **Brachdy Rd and Llanstephan Rd:** Surface improvements

112 a • **Newport Road from Southern Way to New Road:** Widen existing shared use cycle/footway and extend to junction with New Road

• **New Road/Newport Road junction:** Provide link from New Road to off road facility

b **New Road:** 20mph speed restriction, amendments to existing traffic calming, provide cycle bypasses at priority workings

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

PENYLAN, PLASNEWYDD, SPLOTT AND ADAMSDOWN

108 **Ty Gwyn Road:** 20mph speed restriction, review traffic calming, surface improvements

49 **Llanedeyrn Road:** Option 1: Provision of off road facilities
Option 2: Centre line removal and provision of advisory cycle lanes, improvements to existing traffic calming and provision of additional traffic calming

148 **Waterloo Road:** Provision of off-road facilities

47a **Lake Rd East and West:** Introduce one way system, 20mph restrictions

b **Fairoak Roundabout:** Remove cycle lane leading to Wedal Road

c **Lake Road East/Fairoak Road junction:** Install hatching around central island of roundabout

10a **Newport Road from Southern Way to Queen Street**: Review of existing route to improve on-carriageway cycle facilities.

b **Newport Road outside Carpet Right:** Relocate street furniture associated with bus stop.

c **East of Rover Way:** Widen existing shared use cycle track and improve levels / gradients

d **South western approach to junction of Newport Road and Rover Way:** Widen existing cycle track at expense of advanced stop line and provide toucan crossings; also improve visibility for pedestrians and cyclists crossing Rover Way.

e **Newport Road:** Relocate street furniture associated with bus stop outside No 302.

113 **Broadway:** Relocation of route to Broadway. 20mph speed restriction, traffic calming, centre line removal, entry treatments at side roads

6a **Lowther Road from Salisbury Road to Richmond Road:** Improve road surface and refresh markings

b **Lowther Road under railway bridge:** Priority working with cycle bypasses

56 **a** **Pearl Street**: Improve road surface and provide dropped kerb at road end

b **Beresford Road:** Remove centre line, widen ghost island for cyclists

7 **Richmond Road between Northcote Street and Lowther Road:** Revise road markings to provide clear route for cyclists

111 **Newport Rd to Four Elms Rd:** Shared use cycle/ footway or hybrid cycle track

147 **Richmond Road:** Provision of advisory cycle lanes and centre line removal, subject to space

55 **Junction of Central Link and Adam Street:** Provide toucan crossing and associated cycle track links

121 **Carlisle Street:** Surfacing and road marking improvements at junctions

118a **Sanquahar Street/ Windsor Road junction:** Crossing and link

122
- **Adam Street between Central Link and Morgan Street:** Creation of two way off road cycle track on eastern side of road
- **Between Central Link and Morgan Street:** Provision of signalled cycle crossing facility
- **Central Link junction:** Conversion of existing pedestrian crossing to provide cycle crossing to Davis Street and eastern side of Adam Street with as few stages as possible

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

RIVERSIDE, CATHAYS AND GABALFA

45 a Footbridge over Western Avenue within Gabalfa Interchange: Remove cyclists dismount signs. Potentially provide higher parapets.

96 a Western Ave N/Aberteifi Crescent: Junction improvements to make crossing easier for cyclists

b Cardiff Met to Gabalfa Interchange: Widen shared use path

c Improve access to Taff Trail

1 a Allensbank Rd south of Wedal Rd: Review waiting restrictions and provide traffic calming

104 Cathays Cemetery: Permit cycling

ROUTE 1: UPGRADE

3 a Cathays terrace/Crwys Road junction: Early start for cyclists, right turn for cyclists only onto Crwys Road, feeder lane for westbound cyclists

b Woodville Pub: Introduce cycle access through road end and convert pedestrian crossing to Toucan crossing

c Cathays Terrace: Reduce central motor traffic lane and widen cycle lanes, remove existing traffic islands and introduce zebra crossings

d Cathays Terrace/Catherine Street junction: Cycle bypass

e Bridge linking to Corbett Road: Improve surface quality, reduce southbound lanes to one

ROUTE 9: UPGRADE

40 a Colum Road: Introduce 20mph limit and widen cycle lanes by reducing running lane

b Colum Road/North Road junction: Convert to single stage crossing

6 a Salisbury Road to Richmond Road: Improve road surface and refresh markings

b Lowther Road under railway bridge: Priority working with cycle bypasses

87 Access from Llandaff Fields to Fields Park Road: Relocation of bollard, surface improvements

92 a Ryder Street to Romilly Crescent: Improvements to surface and road markings

b Ryder Street/Plasturton Place, Plasturton Avenue/Sneyd Street, Kings Road/Severn Grove: Treatment of side roads

93 a Romilly Crescent to Romilly Road W: Introduce 20mph limit, traffic calming, centre line removal, surface improvements and treatment of side roads

b Romilly Cr/Llandaff Rd jct: Provide Advance Stop Lines

41 a Boulevard de Nantes/Park Place junction: Toucan crossing and associated cycle track links

b Between City Hall Road and park: Dropped kerb and direct cycle connection

99 North Road alongside road from Newport Road to Castle Street: Provide continuous segregated off road cycle route

ROUTE 6: UPGRADE

25 Delta Street junction: Cycle bypass at signals

91 Cathedral Road / Talbot Street junction: Early start for cyclists and surface improvements

137 Option 1 - **Cardiff Bridge to High Street:** Extension of existing hybrid cycle tracks

Option 2 - **Castle Street:** Eastbound traffic lane to be converted to bus lane shared with cycles or dedicated cycle track with bypass at bus stops

101 Queen Street: Permit cycling

102 a Reduce delay for cyclists at signal junctions

b Station Terrace from Bute Terrace to Newport Road: Provision of on road cycle lanes

ROUTE 6: UPGRADE

24 a Cardiff Bridge to Cathedral Road: Reduce traffic lane widths and widen cycle lanes

b Cathedral Road/Cowbridge Road junction: Early start for cyclists

c Cathedral Road to Neville Street: Reduce traffic lanes to one in each direction and widen cycle lanes

d Neville Street junction: Early start for cyclists

98 a Pedestrian link between Mill Lane and Tredegar Street: Permit cycling.

b St Mary Street: Provide contraflow or exemption to one-way street and utilise wide raised signal controlled crossing.

103 • **St Mary St/Wood St jct:** Early start for cyclists
• **On road section of St Mary St:** Provision of advisory cycle lanes

100 a Reduce delay for cyclists at signal junctions

b Bute Terrace from Customhouse St to Adam St: Provide continuous segregated off road cycle route

123 a Wood Street/Clare Street junction: Provision of a signalised bus gate & Advanced Stop Line on Tudor Street

b Wood Street junction: Advanced Stop Lines with access to railway station.

c Wood Street: Widen and convert southern footway to shared use between station access and bridge over River Taff

KEY

CYCLE NETWORK ROUTES

PROPOSED EXTENSIONS TO CYCLE NETWORK

STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES

PRIMARY ROUTE: EAST-WEST (SECTION 1)

EW1 Off road cycle track utilising wide southern verge/footway area.

EW2 Install Toucan Crossing

EW3 Provide segregated two-way cycle track on western side of carriageway using southern verge area (and carriageway where necessary).
Cycle track to have priority at junction with Willowdene Lane.
Crossing facility to be provided to allow cycle access to Pascal Close.

EW4 Provide two-way kerbed or light segregated cycle track through roundabout and continuing along southern side of Newport Road.

EW5 Provide Toucan Crossing between start of existing westbound bus layby and start of existing eastbound bus layby, linking to new off-road facility to Wern Fawr Lane.

EW6 Provide island bus stop (or suitable variation)

EW7 Continue proposed two-way cycle track on southern side of Newport Road.
Removal of existing mandatory cycle lanes.

EW8 Removal of roundabout control and replacement with traffic signals, including low level cycle aspects, to enable segregated two-way cycle facility to continue through junction.

EW9 Continue proposed two-way cycle track on eastern side of Newport Road. Cycle track to have priority at junctions with Clos Hendre Gadno and link to carpark.

EW10 Existing crossing to be incoprorated into signalled treatment to enable movement from one-way facility northeast bound to two way facility on southern side.

EW11 Widen existing cycle lanes on both sides of carriageway and introduce light segregation. Where necessary parking and loading to be provided on carriageway side of cycle lanes.

EW12 Widen bus lanes and install cycle lanes within the bus lanes.
Cycle lanes to continue through junction of Mount Pleasant Avenue. Signalised junction to include low level cycle signal aspects.

EW13 One directional segregated facility to be installed on either side of carriageway. Where necessary parking and loading to be provided on carriageway side

EW14 Introduce 'parking protected' cycle lanes on either side of carriageway and reduce motor traffic lanes to one lane in each direction.

EW15 Redesign carriageway to allow introduction of cycle lanes with light segregation or hybrid cycle lanes on either side of the carriageway

EW16 Provide signalised junction to include cycle facilities enabling cross-over movement from proposed single directional cycle lanes to bi-directional off-road cycle track under Southern Way. Proposed signalised junction to include low level cycle signals.

EW17 Option 1: Install high quality transition between segregated cycle lanes and off-road provision. Remove guardrail and reduce carriageway width to allow for widening of off-road provision to create cycle track separated from pedestrians.

Option 2: install additional cycle bridge alongside existing Rumney River Bridge.

EW18 Signals reviewed and altered where necessary. Crossing facilities for cyclists to be improved.

EW19 Introduce two-way segregated cycle track along east side of Newport Road.

EW20 Remove roundabout and replace with signalised junction with phase for cycle crossing with low level cycle signal aspects

EW21 Introduce two-way segregated cycle track along east side of Newport Road.

EW22 Redesign junction to allow cyclists to cross in all directions using low level cycle signal aspects and segregated crossing facilities such as toucan crossings.

EW23 Continue two-way segregated cycletrack along east side of Newport Road. Redesign junctions at Rover Way and Dominion Way to improve facility for cyclists.

EW24 Redesign junction to allow crossing from two- way cycle track to/from Newport Road and to/from Broadway using low level cycle signal aspects and segregated facilities where appropriate. Remove right hand right turn only lane on approach to junction from Broadway and convert to cycle track.

EW25 Option 1: Convert Broadway and Four Elms Road to one-way eastbound only, use remaining carriageway space for parking and 'parking protected' cycle lanes on both sides of carriageway. West of Fox Street 'parking protected' cycle lanes to continue on northern side of carriageway only, light segregation to continue on southern side.

Option 2: Convert Broadway to 'Bicycle Street'

EW26 Introduce signal junction to allow cycle access to/from eastbound bus lane to Four Elms Road using segregated facilities or low level cycle signal aspects as appropriate.

EW27 Redesign carriageway: cycle lane to be installed within eastbound bus lane, westbound cycle track, separated from pedestrians, remaining carriageway lane widths reduced

EW28a Option 1: Cycle lanes to be installed in both east and westbound bus lanes.
Option 2: Remove one or both bus lanes and install segregated cycle track alongside road, separated from pedestrians.

EW28b Eastbound: cycle track to continue.

Westbound (to tie into N-S Primary Route): Provide segregated two-way cycle track on western side of carriageway. Provide bus stop island(s) at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place.

KEY

- PRIMARY ROUTES
- PRIMARY ROUTE ALTERNATIVE ALIGNMENT
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PRIMARY ROUTE: EAST-WEST (SECTION 2)

EW48 Option 1: Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic.

Option 2: Continue segregated cycle facilities through roundabout with part signalisation.

EW47 Option 1: Cycle lanes to become cycle tracks using grass verge and carriageway to provide necessary widths. Cycle track to have priority at side roads.

Option 2: Remove centreline and install wide advisory cycle lanes.

Option 3: Install off road cycle track on one side only with appropriate crossings at each end.

EW45 Remove one northbound traffic lane and redesign carriageway to provide cycle lane with light segregation in each direction

EW44 Signalise junction with appropriate cycle and pedestrian facilities.

EW40 Widen existing route and provide cycle track away from road, separated from pedestrians.

EW50 Upgrade existing path to cycle track away from road, separated from pedestrians.

EW49 Clear signing to highlight route and presence of cyclists.

EW46 Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic.

EW38 Install cycle track away from road, separated from pedestrians following desire line where possible.

EW29 Option 1: Install cycle track alongside road, separated from pedestrians.

Option 2: One existing westbound traffic lane to be converted to two way cycle track alongside road, separated from pedestrians.

Option 3: Further improve existing off-road cycle track, ensure widths meet WG guidance and provide junction schemes at either end to allow better continuity.

EW43 Clear signing to highlight route and presence of cyclists.

EW39 Widen waiting area.
Widen crossing area.
Adjust signals to be more reactive to pedestrians/cyclists at all times.
Investigate options for single stage crossing for cyclists.

EW30 Junction redesigned to allow for cycle movements through the junction from provision on Bld de Nantes to Bute Park entrance and from Bld de Nantes to proposed route on Castle Street.
Redesign to allow for bus and general traffic flow through junction.

EW42 Clear signing to highlight route and presence of cyclists.

EW41 Clear signing to highlight route and presence of cyclists.

EW37 Resurface, remove/replace humps, redesign roundabout. Potential to provide pedestrian improvements also.

EW36 Widen and resurface existing path to create cycle track away from road, separated from pedestrians.

EW35 Upgrade access to existing toucan crossing from proposed cycle track on Cardiff Bridge.

EW34 Amend layout to align with proposed treatment along rest of Castle Street route.

EW33 Redesign junction to incorporate proposed segregated cycle facilities and permit cyclist turning movements.

EW31 Kerb line and traffic lane amendments to provide segregated two-way cycle track along east side.

EW32 Kerb line and traffic lane amendments to provide segregated two way cycle track along south side

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PRIMARY ROUTE: EAST-WEST (SECTION 3)

EW55 Segregated cycle route.

EW53 Segregated cycle route through new development with spur routes to local centres and priority at junctions over other transport modes

EW54 Segregated cycle route through new development with spur routes to local centres, and priority at junctions over other transport modes.

EW52 Segregated cycle route.

EW51 Segregated cycle route through new development with spur routes to local centres, and priority at junctions over other transport modes.

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PRIMARY ROUTE: NORTH-SOUTH (SECTION 1)

NS23 Provide advisory cycle lanes on both sides of carriageway. Remove one traffic lane westbound under bridge and one traffic lane eastbound on approach to signal junction to accommodate. Amend signal staging to run east and westbound seperately. Provide high quality surfacing. Provide road markings for cyclists and consider coloured surfacing.

NS22 Option 1: Retention of priority control. Extend 20mph zone to St Andrews Crescent.
Option 2: Signalise junction.

NS21 Retain one-way system for all traffic with cyclists to be accommodated on-street given low traffic flows. Ensure surface is of appropriate quality. Provide appropriate signing and markings. Introduce 20mph speed limit.

NS20 Convert existing pedestrian crossing of Windsor Place to provide parallel single-stage crossing for cyclists. Widen central island at Windsor Place to accommodate pedestrians and cyclists. Convert existing two-stage toucan crossing across Stuttgarter Strasse to provide parallel single-stage crossing for cyclists, with low-level cycle signals.

NS18 Redesign junction to include dedicated cycle signals, allowing cyclists to connect to/from Station Terrace and Dumfries Place/Newport Road, including between the E-W and N-S primary routes.

NS17 Provide segregated two-way cycle track on southern/eastern side of carriageway

NS12 Continue segregated two-way cycle track on southern side of carriageway.

NS7 Continue proposed segregated two-way cycle track on southern side of carriageway. Relocate westbound bus stop or incorporate into design.

NS6 Redesign junction to allow for segregated two-way cycle track on eastern side of Lloyd George Avenue and southern side of Herbert Street.

NS5 Continue proposed segregated two-way cycle track on eastern side of Lloyd George Avenue. Remove signal control from side roads and convert each to priority junctions with parallel zebra crossings for Pedestrians & Cyclists. Remove guardrailing at side road junctions. Replace existing block paving with appropriate smooth surface suitable for cycling.

NS19 Provide segregated two-way cycle track on western/southern side of carriageway. Provide bus stop island(s) at northbound bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place.

NS16 Convert existing advisory northbound cycle lane and convert to mandatory cycle lane with light segregation throughout.
Southbound cyclists to be accommodated on carriageway given low traffic flows. Resurface carriageway and clearly sign as primary route.
Provide transition between Guildford Crescent and proposed segregated two-way cycle track on eastern side of Guildford Street. Amendments to the existing kerb radii likely to be required.

NS15 Widen existing shared-use path to provide wide northbound segregated cycle track on western side of carriageway. Southbound cyclists to be accommodated on carriageway given one-way system and low traffic flows. Resurface carriageway and clearly mark as primary route.

NS14 Continue proposed segregated two-way cycle track on northern side of carriageway

NS13 Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals

NS11 Remove westernmost line of car parking spaces in Adam Street car park (18 spaces) and provide segregated two-way cycle track on eastern side of carriageway

NS10 Ensure clear continuity of route with appropriate signing

NS9 Option 1: Provide footpath and segregated cycle lanes in each direction

Option 2: Provide wide two-way raised cycle track on one side with footway on the other

Option 3: Retain existing unsegregated shared-use facility

NS8 Install puffin crossing with parallel signalised cycle crossing with low-level cycle signals

NS4 Widen existing Toucan crossing to provide parallel cycle crossing with low-level cycle signals. Remove guardrailing at side road junctions to allow continuity for cyclists.

NS3 Provide segregated two-way cycle track on eastern side of carriageway. Replace existing block paving with surface appropriate for cycling.

NS2 Convert existing two-stage toucan crossing to provide parallel single-stage crossing for cyclists, with low-level cycle signals.

NS1 Provide appropriate cycle markings on existing shared space area to clearly indicate the presence of a cycle route.

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PRIMARY ROUTE: NORTH-SOUTH (SECTION 2)

NS51 Ensure appropriate cycle provision at junction, dependent upon proposed stategic site access arrangements.

NS50 Remove priority workings and replace with road humps at appropriate spacings.
Remove carriageway centreline/hatched areas and refuges.
Provide large cycle logos.
Potential work to provide high quality surface.

NS49 Remove carriageway centreline and provide large cycle logos

NS48 Provide kerbed build-outs to introduce deflection at roundabout. Provide single lane entries on all approaches to reduce speeds and improve conditions for cycling with possible raised junction in association with above.

NS47 Remove carriageway centreline and provide large cycle logos

NS47a Continue off-road cycle path via existing reservoir paths, suitably improved with lighting and appropriate cycle signing and markings.

NS46 Remove existing central island and replace with parallel zebra crossing

NS44 Widen existing shared use footway on western side to provide wider shared-use facility up to Toucan crossing. Widen existing footway on eastern side between Toucan crossing and Nant Fawr Woods path to allow continuation of shared use facility. Provide raised table at crossing at junction with Cardiff High School with cycle priority.

NS45 Upgrade existing path to cycle track away from road separated from pedestrians. Path should be appropriately lit and surfaced, with cycle signing and markings.

NS42 Remove centreline markings/hatching. Provide road humps across full length. Provide cycle logo markings.

NS43 Widen existing path to north-west of roundabout to 3.0m and convert to segregated two-way cycle track. Path to be widened sufficiently to also accommodate pedestrians.
Widen existing zebra crossing on Lake Road North to allow cyclists to make right turn from path.
Provide cycle signing and markings.

NS41 Surfacing Improvements. Provide cycle signing / markings.

NS40 Option 1: Provide road humps across full length to reduce vehicle speeds and make route less attractive to motor vehicles.

Option 2: As above but convert to cycle street

NS38 Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appriopriate surface for cyclists. Provide appropriate premium quality route signing and markings.
Provide road humps to reduce speeds.

NS39 Option 1: Minor improvements to existing layout and signing to improve continuity for cyclists. Also option to provide raised table through junction to reduce speeds and highlight crossing movement.

Option 2: Signalise junction and include separate stage for east-west cycle movements. Include controlled pedestrian facilities.

NS37 Cyclists to be accommodated on-street given low traffic flows. Resurface carriageway where required to ensure appropriate surface for cyclists. Provide appropriate premium quality route signing and markings. Provide road humps to reduce speeds.

NS34 Provide signalised crossing facility for cyclists across northern leg of junction to enable cycle movements between north-south two-way cycle track on Allensbank Road and facility on King George V Drive East.

NS36 Replace block paving at King George V Drive East road-end with surface appropriate for cycling. Provide dropped kerbs and cycle bypass at existing road closure and appropriate signing/markings.

NS33 Provide two-way cycle track with light segregation on eastern side of carriageway.
Relocate kerbline on eastern side. May require some kerbline realignment on western side to north of bridge.

NS35 Continue wide two-way cycle track with light segregation on northern side of carriageway. Relocate kerbline on northern side. Remove traffic lane on King George V Drive East approach to junction.
Provide cycle route priority at alleyway and private driveway. Resurface footway.

NS32 Provide signalised cycle facility to allow crossing of Wedal Road for north and southbound cyclists.
Provide detection at signals for north and southbound cyclists to provide continuity.

NS31 Provide two-way cycle track with light segregation on eastern side of carriageway.

NS29 Amend existing cross section to provide footways, hybrid cycle lanes on both sides and 3 traffic lanes (as existing).
Continue hybrid cycle lanes through side road junctions.

NS30 Provide signalised cycle facility to allow north-west bound cyclists to cross from Whitchurch Road (westbound) to proposed two-way facility on eastern side of Allensbank Road.
Provide low-level cycle signal with early start for southbound cyclists to make left turn or provide signal bypass for left turn.

NS28 Provide low-level signals for cyclists and early start on Cathays Terrace approach.
Use existing footway area in front of Cathays Library to provide signaled right turn facility for cyclists from Whitchurch Road to Cathays Terrace.

NS27 Option 1: Improvements to existing arrangement/removal of built-out areas. Widen advisory cycle lanes where possible. Removal of central refuges.

Option 2: Provide hybrid cycle lanes in both directions with continuation through junctions. With option to permit loading in proposed hybrid cycle lane.

NS26 Replace existing pedestrian crossing with signal facility to incorporate cycle and pedestrian movements to link Cathays Terrace with Senghennydd Road.

NS25 Option 1: Improvements to existing arrangement. Widen advisory cycle lanes where possible. Replace existing cushions with road humps.

Option 2: Provide hybrid cycle lanes in both directions with continuation through junctions

NS24 Provide eastbound contraflow cycle facility.

KEY

- PRIMARY ROUTES
- PRIMARY ROUTE ALTERNATIVE ALIGNMENT
- CYCLE NETWORK LINKS TO PRIMARY ROUTES
- STRATEGIC SITES TO INCORPORATE EXTENSIVE INTERNAL NETWORK OF ROUTES