

CARDIFF COUNCIL STRATEGIC CYCLE NETWORK PLAN – PRIORITISATION FRAMEWORK (FINAL ISSUE 1)

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
No	Brief description	Brief description	Bullet points	Bullet points	See below					F	G	H	$=((F+1)*(A+B+C+D+E))+2G+H$	
					A	B	C	D	E	F	G	H		
MR28	Museum Avenue and Gorsedd Gardens	Delineate cycle route using e.g. pavers	<ul style="list-style-type: none"> Low cost provision for cyclists Attractive cycling environment Good cycle links through to the City Centre 	<ul style="list-style-type: none"> Sensitive treatment required due to high quality environment Longer term possible LRT route 	2	2	0	2	2	2	0	0	24	£4,000
MR20A	Colum Road between North Road and Corbett Road	'Bicycle Street' treatment (or traffic calming)	<ul style="list-style-type: none"> Improves existing cycle route with good connections to the Taff Trail and the City Centre 	<ul style="list-style-type: none"> Potentially radical treatment which requires considerable liaison with local stakeholders 	2	2	0	2	2	2	0	-1	23	£450,000
TK37	Junction of Cowbridge Road and Western Avenue	Convert roundabout to signalised junction and provide off road cycle facilities with toucan crossings	<ul style="list-style-type: none"> Improves conditions for cycling at key node May address wider casualty issues Greatly improves conditions for pedestrians 	<ul style="list-style-type: none"> High cost May have capacity implications 	2	2	2	2	2	1	1	-1	21	£250,000
CW33	Newport Road between Rhymney River Bridge Road and Colchester Avenue	Provide off-road cycle track on south eastern side using footways and service road for two-way cycle use	<ul style="list-style-type: none"> Provides continuous cycle link alongside Newport Road between New Road and Brereton Road Avoids using very busy road and ties in with ongoing scheme 	<ul style="list-style-type: none"> High Cost Loss of some semi-mature trees Land ownership issues may hamper delivery of scheme 	2	2	2	2	2	1	0	-1	19	£200,000
TK79	Dunleavy Drive (southern section)	Widen southern footway and convert to cycle track (Note: part covered by 2010/11 scheme) + sign to make continuous route	<ul style="list-style-type: none"> Completes gap in existing local network Provide route continuity which is currently missing 	<ul style="list-style-type: none"> None identified 	2	2	1	2	2	1	0	0	18	£20,000
TK38	Cowbridge Road West between Western Avenue and Mill Road	Construct new foot/cycle bridge to south of bridge over Ely River and realign Mill Road junction to provide toucan crossings ; convert southern footway on remainder of Western Avenue to Cowbridge Road to cycletrack	<ul style="list-style-type: none"> Provides key link on proposed core network Avoids very busy road 	<ul style="list-style-type: none"> Very high cost Pinch point near Mill Road may require carriageway narrowing – potential capacity implications 	2	2	1	2	2	1	0	-1	17	£750,000
MR30	Junction of Fair oak Road, Wedal Road, Lake Road West, Ninian Road and Shirley Road	Alter roundabout to continental geometry in order to make safer and more comfortable for cyclists	<ul style="list-style-type: none"> May address casualty issues Improve cycle access through the junction Reduce vehicle speeds 	<ul style="list-style-type: none"> May have capacity implications 	1	2	2	2	2	1	0	-1	17	£25,000
MR45	Excelsior Road between Western Avenue and link to Taff Trail	Review off road cycle tracks to ensure connectivity and provide new Toucan Crossing across Excelsior Road to link Taff Trail to existing off road route southward (along eastern side of Western Avenue)	<ul style="list-style-type: none"> Addresses severance issue of cycle facility Improves accessibility to shopping facility Provides additional link to Taff Trail from areas to north and west 	<ul style="list-style-type: none"> High cost 	2	2	1	2	2	1	0	-1	17	£120,000
MR20	Junction of North Road and Colum Road	Alter junction to provide clear crossing of North Road on to Taff Trail	<ul style="list-style-type: none"> Improves continuity of route with revised cycle crossings 	<ul style="list-style-type: none"> None 	2	2	0	2	2	1	0	0	16	£45,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
MR23A	Path through Cathays Cemetery between Allankbank Road and Fair oak Road	Provide continuous link and permit cycling	<ul style="list-style-type: none"> Cyclists can avoid the A649 Whitchurch Road/Cr wys Road Provides connection between cycle facilities 	<ul style="list-style-type: none"> Local by-Laws may prohibit cycling Potential security issues for cemetery 	2	2	1	2	2	1	0	-2	16	£50,000
TK206B	Junction of Redlaver Street and Paget Street	Provide cycle exemption from point closure and bus gate	<ul style="list-style-type: none"> Provides quiet-street route between Grangetown and city centre avoiding busy Penarth Road 	<ul style="list-style-type: none"> None 	2	2	0	2	2	1	0	0	16	£6,000
TK206C	Junction of Coedcae Street and Corporation Road	Provide cycle exemption from point closure	<ul style="list-style-type: none"> Provides quiet-street route between Grangetown and city centre avoiding busy Penarth Road 	<ul style="list-style-type: none"> None 	2	2	0	2	2	1	0	0	16	£6,000
AM13	Tyndall Street between Central Link and Bute Street (east and west ends – central section is proposed S106 scheme)	Widen northern footway to 3m minimum and convert to shared use cycle track	<ul style="list-style-type: none"> Facilitates existing cycling behaviour Provides segregated facility on heavily trafficked street Key new link in cycle network Potential to link into new bridge over railway to north and Adam Street 	<ul style="list-style-type: none"> Realisation of full route requires progression of S106 scheme Statutory undertakers' equipment may be affected 	1	2	1	2	2	1	0	-1	15	£130,000
AM18	Plaza in front of Cardiff Central railway station	Permit cycling and provide indicated E-W cycle route	<ul style="list-style-type: none"> Provides traffic free, pleasant high quality link 	<ul style="list-style-type: none"> High pedestrian flows – potential issues over shared use and requires detailed consultation with Access Forum and groups representing visually impaired May require TRO amendment – potential objections 	2	2	1	2	2	1	-1	-1	15	£5,000
AM2	Roundabout o/s County Hall	Off road cycle track link between County Hall and existing Hemmingway Road cycle lane + remove vegetation to improve visibility	<ul style="list-style-type: none"> Links County Hall to existing facilities Provides alternative to busy roundabout Potential for cycle priority over side roads 	<ul style="list-style-type: none"> Count Hall leg busy at peak periods 	1	2	1	1	0	2	0	0	15	£5,000
AM30 CW3	Junction of Central Link and Adam Street	Provide toucan crossing and associated cycle track links (potential diagonal crossing)	<ul style="list-style-type: none"> Provide crossing of busy road and useful link in cycle network Also assists pedestrians (have to cross in 5 stages at present) 	<ul style="list-style-type: none"> Potential loss of vehicular capacity Potential high cost scheme 	2	2	1	2	2	1	-1	-1	15	£140,000
CW28	Junction of Rumney Hill Gardens, Newport Road and Ty Mawr Road	Provide off-road cycle track, signalised crossing and contraflow / cycle exemption from one way street	<ul style="list-style-type: none"> Provision of alternative route to the busy Newport Road for cyclists on quieter roads Controlled crossing point assists cyclists crossing Newport Road on steep hill 4 lanes wide where there is no provision at present 	<ul style="list-style-type: none"> High cost of scheme Route is not as direct as using Newport Road plus gradient northbound Need to relocate existing northeast bound bus stop adjacent to Rumney Hill Gardens Gardens currently closed at dusk – need to be kept open if to be used by commuters 	2	2	0	2	2	1	0	-1	15	£70,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
CW54	Junction of Albany Road and Claude Place	Provide zebra (or signalised) crossing with full or partial closure of Claude Place	<ul style="list-style-type: none"> Provides a more direct link between Claude Place and Blenheim Road crossing Albany Road Removes requirement to dismount at junction and use Pelican Crossing east of Claude Place 	<ul style="list-style-type: none"> Loss of existing Pelican Crossing facility on Albany Road Loss of access to Claude Place due to partial of full road closure Risk of objections to TRO 	2	2	0	2	2	1	0	-1	15	£65,000
TK201A	Link between Summerfield Place and Pant-bach Road	Widen, surface and light	<ul style="list-style-type: none"> On existing used desire line Appears to be adjacent to Council-owned allotments 	<ul style="list-style-type: none"> Potential land constraints Visibility restricted at Grove Place (but lightly trafficked) 	2	2	0	2	2	1	0	-1	15	£35,000
TK94	Grand Avenue	Introduce cycle lanes	<ul style="list-style-type: none"> Connects core network to cluster of target ACORN groups May have advantages in restraining vehicle speeds 	<ul style="list-style-type: none"> Requires parking to be prohibited – some occasional parking demand observed 	1	2	2	2	2	1	-1	-1	15	£20,000
TK39	Cowbridge Road West between Mill Road and Grand Avenue	Convert north western footway to shared use with localised widening where required and high quality surface	<ul style="list-style-type: none"> Few side roads Provides facility segregated from busy road 	<ul style="list-style-type: none"> Immediately adjacent to busy road Some parking observed on verge 	2	2	0	2	1	1	0	0	14	£80,000
TK39	Junction of Cowbridge Road West and Grand Avenue	Amend junction to provide signalised crossings between Grand Avenue on carriageway and Cowbridge Road West cycle track	<ul style="list-style-type: none"> Can be achieved within existing staging arrangements – only limited impact on capacity anticipated Also improves facilities for pedestrians 	<ul style="list-style-type: none"> High cost 	2	2	0	2	1	1	0	0	14	£80,000
AM15	Tyndall Street near bridge carrying Cardiff Bay Branch Line	Rationalise street furniture and provide shared use cycle track, with Toucan crossing across Bute Street	<ul style="list-style-type: none"> Key new east-west link to city centre Would cater for existing demand (high cycle use observed) 	<ul style="list-style-type: none"> Localised width constraint under bridge May be difficult to create single stage crossing of Bute Street 	1	2	1	2	1	1	0	0	14	£70,000
AM20	Wood Street between station access and bridge over River Taff	Widen and convert southern footway to shared use	<ul style="list-style-type: none"> Links city centre and Central railway station to existing off road facility on embankment 	<ul style="list-style-type: none"> Ongoing development in the area – unclear how this would tie-in 	2	2	0	2	1	1	0	0	14	£15,000
AM21	Penarth Road between Taff Bridge and Tresillian Terrace	Widen cycle lanes to 1.8m and provide ASLs at Tresillian Way junction; remove one traffic lane in each direction to achieve	<ul style="list-style-type: none"> Improvement to existing facility Links Taff Trail to southern part of city 	<ul style="list-style-type: none"> Possible reduction in capacity 	1	2	1	2	1	1	0	0	14	£30,000
AM7	Tyndall Street west of roundabout with Central Link	Provide Toucan crossing	<ul style="list-style-type: none"> Links existing facilities on either side of current gap in provision Improves ease of crossing of Tyndall Street 	<ul style="list-style-type: none"> Located on exit from roundabout, may affect capacity 	2	2	0	2	0	1	1	0	14	£60,000
TK6	Bridge carrying railway over Taffs Mead Embankment	Upgrade lighting in underpass	<ul style="list-style-type: none"> Improves cycle/pedestrian safety Improves personal security Busy city centre street as well as on core cycle network 	<ul style="list-style-type: none"> Ongoing energy & maintenance implications Potential vandalism issues 	1	0	1	2	2	1	1	0	14	£12,000
TK60	Leckwith Road between Sloper Road and Lawrenny Avenue	Complete gaps in off-road cycle tracks (possibly utilising route through park) and provide connections to adjacent streets and cycle facilities	<ul style="list-style-type: none"> Fills in gap in existing facilities Links employment area to identified ACORN cluster 	<ul style="list-style-type: none"> Land ownership and bylaws through park may be an issue, although existing footways could be improved 	1	1	1	2	2	1	0	0	14	£30,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
AM24	Mill Lane	Provide contraflow or exemption to one way street and utilised wide raised signal-controlled crossing of St Mary's Street	<ul style="list-style-type: none"> Completes east-west link past Central Station 	<ul style="list-style-type: none"> Recent urban real scheme may make implementation more difficult Pedestrian only section at present May require taxi / loading bays to be relocated 	2	2	0	2	2	1	-1	-1	13	£40,000
AM27	Adam Street under railway bridge	Remove traffic lane outbound and provide cycle lanes in both directions	<ul style="list-style-type: none"> Links to existing cycle lanes Existing traffic lanes only appear to be used in single lane outbound 	<ul style="list-style-type: none"> Loss of traffic lanes 	2	2	1	2	1	1	-1	-1	13	£15,000
AM38	Castle Street	Provide cycle lane full length eastbound, (cycles utilise bus lanes westbound)	<ul style="list-style-type: none"> Good link to west, with northern part of city centre Heavily trafficked at present, cycle lanes more comfortable 	<ul style="list-style-type: none"> May require removal of a traffic lane Only suitable for more experienced cyclists due to heavy traffic 	2	2	2	1	1	1	-1	-1	13	£40,000
CW39	Newport Road at retail park access	Provide toucan crossing and widen existing shared use footways.	<ul style="list-style-type: none"> Requirement for cyclists to dismount to be removed Provision of controlled crossing facility for both pedestrians and cyclists - none at present 	<ul style="list-style-type: none"> Potential high cost May have capacity implications for Newport Road 	2	2	0	2	1	1	0	-1	13	£85,000
CW42	Junction of Newport Road and Beresford Road	Two-way cycle track link between Newport Road and Beresford Road	<ul style="list-style-type: none"> Provide off road cycle facility to by-pass existing traffic signal junction Link between existing off-road facility on Newport Road and on-road Pearl St and Carlisle St links to city centre 	<ul style="list-style-type: none"> Reduction in number of traffic lanes on Beresford Road (one way section) may reduce capacity Right turn from Broadway to Beresford Road may need to be banned to accommodate cycle facilities 	2	2	-1	2	2	1	0	-1	13	£80,000
TK206A	Junction of Clive Street and Penarth Road	Provide signal alterations to ease cycle movements between proposed Penarth Road cycle track and Redlaver Street	<ul style="list-style-type: none"> Links quiet streets through Grangetown with proposed off-road route through to employment area around Leckwith Moors 	<ul style="list-style-type: none"> May require point closure of Redlaver Street May have capacity implications 	2	2	0	2	1	1	0	-1	13	£150,000
TK45	Cowbridge Road East between Victoria Park Road and Clive Road	Traffic calming / mixed priority route treatment (incorporating MfS2 principles)	<ul style="list-style-type: none"> Potential wider benefits to local community May reduce all collision types Improves an existing well used cycle route Similar treatments elsewhere have led to significant increases in cycling (eg. Newland Avenue, Hull) 	<ul style="list-style-type: none"> Very high cost Even once treated route may be perceived as too busy / uncomfortable for cycling by some 	1	2	1	1	1	1	1	-1	13	£800,000
AM51	Boulevard de Nantes and part of North Road linking to Castle Street	Provide cycle lanes to link up with bus lanes. Provide ASLs at junctions as appropriate	<ul style="list-style-type: none"> Public demand evident Provides alternative to Queen Street 	<ul style="list-style-type: none"> Heavily trafficked route likely to only be suitable for more confident cyclists Possible loss of capacity for motor vehicles 	1	2	1	2	1	1	0	-1	13	£80,000
AM17	Custom House Street near Hope Street	Improve signing and conspicuity of cycle facility (see also Mass Action 2)	<ul style="list-style-type: none"> Low cost Existing facility 	<ul style="list-style-type: none"> Additional street clutter if not signed appropriately 	2	0	0	2	1	1	1	0	12	£1,500
MR24A	Junction of King George V Drive and King George V Drive East	Provide cycle exemption to road closure	<ul style="list-style-type: none"> Improves cycle access 	<ul style="list-style-type: none"> None 	2	2	0	1	1	1	0	0	12	£2,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
MR28A	Junction of Museum Avenue, Cathays Terrace, Park Place and Corbett Road	Alter junction to improve cycle movements between Cathays Terrace and Museum Avenue – off road using signal crossing northbound, use ASL and cycle slip southbound.	<ul style="list-style-type: none"> Improves links with other cycle facilities Existing pedestrian crossing could potentially be utilised 	<ul style="list-style-type: none"> Design solution must cater adequately for movements in both directions 	1	1	0	2	2	1	0	0	12	£50,000
MR3	Junction of Cathays Terrace, Corbett Road, Woodville Road and Senghennydd Road	Provide cycle exemption to road closure and alter signalised crossing to accommodate cycle movements	<ul style="list-style-type: none"> Provides connectivity between existing cycle facilities Improves facilities in an area with high cycle use. 	<ul style="list-style-type: none"> Cost of signal amendments 	2	2	0	1	1	1	0	0	12	£60,000
AM52	River Ely at Ely Valley	New bridge over River Ely and associated path improvements either side	<ul style="list-style-type: none"> Provides improved link between Ely and Cardiff Bay Completes gap in NCN regional route 42 Possible developer contributions associated with Paper Mills area redevelopment 	<ul style="list-style-type: none"> High cost Extended timescales if provision of route is tied into planning process 	2	1	0	2	2	1	0	-2	12	£400,000
AM54	Queen Street	Risk assessment & option generation, and possible streetworks to facilitate introduction of cycling	<ul style="list-style-type: none"> Key east-west route for cyclists avoiding parallel heavily trafficked roads 	<ul style="list-style-type: none"> Potential to disadvantage blind / partially sighted users and pedestrians – extensive consultation required 	2	2	1	2	1	1	-1	-2	12	£200,000
AM25	Pedestrian link between Mill Street and Tredegar Street	Permit cycling	<ul style="list-style-type: none"> Well used by cyclists at present Good route into heart of city centre Joins a number of cycle routes together 	<ul style="list-style-type: none"> Pedestrian only at present, TRO will need amending High pedestrian flows at peak times 	2	1	0	2	2	1	-1	-1	11	£3,000
AM32	Junction of Churchill Way and Bridge Street	Provide toucan crossings / cycle stage to signals	<ul style="list-style-type: none"> Continues recent Guildford Crescent scheme northwards Utilises excellent link under railway line 	<ul style="list-style-type: none"> Recently completed scheme may require amendment Signal works could be expensive 	2	2	1	1	1	1	-1	-1	11	£40,000
CW14	Junction of Moorland Road and Pearl Street	Provide cycle exemption and gap in existing road closure and provide TROs to reduce risk of obstruction	<ul style="list-style-type: none"> Allows for two way cycle traffic on existing signed route 	<ul style="list-style-type: none"> Reduces existing residents parking provision with risk of objections Existing traffic calming measures on Moorland Rd may need to be modified to reduce speeds at cycle gap 	2	2	0	1	1	1	0	-1	11	£6,000
CW35	Newport Road east of Rover Way	Widen existing shared use cycle track and improve levels / gradients.	<ul style="list-style-type: none"> Better provides for both pedestrians and cyclists Reduce steep ramp to avoid sliding collisions in damp / icy conditions. 	<ul style="list-style-type: none"> May require reduction in lane widths on Newport Road 	1	1	0	2	2	1	0	-1	11	£20,000
CW4	Junction of Windsor Road and South Luton Place	Provide cycle exemption and gap in existing road closure	<ul style="list-style-type: none"> Allows for two way cycle traffic on existing signed route 	<ul style="list-style-type: none"> Possible loss of existing pay and display revenue Modifications may be required to TRO's 	2	2	0	1	1	1	0	-1	11	£3,000
CW53	Junction of Arran Road and Cottrell Road	Improvements to existing cycle gap across road closure and possible TRO to stop obstruction	<ul style="list-style-type: none"> Improves link between on road sections of signed route Reduces risk of collisions/congestion at existing narrow gap between opposing approaching flows Allows for unobstructed approach to gap closure 	<ul style="list-style-type: none"> Loss of existing residents parking in vicinity of closure due to TRO 	2	2	0	1	1	1	0	-1	11	£3,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
TK8	Tudor Street – westbound approach to Clare Street junction	Provide signalised bus gate & ASL	<ul style="list-style-type: none"> May improve speed and reliability of bus services, as well as providing advantages for cyclists 	<ul style="list-style-type: none"> Needs careful consideration of traffic flows 	2	1	0	1	1	1	1	-1	11	£30,000
TK9	Tudor Street and Ninian Park Road west of Clare Road	Additional traffic calming or mixed priority route treatment	<ul style="list-style-type: none"> Creates good strategic link in cycle network Already well used by cyclists 	<ul style="list-style-type: none"> High cost (especially for a MPR treatment) 	1	2	0	1	1	1	1	-1	11	£180,000
AM49	Newport Road corridor – Southern Way to Queen Street	Review of existing route to improve on-carriageway cycle facilities	<ul style="list-style-type: none"> Provides direct route for cyclists Public demand evident 	<ul style="list-style-type: none"> Likely to be suitable for more confident cyclists only Road reallocation likely to be required Capacity constraints likely 	2	1	1	2	1	1	-1	-1	11	£100,000
AM29	Adam Street near University of Glamorgan	Westbound cycle lane	<ul style="list-style-type: none"> Provide continuity of route 'Option 2' drawing for S278 works shows advisory cycle lanes in this area to be installed 	<ul style="list-style-type: none"> Potential loss of traffic capacity 	1	2	0	1	1	1	0	0	10	£15,000
AM3	Between Hemmingway Road and Bute East Dock roundabout	Off road cycle track link between existing Bute East Dock cycle track and Hemmingway Road cycle lane	<ul style="list-style-type: none"> Provides alternative to busy roundabout Links existing facilities 	<ul style="list-style-type: none"> Cyclists may still need to give way at side roads (possible cycle priority?) 	1	2	1	1	0	1	0	0	10	£3,000
AM48	North Road between Queen Street and Greyfriars Road	Provide cycle track on east side	<ul style="list-style-type: none"> Links north-south route via the Hayes with existing routes to the north 	<ul style="list-style-type: none"> Urban realm works ongoing – unclear if cycle use is to be permitted on this section of footway 	1	2	0	1	1	1	0	0	10	£20,000
AM6	Northern end of Bute East Dock cycle track	Convert footway to shared-use cycle track, provide direction signing and amend existing street furniture to reduce obstruction	<ul style="list-style-type: none"> Links existing facilities on either side of current gap in provision Removal of clutter also benefits pedestrians and blind / partially sighted 	<ul style="list-style-type: none"> Narrow width of facility (2.2-2.5m) over short length 	1	2	0	1	2	1	-1	0	10	£2,000
TK53	Cowbridge Road East between Neville Street and Cathedral Road	Provide cycle lane in westbound direction and convert northern footway to shared use	<ul style="list-style-type: none"> Relatively low cost Key link on core network across River Taff 	<ul style="list-style-type: none"> Difficulties associated with tie-in to on-road facilities proposed to either end of street Limited width of eastbound facility (down to 2m at points) 	1	2	1	1	1	1	-1	0	10	£30,000
TK58	Leckwith Road between Wellington Street and Sloper Road	Provide min 1.5m wide cycle lanes in place of existing substandard lanes	<ul style="list-style-type: none"> Provides key link across railway 	<ul style="list-style-type: none"> Requires removal of traffic lane 	1	2	1	1	1	1	-1	0	10	£15,000
TK73	Penarth Road between Hadfield Road and Sloper Road	Off road cycle track on south eastern side of street, with possible priority at side roads	<ul style="list-style-type: none"> Provides link through to Leckwith Moors employment area 	<ul style="list-style-type: none"> Some side road accesses Relatively restricted available footway width (2.5m) 	2	1	0	1	1	1	0	0	10	£70,000
AM55	Junction of Windsor Road and Sanquahar Street	Improve access for cyclists travelling between existing cycle track to/from city centre, Windsor Road bridge and Sanquahar Street	<ul style="list-style-type: none"> Relatively low cost Improves links to existing facilities 	<ul style="list-style-type: none"> None identified 	2	1	0	1	1	1	0	0	10	£20,000
MR14A	North Road eastern footway between underpass and St Georges Road	Convert footway to shared use cycle track, relocate parking from footway to carriageway, resurface path, relocate street furniture, improve running surface	<ul style="list-style-type: none"> Improves the existing often obstructed cycle facility Provide high quality north-south link in network 	<ul style="list-style-type: none"> Possible reduction in capacity See also MR14B 	2	2	0	1	1	1	-1	-1	9	£70,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
MR16	Junction of Windsor Place and Boulevard de Nantes	Provide contra flow cycle facility on Windsor Place	<ul style="list-style-type: none"> Improves cycle access into the City Centre core 	<ul style="list-style-type: none"> Careful design needed to ensure safe facility 	2	2	0	0	1	1	0	-1	9	£25,000
MR24	Allanbank Road between Wedal Road and King George V Drive	Review waiting restrictions and provide traffic calming and ASLs at signal controlled junctions	<ul style="list-style-type: none"> Improve cycle access round the Hospital Safer environment for cycling 	<ul style="list-style-type: none"> Appears to be heavy parking pressure at certain times of day 	2	1	0	1	1	1	0	-1	9	£30,000
MR25	Streets in area bounded by Fair oak Road, Rhymney Line railway, Senghennydd Road and Cathays Terrace (excluding Crwys Road)	Install 20mph zone	<ul style="list-style-type: none"> Improved environment for pedestrians and cyclists Possibly self enforcing due to compact nature of the streets Only minor highway engineering work required 	<ul style="list-style-type: none"> Cost 	0	0	1	2	2	1	0	-1	9	£180,000
TK1	St James Bridge	Provide wider cycle lanes, remove refuge and provide signalised crossing (possibly Zebra)	<ul style="list-style-type: none"> Improves existing poor facilities Key link between Cardiff Bay and Taff Trail 	<ul style="list-style-type: none"> Needs careful consideration of traffic flows 	1	1	0	1	2	1	0	-1	9	£50,000
TK100	Junction of Cowbridge Road West and Vincent Road	Introduce toucan crossing to link to Cowbridge Road cycle track	<ul style="list-style-type: none"> Links large housing estate to core network 	<ul style="list-style-type: none"> May be difficult to provide quality, direct facility without loss of capacity 	2	2	0	1	1	1	-1	-1	9	£120,000
TK56	Wellington Street	Review waiting restrictions and road layout to try and meet local parking/loading demands where feasible, and implement an enforcement regime; also review widths of general traffic lanes	<ul style="list-style-type: none"> Sufficient width to accommodate cycle lanes and parking along much of street 	<ul style="list-style-type: none"> Potential TRO objections 	2	1	1	1	1	1	-1	-1	9	£20,000
TK73A	Penarth Road under bridge carrying Vale of Glamorgan Railway	Widen south eastern footway at convert to cycle track	<ul style="list-style-type: none"> Provides link through to Leckwith Moors employment area 	<ul style="list-style-type: none"> Reduced carriageway width Potential conflict with entrance to Grangetown railway station 	2	2	0	1	1	1	-1	-1	9	£20,000
AM48	Salisbury Road & St Andrews Place	Localised traffic calming, and provide existing ASLs at St Andrews Lane with feeder lanes	<ul style="list-style-type: none"> Improve comfort and safety on key link Ties into proposed traffic scheme 	<ul style="list-style-type: none"> Route can be congested at peak times 	1	0	2	1	1	1	0	-1	9	£30,000
MR22	Fairoak Road	Widen existing southbound cycle lane, provide new cycle lane in northbound direction and remove centre line	<ul style="list-style-type: none"> Improves existing cycle facility Provides cycle lanes in both directions 	<ul style="list-style-type: none"> None 	1	1	0	1	1	1	0	0	8	£25,000
TK201C	Maes-y-coed Road	On-road cycle lanes	<ul style="list-style-type: none"> Provide formal facility and continuous route for cyclists 	<ul style="list-style-type: none"> None 	1	1	0	1	1	1	0	0	8	£10,000
TK52	Cowbridge Road between Llandaff Road and Wellington Street	Review waiting restrictions and road layout to try and meet local parking/loading demands where feasible, and implement an enforcement regime. Widen existing cycle lanes.	<ul style="list-style-type: none"> Waiting restrictions already existing 	<ul style="list-style-type: none"> Heavy demand for parking and loading 	2	1	0	1	1	1	-1	0	8	£20,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
MR5	Llantrisant Road between Bridge Street and Danescourt Way	Provide cycle lanes and reduce build-out widths. Provide off road cycle track on one side	<ul style="list-style-type: none"> Provides facilities for different cycle user types Removes hazard to cyclists at build-outs Provides a link between the residential area and the Taff Trail cycle routes 	<ul style="list-style-type: none"> Longer crossing distance for pedestrians at reduced build-outs 	1	1	0	1	1	1	0	-1	7	£140,000
TK43	Cowbridge Road East between Victoria Park Road West and the bridge carrying the City Line railway	Prohibit parking and provide bus (or cycle) lane in westbound direction (7am-7pm)	<ul style="list-style-type: none"> Provides continuous facility along Cowbridge Road 	<ul style="list-style-type: none"> Potential objections from residents 	1	2	0	1	1	1	-1	-1	7	£10,000
CW11	Junction of Agate Street and Diamond Street	Improve cycle gap	<ul style="list-style-type: none"> Link in Newport Road strategic route to eastern side of city Provides 2m wide flush kerb provision and flat surface across closure to cater for 2 way cycle traffic 	<ul style="list-style-type: none"> TRO's may be required at junction of Agate Street / Diamond Street to stop obstruction 	1	0	0	1	1	1	0	0	6	£6,000
CW12	Junction of Diamond Street and Cecil Street	Improve cycle gap	<ul style="list-style-type: none"> Link in Newport Road strategic route to eastern side of city Provides 2m wide flush kerb provision and flat surface across closure to cater for 2 way cycle traffic 	<ul style="list-style-type: none"> TRO's may be required at gap closure of Diamond Street at its junction with Cecil Street to stop obstruction 	1	0	0	1	1	1	0	0	6	£6,000
CW29	Junction of New Road and Newport Road	Improve junction to provide links between Newport Road cycle track and New Road. Provide crossing point for northeast bound cyclists to gain access to New Road at its junction with existing off-road cycle track	<ul style="list-style-type: none"> Part of Newport Road Strategic Route Provides safer on road link away from Newport Road and Rumney Hill to tie into existing Rhymney Trail 	<ul style="list-style-type: none"> Link is not as direct as Newport Road Additional traffic calming may be required on New Road in vicinity of junction with Newport Road. Route to north is hilly (but Newport Road is also steep) 	2	2	0	1	1	0	0	0	6	£20,000
CW6	Junction of Moira Place and Moira Street	Improve cycle gap	<ul style="list-style-type: none"> Link in Newport Road strategic route to eastern side of city Provides 2m wide flush kerb provision and flat surface across closure to cater for 2 way cycle traffic 	<ul style="list-style-type: none"> Existing parking provision may need to be modified to provide for wider gap on Moira Place 	1	0	0	1	1	1	0	0	6	£4,000
MR29	Cathays Terrace north of Corbett Road	Widen parking bays and cycle lanes and remove centre line	<ul style="list-style-type: none"> Improved existing cycle lanes Improved car parking bays 	<ul style="list-style-type: none"> Centre line removal may require substantial publicity to ensure support 	1	0	0	1	1	1	0	0	6	£30,000
MR35	Malvern Drive	Permit cycles access through bus gate, and sign and mark accordingly	<ul style="list-style-type: none"> Improved cycle access 	<ul style="list-style-type: none"> No adverse effects Very low cost facility 	2	2	0	0	2	0	0	0	6	£2,000
MR4	Senghennydd Road	Extend the cycle lanes along the length of Senghennydd Road, (not just at the locations of speed cushions)	<ul style="list-style-type: none"> Road is wide with car parking bays to both sides of the road. Links into Cathays Terrace. 	<ul style="list-style-type: none"> Cycle lanes not normally provided within traffic calmed areas, (but short sections already in, and it forms part of the Core Network) 	1	1	0	1	0	1	0	0	6	£10,000
CW36	Southwestern approach to junction of Newport Road and Rover Way	Widen existing cycle track at expense of ASL and provide toucan crossings; also improve visibility for pedestrians and cyclists crossing Rover Way	<ul style="list-style-type: none"> Provides cycle access to industrial area to northwest of Newport Road Provides off-road cycle facility at busy junction with Rover Way 	<ul style="list-style-type: none"> Reduction in existing width of left turn lane on approach to Traffic Signals – lane widths may need to be modified 	1	1	0	2	1	0	0	0	5	£85,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
CW37	Junction of Newport Road and Rover Way	Realign cycle track in south eastern corner of junction	<ul style="list-style-type: none"> Provides direct line from existing Toucan Crossing to off-road cycle track on Newport Road instead of following kerblines Avoids hazard caused by traffic signal control equipment 	<ul style="list-style-type: none"> Desire line is also that preferred by pedestrians, however, width is available for shared use 	2	1	0	1	1	0	0	0	5	£3,000
MR14B	North Road south of St Georges Road	Widen cycle track at expense of carriageway and improve edge treatment, signing and surface	<ul style="list-style-type: none"> Improves cycle access from the Caerphilly Road area 	<ul style="list-style-type: none"> None See also MR14A 	1	0	0	1	1	1	0	-1	5	£30,000
MR17	Access to Taff Trail from North Road / Colum Road junction	Remove obstructions to access	<ul style="list-style-type: none"> Improved access for cyclists, pedestrians the disabled and pushchairs 	<ul style="list-style-type: none"> None 	2	1	0	1	1	0	0	0	5	£3,000
MR23	Allanbank Road south of Wedal Road	Review waiting restrictions and provide traffic calming	<ul style="list-style-type: none"> Improved cycle access Safer environment for cycling 	<ul style="list-style-type: none"> Heavy on-street parking at times reduces the benefits to cyclists 	1	1	0	1	1	1	-1	-1	5	£25,000
MR44	Parkfield Place	Remove obstructions and signing suggesting end of route	<ul style="list-style-type: none"> Improves cycle access, reduces obstructions Clarifies route continues 	<ul style="list-style-type: none"> Low cost 	2	2	0	1	0	0	0	0	5	£2,000
TK201B	Pant-bach road	Prohibit parking on one side and provide cycle lanes with no centre line (including ASLs at Ty Wern Road)	<ul style="list-style-type: none"> Provide route continuity for cyclists 	<ul style="list-style-type: none"> TRO required – potential objections 	1	1	0	1	1	1	-1	-1	5	£20,000
TK7	Tudor Street east of Clare Road	Repair surface defects in bus lane	<ul style="list-style-type: none"> Minor works only 	<ul style="list-style-type: none"> Relatively low cost – carry out as part of maintenance scheme 	1	0	0	1	1	0	1	0	5	£5,000
MR15	Footbridge over Western Avenue within Gabalfa Interchange	Remove cyclists dismount signs. Potentially provide higher parapets	<ul style="list-style-type: none"> Remove unwarranted visual clutter Improves safety for cyclists and pedestrians from low parapet height 	<ul style="list-style-type: none"> Potential structural assessment of existing bridge required if parapet height to be increased 	2	1	0	1	1	0	0	-1	4	£25,000
AM56	Cycle track to south of Boulevard de Nantes	Improve surface and signing, trim vegetation and improve tie-in to Park Place	<ul style="list-style-type: none"> Provides parallel alternative to Queen Street for part of the route 	<ul style="list-style-type: none"> Need to engage Access Forum and blind / visually impaired groups to ensure satisfactory design at tie-in 	1	1	0	1	1	0	0	0	4	£40,000
AM53	Bridge over Maesteg Line at former paper mill	Improve cycle access over bridge in short term by provision of wheeling ramps	<ul style="list-style-type: none"> Low cost Ease of implementation 	<ul style="list-style-type: none"> Wheeling bike over steps requires some effort, particularly for the less able bodied 	1	1	0	1	1	0	0	0	4	£2000
AM8	Tyndall Street east of roundabout with Central Link	Provide flush kerbs in place of existing 20mm dropped kerbs at roundabout crossing point	<ul style="list-style-type: none"> Links existing facilities on either side of current gap in provision 	<ul style="list-style-type: none"> None 	1	1	0	0	1	0	0	0	3	£1,500
CW34	Junction of Newport Road and Colchester Avenue	Improve dropped kerbs to improve links from Colchester Avenue	<ul style="list-style-type: none"> Provision of longer length of flush kerbs on south east side of Newport Road to allow cyclists from Colchester Road to access off-road cycle facility 	<ul style="list-style-type: none"> None 	1	1	0	1	0	0	0	0	3	£1,000
CW40	Newport Road bus stop o/s no 302	Relocate street furniture associated with bus stop	<ul style="list-style-type: none"> Relocation of bus shelter to grassed area at rear of footway will provide wider shared space Existing blind spot to rear of bus stop removed 	<ul style="list-style-type: none"> Loss of bench and grassed area to rear of footway 	1	0	0	1	1	0	0	0	3	£3,000
CW41	Newport Road o/s no. 296	Relocate obstructive sign to rear of footway on monopole	<ul style="list-style-type: none"> Obstructive sign posts removed from cycle and pedestrian facilities 	<ul style="list-style-type: none"> None 	1	1	0	1	0	0	0	0	3	£1,000

Ref	Location	Proposal	Advantages	Disadvantages	Benefits to cyclists					Potential to induce modal shift	Impact on other road users	Risk to delivery	Score	Implementation cost estimate
					Convenience	Accessibility	Safety	Comfort	Attractiveness					
MR32	Junction of Heath Halt Road with Heath Park Avenue	Alter junction marking and minor works to make cycle route more legible	<ul style="list-style-type: none"> Ease of implementation 	<ul style="list-style-type: none"> None 	1	1	0	1	0	0	0	0	3	£3,000
TK43A	Junction of Cowbridge Road East and Lansdowne Road	Amend road markings to remove hatching from nose of left-turn slip and provide cycle lane across mouth of side road	<ul style="list-style-type: none"> Highlights potential cycle movements from bus lane on to Lansdowne Road 	<ul style="list-style-type: none"> None 	1	0	1	1	0	0	0	0	3	£2,000
AM19	Wood Street junction with access to railway station	Advanced stop lines	<ul style="list-style-type: none"> Ease of implementation Raise profile of cycling in central area 	<ul style="list-style-type: none"> None 	1	0	0	1	0	0	0	0	2	£1,500
CW38	Newport Road outside 'Carpet Right'	Relocate street furniture associated with bus stop	<ul style="list-style-type: none"> Provides wider unobstructed off-road facility on south eastern side of Newport Road 	<ul style="list-style-type: none"> Bus Stop would require relocation on third party land. 	1	0	0	1	1	0	0	-1	2	£5,000
CW52	Junction of City Road and Kinraig Street	Remark advanced stop lines	<ul style="list-style-type: none"> Reinforce existing provision where existing markings have faded 	<ul style="list-style-type: none"> None 	1	0	0	1	0	0	0	0	2	£1,000
MR31	Lake Road North	Provide vertical traffic calming, particularly at pinch points	<ul style="list-style-type: none"> Reduces vehicle speeds on this cycle route link 	<ul style="list-style-type: none"> None 	0	0	0	1	1	0	0	0	2	£14,000
TK90	Footpath between Bwlch Road and Mill Road at bridge carrying the Maesteg Line railway	Provide black and yellow hazard markings (and possibly warning signs) to indicate height of bridge	<ul style="list-style-type: none"> Improves safety of underpass 	<ul style="list-style-type: none"> Unlikely to improve convenience for cyclists using the route Path closed at night 	1	0	1	0	0	0	0	0	2	£300
AM50	Junction of Moorland Road and Carlisle Street	Provide right-turn lane for cyclists	<ul style="list-style-type: none"> Area currently traffic calmed – reasonable conditions for cyclists Provides continuity for quiet street link to city centre 	<ul style="list-style-type: none"> Moorland Road can be quite busy at peak times 	0	0	0	1	1	0	0	0	2	£1,000
CW51	Lowther Road at Rhymney Line railway	Traffic calm	<ul style="list-style-type: none"> Reduce speed of traffic on strategic cross city link for all modes during off peak periods Reduction in congestion due to lower speeds 	<ul style="list-style-type: none"> Route is narrow in underpass below railway line – conflicts between different modes of transport 	0	0	0	1	0	0	0	0	1	£40,000
												TOTAL	£6,478,800.00	

PROPOSED MASS ACTION MEASURES

Ref	Description
MA1	Direction signing of key cycle routes, (ongoing contract with Sustrans)
MA2	Audit of city centre cycle route legibility, and programme to demarcate all routes in format sensitive to city centre environment
MA3	Cycle exemption at cul-de-sacs, (including review of Traffic Regulation Orders)
MA4	Programme to introduce cycle contra-flows on all one-way streets
MA5	Programme to install flush kerbs at various points around the existing cycle network
MA6	Review all 'End of Route' & 'Cyclist dismount' signing, with a view to removal
MA7	Review all access barriers on cycle routes and remove where practical
MA8	Implement Advanced Stop Lines at all traffic signal junctions
MA9	Review all bus lanes with a view to widening / improving for cyclists as necessary
MA10	Cycle parking, (ongoing programme)
MA11	Packages of minor upgrades to Taff Trail, Ely Trail and Rhymney Trail, (surface improvements, signing, removal of barriers etc.)
MA12	Implement 20mph zone throughout city centre area
MA13	Review all existing cycle lanes with regards to width, continuity and surface condition, and implement a programme of measures to improve
MA14	Review all signalled cycle crossing timings in order to minimise delay to cyclists

SCORING SYSTEM

	Convenience	Accessibility	Safety	Comfort	Attractiveness	Potential to induce modal shift	Impact on other road users	Risk to delivery
2	<ul style="list-style-type: none"> Route is direct for journeys for which it is expected to cater Route is essentially level Route contains few points of delay and/or avoids existing delays 	Provides significantly improved link - <ul style="list-style-type: none"> along identified desire line to key trip generator(s) between two existing links across existing severance Proposal also readily accessible from all streets, premises and land not directly on an identified as a cycle route	Addresses significant recorded collision history (4 in 3 yrs, or 2 KSI in 3 yrs suggested)	Significantly improves comfort (i.e. provides complete segregation from traffic with buffer, a well overlooked route, minimal traffic speeds etc.)	Proposals significantly improve the environment for cycling in terms of aesthetics, noise, and quality of public space	Likely to result in significant modal shift from private car to pedal cycle AND/OR Targets 3 or more identified ACORN groups	Unlikely to occur in practice	Unlikely to occur in practice
1	<ul style="list-style-type: none"> Route reasonably direct for journeys for which it is expect to cater Route includes only moderate gradients Route contains some points of delay and/or reduces existing delays 	Provides improved links - <ul style="list-style-type: none"> along identified desire line to key trip generator(s) between two existing links across existing severance May also improve slightly accessibility to other streets, premises and land not directly on an identified as a cycle route	Addresses lesser recorded collision history, or location understood to have a collision history which is not fully recorded	Improves comfort (i.e. provides some segregation from traffic, traffic speeds below 20mph without segregation, personal safety improvements such as CCTV and lighting etc.)	Proposals slightly improve the environment for cycling in terms of aesthetics, noise, and quality of public space	May increase numbers of cyclists but unlikely to result in significant modal shift from private cars AND/OR Targets at least one identified ACORN group	Provides some additional benefit to other road users on balance (as a toucan might for pedestrians)	Proposals compliment already proposed and supported schemes or address already prioritised concerns
0	<ul style="list-style-type: none"> Proposals do not offer greater convenience that existing situation 	Proposals do not improve accessibility	No expected impact on collisions	No expected improvement in terms of comfort	Proposals have little or no benefit on quality of environment for cycling in terms of aesthetics, noise, and quality of public space	Little or no modal shift expected AND Does not target any identified ACORN group	No significant expected impact for other road users	Little risk to delivery (no scope for objections etc)
-1	<ul style="list-style-type: none"> Proposal requires less direct route than existing Route introduces points of delay 	Unlikely to occur in practice	Proposals may result in additional collisions	May reduce level of comfort for cyclists	Proposals degrade quality of environment for cycling in terms of aesthetics, noise, and quality of public space	Unlikely to occur in practice	Some significant negative impact expected for other road users (i.e. removal of pedestrian space, loss of residential parking, some additional congestion)	Some risk to delivery within LAs powers (i.e. TRO, construction of cycle track)
-2	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Unlikely to occur in practice	Very significant negative impact expected for other road users (i.e. serious congestion, especially for PT, loss of parking in retail areas, restrictions on loading)	Significant risk to delivery or risk beyond LAs control (anything involving statutory undertakers, third party inspectors, magistrates, secretary of state(s) e.g. in event of objection)

Note: Rhymney Trail to City Centre Link, see CW4, 6, 11, 12, 14, 28, 29, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, AM50, 55. (Some works are covered by the 2010/11 capital scheme on Newport Road).