

TRAFFIC REGULATIONS MEMBER'S REQUEST CLARIFICATION ON TWO ISSUES

Report On Proposed One-Way On Cardiff Road, Bargoed

A request was received for consideration to be given to making Cardiff Road one-way from its junction with Ruth Street to its junction with Gilfach Street. The reason for the proposal is to reduce the level of obstructions occurring to the free flow of traffic, especially larger vehicles (buses) and to reduce the risk of incidents occurring between drivers turning left from Gilfach Street into Cardiff Road and from Cardiff Road into Ruth Street and vice versa.

Purpose of report

The purpose of this report is to discuss the effects and alternatives to this proposal. It is assumed that the works to Hanbury Square have been completed and that Lower Cardiff Road is open to two-way traffic.

Alternative options

1. Cardiff Road one-way northbound from its junction with Ruth Street
2. Cardiff Road one-way southbound from its junction with Gilfach Street to its junction with Ruth Street.
3. Prohibit left turn from Gilfach Street into Cardiff Road
4. Prohibit right turn from Cardiff Road to Gilfach Street
5. Prohibit right turn from Lower Cardiff Road into Cardiff Road
6. Prohibit left turn from Ruth Street to Cardiff Road
7. Prohibit right turn from Cardiff Road into Ruth Street

Current bus routes

There are several public transport buses routes using Cardiff Road however all of them only travel northbound on the section of Cardiff Road between Ruth Street and Lower Cardiff Road. All currently proceed north from Cardiff Road through the town centre to the bus station. Option 2 is therefore not viable.

School buses and other large vehicles

These have been seen travelling on Gilfach Street and turning left into Cardiff Road and right into Ruth Street.

Alternative routes

It is reasonable to assume that the majority of vehicle traffic is using Cardiff Road to access other streets.

1. Northbound Drivers from Gilfach would only be affected by option 2.
2. Drivers travelling from Angel Way via the new link road and who wish to access Gilfach or Bargoed town centre are unaffected by the above proposals.
3. Drivers travelling from Angel Way via the new link road and who wish to access Park Drive or Ruth Street currently have the choice of travelling north, and then turning left into Cardiff Road at its junction with Lower Cardiff Road / Gilfach Street, or south and then turning right into Cardiff Road at its junction with Gilfach Street / Park Place. Options 1, 3, 4, 6 & 7 would prohibit the northbound option.
4. As the town centre is one-way northbound all southbound drivers may be assumed to have travelled from, or via, Lower Cardiff Road and/or Lower Wood Street. To do so they have already had the option of accessing Ruth Street, Park Drive and Hillside Park without carrying out any of the above options. However should they still wish to do so then they may proceed south on Gilfach Street and turn right into Cardiff Road at its junction with Park Place.
5. Drivers travelling from Park Place and Ruth Street currently have the option of travelling north or south to access the Angel Way link road. Options 2, 4 and 6 would prevent the northbound option.

Wider implications

There is a risk that changes to this route could result in drivers using Mc Donnell Road, Heolddu Road and Church Place eastbound and Bristol Terrace westbound. While a minor increase in traffic via Church Place may cause problems at school times any increase on Bristol Terrace would be unwelcome.

Enforcement

While all prohibitions depend on enforcement the one-way is more likely to be self-enforcing.

Cost

All of the above options would require lit signs and if the prohibited turning movements were preferred then option 3, 4, 6 & 7 would probably all need to be implemented. The one-way would therefore probably be no more expensive to sign.

Recommendations

1. None of the above options should be introduced until Hanbury Square is completed and the one-way on Lower Cardiff Road has been removed. The effects of the changes to driver behaviour may then be reassessed.
2. Option 1, recommend that this be tried initially as an experimental Order.
3. Options 3, 4, 6 & 7 would all have to be implemented to achieve any reduction in the current level of obstructions to the free flow of traffic and to reduce the incident of near misses.
4. Option 2 is not viable and option 5 is not necessary as this manoeuvre does not present a problem.

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