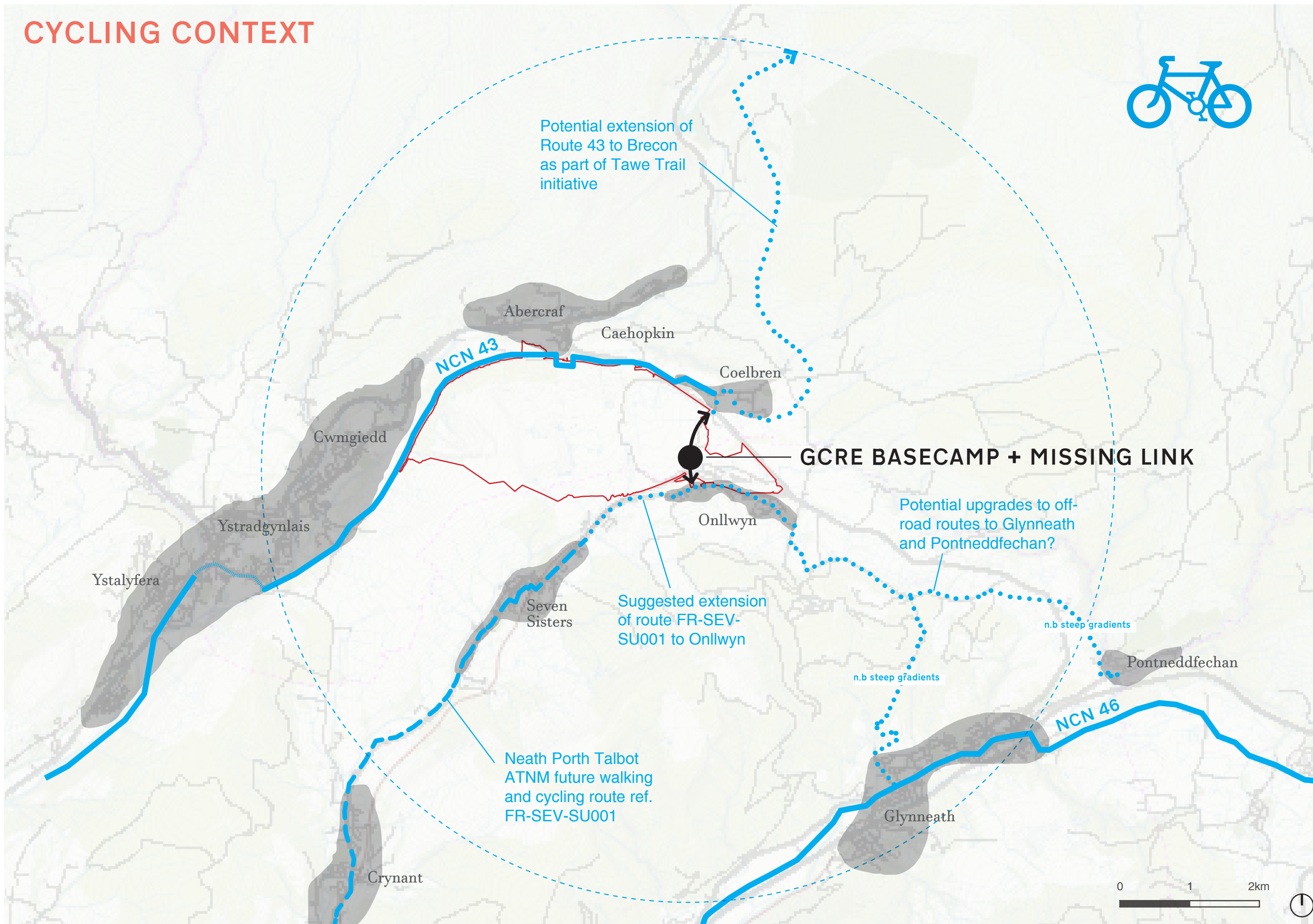
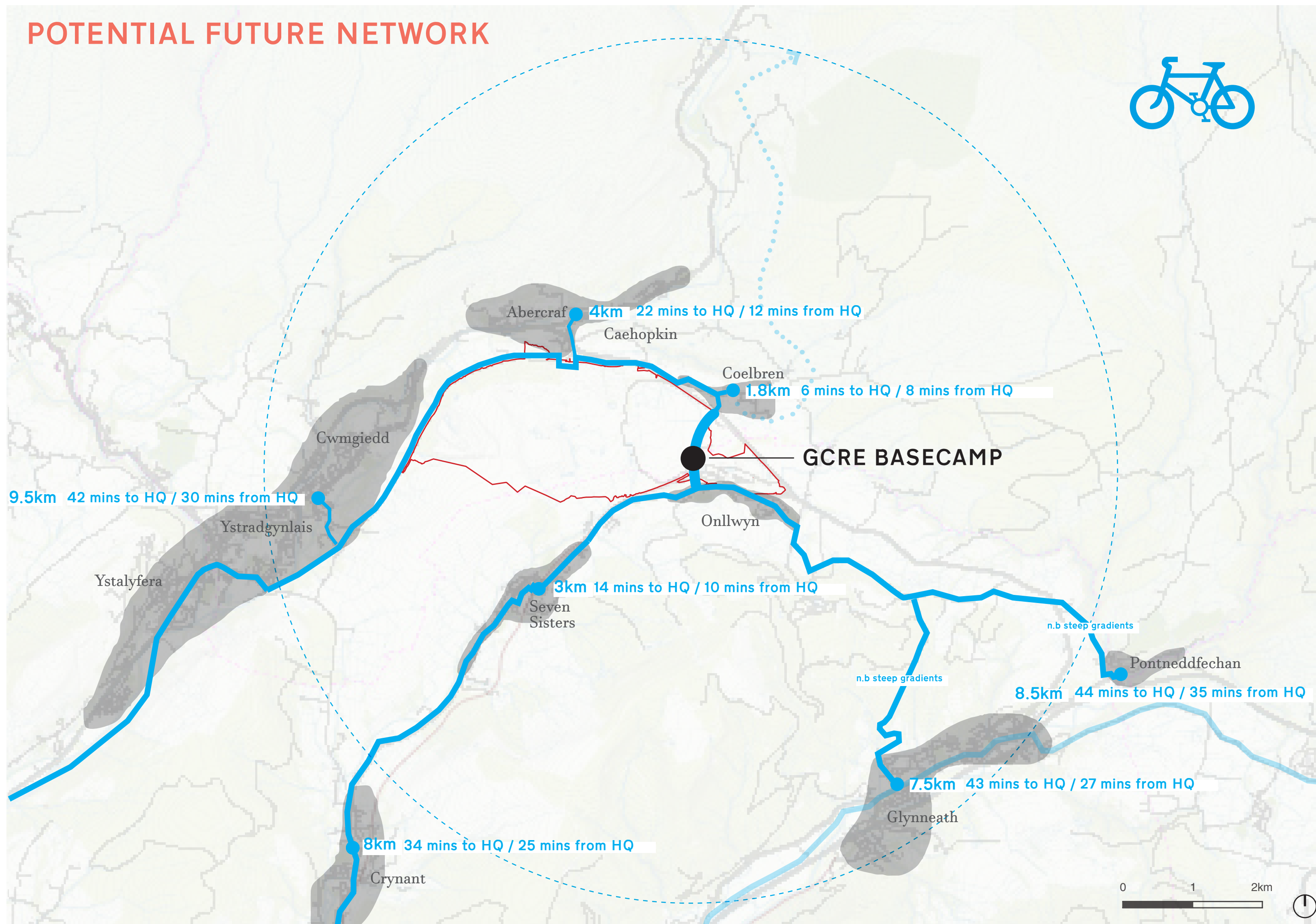


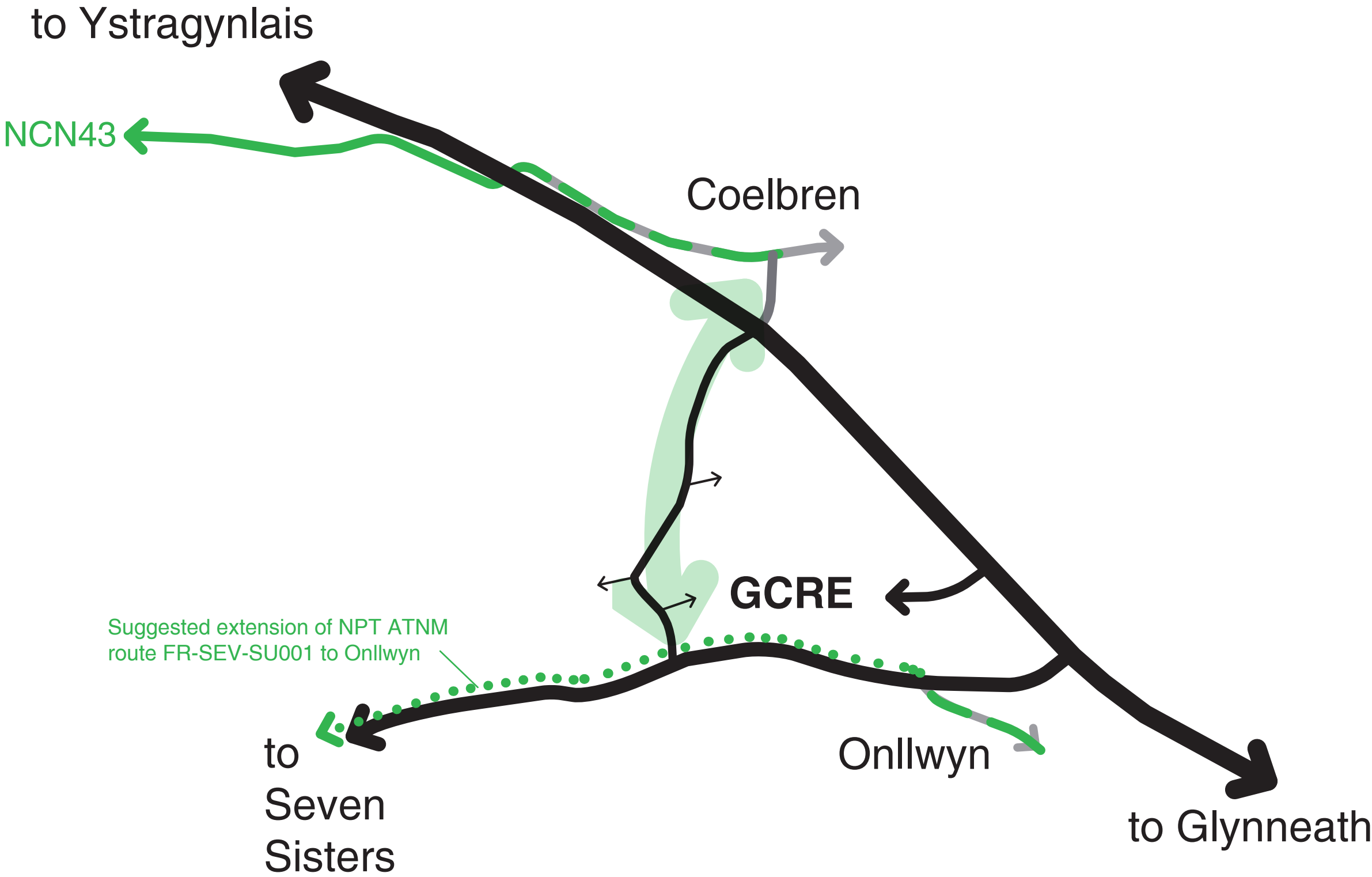
CYCLING CONTEXT



POTENTIAL FUTURE NETWORK



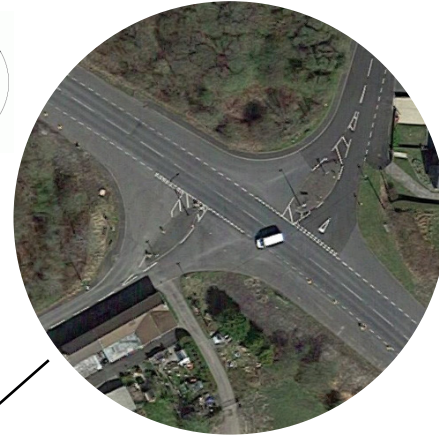
MISSING LINK = ONLLWYN ROAD



- Key active travel connections
- Main routes for motor vehicles

ONLLWYN ROAD ISSUES

Onllwyn Road - Central Section
 - c. 350m stretch (of overall 1.25km length) of Onllwyn Rd has a higher speed limit
 - no footway



Intervalley Rd junction
 - very challenging road/junction to cross on foot/cycle



South Bridge
 - wider than north bridge but no footway or cycle facilities



Wembley Av. junction
 - no crossing facilities
 - interface with future cycle upgrade along Wembley Av.



Onllwyn Rd South
 - no footway



North Bridge
 - narrow bridge with no footway
 - needs urgent replacement to enable Phase 1a of GCRE scheme



— Key active travel connections
 — Main routes for motor vehicles

ONLLWYN ROAD

< 1000 AADT (SHORT/MEDIUM TERM)

Convert to full length of Onllwyn Rd. to Quiet Lane

- remove 300m stretch of National Speed Limit - convert to 30mph shared-use carriageway - visual narrowing with painted line/symbols to define footway
- quiet lane signage
- assess other traffic calming measures

New wider north bridge over railway
[with provision for fully segregated cycle track should 1000AADT be reached through future development]



GCRE

11.33 Cycling on rural roads

- 11.33.1 Most cycling takes place in urban areas, but roads outside built-up areas provide key links for cyclists who live in rural areas making journeys to local destinations or nearby urban areas, as well as leisure cycling.
- 11.33.2 Cycling on rural roads can feel hazardous due to higher traffic speeds, restricted visibility and narrow carriageways. Measures to reduce motor traffic speeds and volumes may be implemented to help reduce the risks to cyclists and pedestrians.
- 11.33.3 On-carriageway active travel cycle routes in rural areas should generally follow roads with low traffic flows, preferably below 1,000 vehicles AADT and with actual traffic speeds no greater than 30mph (see table 11.1). The design of cycle routes should be sympathetic to the local environment with limited use of intrusive signing and road markings.
- 11.33.4 The rural active travel experience can be improved with design features that aim to make rural roads safer and more pleasant places to travel by foot and cycle.

Extract from Active Travel Guidance

Improved crossing/junction

Improved crossing/junction
- transition from shared-use carriageway to Wembley Avenue cycle route

- Key active travel connections
- Main routes for motor vehicles

ONLLWYN ROAD

> 1000 AADT (LONGER TERM/WITH ADDITIONAL DEVELOPMENT)

APPROACH 2

