

# CARDIFF BAY CONVERSION TO TRAM TRAIN

## Alternative Option creating a tramway on Lloyd George Avenue

There is currently a proposal to convert the Cardiff Bay to Cardiff Queen Street branch line to Tram Train operation. This alternative proposal could help open up the area by removing the barrier of the elevated branch line and moving the Trams or Tram Trains onto Lloyd George Avenue.



This proposal has many benefits as it will open out the area, make the tramway more visible and help regeneration of the eastern part of the area. Light rail transport links within cities are best used when they are visible and this is particularly true for trams. The current Bay branch is largely invisible as a transport link and from the Stryd Bute side is a somewhat eyesore as there is a severe wall supporting the tracks. The current Cardiff Bay station is hidden away and difficult to find for those who do not know.



The old station building is in great need of restoration and has potential as a community facility or tourist information centre. The heritage element of the old station could be retained and put to good use for the benefit of the area. It could provide a focus for those arriving in the Bay area where there has been much redevelopment for the Millennium Centre, National Assembly, Welsh National Opera and the Red Dragon Centre.



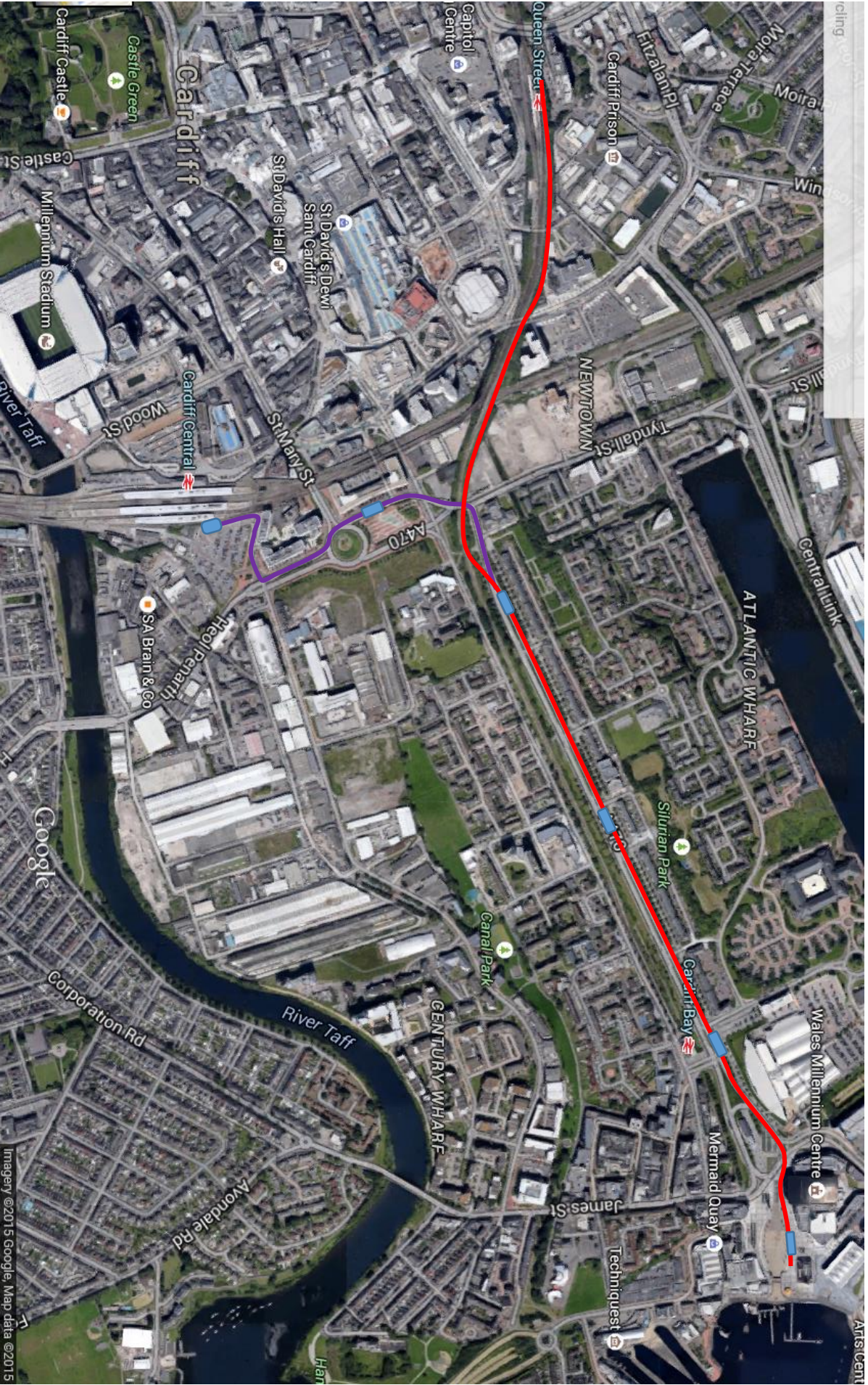
The tramway would provide a link to the main Stations and with the City Centre. It could be extended as a tram train onto the Valley Lines, thus providing a cross city link between the residential and business areas to the north, the City Centre and the Bay area. There would be potential to extent the tramway eastwards, westwards and into the City retail and commercial areas.

The plan below shows in red where the line from Queen Street station becomes a tramway and descends onto Lloyd George Avenue just south of the Herbert Street bridge and continues south to the Bay area with a terminus station. The line into Queen Street Station could be converted to tramway if separated from the main line tracks. This would enable the tracks to be raised in the tram platform area to give level access, similar to the London Tram platform at Wimbledon.

There is an opportunity to connect with the new southern entrance to Cardiff Central station via Callaghan Square on the alignment shown in purple.

Tram stops are suggested at various locations serving businesses, residential areas, the Millennium Centre and the Assembly.







## Lloyd George Avenue

Lloyd George Avenue could be converted from a dual carriageway road into two separate carriageways, the east one for Trams and Buses and the west one for cars and commercial vehicles.

*Visualisation of Lloyd George Avenue with a northbound tram.*



This would make the tramway much more visible and part of the streetscape. The area to the east, where the Cardiff Bay branch line runs, could be landscaped to remove the visual barrier it presents with the estate on Stryd Bute. The land could become a mixture of open community areas and residential developments. This additional visibility of the tramway should enhance its presence and with addition tram stops, as shown on the plan, make it the preferred mode for of transport from the town and main stations to the Millennium Centre, National Assembly, Red Dragon Centre and Bay Area.

## Stryd Bute



The Railway constitutes a significant visual barrier and separates this estate from redeveloped area around Lloyd George Avenue. This severe wall could be removed and the land landscaped giving a gradual rise to the level of Lloyd George Avenue. The land between the two roads could be redeveloped as a mixture of medium rise

residential accommodation and parkland. The residential development could contribute to the cost of the tramway as it would benefit from the transport links.

## Cardiff Central Station – Southern exit



The southern exit to Cardiff Central Station is one option for the interchange tram stop. The tram would then wind its way around the carpark and make its way to Callaghan Square before heading towards the Herbert Street and under the Bay branch joining the proposed tram track on Lloyd George Avenue.