

## **Cherry Orchard Road / Blossom Drive Traffic Calming**

### **Description of Scheme Proposal**

This scheme has been identified and developed following concerns raised over the road layout on Cherry Orchard Road between the Cefn Onn Park roundabout and near The Paddock. The main road safety issues identified are associated with restricted visibility and vehicle speeds along the road. According to the Police Road Casualty database there has been one injury related incident within the vicinity of the scheme over a five year period.

We have developed a scheme which will reduce vehicle approach speeds in the vicinity of Blossom Drive. This scheme forms part of a larger scheme proposal, however due to limited funding, only part of the scheme will be implemented as detailed below. The remaining parts of the overall scheme will be developed once the necessary funding becomes available and information relating to this will be presented at that time.

This current scheme proposal comprises of a the construction of a speed table (raised/ramped junction) at the junction of Blossom Drive / Cherry Orchard Road which will incorporate an uncontrolled pedestrian crossing point and associated advance warning signs and road markings. The scheme is aimed at reducing vehicle approach speeds, therefore improving visibility at the junction and improving perceived safety. The funding for this scheme has been made available from a Section 106 agreement as part of a local development.

### **Additional Information about traffic management measures**

**Traffic Calming Features.** This term refers to specific physical traffic management measures which force drivers to reduce vehicle speeds. These include road humps, speed cushions, speed tables, priority narrowings, chicanes, gateways, roundabouts and other similar features.

**Tabled Junction.** The provision of a tabled junction is similar to a road hump. The whole junction is raised to produce a platform, which reduces vehicle speeds. The provision of the tabled junction provides a safer junction by slowing down all vehicles approaching the junction thus providing a safer exit from the junction arms.

**Speed Table.** This is a variation of the speed hump where the top of the raised (tabled) area is over two metres wide. This causes less discomfort to bus passengers as the rise and fall actions are separated by the level section. These are sometimes used in conjunction with pedestrian crossings to reduce speeds and to make the crossing more noticeable to drivers.

Dropped Kerbs. This is the simplest form of pedestrian crossing where the level between the footway and the road is reduced to the minimum to assist wheelchair, pushchair and other mobility impaired users. They are fitted with tactile paving to warn visually impaired users that there is no kerb separating the footway and road.

Mini Roundabout. This is the type of roundabout which have a white central marking instead on a traffic island. These are used where large vehicles have to be able to pass over the centre of the roundabout. The central marking can have a domed shape and an **over-run area** to deter cars drivers from taking a straight line.

Bollard. This is a post made of various materials and is used to deter vehicles being driven onto the footway or verge.

Section 106 Funding Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

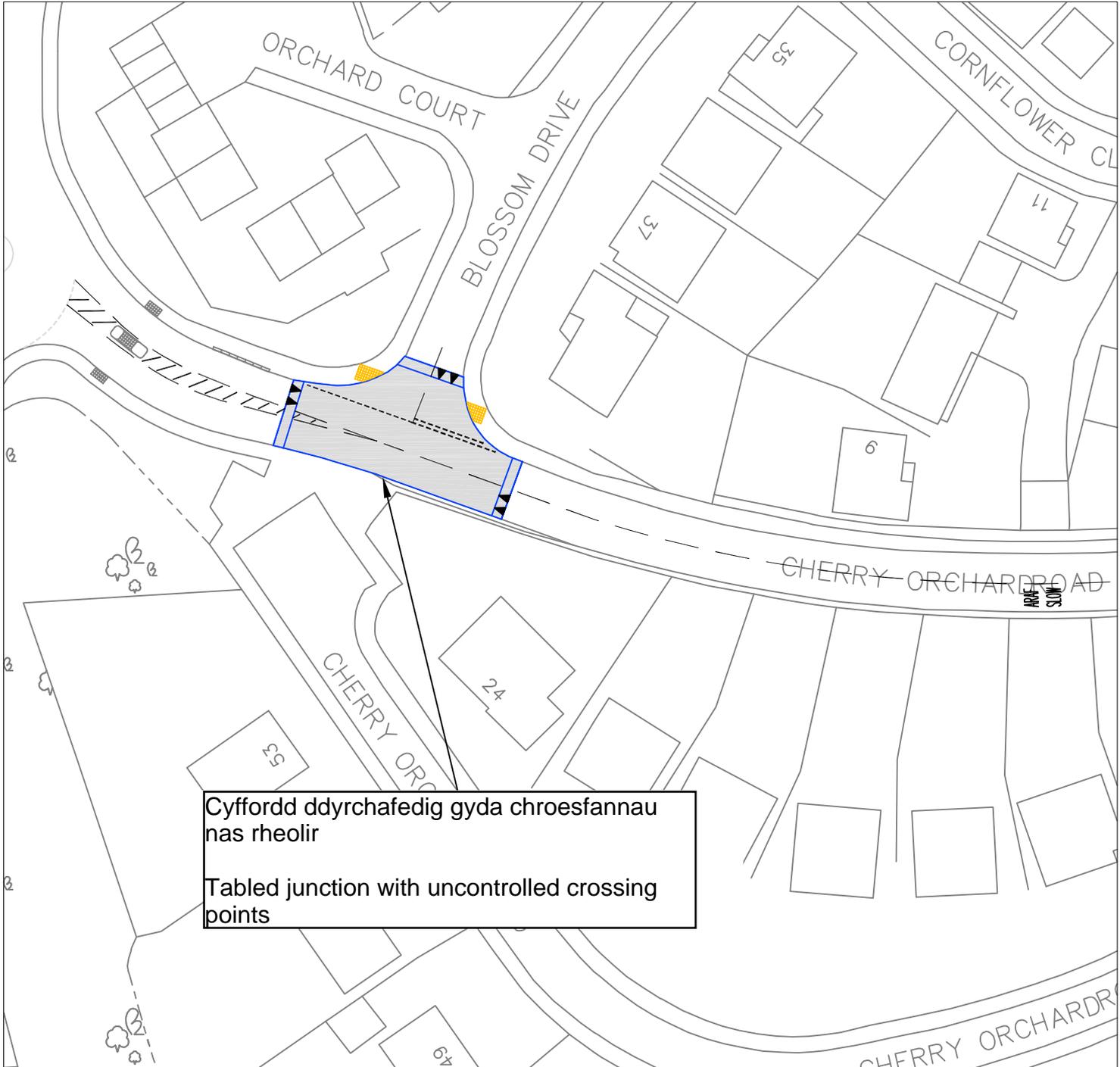
These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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**The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below.**

Further details about this consultation are available at [cardiff.gov.uk/TransportProjects](http://cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk) or telephone 029 2087 3250 to request a paper copy. If you would like to make any comments about this proposal please let us know by **23/06/2017**.