Clodien Avenue Area Traffic Calming

Description of Scheme Proposal

Finance has become available from Section 106 funding for the provision of a tabled two way narrowing with an environmental improvements in the form of trees on Clodien Avenue around its junction with Summerfield Avenue.

There is an existing 20mph speed limit along Clodien Avenue however speed surveys have been undertaken that identify the 85th percentile traffic speed along this road is 29mph.

Therefore this scheme has been developed to improve road safety along Clodien Avenue. There is only currently sufficient funding to introduce one speed table along Clodien Avenue at this moment in time.

Additional Information about traffic management measures

20 mph Zones. At 20 mph a car is able stop in 12 metres (40 feet), compared to 24 metres (75 ft) at 30 mph. In the event of an accident there is only a 1 in 20 risk of a pedestrian being killed, compared with a 1 in 2 risk at 30 mph. These factors combine to greatly reduce the risk to all road users. In the case of pedestrians it makes using a crossing and, where necessary, walking on the road far safer and acceptable. It is a statutory requirement that 20 mph zones contain traffic calming features at a spacing of not more than 100 metres and have to be designed to achieve an average vehicle speed of 20 mph.

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.

Speed Cushions. These are a development of the road hump. The shape of speed cushions, particularly the width, enables drivers to align their vehicle with the cushion to minimise the hump effect. However, they also need to reduce their speed to do so. Larger vehicles particularly benefit in this way, thus reducing the effect on emergency service vehicles and bus passengers.

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.

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

Further details about this consultation are available at www.cardiff.gov.uk/transportprojects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3354 to request a paper copy. If you would like to make any comments about this proposal please let us know by 10/05/2019