

## **CO18272 - Rhyd-Y-Penau Road (Traffic Calming)**

### **Description of Scheme Proposal**

There have been a number of recorded injury collisions on Rhyd-y-Penau Road around its junction with Dan-y-Coed Road. Welsh Government Road Safety Capital Funding has become available in order to improve road safety along this route.

The main road safety issues identified were vehicles driving too fast, failing to stop in time resulting in rear shunt-type incidents. Overall there are numerous injury-related collisions involving pedestrians, cyclists and motorists.

The scheme will include the construction of a new parallel zebra crossing at the location of an existing pedestrian refuge, which is on the walking route to a number of local schools including Rhydypenau Primary School and Cardiff High School. Currently, there is a sub-standard pedestrian refuge at this location, which provides a pedestrian crossing to the public open space north and south of Rhydypenau Road.

There will also be the introduction of a tabled junction around the junction of Berrymead Road and Rhyd-y-Penau Road and the introduction of two speed tables along Rhyd-y-Penau Road. It is normal practice that we would table a zebra crossing, however, due to the close proximity to the existing bridge structure which runs over the stream we are unable to do so. Therefore the introduction of the speed table to the east of the junction with Dan-y-Coed Road will ensure vehicle speeds are reduced as they approach this location.

In order to accommodate the parallel zebra crossing there is a requirement to relocate the existing bus stop as shown on the attached plan. The south side of the parallel zebra crossing will be built out and the bus stop will have higher kerbs to provide easier access for bus passengers

The measures will deliver a safer pedestrian and cyclist environment, particularly for vulnerable users and school pupils, and will improve accessibility to the community area public open space and bus services. The delivery of a new controlled pedestrian and cyclist crossing and reduced vehicle speeds will create a safer and more attractive pedestrian and cyclist environment and thus encourage a greater proportion of journeys to school to be undertaken on foot or by cycle. This in turn will have additional health benefits for pupils, as well as benefits to the local community.

If you would like to make any comments about this proposal please let us know by **21/08/2019** by email to [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk)

### **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.

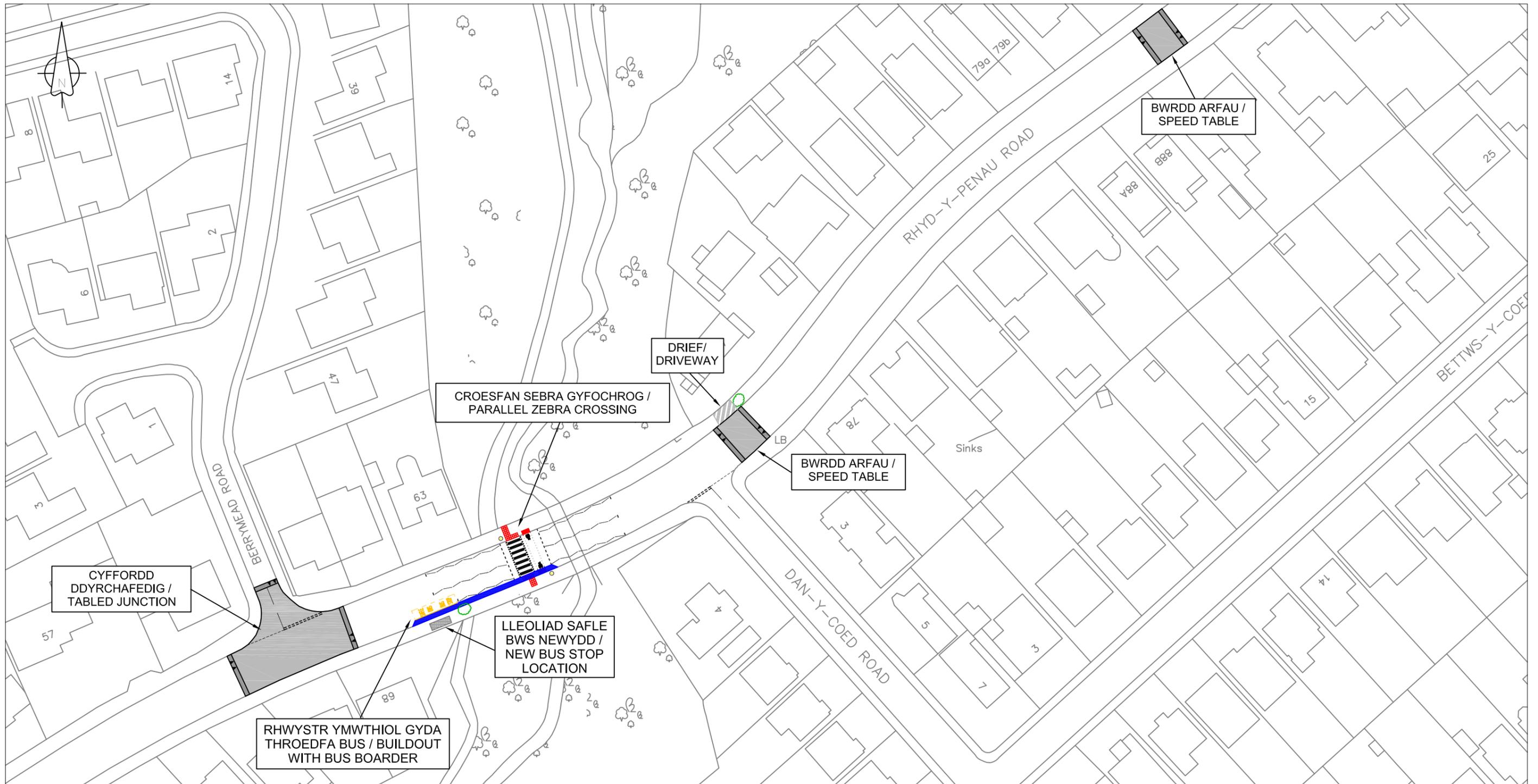
**Pedestrian Refuge.** These ***traffic islands*** are used at sites where the number of pedestrians crossing the road is insufficient to justify a ***zebra or puffin crossing***. They assist pedestrians to cross the road as they only have to consider one direction at a time and have a much reduced crossing distance. Modern refuges are much wider than previously used which makes them more suitable for wheelchairs and pushchairs.

**Zebra Crossing.** This type of crossing is suitable for sites with medium levels of pedestrian demand and vehicle flows where a ***puffin crossing*** is not justified. They can provide a better level of service for pedestrians as there is no minimum time waiting for the right to cross. They can be usefully combined with ***build-outs*** which improve visibility to and from vehicles, reduce crossing distances and clarify that pedestrians are intending to cross the road.

**Parallel Zebra Crossing.** This is a new type of crossing, similar to a zebra crossing, that will allow for parallel pedestrian and cycle crossings. This crossing is similar in appearance to a zebra crossing but with a parallel route for cyclists within the controlled area of the crossing. Drivers must give way to both cyclists and pedestrians at the crossing.

## Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun.

Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn [www.caerdydd.gov.uk/transportprojects](http://www.caerdydd.gov.uk/transportprojects) ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch [Projectautrafnidiaeth@caerdydd.gov.uk](mailto:Projectautrafnidiaeth@caerdydd.gov.uk) neu ffoniwch 029 2087 3289 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **21/08/2019**



**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 [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 3289 to request a paper copy. If you would like to make any comments about this proposal please let us know by **21/08/2019**