Cypress Drive Roundabout - Road Safety Improvements

Description of Scheme Proposal

The above scheme has been developed to improve safety on our roads as part of the Welsh Governments Local Road Safety Grant initiative. It is aimed at reducing the number of road casualties, improving accessibility within the community and encourage greater levels of walking and cycling. Additionally, to safeguard vulnerable groups.

This scheme has been identified and developed following an analysis that identified areas within the city with a high concentration of road casualties. The main road safety issues identified was the dominant trend in the collisions between cars and vulnerable users, as a result of excessive speed on the approach and through the roundabout.

In order to reduce the road casualties along this section of highway (18 slight, 1 serious over a 3 year period) we have developed a scheme which will:

- Make it easier and safer for cyclists and pedestrians to cross the road,
- reduce traffic speeds in the vicinity and on the approach to the roundabout and
- to slow the actual roundabout down to improve safety.

The scheme will entail:

**Speed tables/ramps** - Traffic calming will be necessary to maintain lower vehicle speeds at the roundabout. These will be located on the entry points and some of the exit points. It is proposed to provide ramp gradients that offer speed reduction, but also maintain driver/passenger comfort.

**Speed limit changes** - The reduction of the speed limit on the approach to the roundabout will assist in making the roundabout safer. 'Gateway' signage will be provide to clearly show the speed limit changes to assist users. To lower the speed limit, we are required to do this as part of a Traffic Regulation Order process. This is undertaken as a separate legal procedure.

**Footway widening** - to assist pedestrians, cyclists and other users, we are proposing to widen the existing footway and improve access with the introduction of modern crossing points. These will be located at the speed ramp locations where vehicle speeds will be low and the crossing points will be at the same level as the ramps, making it easier for cyclists, wheelchair users and other vulnerable groups. It is also proposed to make these areas shared use.
Additional Information about traffic management measures

**Cycle Lanes.** A cycle lane is part of the road, which is intended specifically for cyclists to use and can be either mandatory or advisory. In order to allow comfortable use by cyclists, including those using trailers and cycles/tricycles used by disabled people, cycle lanes should normally be 1.5m wide and is generally identified by a red coloured surface.

- Mandatory cycle lanes define an area of the road that is reserved for cyclists, and within which other vehicles may not encroach.

Advisory traffic lanes are primarily used to warn motorists of the possible presence of cyclists, and to encourage motorists to adopt a line of travel away from the kerb. However it is permissible for motor vehicles to stray into advisory cycle lanes.

**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.

**Traffic Regulation Order.** These are the restrictions placed on the Highway that direct, control and prohibit road user movements. For example 20mph speed limits. No Entry. No Right Turn. One Way. No Waiting. These regulations must pass through a lengthy legal process. If approved, the signs or lines are placed on site and enforced by the Police or their Traffic Wardens.

**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.

**Traffic Island.** A traffic island is an area in the middle of the road surrounded by kerbs so that vehicles cannot be driven across it and are usually fitted with a 'keep left' sign or illuminated bollard. They are used as part of a pedestrian refuge, to create staggered crossing, to control vehicle movements at roundabouts or other junctions. A special type can appear to be a small roundabout, but without any side road arms.

**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.
Safety (Speed) Camera. These are provided by the local Safety Camera Partnership and they can only be used as sites which meet criteria that are set by the Welsh Assembly Government. They are not considered to be traffic calming features as they have no physical effect on driving behaviour.

Illuminated Bollard. This is an internally lit traffic sign, usually with a 'keep left' arrow which is provided on traffic islands to make it illegal for drivers to pass it on the right.

Shared Use Path. This is a footway or footpath that has been designed to be used by pedestrians and cyclists. To ensure that the route can be used without difficulty by all classes of pedestrian and cyclist these routes should normally be at least three metres wide and are generally indicated by signage and road markings. In some situations the path will be segregated with pedestrians on one side and cyclists on the other, but this requires a wider minimum path and can cause conflicts if users do not notice which side they should be using. The wider path is of assistance to users of wheelchairs, mobility scooters and pushchairs. It also benefits cyclists, especially those who need to use tricycles or cycle trailers due to age or disability and those who are very young or inexperienced cyclists.
The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below.

A full consultation pack is available at www.cardiff.gov.uk/transportprojects. Alternatively, please e-mail 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 08/08/2016.

SPEED LIMIT CHANGE TO 30MPH NEAR GARDEN CENTRE ENTRANCE NEWID YN Y CYFYNGIAD CYFLYMDER I 30MYA GER Y FYNEFDA FR GANOLFAN

FOOTWAY WIDENING (2.5M SHARED USE) LLEDU TROEDFFORDD (RHANNU DEFINE AM 2.5M)

SPEED LIMIT CHANGE TO 30MPH TO LLANEIRWG WAY/ WILLIAM NICHOLLS DRIVE JUNCTION NEWID YN Y CYFYNGIAD CYFLYMDER I 30MPH AR GYFFORDD LLANEIRWG WAY/ WILLIAM NICHOLLS DRIVE

PROPOSED FOOTWAY WIDENING (AS PART OF SECTION 278 WORKS) - 3M SHARED USE LLEDU TROEDFFORDD ARFAETHIDIG (FEL RHAN O WAITH IS ADAN 278) - RHANNU DEFINE AM 3M

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SPEED TABLE WITH UNCONTROLLED CROSSING FACILITIES BWRRDD ARAFU GYDA CHYFLEUSTERAU CROESFAN NAS RHEOLIR

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Mae'r Cyngor yn ymgyngbori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun isod.

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