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Llanishen: Heol Hir – Speed Table and Tabled Zebra Crossing

Description of Scheme Proposal

There are existing priority narrowing features along Heol Hir which reduce two way traffic flow down to single file, one at the northern end of Heol Hir near its junction with Copperfield Drive and one at the southern end of Heol Hir near its junction with the Station Road / Ty Glas Road roundabout. It is proposed to remove these features and replace them with alternative traffic calming features along this route. Priority narrowing's can impede traffic flow, can result in driver aggression, and can lead to bus journey time delays. Removing the priority narrowing's will improve bus journey time reliability by helping bus movements.

The existing priority narrowing at the junction of Copperfield Drive will be removed and replaced with a speed table which will allow two-way traffic flow, this location will also include tactile paving to create an uncontrolled crossing point.

The existing priority narrowing to the south of Heol Hir currently includes a zebra crossing. It is proposed to remove this narrowing and replace this with a Tabled Zebra Crossing which allows two-way traffic flow. The speed table will help to reduce vehicle speeds along this route.

The above traffic calming measures will improve pedestrian crossing facilities in the area for pedestrians but also assist in reducing vehicle speeds along Heol Hir which creates a safer highway environment for all users along this route.

The scheme is being funded from the Welsh Government – Local Transport (Bus Priority) funding which aims to reduce public transport journey times.

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 narrowing's, chicanes, gateways, roundabouts and other similar features.

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.

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.

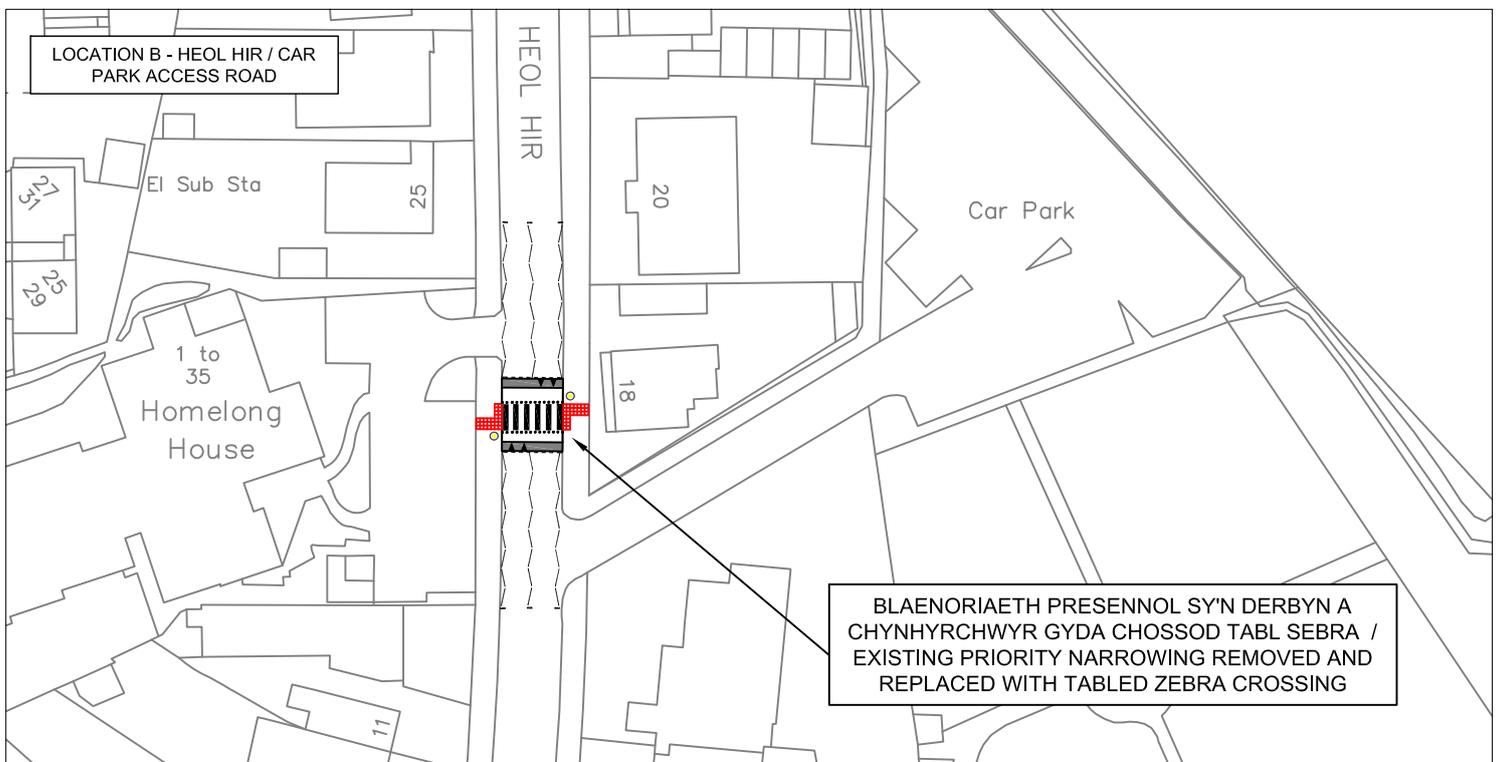
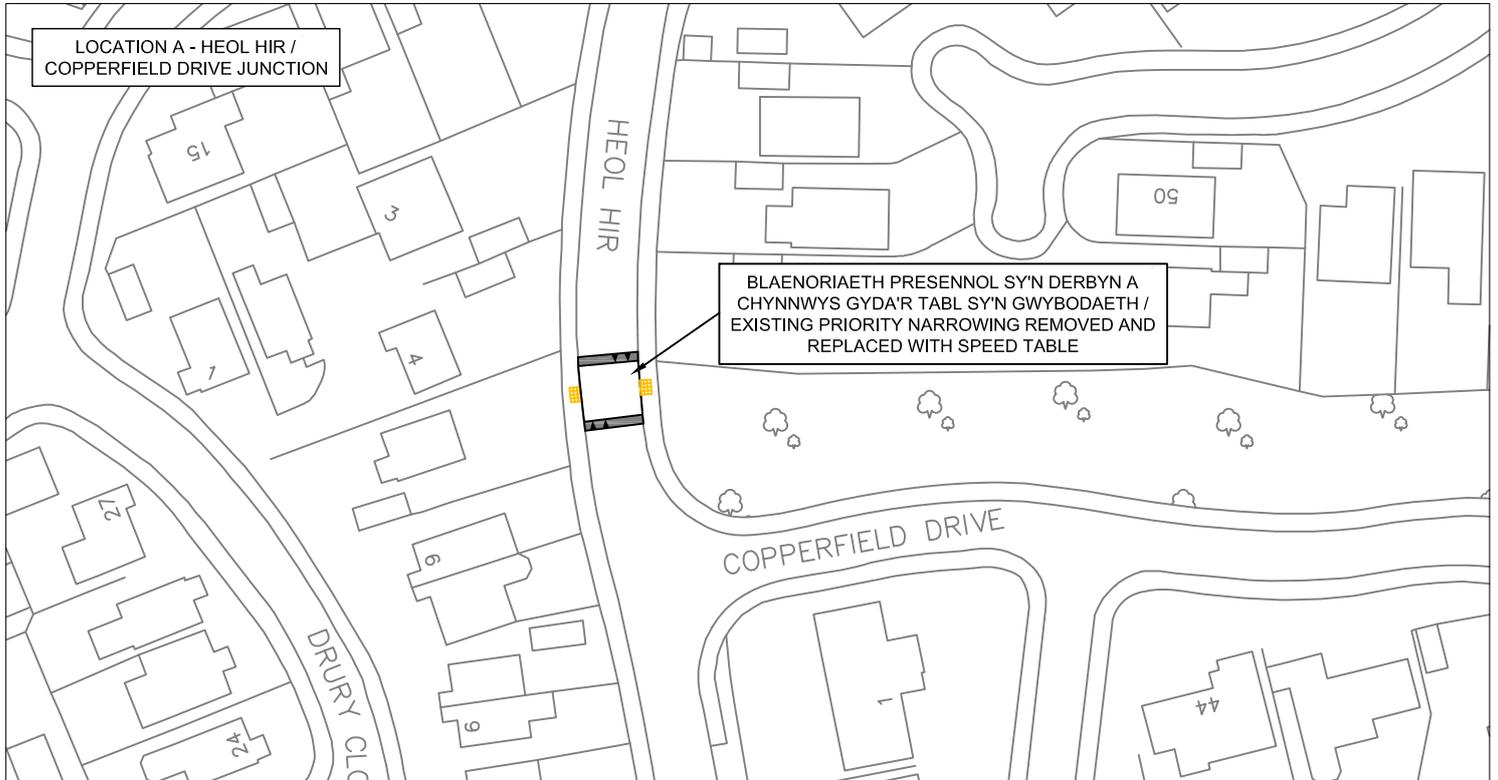
Dropped Kerbs. This is the simplest form of pedestrian crossing where the level between the footway and the road is reduced to the minimum to assist wheelchair, pushchair and other mobility impaired users. They are fitted with tactile paving to warn visually impaired users that there is no kerb separating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

Tabled Zebra Crossing. This is where a **zebra crossing** includes a **speed table**, or is sited at a **tabled junction**, either as part of a wider set of traffic calming or on its own.

Priority Narrowing. This is a form of traffic calming where **build-outs** narrow the road so that only one vehicle can pass at a time. In all new road narrowing schemes, one direction is given priority. They can also assist pedestrians to cross as the road is narrowed and visibility is improved. They are most effective where a similar number of vehicles use the road in both directions and there is about 10 to 20 vehicles per minute in the peak hour.

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 ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoiniwch 029 2087 3289 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **12/08/2019**.



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 www.cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail 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 **12/08/2019**