

## **Lisvane Road (Mill Road to Crofta) Section 106**

### **Description of Scheme Proposal**

Funding has become available as part of a Section 106 agreement associated with Land Adjacent to Lisvane Road. The funding available is for footway improvements and improvement towards public transport facilities. This scheme has been developed to improve safety and access on Lisvane Road. It is aimed at improving accessibility within the community and encourage greater levels of walking and access to public transport. Additionally, to safeguard vulnerable groups and reduce the number of road casualties

This scheme has been identified from our record of existing road safety issues within the area of the development and will complement the existing measures on Station Road, as well as those proposed as part of a Section 278 agreement associated with the same development. The main road safety issues identified was the vulnerability pedestrians due to a lack of formalised crossing points, poor bus stop facilities and visibility at junctions for both pedestrians, cyclists and drivers.

There have been 3 injury collisions over a five year period within the extent of the scheme. One involved a cyclist / vehicle at the Mill Road junction (slight), a pedestrian / vehicle incident near Woodside Court (fatal) and a cycle / vehicle incident near Woodside Court (serious). We have developed a scheme which will:

- Make it easier and safer for pedestrians to cross the road at various locations,
- Improve access to the local bus stops in service,
- Upgrade some of the bus stops by providing bus boarders and road markings
- Improve visibility (for all users) at junctions and
- Reduce traffic speeds.

The scheme will entail:

Bus Borders - The existing bus stops that are in service will be upgraded with raised bus borders to facilitate easier bus access, particularly for wheeled access such as prams and wheel chairs.

Footway Improvements – Within the extent of the scheme, we aim to improve the footway surface by replacing the flag stone paving with a tarmac finish.

#### Section 1/2:

The provision of an uncontrolled crossing point at The Rise with the upgrading of the footway surface, resulting in improved access for many users.

Kerb-line realignment at the Mill Road junction to provide junction build-outs with uncontrolled crossing points. Additionally, the relocation of the bus stop slightly away from the junction with the provision of a bus boarder and road markings. Visibility at the junction will be improved for both pedestrians and drivers and access will be improved for footway users.

As the junction will appear narrower to drivers, it is anticipated that there will be a slight speed reducing effect due to the realignment of the junction. ARAF/SLOW markings will also be added to assist users.

#### Section 3/4:

Provision of an uncontrolled crossing point at Marion Court with the upgrading of the footway surface in the vicinity of the crossing point, resulting in improved access for many users.

Kerb-line realignment at the Woodside Court junction to provide junction build-outs with uncontrolled crossing points and a speed table. Additionally, the relocation of the bus stop slightly away from the junction with the provision of a bus boarder and road markings, although it will be explored whether these improvements may be accommodated at its existing location. Visibility at the junction will be improved for both pedestrians and drivers and access will be improved for footway users. Vehicle approach speeds will also be reduced by the provision of a speed table.

To facilitate the junction build-outs, it will be necessary to reduce the footway width on the southern side of the road. Due to the presence of service covers, the extent of the build-outs will be determined during the detailed design stage. On this basis, the build-outs are subject to sufficient carriageway space, potential service diversion and available funding.

#### Section 5:

Provision of an uncontrolled crossing point near the Crofta junction. This will require the extension of the existing footways and clearing back of the verge areas, resulting in improved access for many users. It is likely that a small retaining wall will be required to facilitate these improvements. Therefore it is difficult at this stage to determine the extent of clearing of vegetation/trees necessary to provide the proposed improvements. It is essential that we ensure that the remaining vegetation/trees is not destabilised. On this basis, the current plans should be treated as indicative.

Due to the limited funding available, it may be necessary to 'value engineer' certain elements of the scheme, which will be determined during the development of the schemes detailed design.

Existing vehicle crossovers (dropped kerbs to access drive ways) will remain in place, however it may be necessary to change the radius style kerbs to the more modern dropped kerb arrangement.

## **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.

**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.

**Build-out.** This is a section of widened footway. These can be used in several ways such as reshaping junctions, defining parking areas and reducing distances that pedestrians have to cross the road. They can improve visibility to and from pedestrians or drivers waiting at a junction.

**Junction Build-outs.** This is where build-outs are used at a junction. In these locations they prevent vehicles from being parked too close to the junction, improve visibility and can also provide protected parking,

**Road Space Reduction.** Research has shown that drivers go slower when the road looks narrower or more complicated. Introducing measures to achieve this effect is called road space reduction. This can be done by road markings, including cycle lanes, ghost islands, traffic islands, build-outs and other measures, either on their own or in various combinations.

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

**Marker Post.** This is a type of bollard which is black and white and carries red and white reflectors. They are used to mark the edge of the road and on some build-outs show where they start and stop.

**Vehicle Crossovers** A vehicle crossover allows you to access your property legally, safely and easily when you are using a car or other domestic vehicle. This means that the kerbs are dropped ("dropped kerb") from their normal height to carriageway level and the footway, or verge, is strengthened to take the weight of the vehicle crossing it. It is an offence to drive on a footway unless a vehicle crossover has been authorised and put in. In addition to the safety reasons, this is because you may damage the footway or any pipes or cables that are buried underneath it. The crossover allows you to pass safely from the carriageway, preventing any obstruction to the highway.

As part of our improvement schemes, it is possible to make provision for new vehicle crossovers, subject to the necessary terms and conditions. However, those seeking a vehicle crossover must obtain a prior Highway Agreement from us. Depending upon the Classification of the road, it may also be necessary to obtain Planning Permission. Further information is available on [www.cardiff.gov.uk](http://www.cardiff.gov.uk)

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.

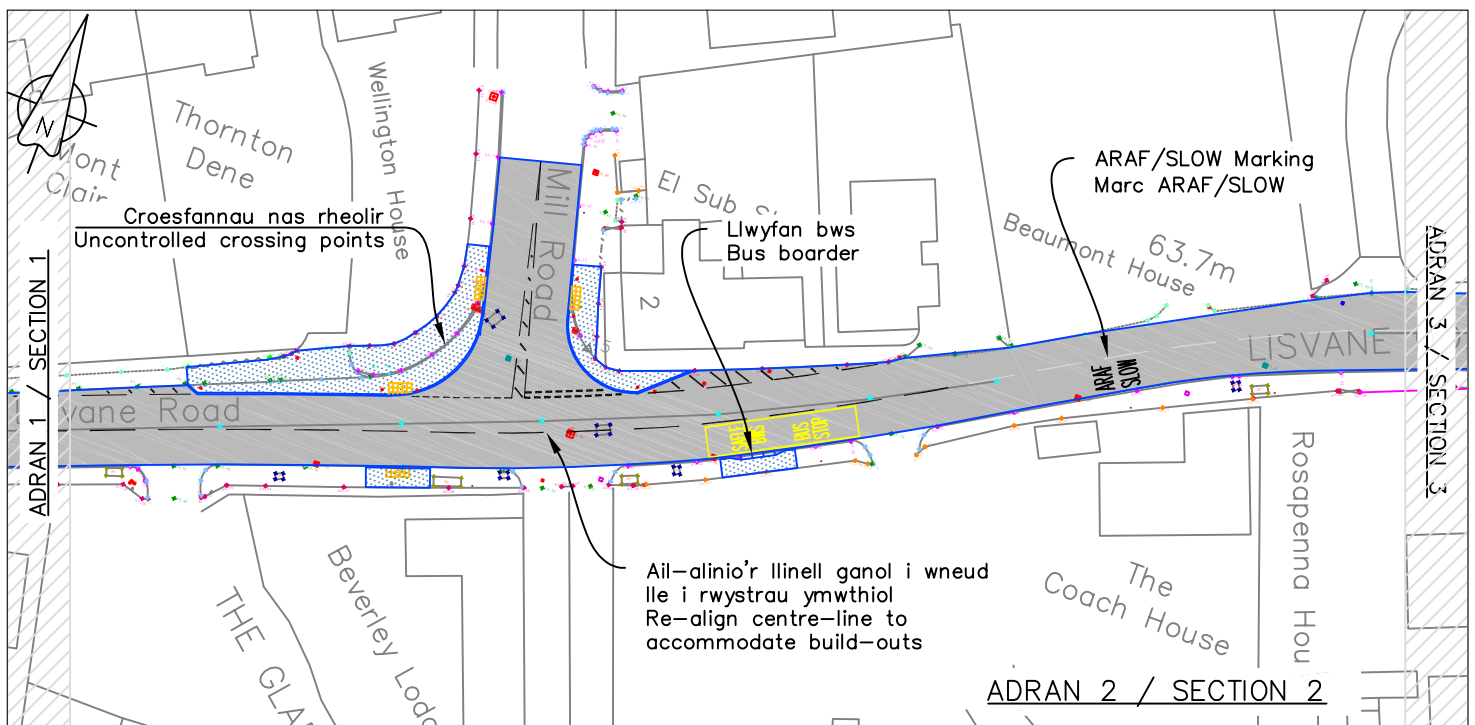
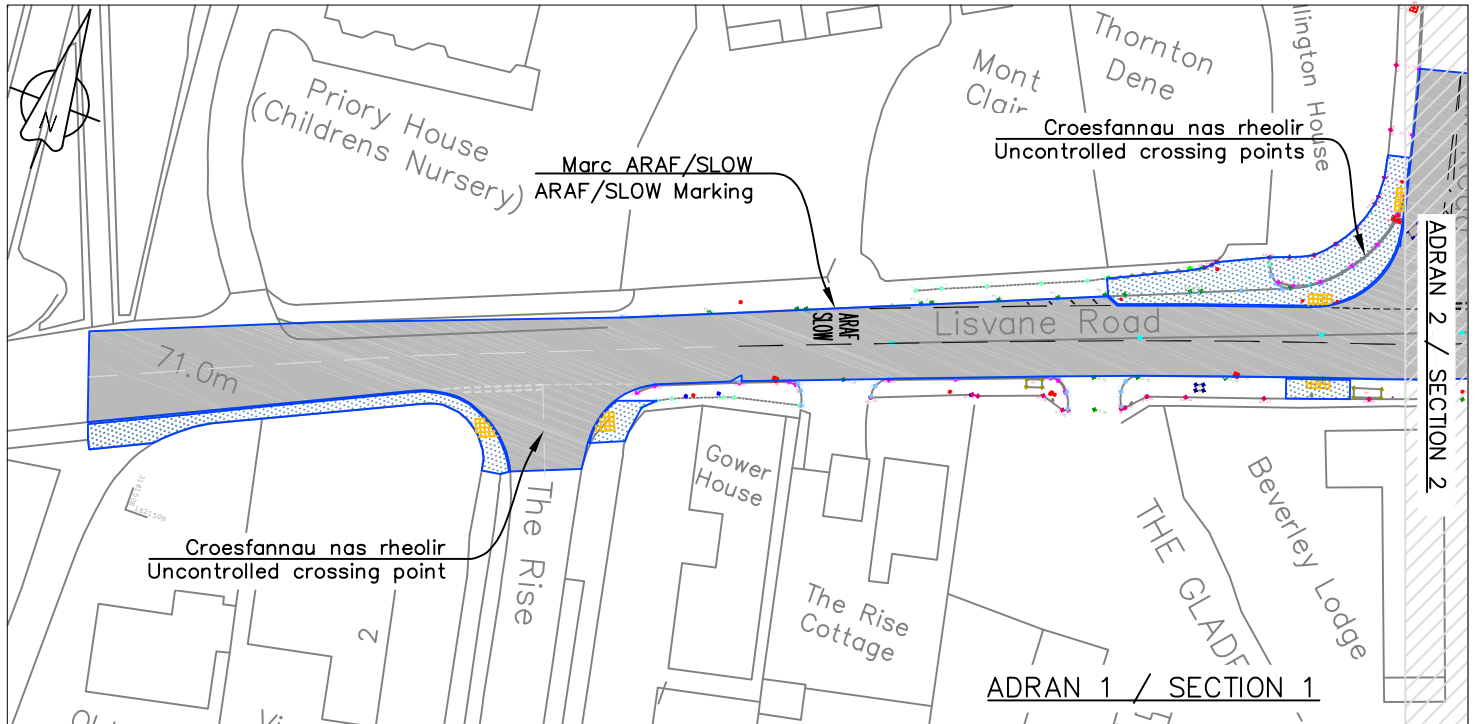
These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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

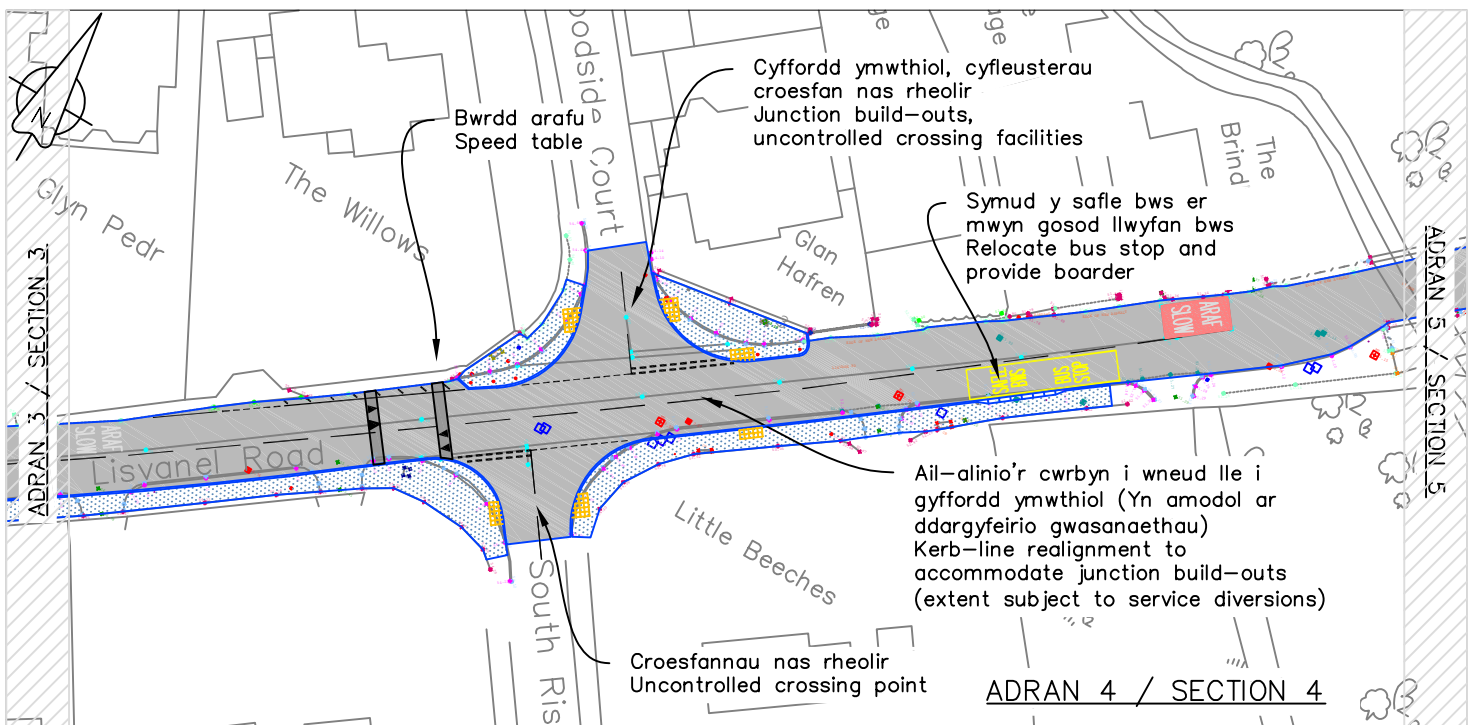
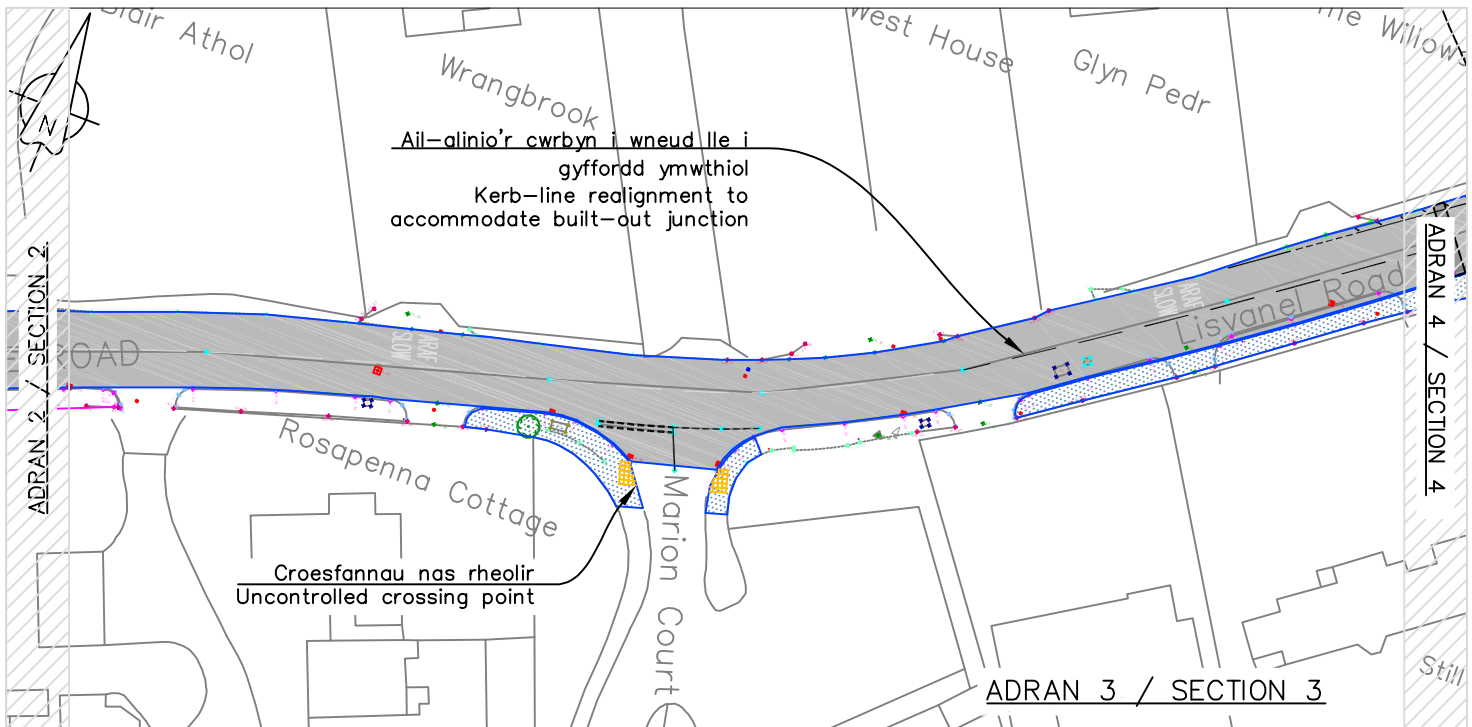
Further details about this consultation are available at [cardiff.gov.uk/TransportProjects](http://cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto:TransportProjects@cardiff.gov.uk) or telephone 029 2087 3250 to request a paper copy. If you would like to make any comments about this proposal please let us know by **29/09/2017**.

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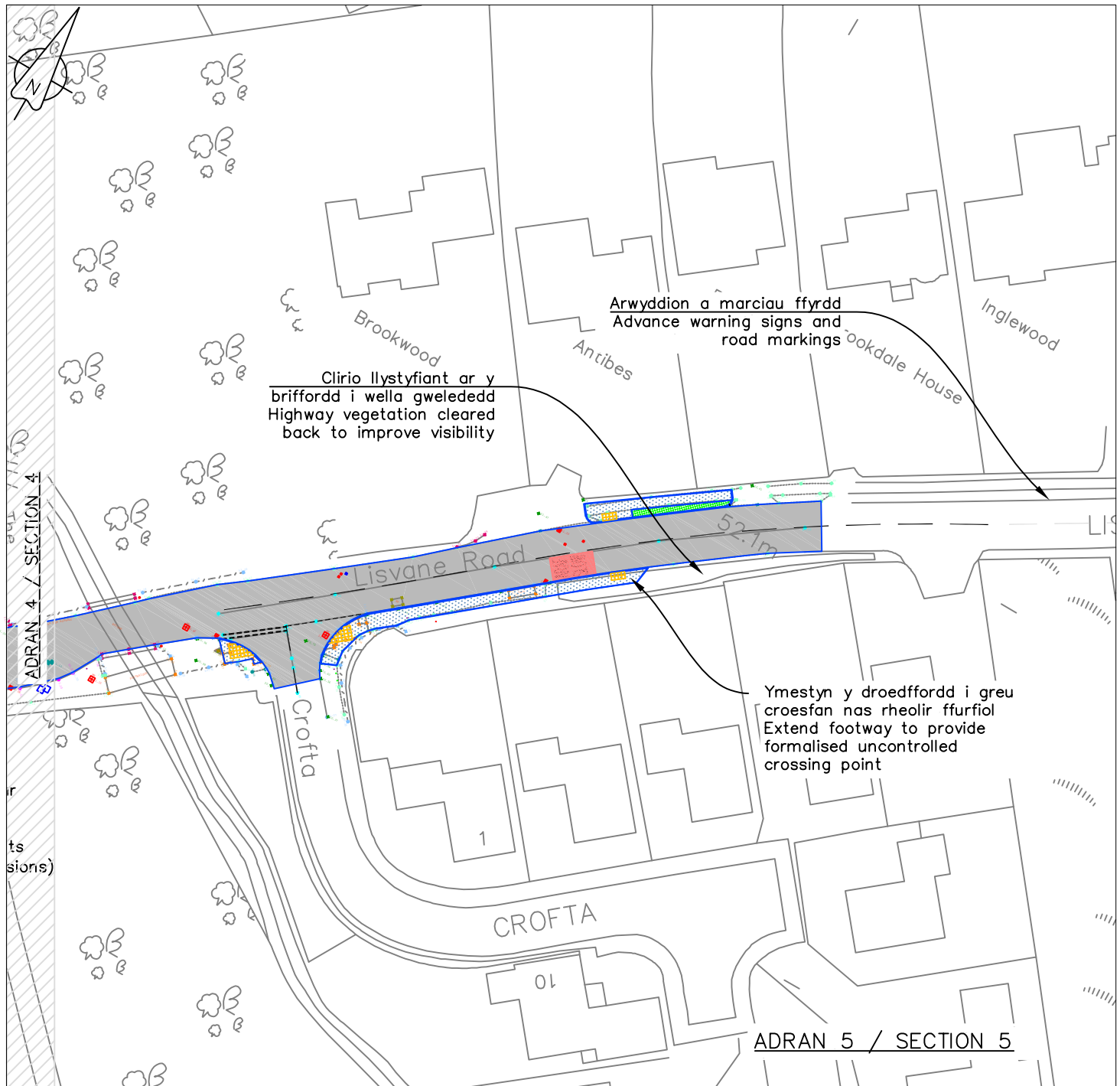
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