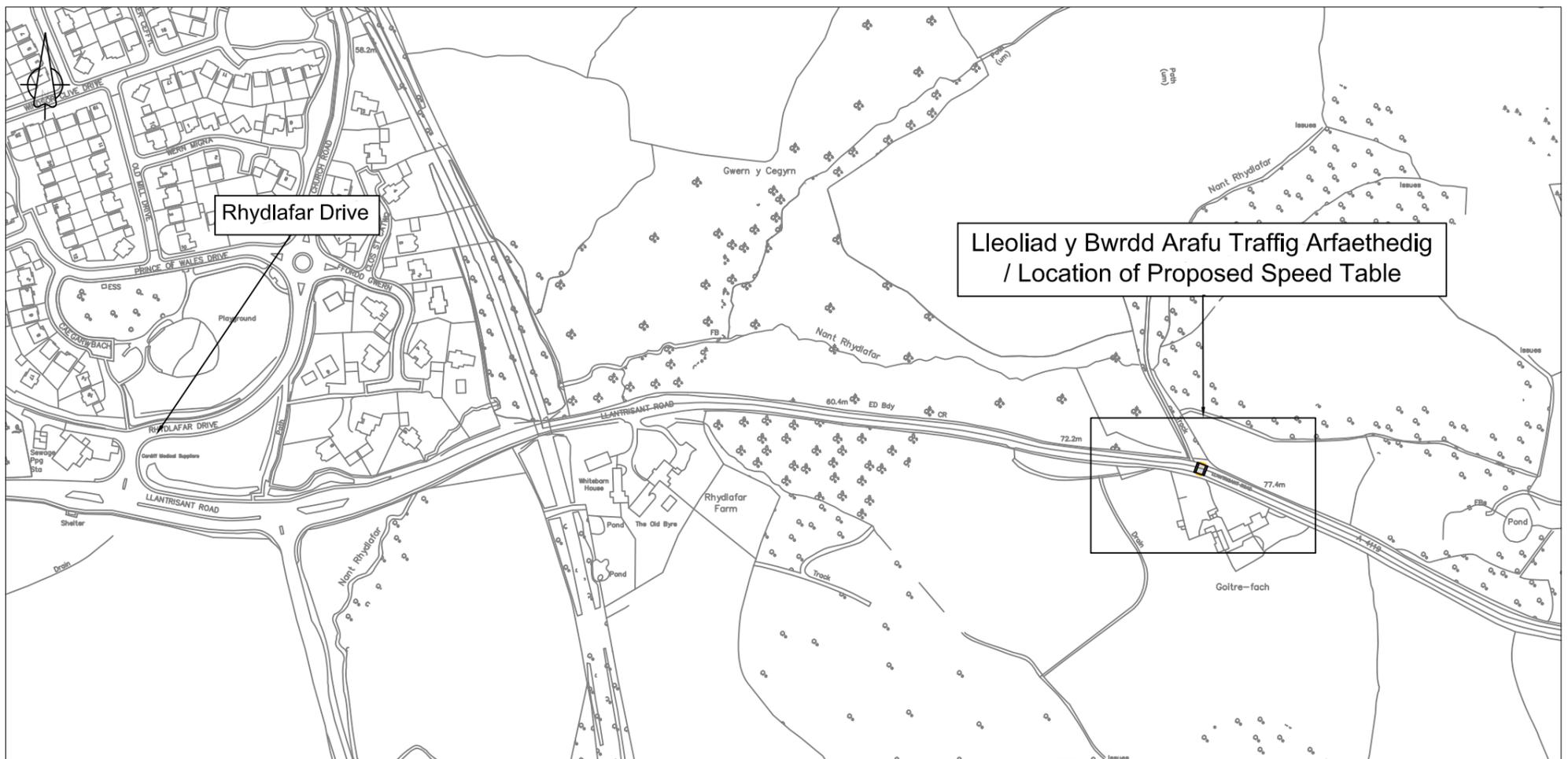
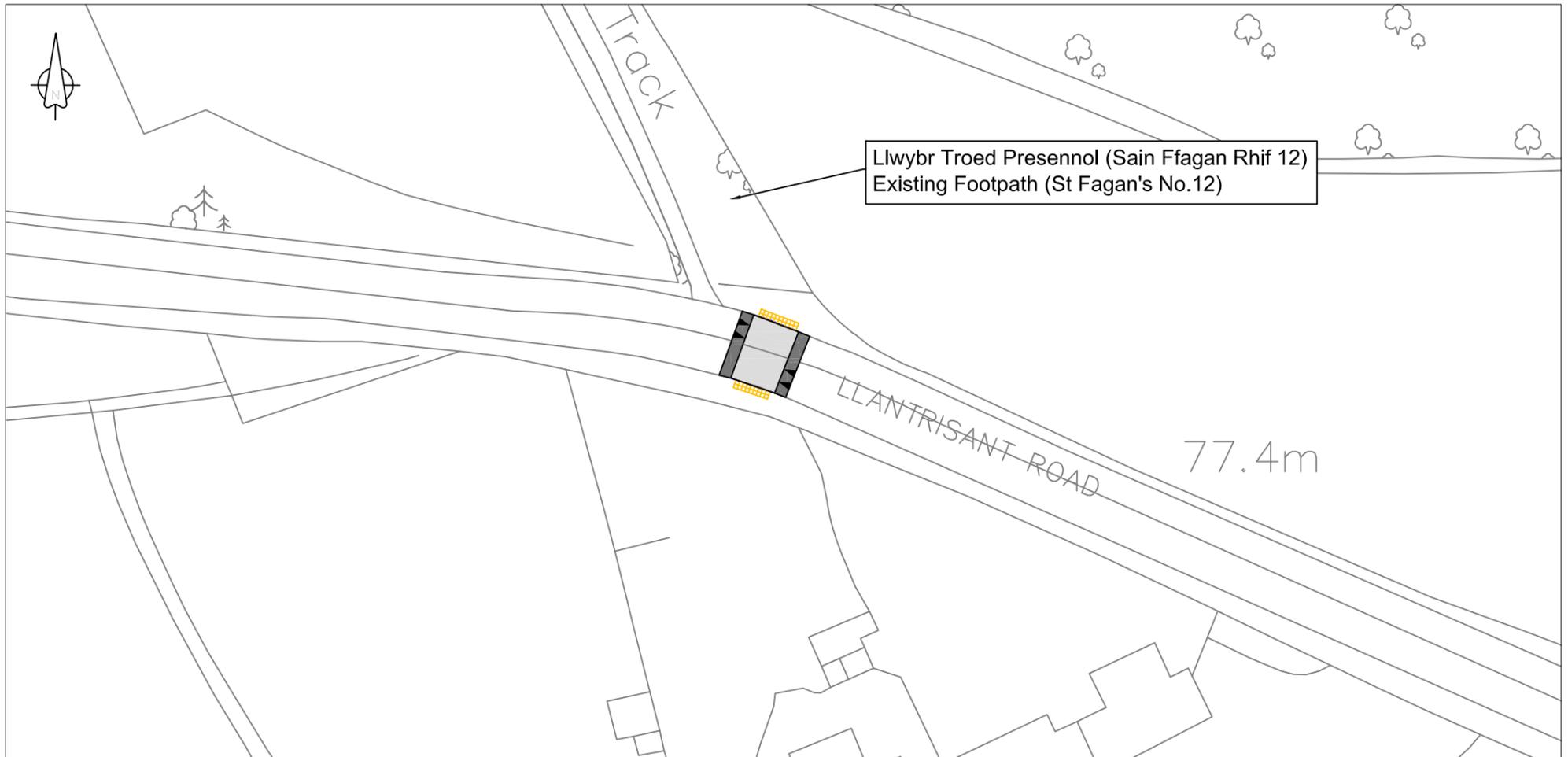


Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun.

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 ffoniwch 029 2078 8522 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **28/01/2019**



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 using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2078 8522 to request a paper copy. If you would like to make any comments about this proposal please let us know by **28/01/2019**

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Co16090 Goitre Fach (Llantrisant Road) S278 Road Humps

Description of Scheme Proposal

The Council have requested traffic calming measures to be included as part of the planning agreement associated with the local residential development work taking place on Llantrisant Road just to the east of the disused railway viaduct over Llantrisant Road and linking to the existing footpath St Fagans No 12 to the north.

The proposed project shown on the attached consultation plan, comprises the provision of a speed table at the site of an uncontrolled (dropped kerb or courtesy) crossing that links the development to the footpath that leads north into the woodland and to the outskirts of Radyr.

The introduction of this table will reduce vehicle speeds at this crossing point and on the eastbound approach to the new signal junction. The crossing provides an opportunity for eastbound cyclists to cross Llantrisant Road to access the Cycle Track being provided as part of the scheme and may be upgraded to a parallel (pedestrian cycle) crossing if this is justified by future demand. The table is designed with a 6 metre long plateau and 1 in 16 ramps in accordance with recommendations for public transport routes.

The scheme is required to discharge a planning condition on planning application 16/00106/MJR for which planning permission was issued on 27th April 2017. The Council is consulting on the road hump element of the scheme only in compliance with The Highways (Road Humps) Regulations 1999.

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.

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.