Description of Scheme Proposal
The Council have requested alterations to the existing traffic calming measures as part of the
planning agreement associated with the introduction of a new junction on Llwyn-y-Pia Road
to the west of Oaktree House (number 25 Llwyn-y-Pia Road). This work will be fully funded
by the developer.

The proposed project is shown on the attached consultation plan. This comprises the
provision of a speed table at the new junction and a parallel zebra crossing which are being
provided as part of the planning consent. A second speed table is being provided at the
western end of the scheme to replace a set of speed cushions which are being removed as
part of the road re-alignment.

The introduction of this table will reduce vehicle speeds within the vicinity of the new junction
and parallel zebra crossing that serve the new development access. The separate speed
table will help to maintain compliance with the 20 mph speed limit on the approach to the
bend at the western end of the scheme.

The scheme is required to discharge a planning condition on planning application
14/02891/MJR for which planning permission was issued on 20th December 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

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.

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.
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 write to Transport Projects, Room 301, County Hall, Cardiff, CF10 4UW to request a paper copy. If you would like to make any comments about this proposal please let us know by 20/12/2019.