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## **Consultation Report**

### **Fairwater & Llandaff: Llantrisant Road (Plas Dwr) – Road Hump Regulations**

**Project No:** SPHTT15397

A consultation was held on the above scheme proposals between 5<sup>th</sup> November and 26<sup>th</sup> November 2018. 3 individual response were received during this consultation period. The concerns and comments are summarised as below, along with the Council's response.

### **Recommendation**

In view of the below it is proposed to proceed with the implementation of the scheme as outlined in the consultation plan.

#### **Issue 1 – Speed Table Concerns**

*Wherever full width speed tables are introduced we always express concern around their profile of them and the ongoing maintenance. Across the city there are many examples where the profiles vary to such a degree that they compromise both our vehicles and quality of ride experience.*

*The ongoing operation over these restrictions hasten the deterioration of components on the bus and thus incur a higher replacement rate and cost of our operation. They also have a detrimental impact on the ride quality, and this can have a negative impact on the number of journeys customers undertake. We note the distance between the proposed the two speed tables is close in the proposal.*

#### **Response**

It is acknowledged that there are speed ramps with different gradients across the City and we will try to provide a consistent ramp gradient on all new ramps. In order to provide a comfortable ride for bus passengers, these ramps will be designed with a gradient of 1 in 16, with a distance of over 40 metres between the on and off ramps, which should not cause damage to vehicles if driven over at a suitable speed.

Regrettably, one of the only methods we have available to slow traffic down is the use of speed tables. Speed tables are suitable for this location in order to create a safer highway environment around this proposed mini-roundabout.

Furthermore, there is only one large speed table for both the crossing and the roundabout and so there is not an issue of proximity of speed tables. In addition, the location and height of the mini-roundabout dome has been designed to enable buses to pass through the junction without their wheels running over it.

## Issue 2 – Cycle Track Issues

*“I note this doesn’t seem to include priority side road crossings for the shared use foot/cycleway over the entry and exit to the garage. Current best practice under ATA would suggest that ought to be considered. Also, how does this link into the AT infrastructure being provided through the development linked into the roundabout?”*

*“Cycle network route, meaning that it has to meet the standards set out in the Active Travel Act.*

*The proposals show a shared use footway / cycle track, with no further details. Please revise the proposal to show compliance with Active Travel Act Design Guidance DE024, Cycle Track Alongside Road, Shared with Pedestrians. Note that the margin strip should be a minimum 0.5m wide as the road speed limit is 30mph.*

*The proposals show the cycle track seemingly giving way at the two entrances to the petrol station. DE024 states that 'shared cycle tracks should be continuous across private accesses. DE025 shows how to treat give the cycle track priority at side roads.*

*Please revise the proposal to show the cycle track having priority as required.”*

## Response

Regarding the responses in relation to the shared footway and cycle track, we would firstly comment that the design of the footway and cycle track are not the subject of the consultation but the views are noted and we would respond as follows.

Firstly, this scheme is part of the outcome of a planning application that predates the Active Travel Act Design Guidance and so the scope to vary the design is limited by that process.

The entry and exit from the garage are being treated as side roads and not private accesses, due both to the nature of the public access to the facility and the types of vehicle that will use it.

The recommendations of DE024 for a 0.5 metre verge are noted, but not considered to be beneficial in this case. The layout of DE025 would require private land and so cannot be considered.

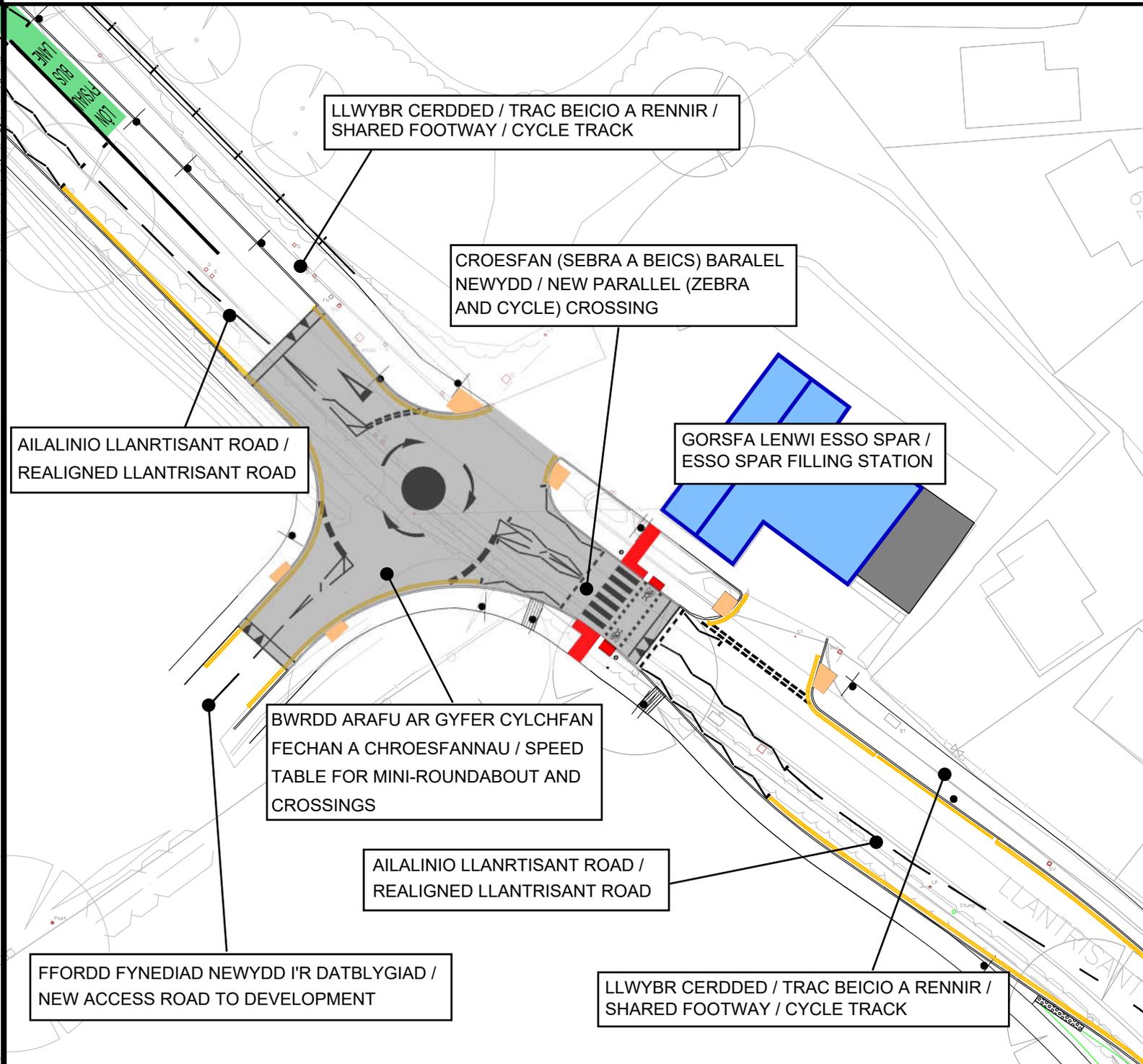
The exact routing of cycle tracks within the site are not yet known, but it is anticipated that they will access the locations of the two Toucan crossings rather than the mini-roundabout.

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**Following the recent consultation on a traffic management proposal, the Council is preparing to implement the scheme based on the plan shown.**

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Further details about this consultation are available at [www.cardiff.gov.uk/TransportProjects](http://www.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 20788 522 to request a paper copy of the post-consultation report.