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Lisvane/Rhiwbina: Thornhill Cemetery Access

Description of Scheme Proposal

The Council have requested that traffic calming measures are included as part of the access road to the new Thornhill Cemetery development.

The proposed project shown on the attached consultation plan includes the provision of a new raised zebra crossing and the provision of new bus stops and footway improvements.

It is proposed to reduce the speed limit to 30mph, which will start north of the new access to the Thornhill Cemetery. This change to the speed limit will be subject to a separate Traffic Regulation Order process.

This scheme is required to discharge a planning condition on planning application 18/01545/MJR for which planning permission was granted on 20th September 2018. 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.

Traffic Regulation Order. These are the restrictions placed on the Highway that direct, control and prohibit road user movements. For example 20mph speed limits. No Entry. No Right Turn. One Way. No Waiting. These regulations must pass through a lengthy legal process. If approved, the signs or lines are placed on site and enforced by the Police or their Traffic Wardens.

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.

Traffic Island. A traffic island is an area in the middle of the road surrounded by kerbs so that vehicles cannot be driven across it and are usually fitted with a 'keep left' sign or illuminated bollard. They are used as part of a pedestrian refuge, to create staggered crossing, to control vehicle movements at

roundabouts or other junctions. A special type can appear to be a small roundabout, but without any side road arms.

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.

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.

Ghost Island. This is where there is a hatched out area in the middle of the road, sometimes with coloured surfacing. They often include a marked lane for right turning vehicles to enable them to wait out of the way of through traffic. **Traffic islands** are sometimes located in them to prevent the area being used for overtaking.

Protected Right Turn. This is a **ghost island** for right turning traffic that has one or more **traffic islands** to protect the turning vehicle from oncoming traffic and to prevent the area being used for overtaking. The traffic islands usually provide a pedestrian refuge as pedestrians often want to cross at side roads.

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.

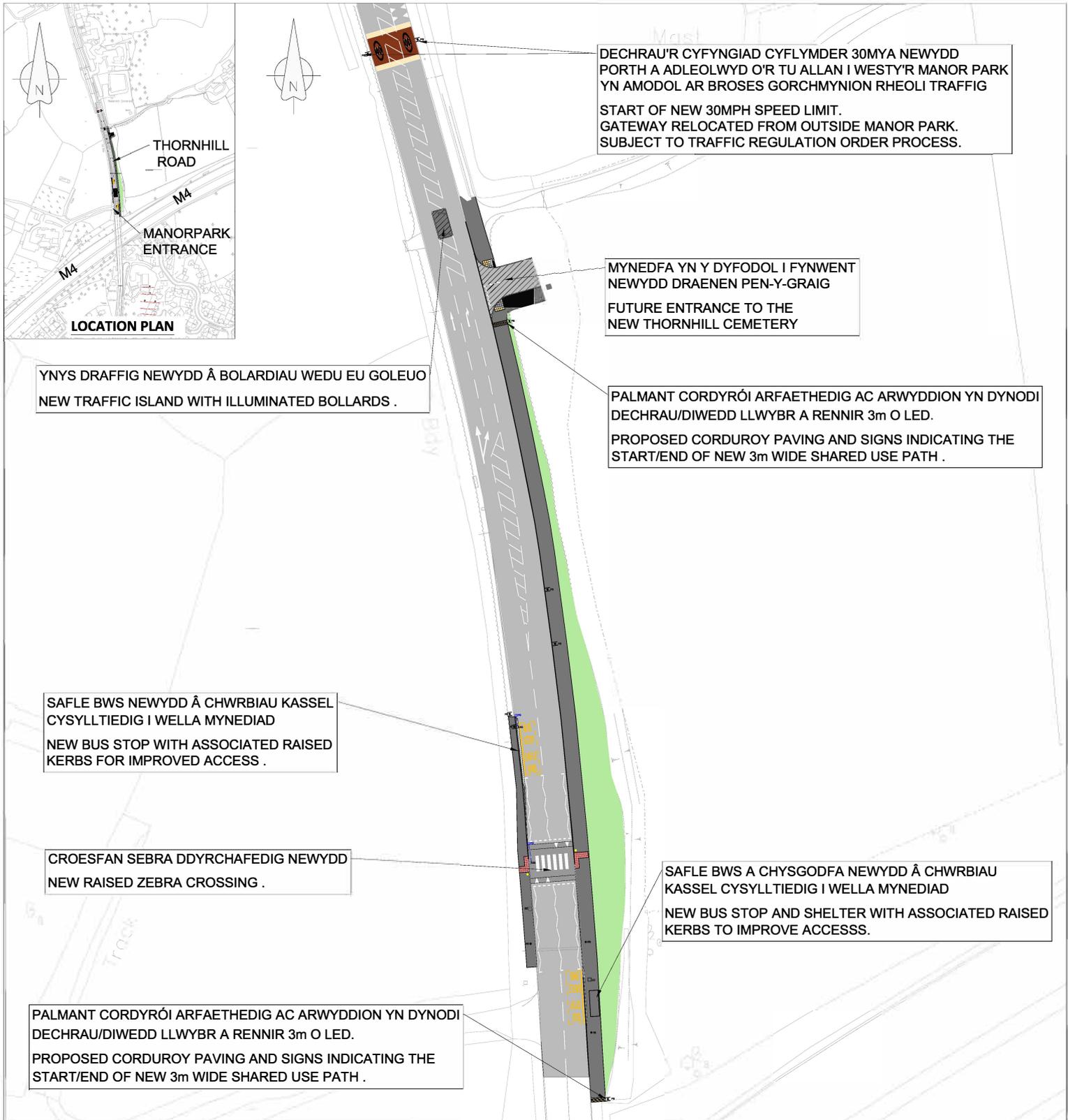
Shared Use Path This is a footway or footpath that has been designed to be used by pedestrians and cyclists. To ensure that the route can be used without difficulty by all classes of pedestrian and cyclist these routes should normally be at least three metres wide and are generally indicated by signage and road markings. In some situations the path will be segregated with pedestrians on one side and cyclists on the other, but this requires a wider minimum path and can cause conflicts if users do not notice which side they should be using. The wider path is of assistance to users of wheelchairs, mobility scooters and pushchairs. It also benefits cyclists, especially those who need to use tricycles or cycle trailers due to age or disability and those who are very young or inexperienced cyclists.

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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 2087 3802 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **25/07/2019**



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 3802 to request a paper copy. If you would like to make any comments about this proposal please let us know by **25/07/2019**

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