

Thornhill Road – Pedestrian Facilities

Description of Scheme Proposal

Highway Improvements are being implemented as part of the planning agreement associated with the local housing development work taking place at 150 Thornhill Road, this work will be funded by the development.

The highway improvements shown on the attached plan, comprises the removal of the existing traffic island and the provision of a new tabled zebra crossing on Thornhill Road. As part of these measures, the bus stops will be upgraded in the vicinity and the speed limit will be reduced from 40 mph to 30 mph from the M4 Bridge, to the existing speed limit change just north of Heol Llanishen Fach on Thornhill Road. The introduction of these measures will reduce vehicle speeds within the vicinity of the proposed residential development to improve access to the bus stops.

The speed table and speed limit change is required to ensure appropriate vehicle approach speeds are in place for the proposed zebra crossing and assist in creating a safer highway environment, particularly for vulnerable users such as pedestrians and cyclists; as well as improving safety for residents accessing Thornhill Road from the side roads. The Traffic Regulation Order associated with the speed limit change was advertised and sealed in 2017.

The scheme is required to discharge a planning condition on the planning application for which planning permission was granted. On this basis, the Council is providing information 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.

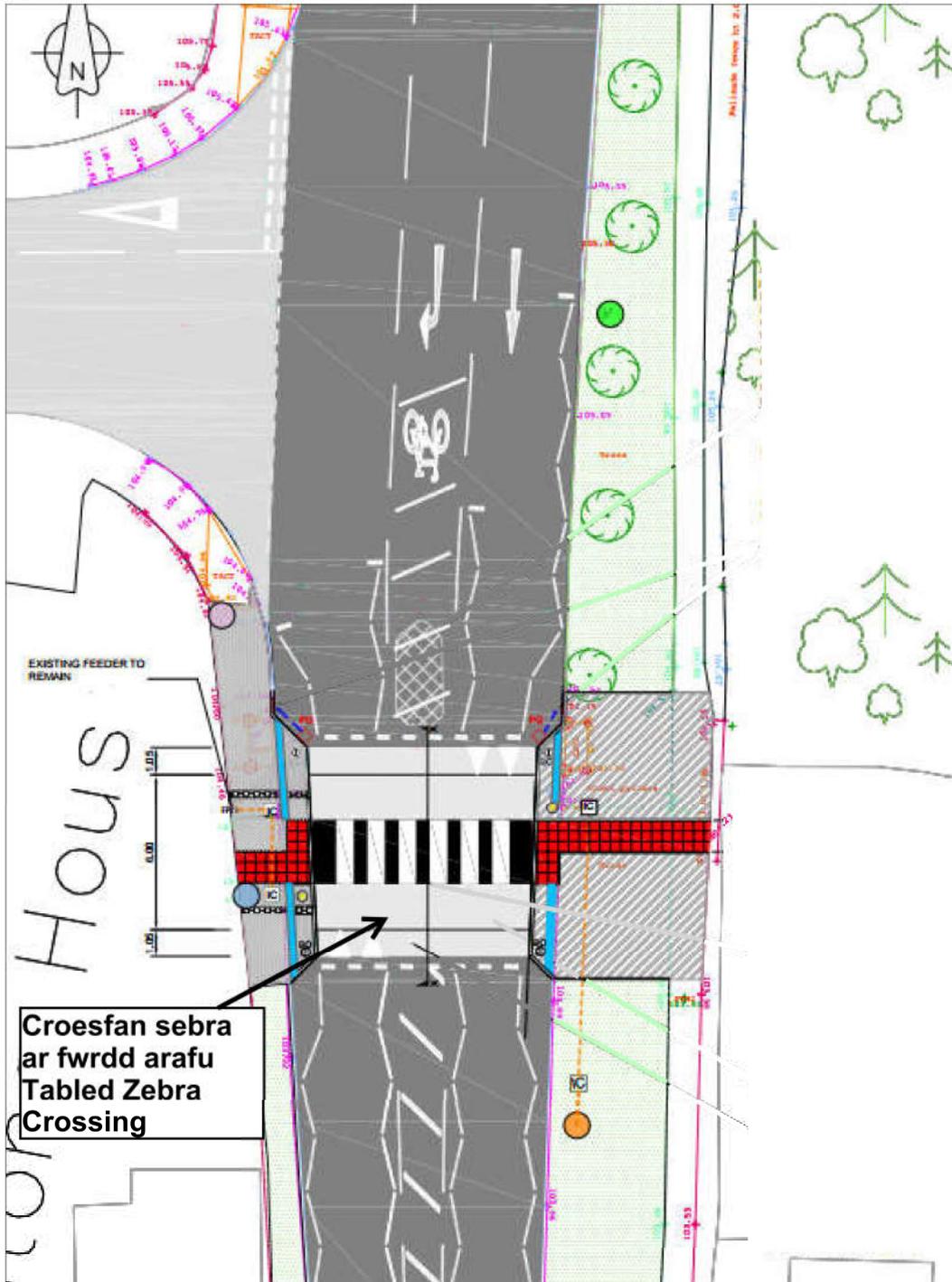
Built-out Zebra Crossing. This is where a zebra crossing is provided with build-outs to reduce the road to the minimum for two way traffic. This improves visibility to and from pedestrians using the crossing. A speed table can sometimes form part of the design.

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.

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.

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

Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/Projectautrafnidiaeth ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2037 6545 i ofyn am gopi papur.



The Council is preparing to implement the scheme based on the plan shown.

Further details about this scheme are available at cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2037 6545 to request a paper copy.