

Llandaff: Western Avenue / Caewal Road Pedestrian Improvements

Description of Scheme Proposal

The Council is informing residents about plans to make changes to the highway on Western Avenue (A48) near Caewal Road. Concerns have been raised about vehicle speeds and pedestrian safety at this location. In response, officers from the Council have investigated options to make improvements which will help to create a safer highway environment.

The main road safety issues identified on this section of the A48 were vehicles driving too fast, failing to stop in time, and the lack of pedestrian crossing facilities near Caewal Road. It is proposed to introduce a new 30mph speed limit, reducing the speed limit will create a safer highway environment as drivers travelling at slower speeds have a longer time to react to changing road conditions. This change in speed limit will be subject to a separate legal Traffic Regulation Order process.

In addition to the speed limit changes the scheme will also include the construction of a new Toucan crossing near Caewal Road, which is on the walking route to a number of local schools. Currently, there is a sub-standard pedestrian refuge at this location. The measures will deliver a safer pedestrian environment, particularly for vulnerable users and school pupils, and will improve accessibility to the community area, local shops and bus services.

This scheme has therefore been developed to:

- Reduce vehicle speeds
- Construct a new toucan crossing

Funding for this scheme has been secured from the Welsh Government Road Safety Grant fund.

We would appreciate any comments you may have regarding the proposals. We understand you may have suggestions for other improvements to increase safety along Western Avenue. Due to funding constraints we may be unable to accommodate any significant changes to these plans at this time, however we will keep a record of any suggestions we receive to incorporate into future schemes.

If you would like to make any comments about this proposal please let us know by 30/8/19 by email to TransportProjects@cardiff.gov.uk or telephone 029 2087 3354.

Additional Information about traffic management measures <

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.

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.

Pedestrian Refuge. These *traffic islands* are used at sites where the number of pedestrians crossing the road is insufficient to justify a zebra or puffin crossing. They assist pedestrians to cross the road as they only have to consider one direction at a time and have a much reduced crossing distance. Modern refuges are much wider than previously used which makes them more suitable for wheelchairs and pushchairs.

Toucan Crossing. This is a like a puffin crossing but is for cyclists as well as pedestrians. The main difference for pedestrians and cyclists is the inclusion of cycle symbols beside the red and green man lights on the push-button. The crossing time is varied depending upon the speed the pedestrians cross the road and the demand for crossing can be cancelled if the pedestrian or cyclists moves away or crosses before they get a green signal. All new signal controlled crossings incorporate a 'rotating tactile cone' on the underside of the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

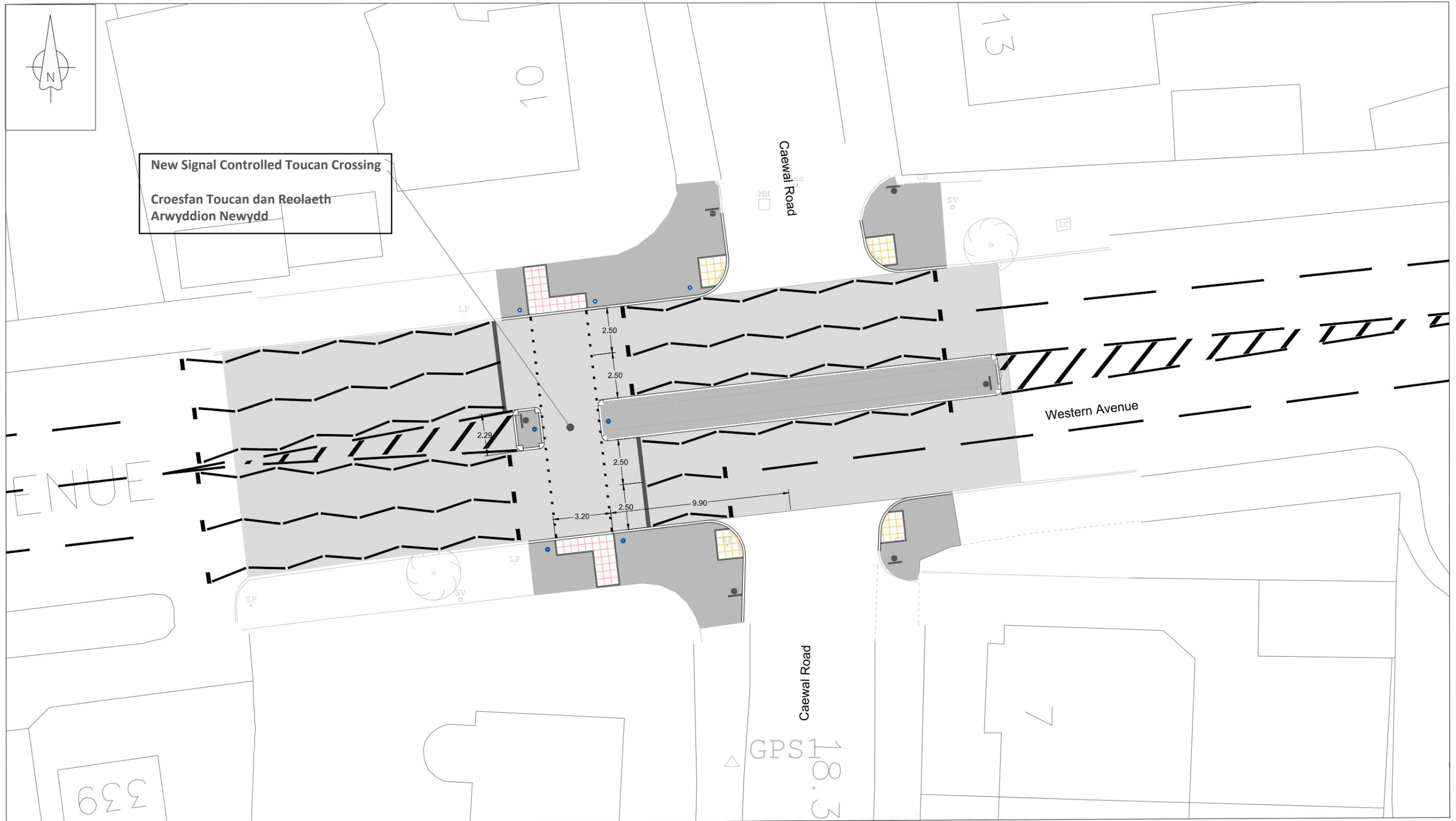
Nearside signals The green man signals will be "nearside" (i.e. the green man will only be visible at the point of crossing and not on the other side of the road). These types of pedestrian crossing have the following advantages:

1. The signals are held on red longer if pedestrians are detected crossing the road
2. The green man signal is cancelled if pedestrians clear the crossing and no longer need the all red stage

These features improve the safety and the efficiency of the junction.

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/Projectautrafnidiaeth ar y ddolen 'gweld ymgynghoriadau' neu ffoniwch 029 2087 3354 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **30/8/2019**



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 or telephone 029 2087 3354 to request a paper copy. If you would like to make any comments about this proposal please let us know by **30/8/2019**