

Willowbrook Drive (Near Wern Gethin Lane) Section 106

Finance has become available as part of a Section 106 agreement associated with the Willowbrook Drive Development (16/01260MJR), for the provision of a tabled zebra crossing in the vicinity of the site on Willowbrook Drive.

This scheme has therefore been developed as a result of the development to provide access to the site as well as reduce vehicle approach speeds in the vicinity of the site access.

The main road safety issues identified in the vicinity of the site is the speed of traffic. A recent speed survey recorded an 85th %ile speed of 38 mph which was recorded during the School Peak. According the Police Road Casualty database there has been no injury related incident within the vicinity of the scheme over a five year period.

This current scheme proposal comprises of a the construction of a speed table near the proposed access to the site that will incorporate a zebra crossing, with associated advance warning signs and road markings.

The potential relocation of this crossing facility to near Meadowlane Primary School has been explored, however this proposal forms part of the above planning agreement to provide a tabled facility near the site.

It should be noted that the roads adjacent to Meadowlane Primary school already benefit from five forms of traffic calming, of which three are located on Willowbrook Road. Between the Crickhowell Road/Willowbrook Drive roundabout and the bend before the school area, there are no forms of traffic calming. On this basis, the location of this proposed facility will help on a more area basis to reduce the average vehicle speeds along Willowbrook Drive.

Funding for this scheme is limited, however we hope to provide further advance warning signs to complement the existing school safety zone signs near the School. It should be noted however, a proposal is in place to upgrade the existing uncontrolled crossing facility between the bus stop and roundabout on Willowbrook Road adjacent the school, however the Council is awaiting the necessary funding to implement this scheme. Therefore it is not possible to undertake this work as part of this proposal due to limited funding.

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.

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.

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.

Junction Build-outs. This is where build-outs are used at a junction. In these locations they prevent vehicles from being parked too close to the junction, improve visibility and can also provide protected parking,

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.

Bollard. This is a post made of various materials and is used to deter vehicles being driven onto the footway or verge.

Section 106 Funding Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

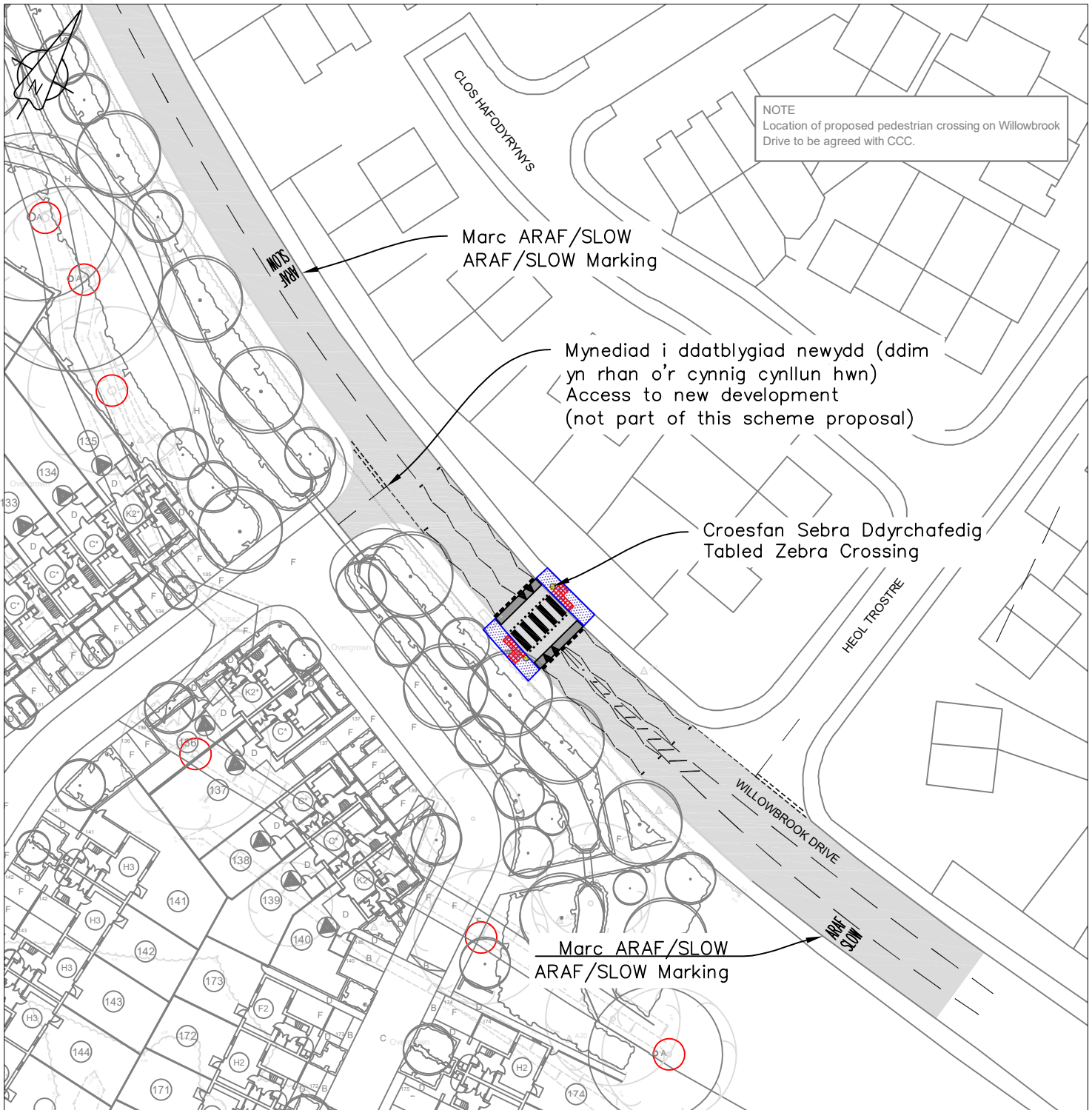
These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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

A Proud Capital
Prifddinas Falch

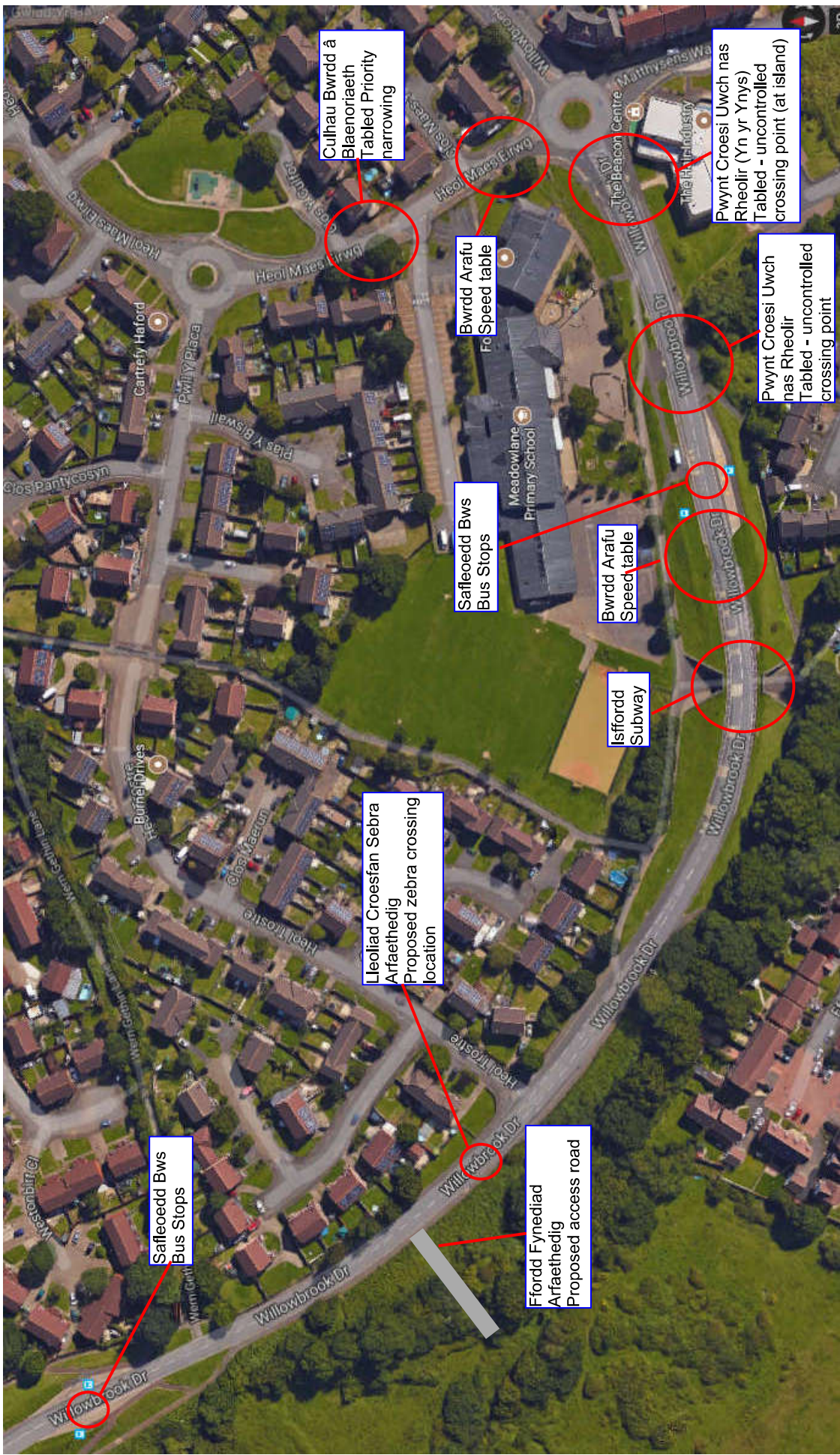


Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/Projectautrafnidiaeth ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3250 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **25/09/2017**.



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 telephone 029 2087 3250 to request a paper copy. If you would like to make any comments about this proposal please let us know by **25/09/2017**.



**Cynllun Gwybodaeth Ychwanegol
Additional Information Plan**