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Trowbridge: Eastern High School: Highway Improvements

Description of Scheme Proposal

Concerns have been raised relating to high vehicle speeds and the pedestrian crossing facilities on the walking routes to Eastern High School. In order to create a safer highway environment it is proposed to introduce additional highway improvement measures, subject to funding. These measures will include;

- A new 20mph speed limit on the roads adjacent to the school
- The existing traffic calming (speed cushions) on Trowbridge Road will be replaced with full width speed tables
- The junction of Trowbridge Road and Aberdaron Road will be raised to reduce vehicle speeds
- Two new zebra crossings to be introduced to improve pedestrian access to and from the new school and the bus stop
- Bus stop on Aberdaron Road to be relocated to Trowbridge Road
- Speed table introduced on Harris Avenue near the junction with Trowbridge Road

The implementation of this project will improve road safety particularly for pedestrians and cyclists.

Additional Information about traffic management measures

20 mph Zones. At 20 mph a car is able to stop in 12 metres (40 feet), compared to 24 metres (75 ft) at 30 mph. In the event of an accident there is only a 1 in 20 risk of a pedestrian being killed, compared with a 1 in 2 risk at 30 mph. These factors combine to greatly reduce the risk to all road users. In the case of pedestrians it makes using a crossing and, where necessary, walking on the road far safer and acceptable.

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 Cushions. These are a development of the road hump. The shape of speed cushions, particularly the width, enables drivers to align their vehicle with the cushion to minimise the hump effect. However, they also need to reduce their speed to do so. Larger vehicles particularly benefit in this way, thus reducing the effect on emergency service vehicles and bus passengers.

Tabled Junction. The provision of a tabled junction is similar to a road hump. The whole junction is raised to produce a platform, which reduces vehicle speeds. The provision of the tabled junction provides a safer junction by slowing down all vehicles approaching the junction thus providing a safer exit from the junction arms.

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.

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.

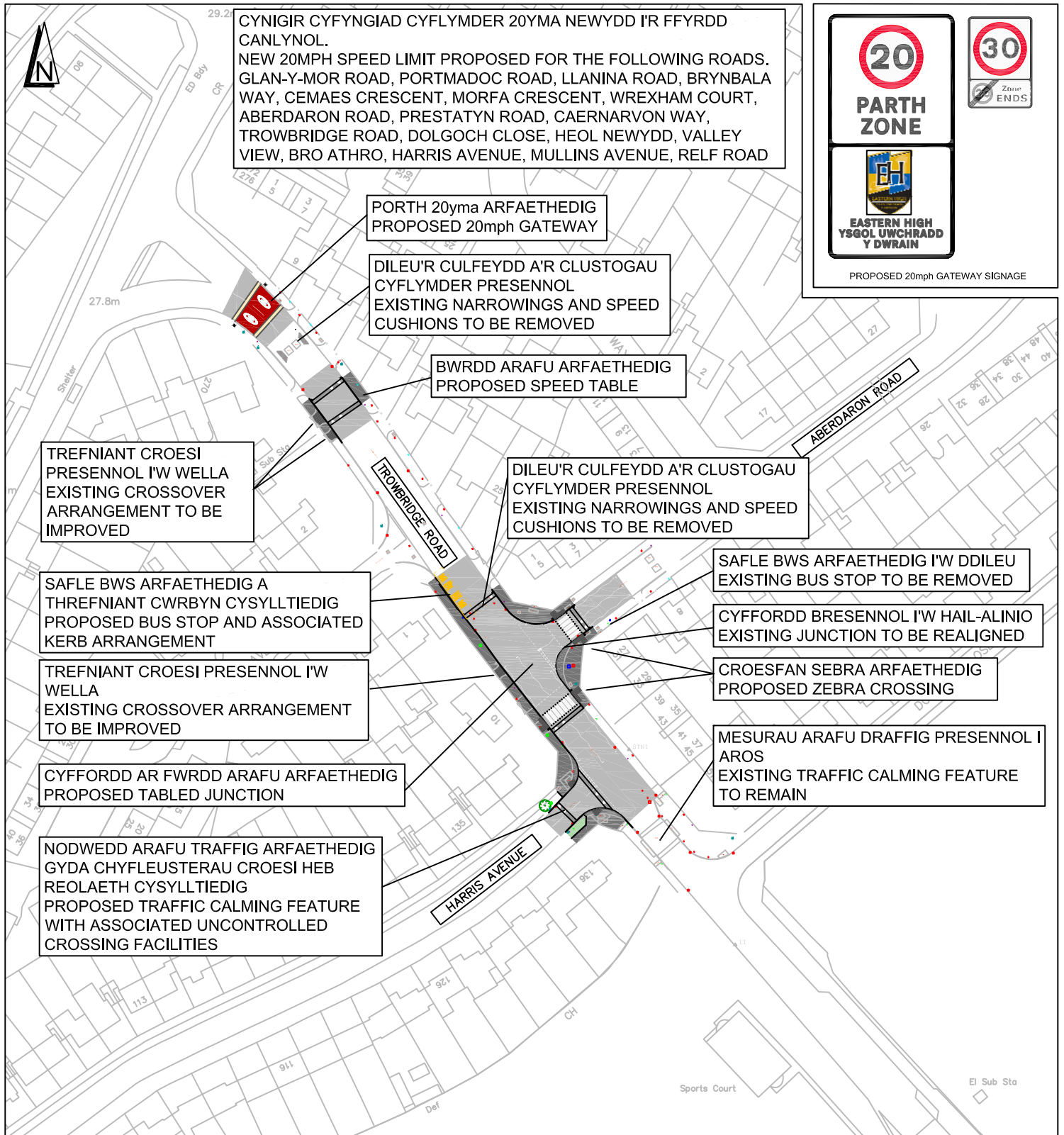
Vehicle Crossovers A vehicle crossover allows you to access your property legally, safely and easily when you are using a car or other domestic vehicle. This means that the kerbs are dropped ("dropped kerb") from their normal height to carriageway level and the footway, or verge, is strengthened to take the weight of the vehicle crossing it. It is an offence to drive on a footway unless a vehicle crossover has been authorised and put in. In addition to the safety reasons, this is because you may damage the footway or any pipes or cables that are buried underneath it. The crossover allows you to pass safely from the carriageway, preventing any obstruction to the highway.

School Safety Zone: A school safety zone will usually have a "gateway" into the zone in the form of a two way road narrowing and school warning signage and will include traffic calming, pedestrian crossing facilities and parking restrictions and control. The purpose is to reduce traffic speeds in the vicinity of the school gates, to raise driver awareness that they are approaching a school and to provide safer and more convenient facilities for pedestrians (particularly for

school pupils) within the zone. The actual features included within the school safety zone will be dependent upon various factors such as the site layout, the number of school entrances, the volume and speed of traffic.

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/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 **24/08/10**



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 **24/08/10**