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## **Fairwater: Safe Routes In The Community 2018/19: Ysgol Plasmawr**

### **Description of Scheme Proposal**

Concerns have been raised relating to high vehicle speeds and the pedestrian crossing facilities on the walking routes to Ysgol Gyfun Gymraeg Plasmawr and Peter Lea Primary School. The perception of high traffic speeds and the resulting concern about accidents is one of the reasons regularly given for pupils not walking to school with the result that they are then taken by private car. This not only results in increased traffic levels, congestion and pollution but also leads to low levels of exercise and adverse health effects on the pupils.

The Council have submitted a bid for Welsh Government Safe Routes in the Community grant for 2018/19 in order to deliver the following road safety improvements.

- Existing pelican crossing on Plas Mawr Road (south of the junction with Pentrebane Road) to be upgraded to a tabled puffin crossing
- Provision of a new tabled zebra crossing on Pwllmelin Road, near the junction with Plas Mawr Road.
- Existing speed table on Waterhall Road to be upgraded to a tabled zebra crossing
- Removal of the existing priority narrowing on Pentrebane Road west of the school entrance, this is to be replaced with tabled zebra crossing
- Provision of three new speed tables on Keyston Road.
- Existing 20mph speed limit to be upgraded and extended, to include improved gateway features, signage and road markings

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 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. It is a statutory requirement that 20 mph zones contain

**traffic calming features** at a spacing of not more than 100 metres and have to be designed to achieve an average vehicle speed of 20 mph.

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.

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.

Puffin Crossing. This is a development of the pelican crossing and provides for signal control of both pedestrians and vehicles. These are used at sites where a zebra crossing is not suitable for various reasons such as it would cause too much delay to vehicles, or it would be too close to traffic signals, or vehicle speeds are high. Compared to a pelican crossing the pedestrian red and green man lights are on the push-button rather than across the road and there is no longer a flashing amber signal for drivers. 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 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.

Tabled Puffin Crossing. This is where a **puffin 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.

Priority Narrowing. This is a form of traffic calming where **build-outs** narrow the road so that only one vehicle can pass at a time. In all new road narrowing schemes, one direction is given priority. They can also assist pedestrians to cross as the road is narrowed and visibility is improved. They are most effective where a similar number of vehicles use the road in both directions and there is about 10 to 20 vehicles per minute in the peak hour.

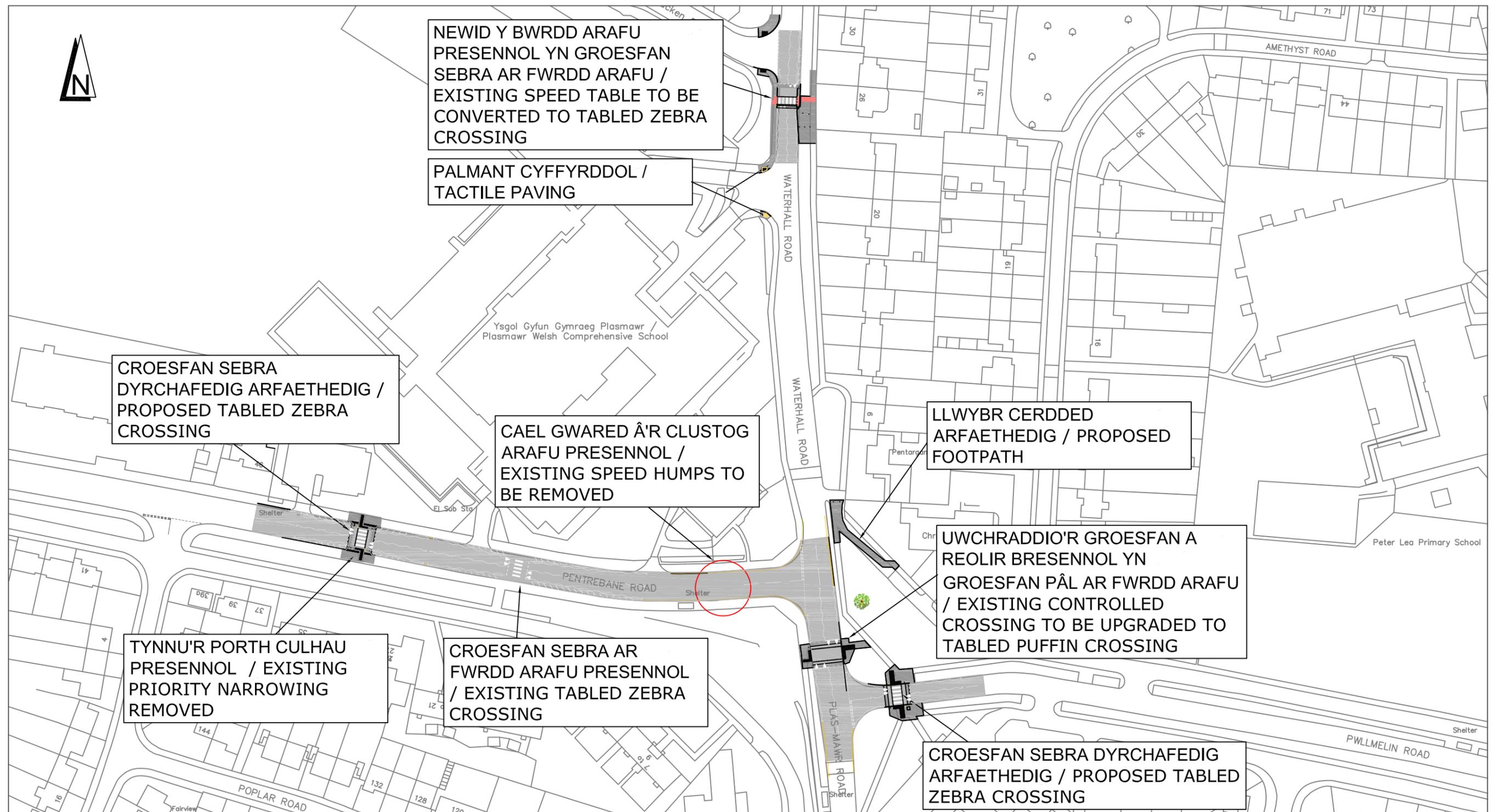
Vehicle Crossovers A vehicle crossover allows you to access your property legally, safely and easily when you are using a car or other domestic vehicle. This means that the kerbs are dropped ("dropped kerb") from their normal height to carriageway level and the footway, or verge, is strengthened to take 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.

As part of our improvement schemes, it is possible to make provision for new vehicle crossovers, subject to the necessary terms and conditions. However, those seeking a vehicle crossover must obtain a prior Highway Agreement from us. Depending upon the Classification of the road, it may also be necessary to obtain Planning Permission. Further information is available on [www.cardiff.gov.uk](http://www.cardiff.gov.uk)

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](http://www.caerdydd.gov.uk/transportprojects) ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch [Projectautrafnidiaeth@caerdydd.gov.uk](mailto: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 **28/05/2018**

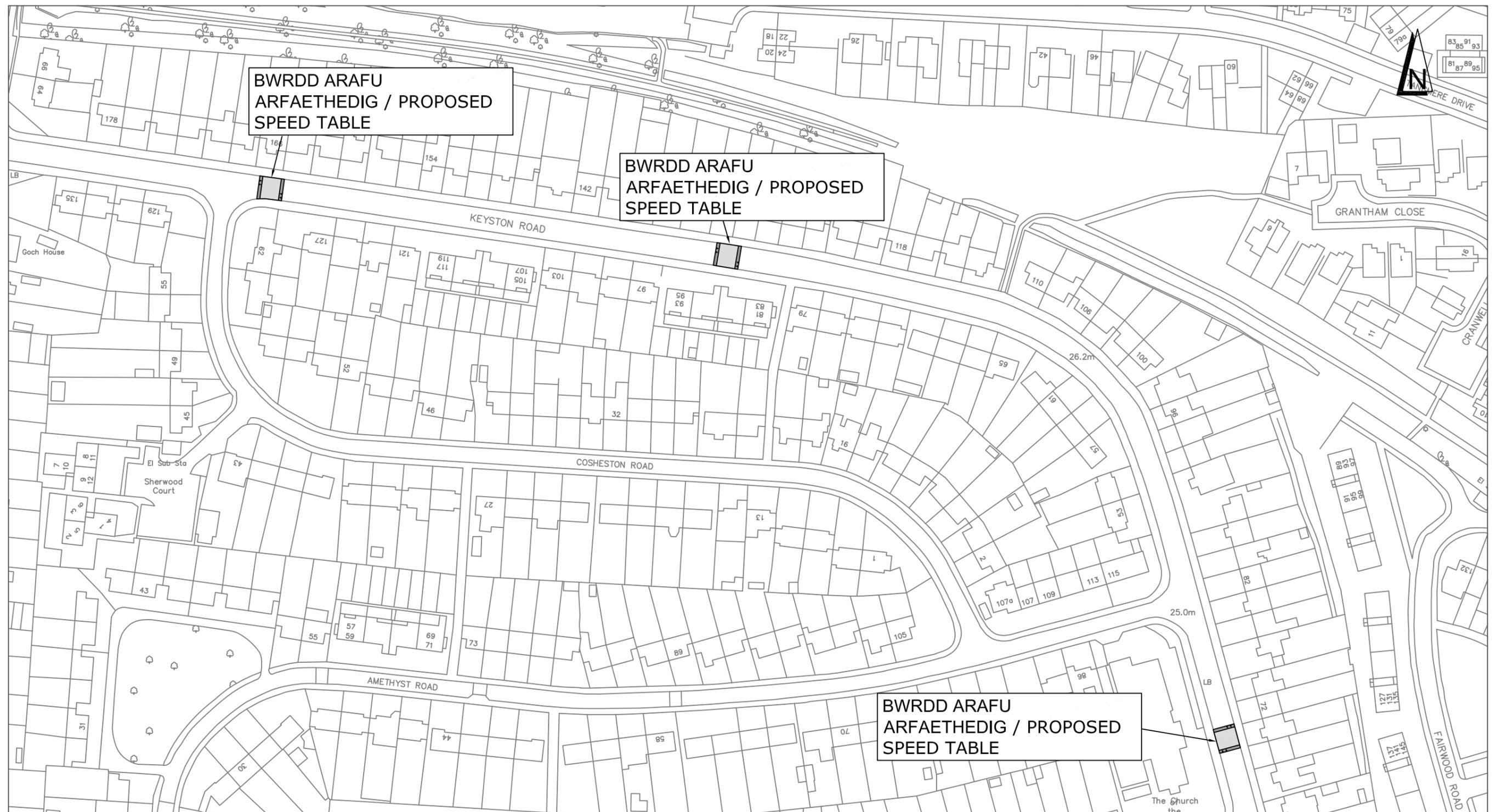


**The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown.**

Further details about this consultation are available at [Cardiff.gov.uk/TransportProjects](http://Cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto: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 **28/05/2018**

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