

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Splott: Ysgol Glan Morfa School Safety Zone, Lewis Road

Description of Scheme Proposal

The Council have requested highway improvement works are included as part of the planning agreement associated with the development of Ysgol Glan Morfa on Lewis Road, Splott.

The proposed highway improvement works will include the construction of a School Safety Zone on East Tyndall Street and Lewis Road. This will include traffic calming measures, footway improvements and zebra crossing facilities. The implementation of this project will improve road safety and accessibility to the new school in order to assist pedestrians and cyclists.

In addition to the School Safety Zone, a new 20mph speed limit will be introduced on sections of East Tyndall Street and Lewis Road. This change in speed limit will require a Traffic Regulation Order (TRO), which will be subject to a separate consultation as part of the legal TRO process.

The scheme is required to discharge a planning condition on planning application 16/02911/MJR for which planning permission was issued on 16/03/2017.

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.

Priority Narrowed Zebra. This is where a **zebra crossing** is constructed at a **priority narrowing**. The crossing may also include a **speed table**.

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.

Parallel Zebra Crossing. This is a new type of crossing, similar to a zebra crossing, that will allow for parallel pedestrian and cycle crossings. This crossing is similar in appearance to a zebra crossing but with a parallel route for cyclists within the controlled area of the crossing. Drivers must give way to both cyclists and pedestrians at the crossing.

Pedestrian Guard-rail. This is the fencing used on the footway at pedestrian crossings and other locations to direct pedestrians and to guard against them inadvertently entering the road, particularly where they would be at risk from moving traffic.

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.

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.

Narrowed Gateway. This is where **build-outs** are used to reduce the road to the minimum for two way traffic so that drivers are aware that they are entering a particular section of road, such outside a school or **20 mph Zone**. A combination of measures such as a **speed table**, coloured surfacing or other road markings can be used as appropriate.

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.

Shared Use Path This is a footway or footpath that has been designed to be used by pedestrians and cyclists. To ensure that the route can be used without difficulty by all classes of pedestrian and cyclist these routes should normally be at least three metres wide and are generally indicated by signage and road markings. In some situations the path will be segregated with pedestrians on one side and cyclists on the other, but this requires a wider minimum path and can cause conflicts if users do not notice which side they should be using. The wider path is of assistance to users of wheelchairs, mobility scooters and pushchairs. It also benefits cyclists, especially those who need to use tricycles or cycle trailers due to age or disability and those who are very young or inexperienced cyclists.

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.