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CO18059 – Mackintosh Place (Highways Improvements)

Description of Scheme Proposal

Concerns have previously been raised regarding the lack of crossing facilities for pedestrians along Mackintosh Place. There is also an existing 20mph speed limit in operation on Mackintosh Place however speed surveys have been undertaken that identify that the majority of vehicles do not adhere to the 20mph speed limit and therefore additional traffic calming measures are required in order to reduce vehicle speeds.

Following investigations and surveys being undertaken we are proposing to introduce a number of Highway Improvement works along Mackintosh Place which are listed below:

- The introduction of two speed tables between the junction of Ty'n-Y-Coed Lane and Ty'n-Y-Coed Place
- The introduction of built out tabled zebra crossing around its junction with Dalcross Street. This will also involve upgrading the bus stop with the introduction of a bus boarder kerb.
- Tabling the junction of Daviot Street around its junction with Mackintosh Place
- Relocate an existing zebra crossing nearer the junction of Moy Road in order to bring it closer to the desire line. This existing crossing facility will also be upgraded to a tabled zebra crossing.
- Upgrade the existing bus stops on Mackintosh Place. The bus stops will have higher kerbs to provide easier access for bus passengers

The above traffic calming measures will improve pedestrian crossing facilities in the area for pedestrians but also assist in reducing vehicle speeds along Mackintosh Place which creates a safer environment for all users along this route.

20 mph speed limits reduce risk to vulnerable road users and make it easier for people to use healthier and more sustainable modes of transport. Neighbourhoods with lower traffic speeds can also benefit from an improved social environment, with easier road crossing and safer conditions for everyone. Therefore it is essential to ensure that these speed limits are adhered to otherwise this has a negative effect on road safety issues.

Additional Information about traffic management measures

20 mph Limit. 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.

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.

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.

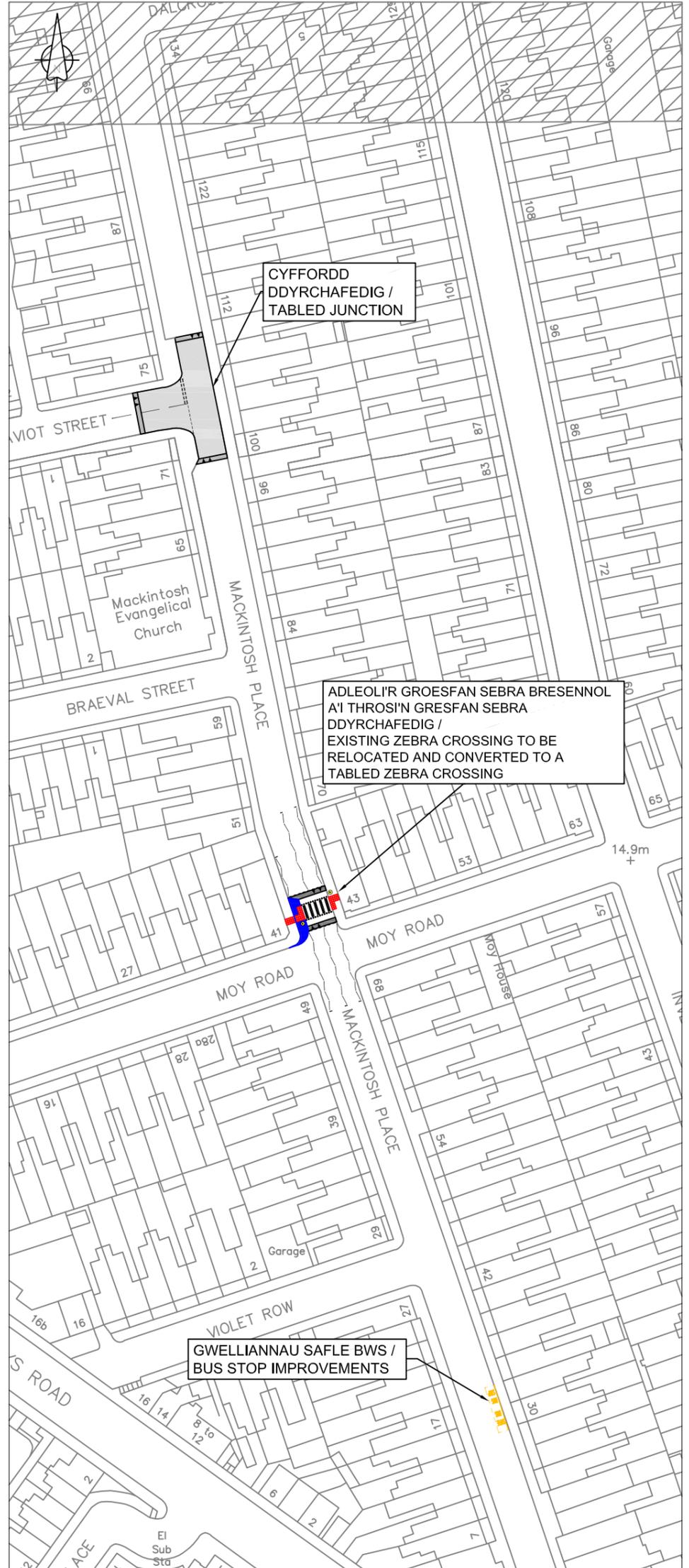
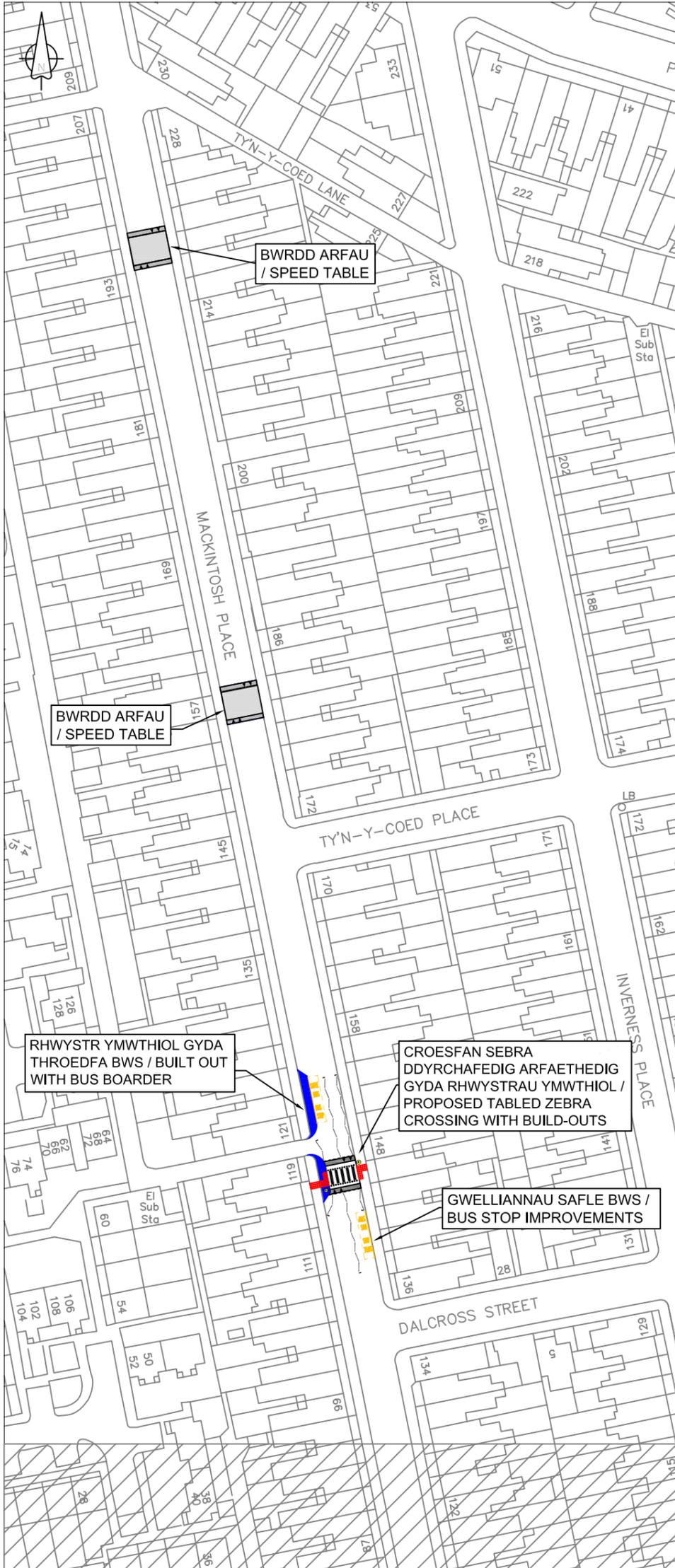
Tabled Zebra Crossing. This is where a ***zebra crossing*** includes a ***speed table***, or is sited at a ***tabled junction***, either as part of a wider set of traffic calming or on its own.

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***,

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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 3289 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **04/01/2019**



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 Cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3289 to request a paper copy. If you would like to make any comments about this proposal please let us know by **04/01/2019**