Allensbank Road / Heath Park Avenue - Road Safety Improvements

Description of Scheme Proposal

The above scheme has been developed to improve safety on our roads as part of the Welsh Government’s Local Road Safety Grant initiative. It is aimed at reducing the number of road casualties, improving accessibility within the community and encourage greater levels of walking and cycling. Additionally, to safeguard vulnerable groups.

This scheme has been identified and developed following an analysis that identified areas within the city with a high concentration of road casualties. The main road safety issues identified was the vulnerability of cyclists and pedestrians. There are numerous slight injury collisions involving pedestrians and cyclist either traveling along the road or crossing between parked cars. There has also been a serious vehicle to vehicle collision in the vicinity of the garden centre as a result of high speed. In order to reduce the road casualties along this section of highway (10 slight, 1 serious) we have developed a scheme which will:

- Make it easier and safer for pedestrians to cross the road,
- reduce traffic speeds and
- provide more road space for cyclists to travel safely and conveniently along the carriageway.

The scheme will entail:

Prohibited Parking for Road Safety Reasons - The majority of properties along Heath Park Avenue and Allensbank Road, within the extent of the scheme, have off road parking. The removal of on street parking through the introduction of parking restrictions (yellow lines – i.e. Traffic Regulation Orders) along one side of the carriageway will increase the available road space for cyclists to travel more safely. Traffic calming will be necessary to maintain lower vehicle speeds. These restrictions will be subject to a separate legal procedure as part of our Traffic Regulation Order process.

As part of the scheme proposal, additional restrictions are proposed at the Highfield Road Priority Narrowing, to maintain through traffic and deter footway parking. This is also subject to a legal process which will be undertaken separate to the above process.

This scheme is primarily focused upon road safety and encouraging safe legal parking, irrespective of who is permitted to park on the road. On this basis, parking bays shown on the attached drawing for illustrative purposes and may be marked out in a contrasting colour should the scheme be implemented without parking control.
The introduction of 'Resident Only' or 'Limited Waiting' parking may be considered for the proposed parking bays shown in the drawing or on selected side roads, but these will be done as part of a separate legal process and subject to relevant Council Policies.

**Bus Borders** - The existing bus stops will be upgraded with raised bus borders to facilitate easier bus access, particularly for wheeled access such as prams and wheel chairs.

**Location 1 - Heath Park Avenue Priority Narrowing** - Replacement of the existing priority narrowing with a two-way narrowing with a speed table and uncontrolled pedestrian crossing facilities. This feature will provide an improved traffic calming affect whilst allowing two way traffic flow and a safe location for pedestrians to cross the road (See Section 1 on the attached drawing).

**Location 2 - Heath Park Avenue / Heath Halt Road** - removal of the existing traffic island and provision of a zebra crossing and tabled junction. The improvements at this junction will provide a safe location for pedestrians to cross the road whilst improving visibility for all users at the junction and slow vehicle speeds. The existing cycle facilities will remain to assist cyclists join Allensbank Road from Heath Halt Road via the shared surface area (See Section 1/2 on the attached drawing).

**Location 3 - Heath Park Avenue** - midway between Heath Park Crescent and Heath Halt Road, the provision of a speed table with uncontrolled pedestrian crossing facilities. This feature will assist in maintaining slower vehicle speeds along the road in particular where the parking restrictions switch from one side to the other (See Section 2 on the attached drawing).

**Location 4 - Allensbank Road / Highfield Road** - provision of a tabled junction and junction build-outs, providing a traffic calming affect and improving visibility at the junction. An uncontrolled crossing point to the north of the junction will also assist users cross Allensbank Road (See Section 3 on the attached drawing).

**Location 5 - Allensbank Road near Heath Mead** - removal of the existing traffic island and upgrading the existing zebra crossing to a tabled zebra crossing with LED style belisha beacons. Kerbline realignment will also improve visibility at the crossing and reduce the crossing distance for users. it will also improve access to the local business by creating a larger and more useful space for pedestrians in the vicinity of the shop (See Section 4 on the attached drawing).
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.

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.

Traffic Island. A traffic island is an area in the middle of the road surrounded by kerbs so that vehicles cannot be driven across it and are usually fitted with a 'keep left' sign or illuminated bollard. They are used as part of a pedestrian refuge, to create staggered crossing, to control vehicle movements at roundabouts or other junctions. A special type can appear to be a small roundabout, but without any side road arms.

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.

**Parking Area.** This is a part of the road which is normally behind a broken white line, but is not to be confused with a cycle lane. Some parking areas just distinguish between the area used for parking and that used for traffic without limiting parking times and which vehicles can be parked. Others are regulated by traffic regulation Orders which limit the use of the area as defined on nearby signs and in certain cases the area will be divided into individual bays.

**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.

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

**Illuminated Bollard.** This is an internally lit traffic sign, usually with a 'keep left' arrow which is provided on traffic islands to make it illegal for drivers to pass it on the right.
The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown below.

A full consultation pack is available at www.cardiff.gov.uk/transportprojects. 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 29/07/2016.

Mae’r Cyngor yn ymgyngbor ar y cynnig i weithredu cynllun rheoli traffig yn seiliadig ar y cynllun isod.

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