Avondale Road - Access Improvements (Hamadryad School)

Description of Scheme Proposal

Funding has become available from a planning agreement, as a result of the development of a new Welsh medium school on Hamadryad Road. Part of this funding is to provide a tabled crossing facility on Avondale Road near the Corporation Road junction and improve access along Avondale Road. This will be achieved through better dropped kerb arrangements and junction build-outs, at various junctions along Avondale Road (Horle Close to Kent Street).

The scheme entails:

- The provision of a tabled zebra crossing facility on Avondale Road near its junction with Corporation Road.
- The provision of an uncontrolled crossing point on the eastern arm of the roundabout on Clarence Road.
- To upgrade the existing dropped kerbs on various side roads, to improve access and visibility. Tactile paving will be provided at these locations.
- Junction build-outs at the Kent Street and Jim Driscoll Way junctions to improve pedestrian access, visibility and provide a shorter crossing distance. The alignment of the junctions will also bring drivers square on to the junctions and reduce approach speeds.
- Bollards to highlight built-out areas and to protect areas from illegal vehicle access on the footway.

Background:

This scheme is being developed as concerns about safe and convenient sustainable access to the school were raised during the planning process of the proposed school site. It is intended that the main form of access to the school is by walking, or other sustainable modes. During the planning application stage for this school, it was determined that there will be little or no parking available in the immediate vicinity of the school. It is therefore envisaged that many pupil’s parents or guardians will park away from the site and walk the remaining part of journey through this area to the school.

This will be a sustainable access school and this scheme is part of the measures to facilitate this. It will however be the main focus and responsibility of the school, the school governors and parents with children at the school, to ensure that a robust school travel plan is developed, followed and sustained to support this way forward.

Other improvements are also being developed to help support sustainable access to the school, and include features such as a speed limit reduction to 20 mph in the housing estate around the school, a school safety zone and other access improvements within the community to make it easier and safer to access...
the school and area around the school. These will be consulted upon separately.

**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.

**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.

**Trief Island.** This is a traffic island with special high kerbs that provide more protection from vehicles.

**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.

**Dropped Kerbs.** This is the simplest form of pedestrian crossing where the level between the footway and the road is reduced to the minimum to assist wheelchair, pushchair and other mobility impaired users. They are fitted with tactile paving to warn visually impaired users that there is no kerb separating the footway and 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.

Splitter Island. This is type of traffic island used at roundabouts to direct vehicles and to reduce the speed at which vehicles can pass through the roundabout.

Road Space Reduction. Research has shown that drivers go slower when the road looks narrower or more complicated. Introducing measures to achieve this effect is called road space reduction. This can be done by road markings, including cycle lanes, ghost islands, traffic islands, build-outs and other measures, either on their own or in various combinations.

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.

Marker Post. This is a type of bollard which is black and white and carries red and white reflectors. They are used to mark the edge of the road and on some build-outs show where they start and stop.

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.

**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.
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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 3298 to request a paper copy. If you would like to make any comments about this proposal please let us know by 02/04/2018.