

Caerau - Caerau Lane Zebra Crossing

Description of Scheme Proposal

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 implementation of this project will improve road safety particularly for pedestrians and cyclists. By taking away the 'Priority Road Narrowing' this will benefit traffic flows, while at the same time the introduction of a tabled Zebra crossing will help to reduce traffic speeds. With schools and shops close by this scheme will benefit all of the local community.

On the basis of the above information it is considered that a pedestrian safety scheme is justified and the scheme should comprise of a tabled Zebra crossing. The following improvements will also be made to the junction

- Junction build out on Pyle Road
- The Tabled Zebra will include 'Zebrite' Led Beacons.

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.

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.

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**,

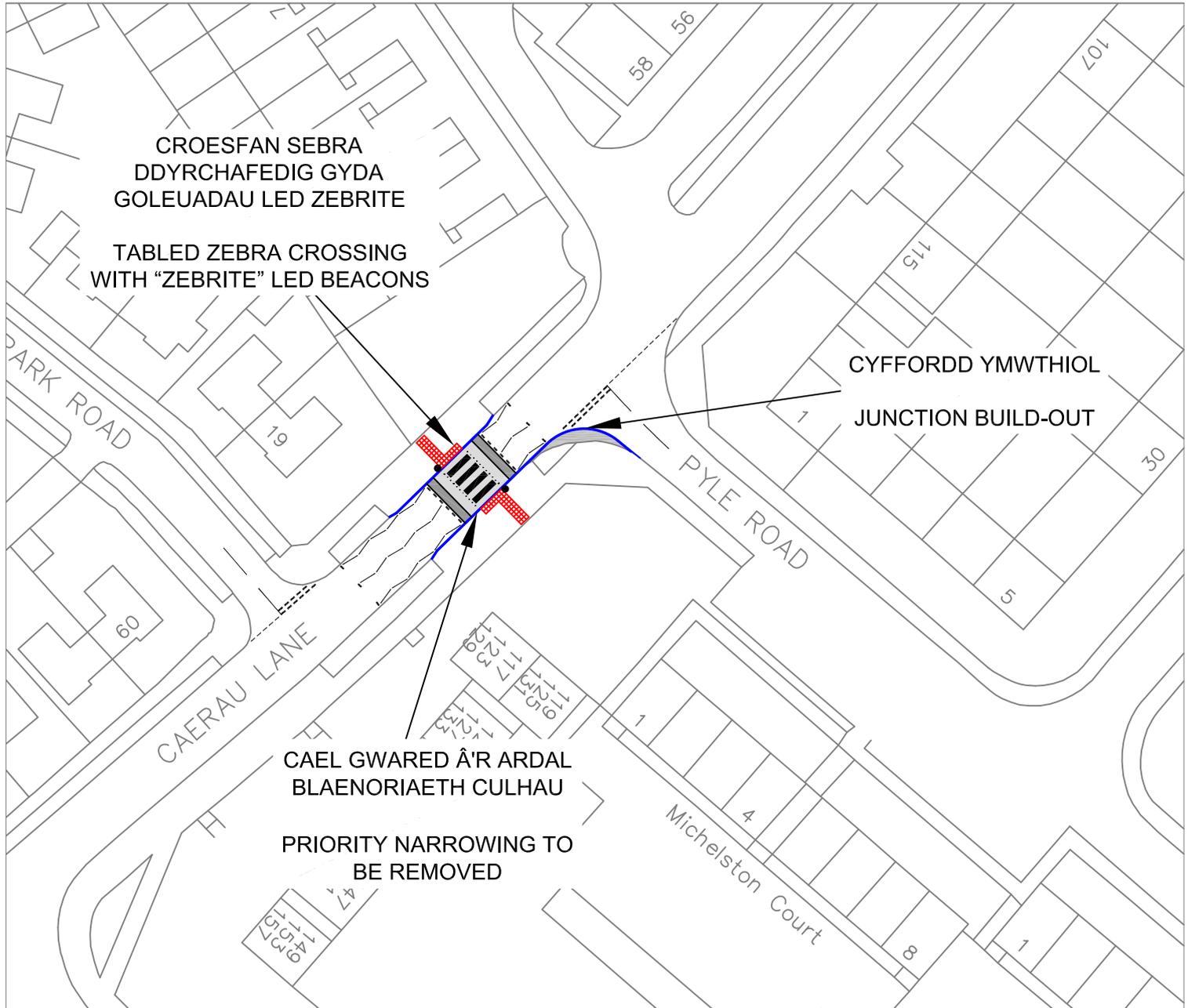
Priority Narrowing. This is a form of traffic calming where **build-outs** narrow the road so that only one vehicle can pass at a time. In all new road narrowing schemes, one direction is given priority. They can also assist pedestrians to cross as the road is narrowed and visibility is improved. They 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.

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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 www.cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3323 to request a paper copy. If you would like to make any comments about this proposal please let us know by **21/07/2017**.