

Cathedral Road - Pedestrian Improvements

Description of Scheme Proposal

The above proposed scheme is part of the Council's Sustainable travel strategy which creates improvements to major routes across Cardiff in relation to sustainable forms of transport. The removal of the existing refuges on Cathedral Road will minimise the conflict between cyclists and motor vehicles; the existing central refuges create a pinch point at the highlighted locations which is potentially hazardous for cyclists.

Surveys have shown that up to 49 pedestrians per hour cross the road against a traffic flow of 994 vehicles per hour. The 85th percentile speed was measured to be 29mph. An inspection of police accident records has revealed that there have been two injury related accidents in this location during the last five years.

On the basis of the above information it is considered that a pedestrian safety scheme would be beneficial and the scheme should comprise of the removal of two existing refuges which will be replaced with two tabled zebra crossing facilities. The proposed tabled zebra crossings will provide pedestrians with a safer crossing facility, while reducing vehicle speeds on Cathedral Road.

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.

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.

Pedestrian Refuge. These **traffic islands** are used at sites where the number of pedestrians crossing the road is insufficient to justify a **zebra or puffin crossing**.

They assist pedestrians to cross the road as they only have to consider one direction at a time and have a much reduced crossing distance. Modern refuges are much wider than previously used which makes them more suitable for wheelchairs and pushchairs.

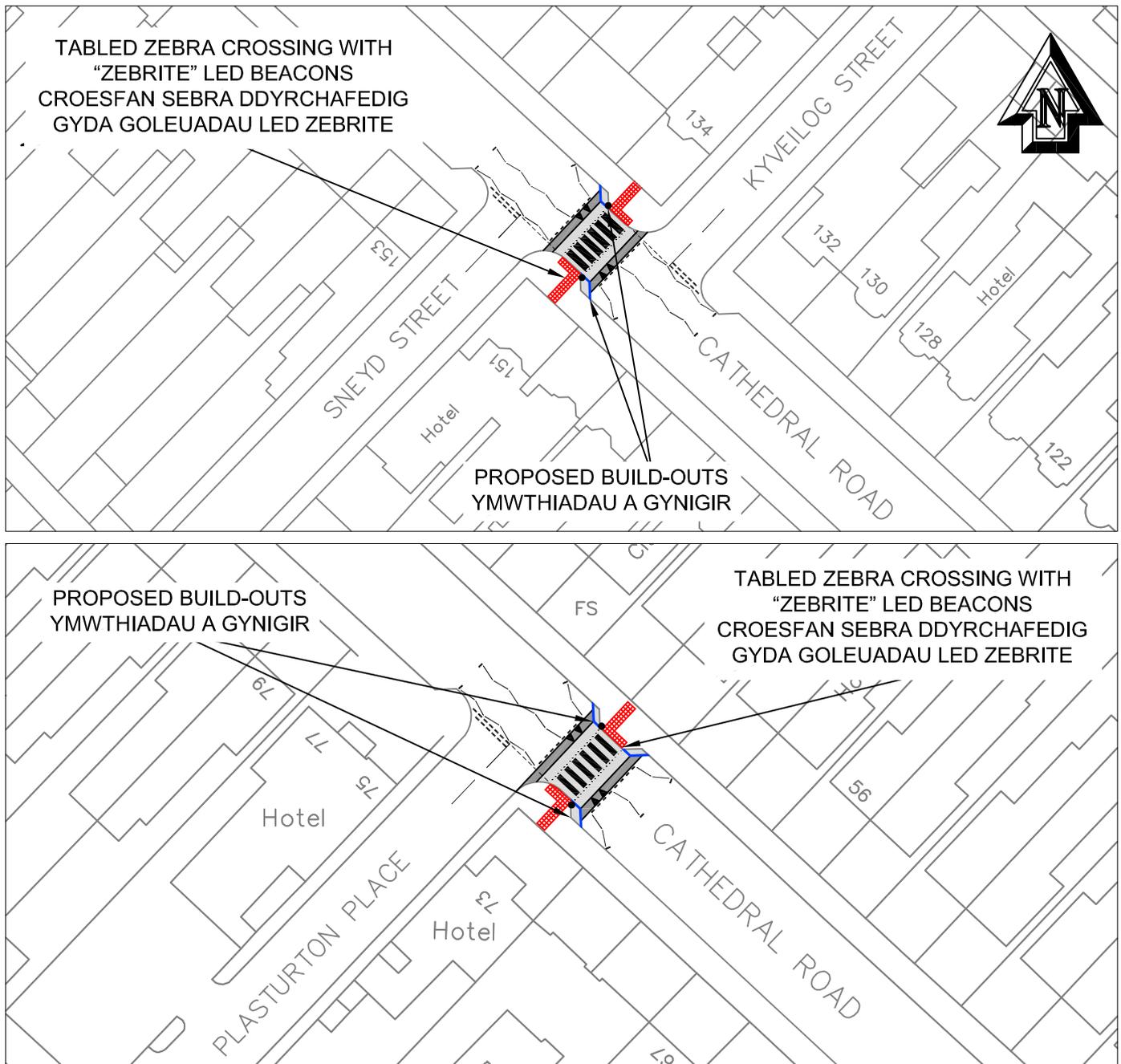
Zebra Crossing. This type of crossing is suitable for sites with medium levels of pedestrian demand and vehicle flows where a **puffin crossing** is not justified. They can provide a better level of service for pedestrians as there is no minimum time waiting for the right to cross. They can be usefully combined with **build-outs** which improve visibility to and from vehicles, reduce crossing distances and clarify that pedestrians are intending to cross the road.

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.

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 3338 to request a paper copy. If you would like to make any comments about this proposal please let us know by 15/05/2015.



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