

Clarence 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 upgrade the existing tabled zebra crossing on Clarence Road Bridge (west side) and the kerb-line on Clarence Embankment at its junction with Clarence Road.

The scheme entails:

- The provision of cycle crossing facilities on the existing tabled zebra crossing on the western side of Clarence Road Bridge, to incorporate a parallel cycle crossing. This will result in the speed table being widened.
- To consider the provision of wide chicanes on the approaches to the above crossing to slow cyclists down whilst accessing the facilities. These will be designed to only slow cyclists down, not to force cyclists to dismount and will be subject to additional survey/assessment work.
- The realignment/building-out of the kerb-line on Clarence Embankment at its junction with Clarence Road, to improve visibility for pedestrians and provide a shorter crossing distance.
- Bollards are also proposed to deter the illegal vehicle access currently occurring to the land to the highway land adjacent to the junction.
- The assessment of the signage, including 'shared surface' signage, in the vicinity of the two existing zebra crossings on Clarence Road.

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

Cycle Lanes. A cycle lane is part of the road, which is intended specifically for cyclists to use and can be either mandatory or advisory. In order to allow comfortable use by cyclists, including those using trailers and cycles/tricycles used by disabled people, cycle lanes should normally be 1.5m wide and is generally identified by a red coloured surface.

- Mandatory cycle lanes define an area of the road that is reserved for cyclists, and within which other vehicles may not encroach.

Advisory traffic lanes are primarily used to warn motorists of the possible presence of cyclists, and to encourage motorists to adopt a line of travel away from the kerb. However it is permissible for motor vehicles to stray into advisory cycle lanes.

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.

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.

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.

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.

Parallel Zebra Crossing. This is a new type of crossing, similar to a zebra crossing, that will allow for parallel pedestrian and cycle crossings. This crossing is similar in appearance to a zebra crossing but with a parallel route for cyclists within the controlled area of the crossing. Drivers must give way to both cyclists and pedestrians at the crossing.

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,

Chicane. This is a form of traffic calming where build-outs narrow the road so that only one vehicle can pass at a time, but also have to take an 'S' shaped route to do so. In all new chicane schemes, one direction is given priority. They are only suitable when there are fewer than 10 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.

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.

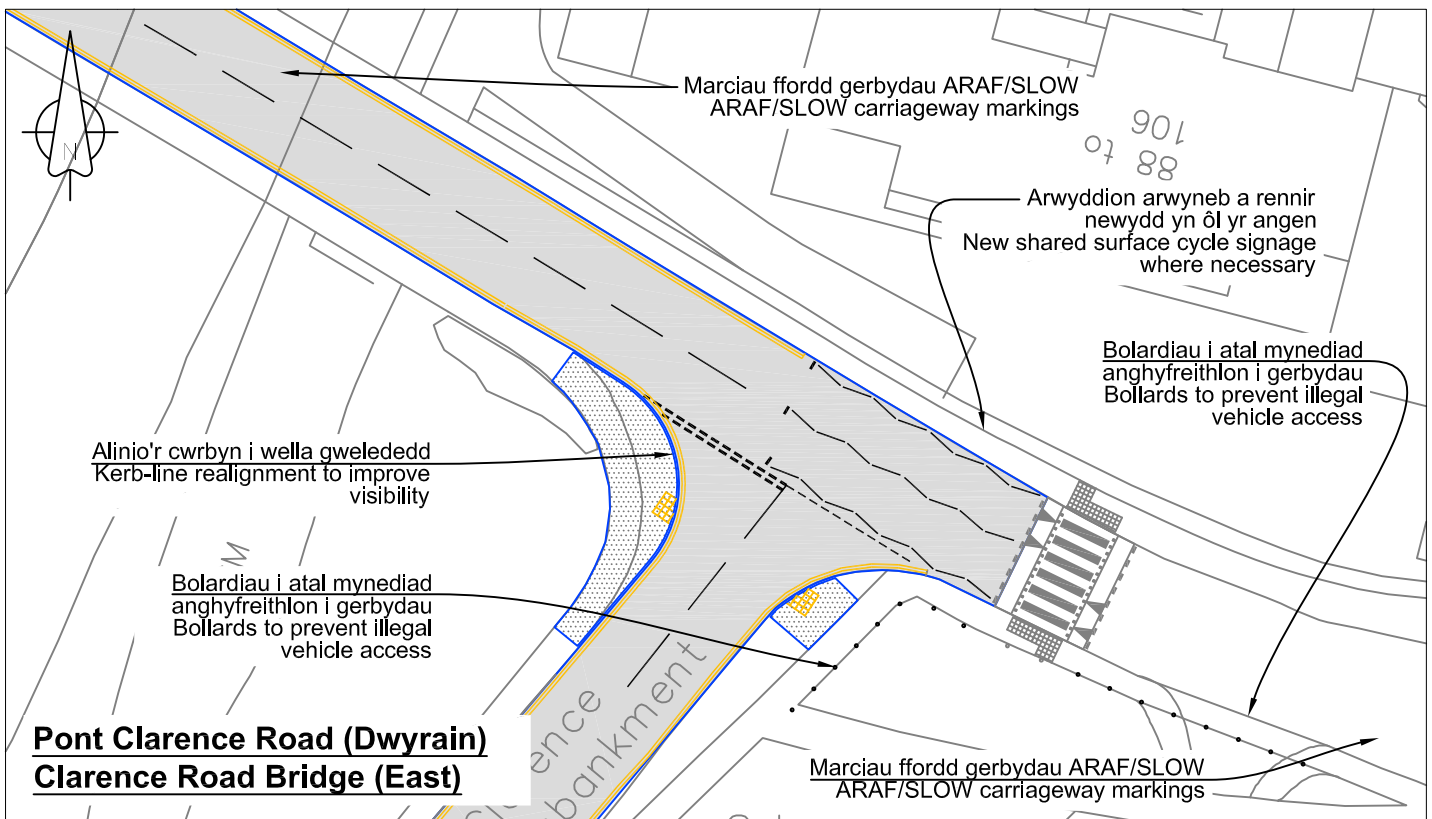
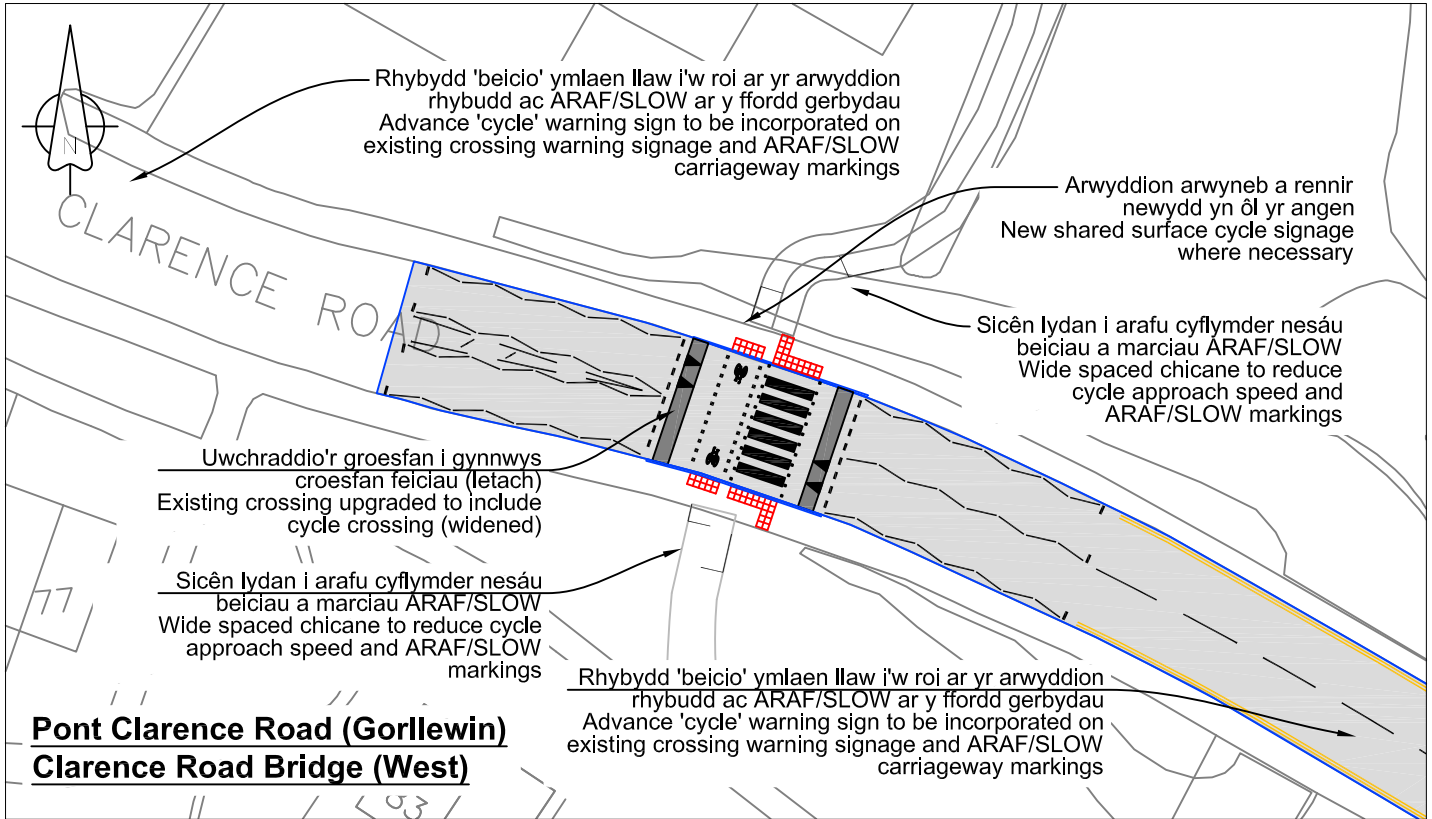
As part of our improvement schemes, it is possible to make provision for new vehicle crossovers, subject to the necessary terms and conditions. However, those seeking a vehicle crossover must obtain a prior Highway Agreement from us. Depending upon the Classification of the road, it may also be necessary to obtain Planning Permission. Further information is available on www.cardiff.gov.uk

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.

Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun.



Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/Projectautrafnidiaeth ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3298 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **23/03/2018**.



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 **23/03/2018**.