

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Penylan: Colchester Avenue Zebra Crossing

Description of Scheme Proposal

Surveys have shown that up to 48 pedestrians per hour cross the road during the school peak time against a traffic flow of 1154 vehicles per hour. The 85th percentile speed was measured to be 29mph. An inspection of police accident records has revealed that there has been one injury related incident in this location during the last five year period.

On the basis of the above information it is considered that a pedestrian safety scheme is justified and the scheme should comprise upgrading the existing pedestrian refuge to a tabled zebra crossing. This will assist pupils on their walking route to Howardian Primary School, and improve access to the bus stops.

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.

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

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.

Section 106 Funding Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

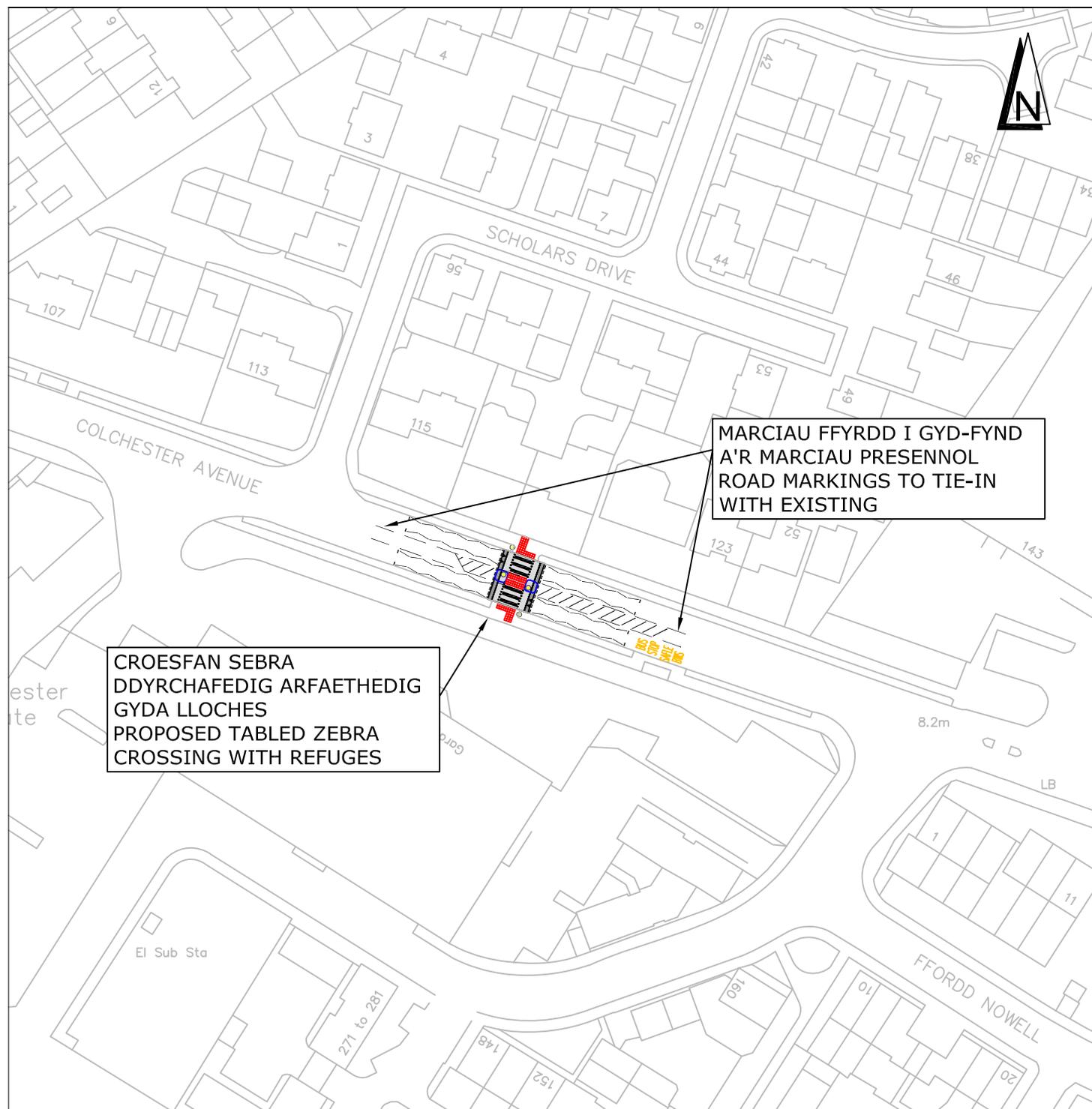
These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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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 3802 to request a paper copy. If you would like to make any comments about this proposal please let us know by **22/03/2018**.