

Crown Way – Pedestrian Crossing Facilities (Road Safety Scheme)

Description of Scheme Proposal

Money has been allocated from our General Capital Funding to improve the existing pedestrian crossing facilities on Crown Way around its junction with Whitchurch Road.

The junction of Crown Way is a wide junction and the existing pedestrian facilities are substandard. This proposed scheme has been developed to improve road safety on Crown Way, and it is aimed at improving accessibility within the community.

This current scheme proposal comprises of the construction of a new central pedestrian refuge, alterations the existing lane markings and the introduction of Ghost Junction Build Outs on the south east side of the Crown Way junction. During the initial investigation stage it was identified that a number of vehicles performing the left turn manoeuvre from Whitchurch Road into Crown Way were travelling at speed, and therefore the proposed ghost build out will narrow the width of the junction and encourage vehicles to slow down.

Pedestrian surveys have also been undertaken at this location which identify that there is a demand for pedestrian crossing facilities at this location.

Additional Information about traffic management measures

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.

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.

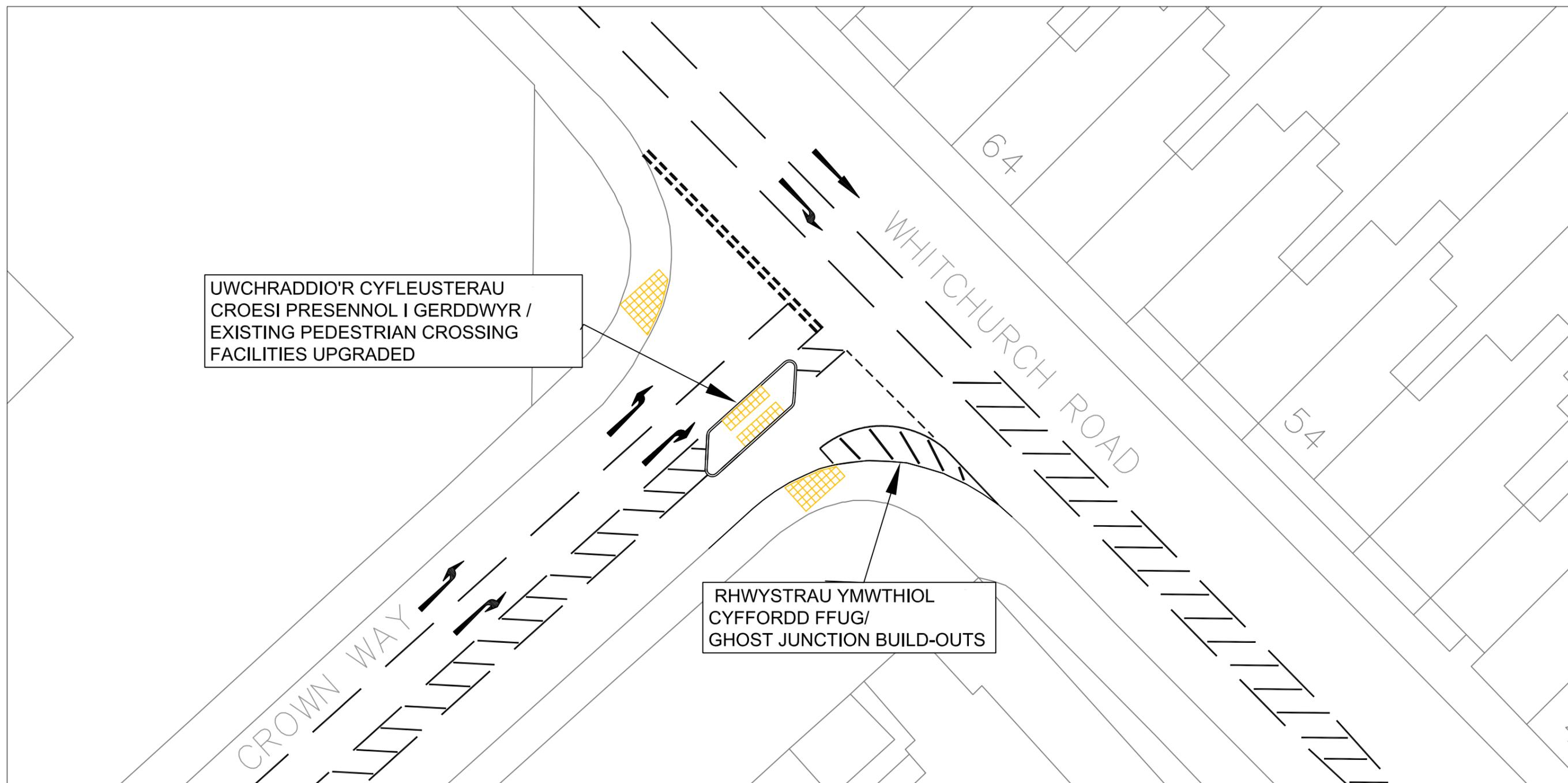
Ghost Island. This is where there is a hatched out area in the middle of the road, sometimes with coloured surfacing. They often include a marked lane for right turning vehicles to enable them to wait out of the way of through traffic. **Traffic islands** are sometimes located in them to prevent the area being used for overtaking.

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.

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/transportprojects ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3289 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **08/12/2017**

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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 3289 to request a paper copy. If you would like to make any comments about this proposal please let us know by **08/12/2017**

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