

Fairwater: Safe Routes In The Community 2017/18
St. Fagans Road Pedestrian Facilities

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.

Traffic surveys have been carried out on St.Fagans Road near Wellright Road, these have shown that up to 94 pedestrians per hour cross the road against a traffic flow of 423 vehicles per hour. The 85th percentile speed on St.Fagans Road was measured to be 33mph near Wellright Road and 32mph near Fairways Crescent.

An inspection of police accident records has revealed that there have been six injury related accidents in this location during the last five years, these collisions relate to "poor driving" or "failing to look" and do not relate to the current road layout. It is considered that by introducing traffic calming this will reduce the traffic speeds and create a safer environment for pedestrians and cyclists.

On the basis of the above information it is considered that a pedestrian safety and traffic calming scheme is justified. The scheme will include two new zebra crossings, with traffic calming and build-outs which will provide pedestrians with a shorter crossing distance and improved visibility to and from traffic. The implementation of this project will improve road safety particularly for pedestrians and cyclists and forms part of the Safe Routes in the Community initiative funded by the Welsh Government.

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.

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 Civil Enforcement Officers.

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.

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.

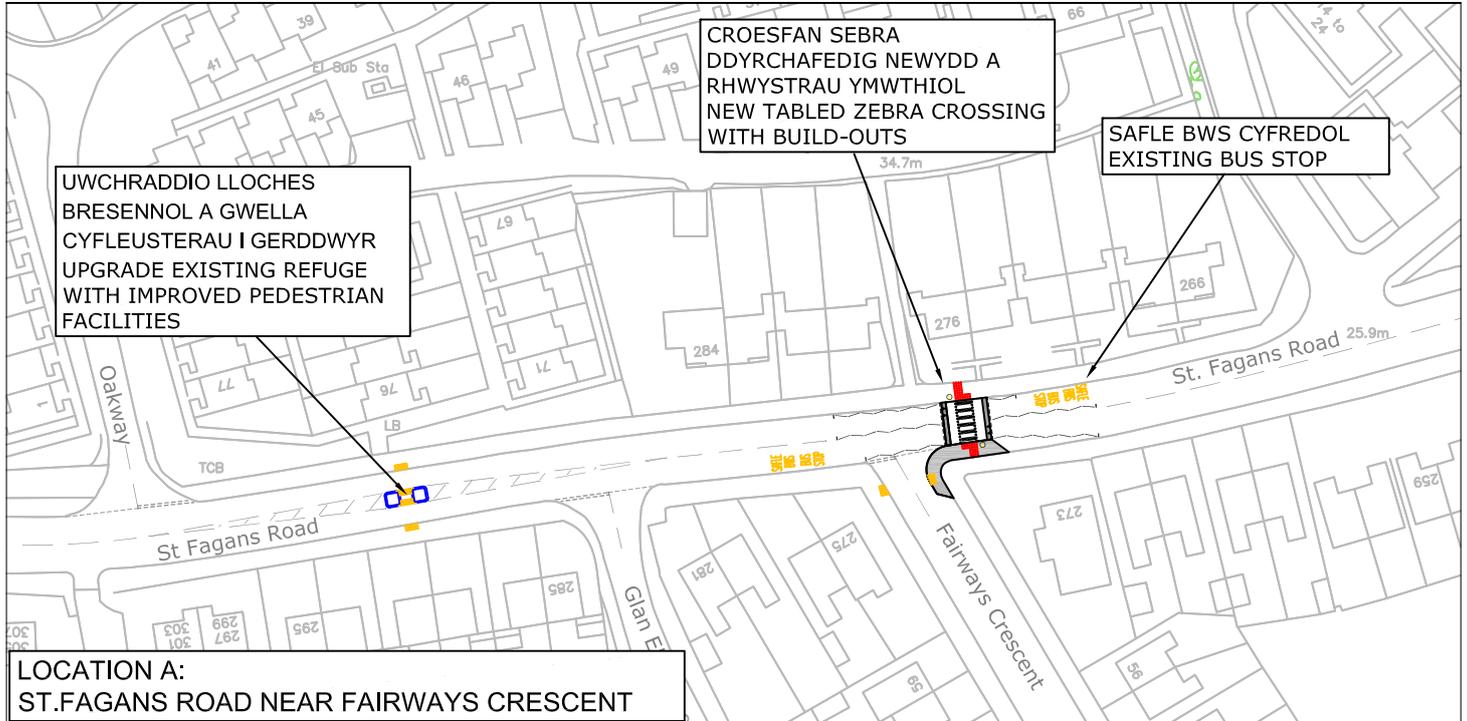
Build-out. This is a section of widened footway. These can be used in several ways such as reshaping junctions, defining parking areas and reducing distances that pedestrians have to cross the road. They can improve visibility to and from pedestrians or drivers waiting at a junction.

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

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 3802 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **07/07/2017**.



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 **07/07/2017**.