Grangetown: Avondale Road And Corporation Road Pedestrian Facilities

Description of Scheme Proposal

Concerns have been raised about vehicle speeds and pedestrian safety on Avondale Road and Corporation Road. In response, officers from the Council have visited the sites to identify how best to make improvements which will help to create a safer highway environment and improve pedestrian access.

Cardiff Council is currently implementing a programme to roll out 20mph speed limit restrictions in residential areas. New 20mph limit schemes will be delivered incrementally from the city centre out, ensuring that new areas where schemes are implemented are adjacent to areas that already have the 20mph limits in place. It is proposed to expand the existing scheme into Grangetown when funding is available. The 20mph limit will be delivered as a separate project, however this will be supported by the physical traffic calming measures being proposed under this scheme.

We propose to carry out the following work as part of this scheme:

- **Upgrade the existing pedestrian crossings on Avondale Road near Moordale Road and near Kent Street.** The existing pelican crossings will be replaced with puffin crossings which also have speed tables.

- **Provide a new tabled zebra crossing on Corporation Road near the roundabout junction with Avondale Road**

- **Upgrade the existing bus stops on Avondale Road.** The bus stops will have higher kerbs to provide easier access for bus passengers, the footway will also be built-out into the carriageway to make it easier for buses to line-up with the bus stop.

The implementation of this project will improve road safety, particularly for pedestrians and cyclists, and will improve access to bus services.

The need for a new zebra crossing on Corporation Road has been established. We would like to know if you support the proposed location of the zebra crossing? If not where would you locate it?

We would appreciate any comments you may have regarding the proposals. We understand you may have suggestions for other improvements to increase safety along Avondale Road and Corporation Road. Due to funding constraints we are unable to accommodate any significant changes to these plans at this time, however we will keep a record of any suggestions we receive to incorporate into future schemes.
Additional Information about traffic management measures

20 mph Zones. At 20 mph a car is able stop in 12 metres (40 feet), compared to 24 metres (75 ft) at 30 mph. In the event of an accident there is only a 1 in 20 risk of a pedestrian being killed, compared with a 1 in 2 risk at 30 mph. These factors combine to greatly reduce the risk to all road users. In the case of pedestrians it makes using a crossing and, where necessary, walking on the road far safer and acceptable. It is a statutory requirement that 20 mph zones contain traffic calming features at a spacing of not more than 100 metres and have to be designed to achieve an average vehicle speed of 20 mph.

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 (tabbed) 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.

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, ether as part of a wider set of traffic calming or on its own.

Puffin Crossing. This is a development of the pelican crossing and provides for signal control of both pedestrians and vehicles. These are used at sites where a zebra crossing is not suitable for various reasons such as it would cause too much delay to vehicles, or it would be too close to traffic signals, or vehicle speeds are high. Compared to a pelican crossing the pedestrian red and green man lights are on the push-button rather than across the road and there is no longer a flashing amber signal for drivers. The crossing time is varied depending upon the speed the pedestrians cross the road and the demand for crossing can
be cancelled if the pedestrian moves away or crosses before they get a green signal. All new signal controlled crossings incorporate a ‘rotating tactile cone’ on the underside of the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

**Tabled Puffin Crossing.** This is where a puffin 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.

**Built-out Puffin Crossing.** This is where a puffin crossing is provided with build-outs to reduce the road to the minimum for two way traffic. This improves visibility to and from the crossing. A speed table can sometimes form part of the design.

**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.

**Protected Parking.** This is where a build-out forms the end of a parking area. The build-out protects the parked vehicles from end-on collisions.

**Parking Area.** This is a part of the road which is normally behind a broken white line, but is not to be confused with a cycle lane. Some parking areas just distinguish between the area used for parking and that used for traffic without limiting parking times and which vehicles can be parked. Others are regulated by traffic regulation Orders which limit the use of the area as defined on nearby signs and in certain cases the area will be divided into individual bays.

**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](http://www.cardiff.gov.uk)
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 28/01/2019.