Hamadryad School Safety Zone And Access Improvements

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 provide a school safety zone near the new school and to introduce a 20 mph speed limit in the roads around the school. In addition to this, to make improvements to Pomeroy Street by removing the built-out areas to improve access.

The scheme entails:

- The provision of tabled zebra crossing facility on Hamadryad Road near the school and a widened footway area to create a ‘School Safety Zone’ area to provide safe access to the school.
- The provision of uncontrolled pedestrian crossing points (dropped kerbs) at various junctions to improve pedestrian access. Tactile paving will be provided at these locations.
- To realign the existing built-out areas on Pomeroy Street to improve access and provide additional parking where possible.
- To increase the available parking provision on Hunter Street by shortening the road closure area.
- The introduction of a 20 mph speed limit in the area - on Burt Place, Burt Street, Clarence Embankment, Clarence Place, Hamadryad Road, Harrowby Lane, Harrowby Place, Hunter Street, Pomeroy Street and Waverley Square.

To facilitate these improvements:

- It will be necessary to introduce a Traffic Regulation Order (TRO) to change the speed limit from 30 mph to 20 mph. A separate legal process will be undertaken to complete this part of the scheme.
- It is proposed to re-profile the majority of the built-out areas to improve access, but to retain as many of the trees as possible. This will be subject to further investigation work during the scheme’s detailed design process. New trees will be planted if certain trees cannot be retained due to potential damage to root systems. To fully remove the build-outs would mean that the majority of trees would need to be removed, which would not be supported by the Council’s Parks department.
- As part of this scheme, the parking restrictions that were sealed as part of a legal TRO process, although not implemented, will be revisited. The main aim of this is to prevent the hazardous parking that currently occurs at many locations, thereby improving the safety, access and visibility for pedestrians and school children in the area. This TRO will be revisited to ensure that the maximum parking provision is achieved but without compromising safety. A separate legal TRO process will be undertaken to complete this part of the scheme.
- Bollards will be provided at areas to prevent vehicle parking on the footway area or to mark out built-out areas for safety reasons.
In respect of specific locations:

**Location A**
This area forms part of the School Safety Zone. It has been developed to provide a safe area for pedestrians to access the school site. A speed table at the Pomeroy Street junction with Hamadryad Road will maintain low vehicle speeds and provide a level area for access. Junction build-outs will maximise visibility for pedestrians and provide shorter crossing locations. It is intended to create a parking free area here during school times, with wider footway areas, new landscaping and a 'School Keep Clear' area. The existing trees at the junction will be retained, although the junction will be realigned to improve 2-way access.

A zebra crossing may be added at this location should it be deemed necessary, however it is anticipated that traffic levels will remain low (see Scheme Background information below).

**Location B**
The footway will be extended across the closed off lane and the kerb-line changed to make use of the area where an old tree pit is located. This will provide additional carriageway space and on-street parking. The existing tree will be retained at this location.

**Location C**
The built-out area will be re-profiled so that the edge will be in line with parked vehicles. This will mean that vehicles will no longer have to drive over the built-out area. The two existing trees will be retained and every effort will be made to not damage the trees.

**Location D**
The built-out area will be re-profiled so that the edge will be in line with parked vehicles. This will mean that vehicle will no longer have to drive over the built-out area. The existing tree currently poses as a risk to users as it is located in close proximity to the running area of traffic. It is proposed to remove this existing tree and to replant a tree near-by, in a more suitable position. The length of the built-out area will also be shortened to increase available parking.

**Location E**
An uncontrolled crossing point will be provided that includes dropped kerbs and tactile paving. This will improve access for many users. It is an offence to obstruct uncontrolled crossing points.

**Location F**
The built-out area will be re-profiled so that the edge will be in line with parked vehicles. This will mean that vehicle will no longer have to drive over the built-out area. The two existing trees will be retained and every effort will be made to not damage the trees.

**Location G**
An uncontrolled crossing point will be provided that includes dropped kerbs and tactile paving. This will improve access for many users. It is an offence to obstruct uncontrolled crossing points.
Location H
Uncontrolled crossing points will be provided that include dropped kerbs and tactile paving. This will improve access for many users. It is an offence to obstruct uncontrolled crossing points. Due to the existing footway layout on the corner by the Church, a built-out section of footway will be provided to improve access across the junction.

Location I
The junction will be realigned to improve 2-way access into the southern section of Pomeroy Street, however this will require the removal of one tree. Uncontrolled crossing points will be provided that include dropped kerbs and tactile paving. This will improve access for many users. It is an offence to obstruct uncontrolled crossing points. The existing tree adjacent to property 50 will be retained and every effort will be made to not damage the tree. This will mean that the existing kerb-line will also be retained and will provide a traffic calming effect. To realign the kerb-line here would result in the tree being removed.

Location J
Uncontrolled crossing points will be provided that include dropped kerbs and tactile paving. This will improve access for many users. It is an offence to obstruct uncontrolled crossing points.

Location K
The built-out area will be re-profiled so that the edge will be in line with parked vehicles. This will mean that vehicle will no longer have to drive over the built-out area. The four existing trees will be retained. The kerb-line change will make use of the area where an old tree pit is located and the area of redundant space. This will provide additional carriageway space and on-street parking. The old redundant 'School Keep Clear' markings will be removed.

Location L
The built-out area will be re-profiled so that the edge will be in line with parked vehicles. This will mean that vehicle will no longer have to drive over the built-out area. The two existing trees will be retained.

Location M
The road closure space between Hunter Street and Burt Street will be reduced, therefore extending the carriageway space and on-street parking.

Notes -

The works are aimed to be completed on site by the end of September 2018.

The Double yellow lines shown on the drawing have been developed from the Sealed TRO for the area and will be progressed as a separate TRO process. In respect of resident parking, see below information.

No provision has been made for school coaches or transport in the proposals (see Scheme Background below).
**Scheme 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.

This scheme will entail the introduction of a school safety zone on Hamadryad Road and improvements along Pomeroy Street and the area to improve the formalised parking provision and access.

The Resident Parking Scheme currently in place will be reviewed and will be progressed separately to this scheme as part of a TRO process, but may be implemented as part of this scheme proposal if the review indicates that changes are required.

**Resident Parking Provision:**

Whilst the scheme also sets out to make improvements on Pomeroy Street, the focus will be on creating safe and legal parking that helps with access for pedestrians, occasional buses for the school (school educational visits/trips) and vehicular access for the community.

The Council’s will be assessing the area to determine whether the existing 50% resident Parking scheme can be introduced to 75%. However, all requests to upgrade 50% schemes to 75% schemes must meet certain criteria as per Council Policy, prior to a legal process commencing.

On this basis, survey and assessment work is currently being undertaken to determine whether the area meets these criteria. Information about this process is highlighted in the Council’s ‘Parking and Transportation Operational Policies and Standards 2016’ document, which can be found via following link on the on the Council’s website:


Every effort will be made to complete this assessment and process by September 2018 or December 2019 (subject to the outcome).
**Additional Information about traffic management measures**

**20 mph Zones.** At 20 mph a car is able to 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.

**Tabled Junction.** The provision of a tabled junction is similar to a road hump. The whole junction is raised to produce a platform, which reduces vehicle speeds. The provision of the tabled junction provides a safer junction by slowing down all vehicles approaching the junction thus providing a safer exit from the junction arms.

**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.
**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.

**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,

**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.

**Narrowed Gateway.** This is where build-outs are used to reduce the road to the minimum for two way traffic so that drivers are aware that they are entering a particular section of road, such outside a school or 20 mph Zone. A combination of measures such as a speed table, coloured surfacing or other road markings can be used as appropriate.

**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.

**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.
Bollard. This is a post made of various materials and is used to deter vehicles being driven onto the footway or verge.

Marker Post. This is a type of bollard which is black and white and carries red and white reflectors. They are used to mark the edge of the road and on some build-outs show where they start and stop.

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.
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 09/04/2018.
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