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Grangetown: Ninian Park Primary School: School Safety Zone: Sloper Road & Virgil Street

Description of Scheme Proposal

The Council is informing residents about plans to make changes to improve safety for parents and children walking, scooting or cycling to Ninian Park Primary School. Concerns have been raised about vehicle speeds and pedestrian safety on Sloper Road and Virgil Street. In response, officers from the Council have visited the school and surrounding area to identify how best to make improvements which will help to create a safer highway environment and improve pedestrian access.

We propose to construct a School Safety Zone as part of this scheme. This will include constructing traffic calming on the approaches to the school which will reduce vehicle speeds, and improvements to the pedestrian facilities.

This scheme has therefore been developed to:

- Install traffic calming on Sloper Road and Virgil Street
- Remove the priority narrowing on Virgil Street and replace it with a new zebra crossing
- Introduce parking restrictions within the School Safety Zone.

The measures will deliver a safer pedestrian environment, particularly for vulnerable road users and school pupils, and will improve accessibility to the school, park and bus services.

Funding for this scheme has been secured from the Welsh Government as part of the Safe Routes in the Community programme.

We would appreciate any comments you may have regarding the proposals. We understand you may have suggestions for other improvements to increase safety on Sloper Road and Virgil Street. Due to funding constraints we may be 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.

If you would like to make any comments about this proposal please let us know by **13/09/19** by email to TransportProjects@cardiff.gov.uk or write to Planning, Transport and Environment, Room 301, County Hall, Cardiff, CF10 4UW.

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 Cushions. These are a development of the road hump. The shape of speed cushions, particularly the width, enables drivers to align their vehicle with the cushion to minimise the hump effect. However, they also need to reduce their speed to do so. Larger vehicles particularly benefit in this way, thus reducing the effect on emergency service vehicles and bus passengers.

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 can be enforced by the Police or by 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.

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.

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.

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 as 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.

Priority Narrowing. This is a form of traffic calming where **build-outs** narrow the road so that only one vehicle can pass at a time. In all new road narrowing schemes, one direction is given priority. They can also assist pedestrians to cross as the road is narrowed and visibility is improved. They are most effective where a similar number of vehicles use the road in both directions and there is about 10 to 20 vehicles per minute in the peak hour.

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

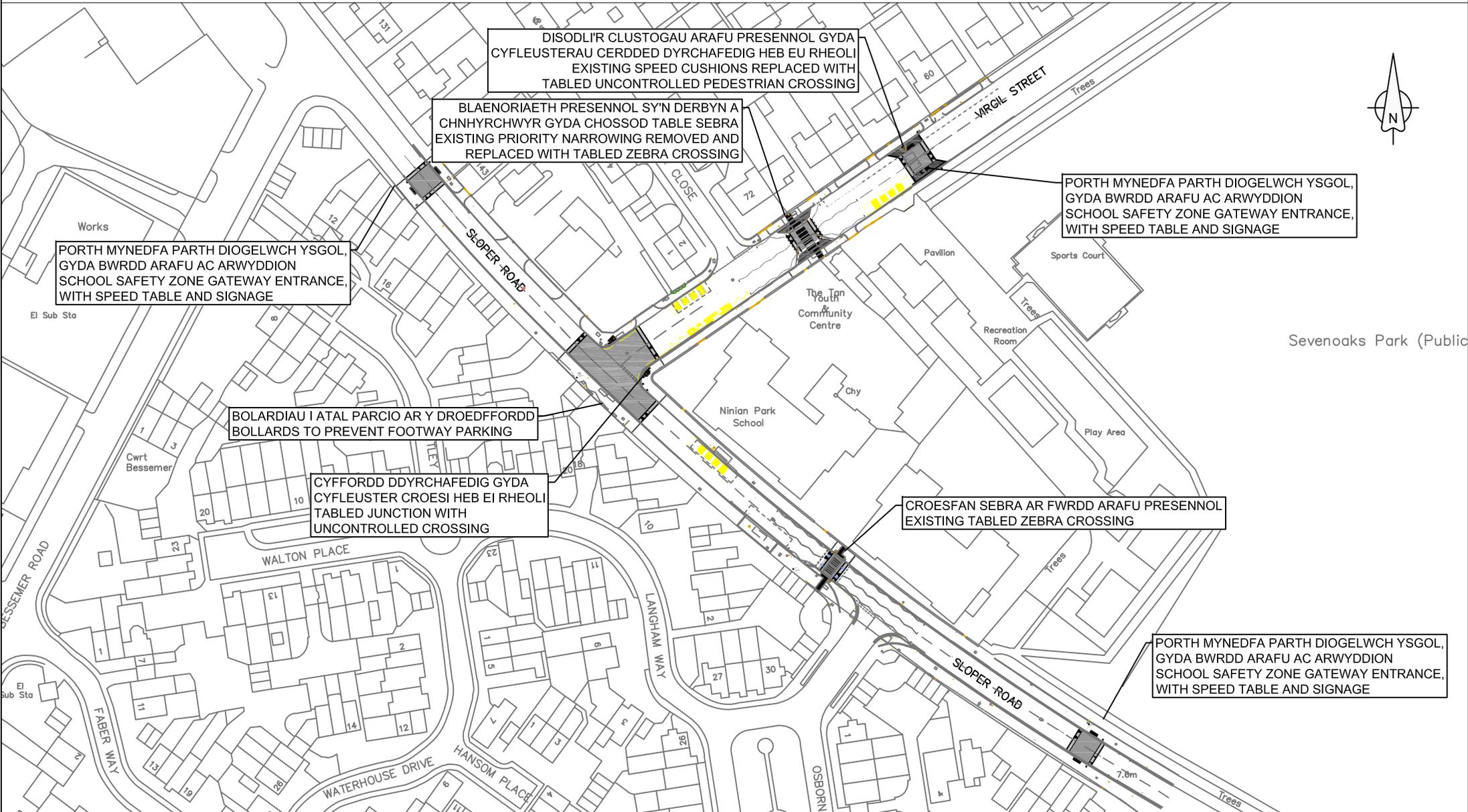
Vehicle Crossovers A vehicle crossover allows you to access your property legally, safely and easily when you are using a car or other domestic vehicle. This means that the kerbs are dropped ("dropped kerb") from their normal height to carriageway level and the footway, or verge, is strengthened to take 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.

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'. Os hoffech gyflwyno unrhyw sylwadau ynglŷn â'r cynnig hwn, rhowch wybod i ni erbyn **19/09/2019** drwy e-bostio ProjectauTrafnidiaeth@caerdydd.gov.uk neu ysgrifennwch at Projectau Trafnidiaeth, Ystafell 301, Neuadd y Sir, Caerdydd, CF10 4UW



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. If you would like to make any comments about this proposal please let us know by **19/09/2019** by email to TransportProjects@cardiff.gov.uk or write to Transport Projects, Room 301, County Hall, Cardiff, CF10 4UW