

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

## **Grangetown: Penarth Road Zebra Crossing**

### **Description of Scheme Proposal**

The Council is informing residents about plans to improve the pedestrian crossing facilities on Penarth Road. Concerns have been raised about vehicle speeds and pedestrian safety on Penarth Road following the removal of the pedestrian refuge near Blaenclydach Street. In response, officers from the Council have visited the area to identify how best to make improvements which will help to create a safer highway environment and improve pedestrian facilities.

The need for a new zebra crossing and traffic calming on Penarth Road has been established. We would like to know if you support the proposed location of the zebra crossing and traffic calming? 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 Penarth Road. 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.

### **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 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.

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.

Parallel Zebra Crossing. This is a new type of crossing, similar to a zebra crossing, that will allow for parallel pedestrian and cycle crossings. This crossing is similar in appearance to a zebra crossing but with a parallel route for cyclists within the controlled area of the crossing. Drivers must give way to both cyclists and pedestrians at the crossing.

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.

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.

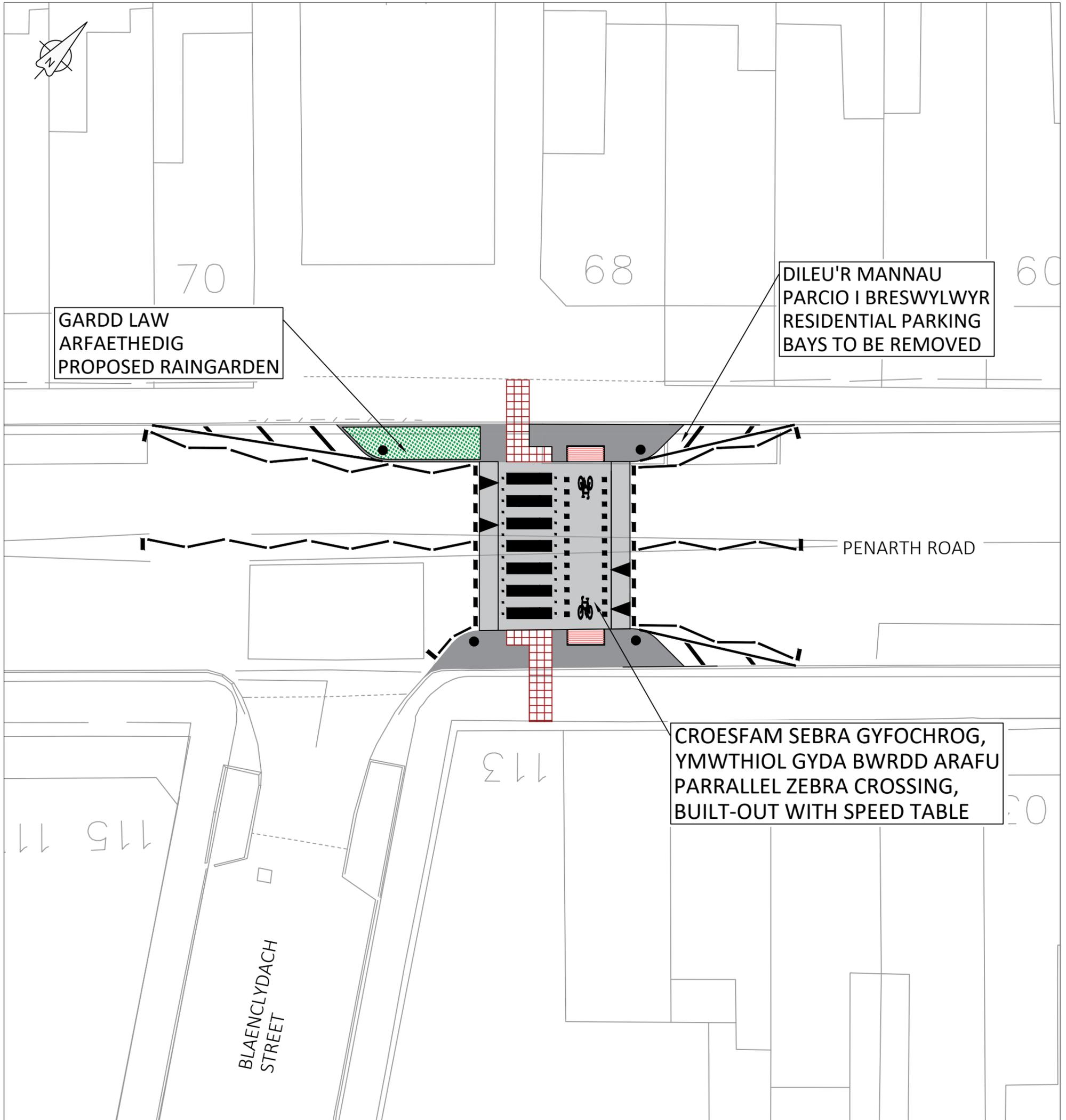
Marker Post. This is a type of ***bollard*** which is black and white and carries red and white reflectors. They are used to mark the edge of the road and on some ***build-outs*** show where they start and stop.

**Mae'r Cyngor yn ymgynghori ar y cynnig i weithredu cynllun rheoli traffig yn seiliedig ar y cynllun.**

A Proud Capital  
Prifddinas Falch



Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn [www.caerdydd.gov.uk/transportprojects](http://www.caerdydd.gov.uk/transportprojects) ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch [Projectautrafnidiaeth@caerdydd.gov.uk](mailto: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 **01/02/2019**



**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](http://www.cardiff.gov.uk/TransportProjects) using the 'view consultations' link. Alternatively, please e-mail [TransportProjects@cardiff.gov.uk](mailto: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 **01/02/2019**

A Proud Capital  
Prifddinas Falch

