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Grangetown: St.Patrick's Primary School - School Safety Zone

Description of Scheme Proposal

The Council is informing residents about plans to improve safety for parents and children walking, scooting and cycling to St.Patrick's Primary School. Concerns have been raised about vehicle speeds and pedestrian safety on North Clive 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.

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 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 a tabled zebra crossing which will improve pedestrian access.

The implementation of this project will improve road safety particularly for pedestrians and cyclists and forms part of the Safe Routes to Schools initiative.

The need for a new zebra crossing and traffic calming on North Clive Street 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 North Clive 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.

Additional Information about traffic management measures

20 mph speed limit. At 20mph a car is able stop in 12 metres (40 feet), compared to 24 metres (75 ft) at 30mph. 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 30mph. 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.

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.

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.

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.

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.

