

Riverside: St.Marys Primary School **Safe Routes In The Community**

Description of Scheme Proposal

A public consultation has previously been carried out on this project, but unfortunately the project could not be constructed at that time due to a lack of funds. Funding has now been secured for the construction of this project in 2017/18, and we consider that because there has been a time delay since the original consultation it would be beneficial to re-consult with the local residents who may be affected by the proposals.

The perception of high traffic speeds and the resulting concern about accidents is one of the reasons regularly given for pupils not walking to school with the result that they are then taken by private car. This not only results in increased traffic levels, congestion and pollution but also leads to low levels of exercise and adverse health effects on the pupils.

On the basis of the above information, in order to improve accessibility to and from St.Marys Primary School and the local community facilities, a traffic calming and pedestrian scheme has been developed. The scheme consists of the construction of a School Safety Zone outside St.Marys Primary School, which will include traffic calming and a zebra crossing, together with a new zebra crossing and improvements to the junction of Severn Grove / Wyndham Road / Wyndham Crescent / Severn Road / Romilly Crescent.

The implementation of this project will improve road safety particularly for pedestrians and cyclists. This scheme is being funded from a S106 Funding contribution from a nearby development, together with the Safe Routes in the Community funding from the Welsh Government.

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.

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.

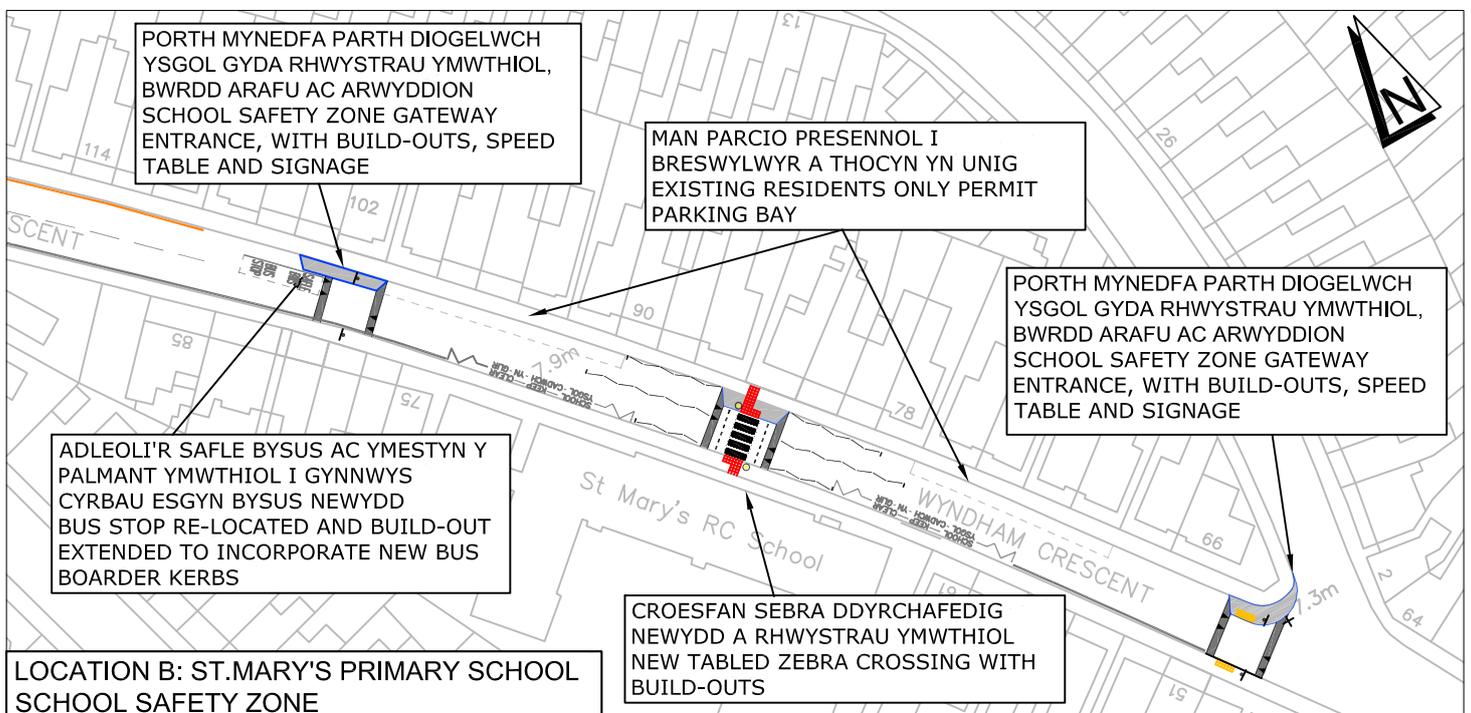
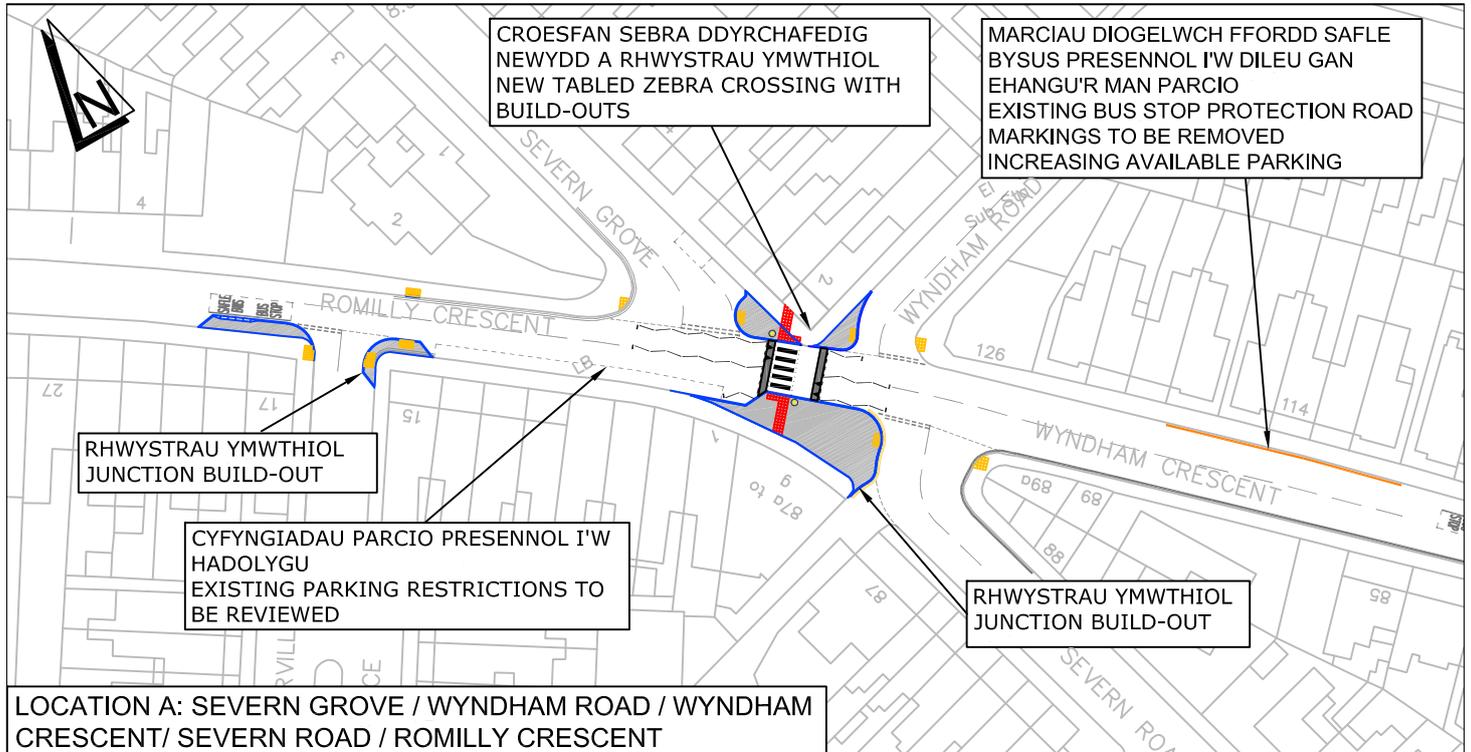
Section 106 Funding Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement.

These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.

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

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'. Fel arall, e-bostiwch 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 **31/07/2017**.



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 **31/07/2017**.