

96591 - Butetown: St Mary the Virgin Primary: School Safety Measures

12 October 2020

Description of Scheme Proposal

The Council has requested highway improvement works be included as part of the planning agreement associated with the development of St Mary the Virgin Primary School.

The proposed highway improvement works will include provision of school safety measures on Bute Street, Maria Street and Canal Parade, with traffic calming, footway improvements and parallel zebra crossing facilities located near the new school building. This scheme will improve road safety particularly for pedestrians and cyclists and will provide improved facilities for walking and cycling to school.

In addition to these measures, a new 20mph speed limit will be introduced on Bute Street and the surrounding streets. This change in speed limit will require a Traffic Regulation Order (TRO), which will be subject to a separate consultation as part of the legal TRO process.

The scheme is required to discharge a planning condition on planning application 19/02851/MJR for which planning permission was granted on 27 May 2020.

We would appreciate any comments you may have regarding the proposals. We understand you may have suggestions for other improvements to increase safety on Bute Street and Canal Parade. 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 **6.11.2020** by email to TransportProjects@cardiff.gov.uk or write to Transport Projects, Room 301, County Hall, Cardiff, CF10 4UW

Additional Information about traffic management measures

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

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.

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.

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.

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

Shared Use Path This is a footway or footpath that has been designed to be used by pedestrians and cyclists. To ensure that the route can be used without difficulty by all classes of pedestrian and cyclist these routes should normally be at least three metres wide and are generally indicated by signage and road markings. In some situations the path will be segregated with pedestrians on one side and cyclists on the other, but this requires a wider minimum path and can cause conflicts if users do not notice which side they should be using. The wider path is of assistance to users of wheelchairs, mobility scooters and pushchairs. It also benefits cyclists, especially those who need to use tricycles or cycle trailers due to age or disability and those who are very young or inexperienced cyclists.

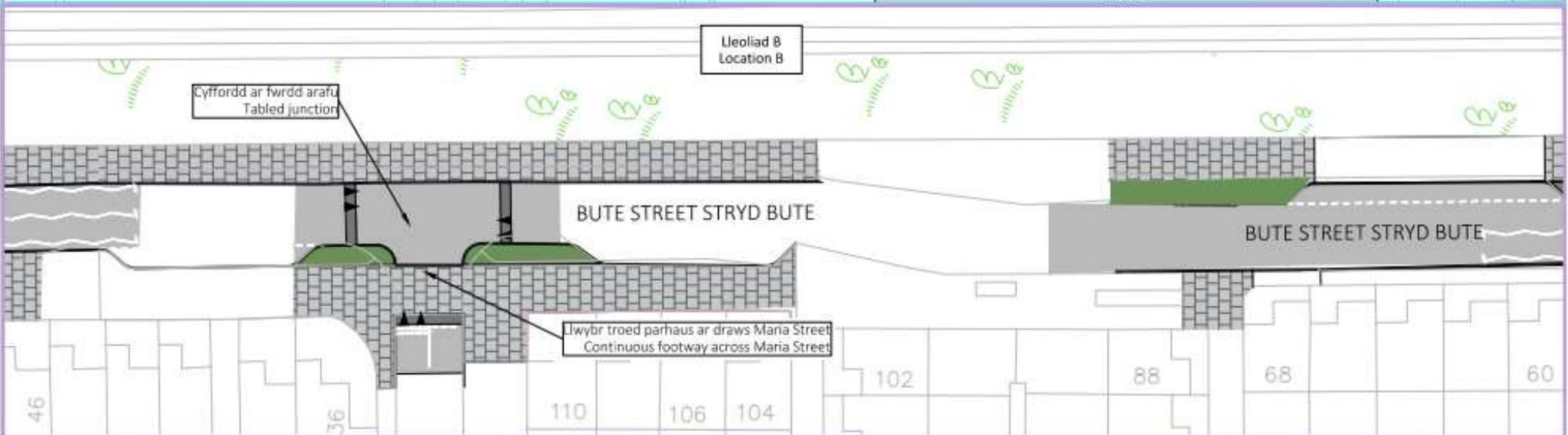
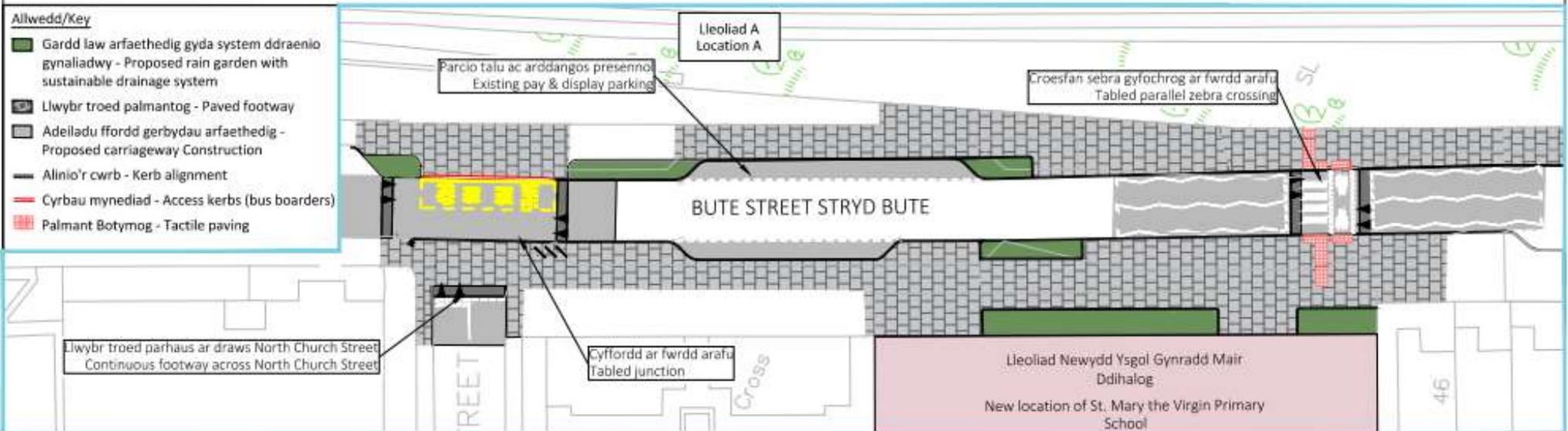
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Allwedd/Key

- Gardd law arfaethedig gyda system ddraenio gynaliadwy - Proposed rain garden with sustainable drainage system
- Llwybr troed palmantog - Paved footway
- Adelladu ffordd gerbydau arfaethedig - Proposed carriageway Construction
- Alinio'r cwrw - Kerb alignment
- Cyrbau mynediad - Access kerbs (bus boards)
- Palmant Botymog - Tactile paving

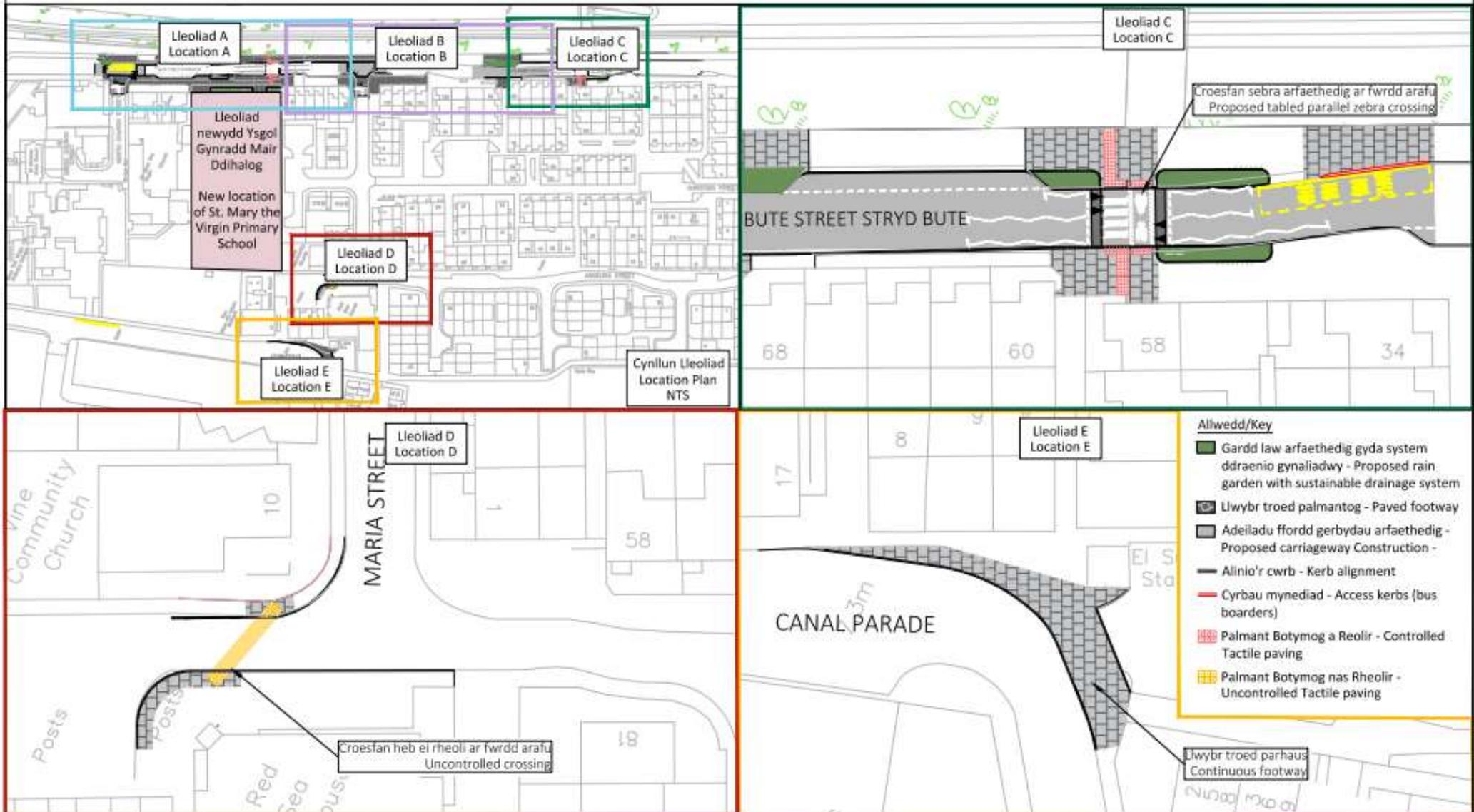


The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown.

Further details about this consultation are available at www.cardiff.gov.uk/TransportProjects using the 'view consultations' link 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 **6/11/2020**

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