

Western Avenue / Excelsior Road - Road Safety Improvements

Description of Scheme Proposal

The above scheme has been developed to improve safety on our roads as part of the Welsh Governments Road Safety Grant initiative. It is aimed at reducing the number of road casualties, improving accessibility within the community and encourage greater levels of walking and cycling. Additionally, to raise awareness of the traffic signals and traffic queues on Western Avenue.

This scheme has been produced and developed following an analysis that identified areas within the city with a high concentration of road casualties. The main road safety issues identified on this section of highway were vehicles driving too fast, failing to stop in time (resulting in rear shunts) on the A48 and the vulnerability of pedestrians on Excelsior Road. Driver only incidents dominate the A48 whilst pedestrian incidents dominate Excelsior Road. Overall there are numerous slight and serious injury collisions involving pedestrians and drivers.

This scheme has therefore been developed to:

Make it easier and safer for pedestrians to cross the road (Excelsior Road):

- Tabled facility – reduce vehicle approach speeds and assist vulnerable users,
- Toucan standard crossing (upgrade of existing pelican) to accommodate cyclists. Note the facilities at the main junction on the A48 is outside the scope of this scheme,
- To make the shared-use areas clearer; and
- Footway improvements where possible to tie into existing shared surfaces.

Reduce speed related incidents at the junction (A48 – Western Avenue):

- Additional / Upgraded signals – includes extended poles to be considered,
- Consideration of upgrading the current red light camera with a digital red light camera with 'speed on green' capability (requires further assessment and liaison with GoSafe), and
- Advance traffic signal/junction warning signs and ladder markings.

This scheme will include the construction of an upgraded pedestrian crossing facility with speed table, upgrade of the signal equipment to improve signal visibility and warning signs/road markings.

It is anticipated that the scheme will be developed 2017/18 and implemented 2018/19 (subject to receiving the necessary funding).

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 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.

Traffic Island. A traffic island is an area in the middle of the road surrounded by kerbs so that vehicles cannot be driven across it and are usually fitted with a 'keep left' sign or illuminated bollard. They are used as part of a pedestrian refuge, to create staggered crossing, to control vehicle movements at roundabouts or other junctions. A special type can appear to be a small roundabout, but without any side road arms.

Pedestrian Refuge. These traffic islands are used at sites where the number of pedestrians crossing the road is insufficient to justify a zebra or puffin crossing. They assist pedestrians to cross the road as they only have to consider one direction at a time and have a much reduced crossing distance. Modern refuges are much wider than previously used which makes them more suitable for wheelchairs and pushchairs.

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.

Toucan Crossing. This is like a puffin crossing but is for cyclists as well as pedestrians. The main difference for pedestrians and cyclists is the inclusion of cycle symbols beside the red and green man lights on the push-button. The crossing time is varied depending upon the speed the pedestrians cross the road and the demand for crossing can be cancelled if the pedestrian or cyclists moves away or crosses before they get a green signal. All new signal controlled crossings incorporate a 'rotating tactile cone' on the underside of the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

Staggered Crossing. This is a type of pedestrian refuge used where a puffin crossing, pedestrian phase or toucan crossing is in two separate parts. There is usually pedestrian guard-rail to direct pedestrians through the crossing. They are used on wide roads and at large signal controlled junctions.

Pedestrian Phase. This is a signal controlled pedestrian crossing at a set of traffic signals. On new schemes the pedestrian signals are normally on the push button but can be on signals across the road if required to provide the best design. All new signal controlled crossings incorporate a 'rotating tactile cone' on the underside of

the pushbutton unit which is used by the visually impaired to indicate when the traffic has a red signal.

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.

Safety (Speed) Camera. These are provided by the local Safety Camera Partnership and they can only be used as sites which meet criteria that are set by the Welsh Assembly Government. They are not considered to be traffic calming features as they have no physical effect on driving behaviour.

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

Illuminated Bollard. This is an internally lit traffic sign, usually with a 'keep left' arrow which is provided on traffic islands to make it illegal for drivers to pass it on the right.

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.

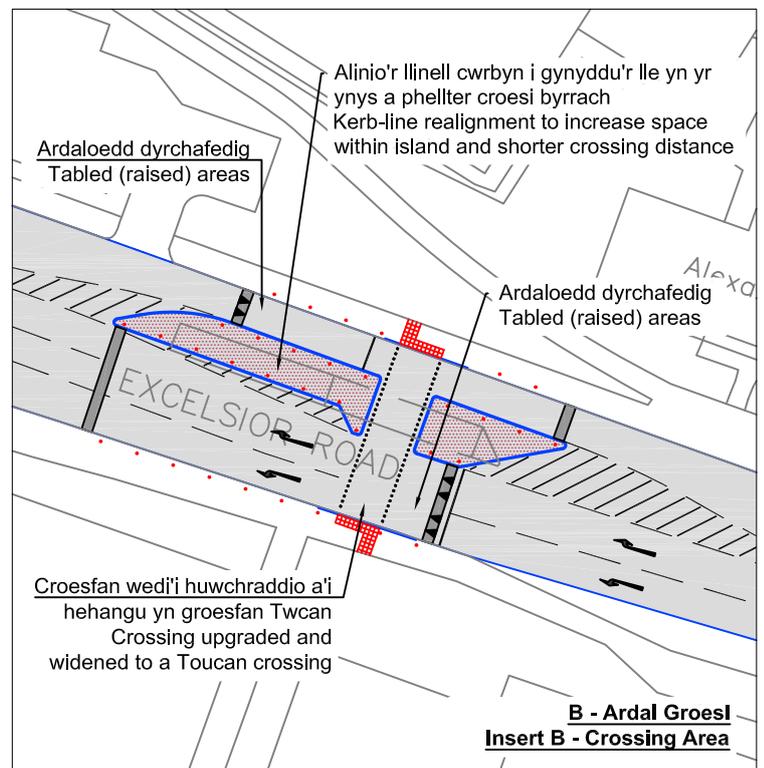
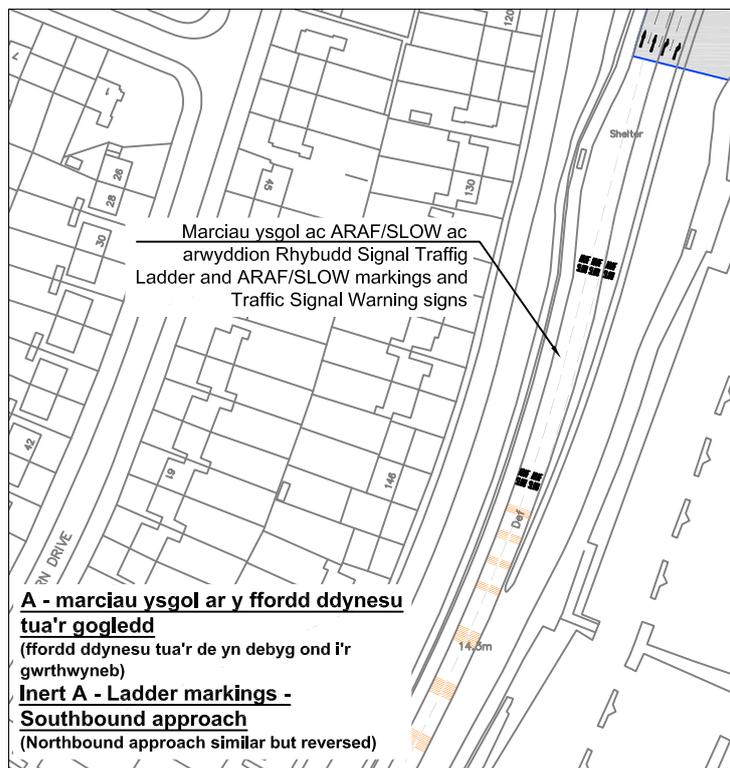
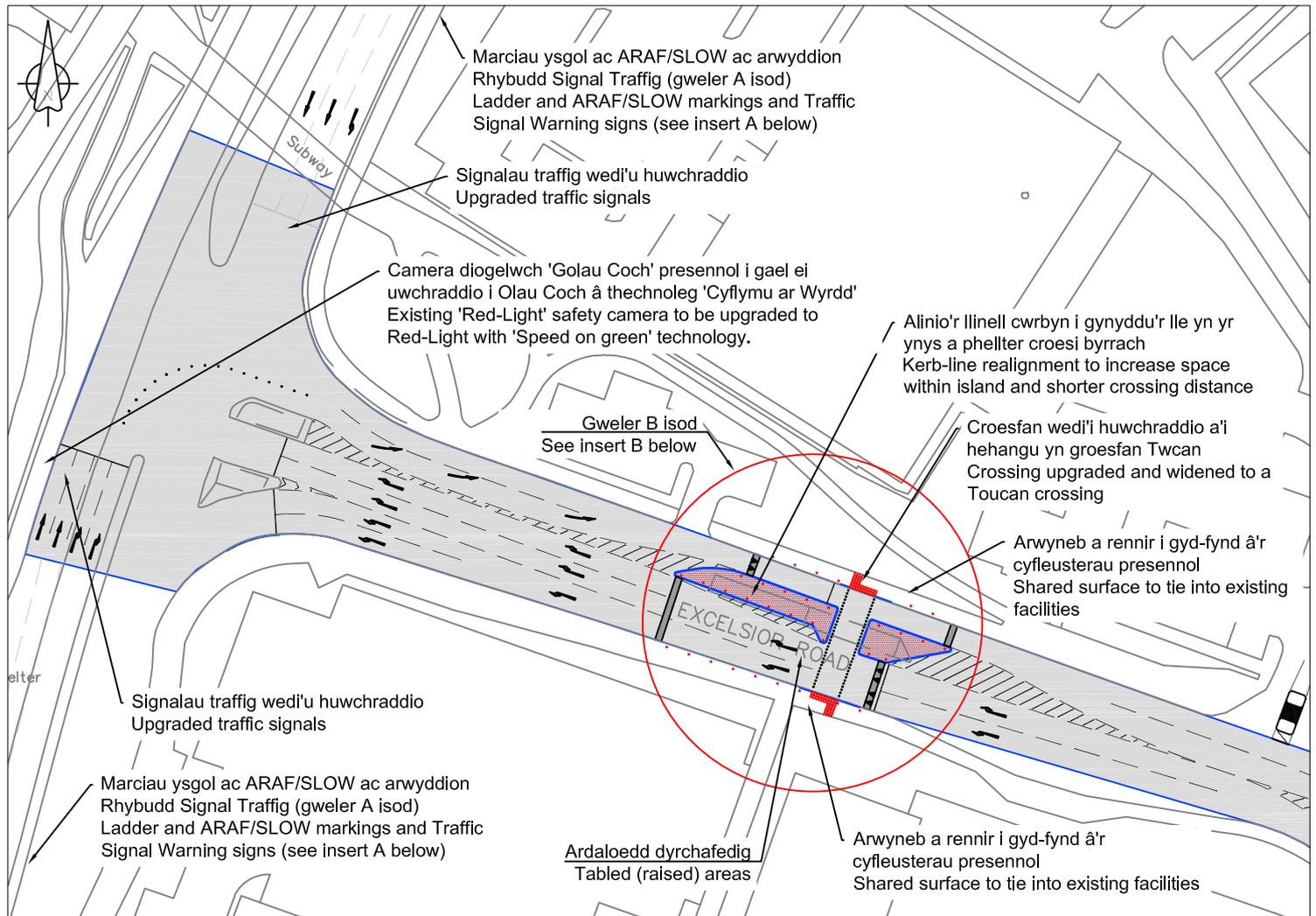
Nearside signals The green man signals will be "nearside" (i.e. the green man will only be visible at the point of crossing and not on the other side of the road). These types of pedestrian crossing have the following advantages:

1. The signals are held on red longer if pedestrians are detected crossing the road
2. The green man signal is cancelled if pedestrians clear the crossing and no longer need the all red stage

These features improve the safety and the efficiency of the junction.

Mae'r Cynngor 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 3250 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhwch wybod i ni erbyn **29/12/2017**.



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 cardiff.gov.uk/TransportProjects using the 'view consultations' link. Alternatively, please e-mail TransportProjects@cardiff.gov.uk or telephone 029 2087 3250 to request a paper copy. If you would like to make any comments about this proposal please let us know by **29/12/2017**.