

Whitchurch Road / Flaxland Avenue Pedestrian Crossing Facilities

Description of Scheme Proposal

The above scheme is located on Whitchurch Road adjacent to its junction with Flaxland Avenue. It has been developed to improve safety and better accessibility for pedestrians and is being funded by the Council's General Capital Funds Budget. It is also aimed at reducing the number of road casualties, improving accessibility within the community and encourage greater levels of walking and cycling. Additionally, to safeguard vulnerable groups.

This scheme has been identified and developed from the Council's Future Programme where the main road safety issues identified was the vulnerability of pedestrians trying to cross Whitchurch Road. This is due to the high volume of traffic and general traffic conditions, where there has been one slight injury related collision at the junction over a five year period.

We have developed a scheme which will:

- Make it easier and safer for pedestrians to cross the road both on Whitchurch Road and across Flaxland Avenue,
- Reduce traffic approach speeds,
- Improve access to the bus stop via a widened footway area and bus border and
- Assist vehicles exiting Flaxland Avenue by improved visibility as a result of the widened/built-out footway area.

The scheme will entail:

The provision of a tabled zebra crossing across Whitchurch Road and a widened/built out footway area. An improved uncontrolled crossing point will also be provided across Flaxland Avenue to assist users walking along Whitchurch Road. The widened/built-out footway area will also provide a shorter crossing distance for pedestrians as well as improve visibility for vehicles exiting Flaxland Avenue, as the give way markings are brought forward.

The existing parking bays will be unaffected, however the ends of the parking bays will be protected by the built-out footway area.

These improvements will reduce traffic speeds and improve the pedestrian crossing facilities at the identified pedestrian desire lines. This will be particularly beneficial for the community and staff accessing the Hospital and accessing the bus stop.

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.

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.

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.

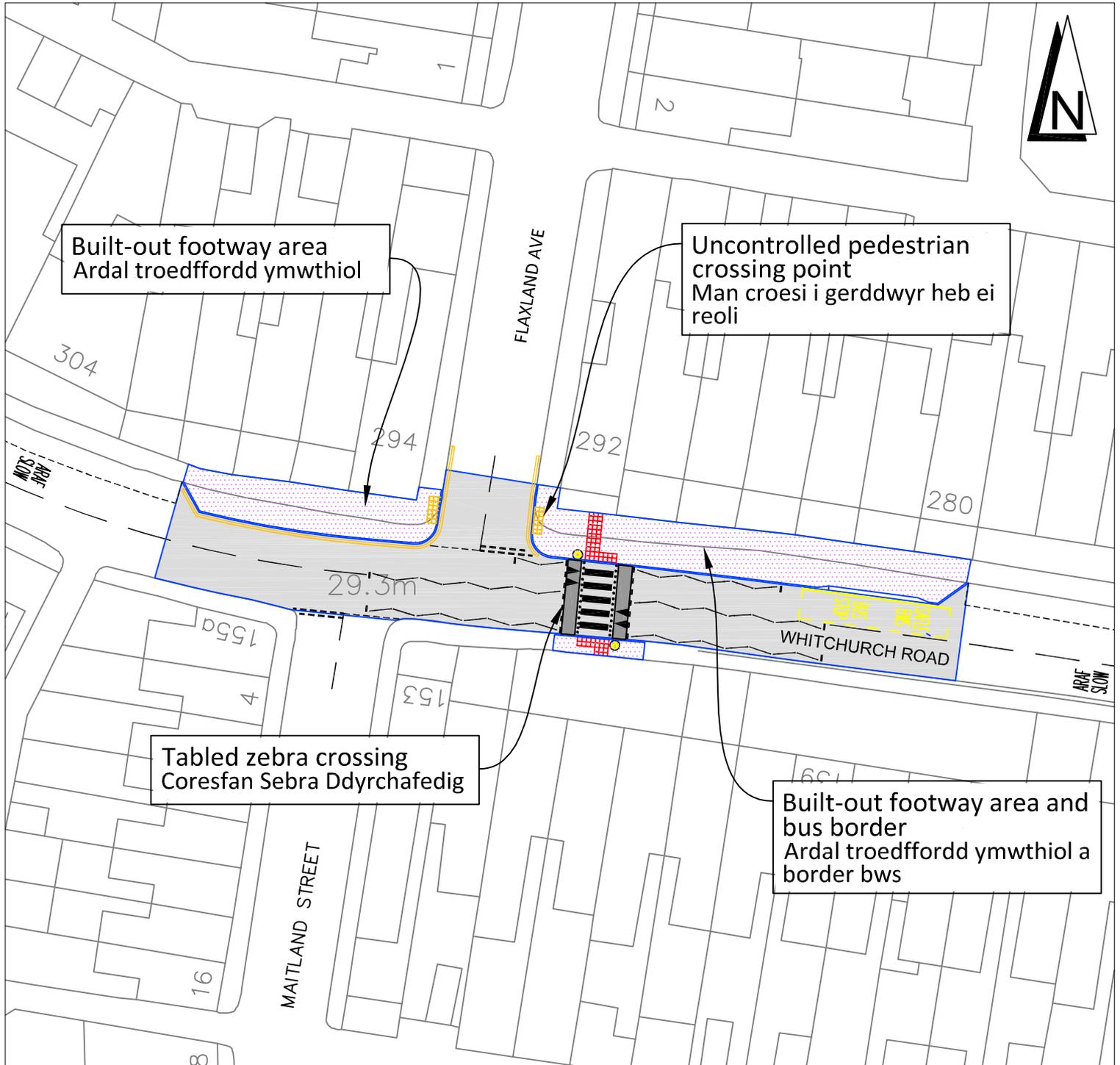
This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg.

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

A Proud Capital
Prifddinas Falch



A full consultation pack is available at www.cardiff.gov.uk/transportprojects. 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 **30/09/2016**.



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

Mae pecyn ymgynghori llawn ar gael yn www.caerdydd.gov.uk/transportprojects. Fel arall, e-bostiwch TransportProjects@caerdydd.gov.uk neu ffoniwch 029 2087 3250 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **30/09/2016**.