

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

Area B - Lakeside Primary School (Active Travel Scheme) - Ontario Way

Transport Projects are proposing to implement the above road safety project. A copy of the indicative scheme layout is attached for your information / comment.

We have recently consulted on a proposed One Way scheme and School Safety Zone on Ontario Way. The feedback received during the consultation with local members and the residents within the area was negative, therefore the One Way proposal has been withdrawn and we have developed new proposals taking into consideration residents' and parents' views.

The implementation of this project will improve road safety particularly for pedestrians and cyclists. The scheme is part of a bigger package of work in the area surrounding the school, aimed at promoting Active Travel and is funded from the Welsh Government under their Active Travel initiative.

The scheme will include a number of measures to improve pedestrian facilities and reduce vehicle speeds in the vicinity of the school gates, including

- a raised Zebra Crossing between the numbers of 95 & 97 Woolaston Avenue. This will provide a safe pedestrian crossing for school pupils accessing the school side entrance. No parking will be permitted on the zebra crossing zig-zag road markings and there will be a loss of 4 parking spaces.
- Improvements to the existing Gravel path through the Discovery Woods.
- A raised crossing point outside numbers 56 & 58 Woolaston Avenue. This will provide a convenient place for pedestrians to cross from the existing path which leads to Celyn Avenue.
- Tactile paving crossing point on Manitoba Close, and a speed table with crossing point on Ontario Way near the junction with Manitoba Close.
- Tactile paving crossing point on Woolaston Avenue junction with Winnipeg Drive, a speed table with crossing point outside numbers 1 & 3 Winnipeg Drive.
- Additional Footway and improvements to the School House access. Some sections of guardrail will be removed at the school entrance to provide a continuous footway in front of the school.
- A new raised Zebra Crossing outside Numbers 17 & 19 Ontario Way, near the main school entrance, with revised School Keep Clear Markings. This will provide a safe pedestrian crossing for school pupils accessing the school entrance.
- Parking restrictions will also be introduced throughout the scheme, subject to a Traffic Regulation Order (TRO) process.

As part of the School Safety Zone, a new 20mph speed limit will be introduced in the area which will cover Ontario Way, Winnipeg Drive and part of Woolaston Avenue. This change in speed limit will require a TRO, which will be subject to a separate consultation as part of the legal TRO process.

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.

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.

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.

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.

Disgrifiad o'r Cynnig

Ysgol Gynradd Lakeside (Cynllun Teithio Llesol – Cam 2) – Ontario Way

Mae Projectau Trafnidiaeth yn cynnig rhoi'r project diogelwch ar y ffyrdd uchod ar waith. Mae copi o drefn y cynllun mynegol wedi'i atodi er eich gwybodaeth / sylwadau.

Rydym wedi ymgynghori'n ddiweddar ar gynllun Un Ffordd a Pharth Diogelwch Ysgol arfaethedig ar Ontario Way. Roedd yr adborth a dderbyniwyd yn ystod yr ymgynghoriad gydag aelodau lleol a'r trigolion yn yr ardal yn negyddol, felly mae'r cynnig Un Ffordd wedi'i dynnu'n ôl ac rydym wedi datblygu cynigion newydd gan ystyried barn rhieni a thrigolion.

Bydd gweithredu'r project hwn yn gwella diogelwch ffyrdd yn enwedig i gerddwyr a beicwyr. Mae'r cynllun yn rhan o becyn mwy o waith yn yr ardal o amgylch yr ysgol, sydd â'r nod o hyrwyddo Teithio Llesol ac mae wedi ei ariannu gan Lywodraeth Cymru o dan ei gynllun Teithio Llesol.

Bydd y cynllun yn cynnwys nifer o fesurau i wella cyfleusterau i gerddwyr a lleihau cyflymderau cerbydau yn ardal gatiâu'r ysgol gan gynnwys

- Croesfan Sebra ddyrchafedig rhwng 95 a 97 Woolaston Avenue. Bydd hyn yn cynnig croesfan ddiogel i ddisgyblion sy'n defnyddio mynedfa ochr yr ysgol. Ni chaniateir parcio ar farciau ffordd igam-ogam y groesfan sebra a chaiff man parcio eu colli.
- Gwelliannau i'r llwybr graean presennol trwy'r Goedwig Ddarganfod.
- Croesfan ddyrchafedig y tu allan i 56 a 58 Woolaston Avenue. Bydd hyn yn creu man cyfleus i gerddwyr groesi o'r llwybr presennol sy'n arwain i Celyn Avenue.
- Croesfan â phalmant botymog ar Manitoba Close, a bwrdd arafu gyda chroesfan ar Ontario Way yn agos at y gyffordd â Manitoba Close.
- Croesfan â phalmant botymog ar gyffordd Woolaston Avenue â Winnipeg Drive, bwrdd arafu gyda chroesfan y tu allan i 1 a 3 Winnipeg Drive.
- Troedffordd ychwanegol a gwelliannau i ffordd fynediad adeilad yr ysgol. Caiff rhai rhannau o'r rheilen warchod wrth fynedfa'r ysgol i greu troedffordd barhaus o flaen yr ysgol.
- Croesfan sebra ddyrchafedig newydd y tu allan i 17 a 19 Ontario Way, yn agos at brif fynedfa'r ysgol, gyda Marciau Ysgol - Cadwch yn Glir diwygiedig. Bydd hyn yn cynnig croesfan ddiogel i ddisgyblion sy'n defnyddio mynedfa'r ysgol.

- Caiff cyfyngiadau parcio eu cyflwyno ym mhob rhan o'r cynllun hefyd, yn amodol ar broses Gorchymyn Rheoli Traffig (GRhT).

Yn rhan o'r Parth Diogelwch Ysgol, bydd cyfyngiad cyflymder newydd o 20mya yn cael ei gyflwyno yn yr ardal a fydd yn cwmpasu Ontario Way, Winnipeg Drive a rhan o Woolaston Avenue. Bydd y newid hwn i'r cyfyngiad cyflymder yn gofyn am GRhT a fydd yn destun ymgynghoriad ar wahân fel rhan o broses gyfreithiol GRhT.

Gwybodaeth Ychwanegol am fesurau rheoli traffig

Parthau 20 mya. Ar 20 mya gall car stopio mewn 12 metr (40 troedfedd), o'i gymharu â metr (75 troedfedd) ar 30 mya. Yn achos damwain, mae risg y caiff dim 1 cerddwr o bob 20 cerddwr ei ladd, o'i gymharu ag 1 cerddwr o bob 2 gerddwr ar 30 mya. Mae'r ffactorau hyn yn cyfuno er mwyn lleihau'r risg i bob defnyddiwr y ffordd yn fawr. O ran cerddwyr mae'n gwneud defnyddio croesfan, a phan fo angen, cerdded ar y ffordd yn llawer mwy diogel a derbynol. Mae'n ofyniad statudol bod parthau 20 mya yn cynnwys **mesurau arafu traffig** o fewn pob 100 metr ac mae angen eu dylunio er mwyn sicrhau mai 20 mya yw cyflymder cyfartaledd cerbydau.

Mesurau Arafu Traffig Mae'r term hwn yn cyfeirio at fesurau rheoli traffig ffisegol sy'n gorfodi gyrwyr i leihau cyflymder eu cerbydau. Mae'r rhain yn cynnwys twmpathau ffordd, clustogau arafu, byrddau arafu, rhwystrau culhau'r ffordd, rhwystrau igam-ogamu, pyrth, cylchfannau a mesurau tebyg eraill.

Gorchymyn Rheoli Traffig Dyma'r cyfyngiadau a osodir ar y Briffordd sy'n cyfeirio, rheoli a gwahardd symudiadau defnyddwyr y ffordd. Er enghraifft cyfyngiadau cyflymder 20mya. Dim Mynediad. Dim Troi i'r Dde. Unffordd. Dim Aros. Rhaid i'r cyfyngiadau hyn fynd trwy broses gyfreithiol hir. Os cânt eu cymeradwyo, rhoddir yr arwyddion a llinellau ar y safle a chânt eu gorfodi gan yr Heddlu neu'u Wardeniaid Traffig.

Bwrdd Arafu. Dyma amrywiad ar y twmpath lle bo pen yr ardal ddyrchafedig â lled o fwy na dau fetr. Mae hyn yn achosi llai o anghysur i deithwyr ar fysis gan fod y codi a'r gostwng wedi'u gwahanu gan yr adran wastad. Weithiau defnyddir y rhain ar y cyd â chroesfannau i gerddwyr i leihau cyflymderau ac i wneud y groesfan yn fwy amlwg i yrwyr.

Croesfan Sebra Mae'r math hwn o groesfan yn addas i safleoedd lle mae lefelau cymedrol o gerddwyr a thraffig lle na chyfiawnheir croesfan pâl. Gallant wasanaethu cerddwyr yn well gan nad oes angen aros am amser penodol cyn cael croesi. Gellir eu defnyddio'n ddefnyddiol ar y cyd â rhwystrau ymwithiol sy'n gwella gwelededd i ac o gerbydau, i leihau pellteroedd croesi ac i gadarnhau bod cerddwyr yn bwriadu croesi'r ffordd.

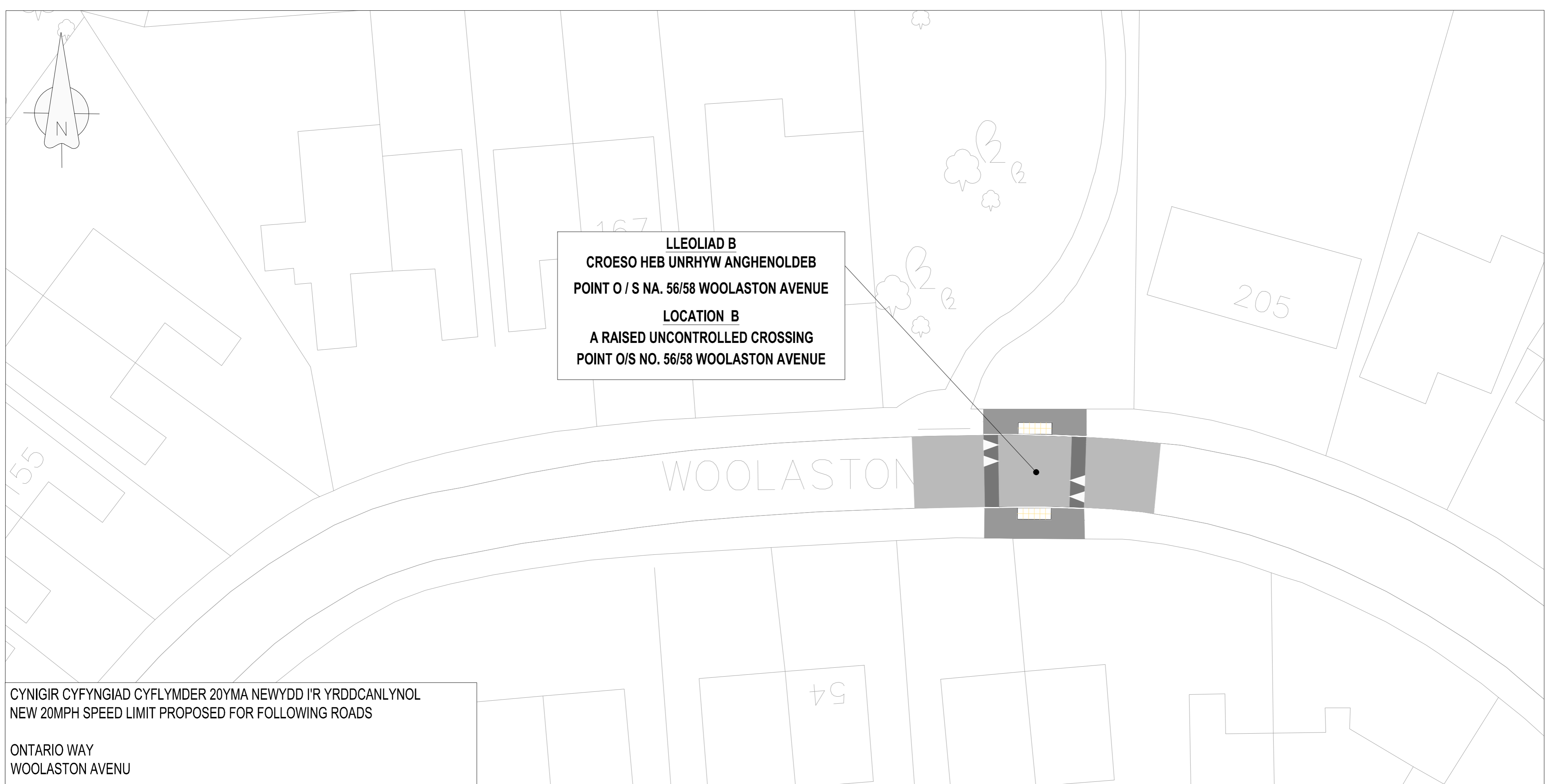
Croesfan Sebra Ddyrchafedig Dyma le bo **croesfan sebra** yn cynnwys **bwrdd arafu**, neu wedi'i lleoli wrth gyffordd ddyrchafedig, naill ai'n rhan o set ehangach o fesurau arafu traffig neu ar ei phen ei hun.

Parth Diogelwch Ysgol Fel arfer bydd gan barth diogelwch ysgol "borth" i mewn i'r parth ar ffurf culhad ffordd dwy ffordd ac arwyddion rhybuddion ysgol a bydd yn cynnwys

mesurau arafu traffig, croesfannau i gerddwyr a chyfyngiadau a rheolaeth parcio. Y diben yw lleihau cyflymderau traffig yn ardal gatiâu'r ysgol, codi ymwybyddiaeth gyrwyr sy'n agosáu at ysgol a chynnig cyfleusterau mwy diogel a chyfleus i gerddwyr (disgyblion ysgol yn benodol) o fewn y parth. Bydd yr union fesurau yn y parth diogelwch ysgol yn dibynnu ar ffactorau amrywiol megis trefn y safle, nifer o fynedfeydd yr ysgol, swm a chyflymder traffig.

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/transportprojects ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3354 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn 14/6/2019

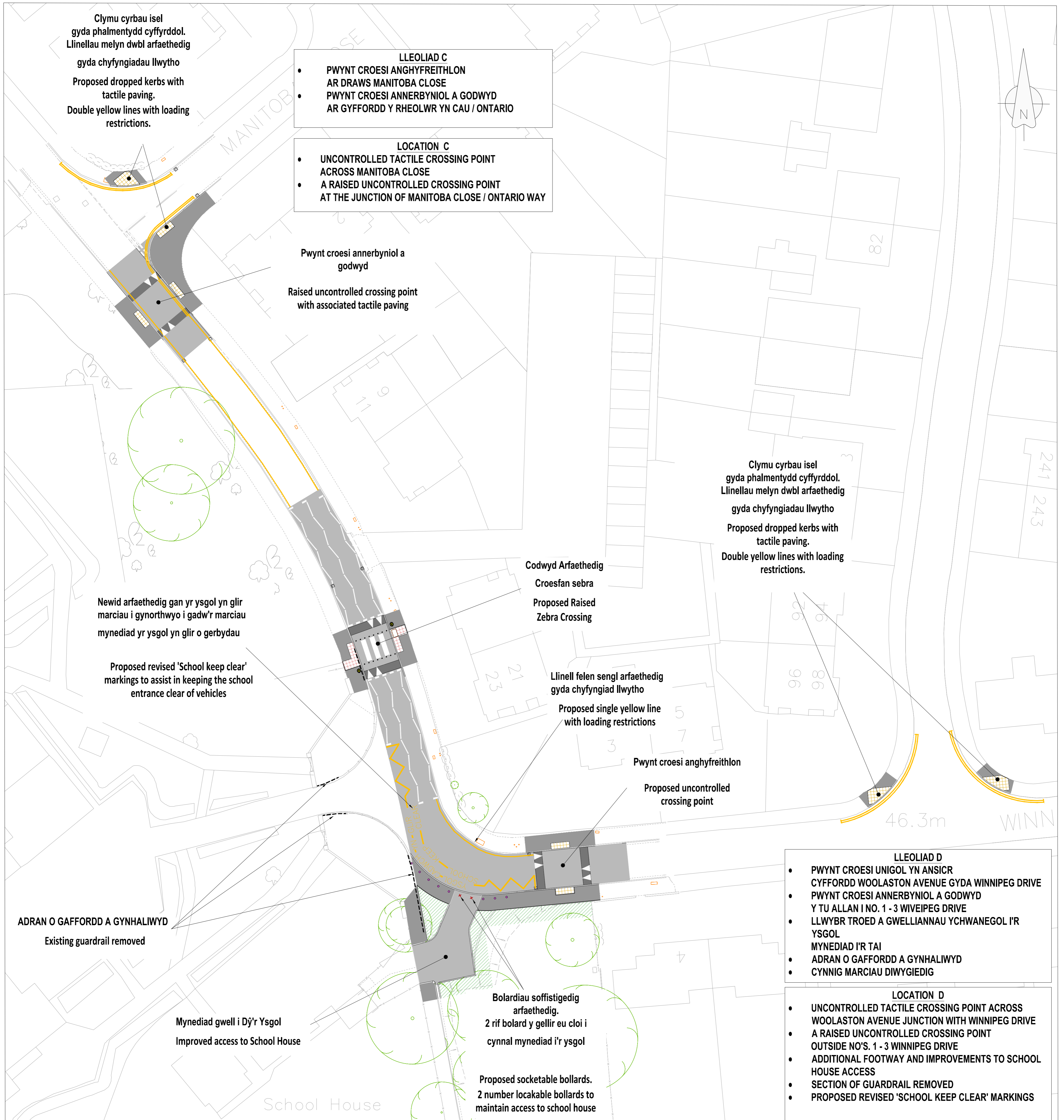


The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown.

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 3354 to request a paper copy. If you would like to make any comments about this proposal please let us know by **14/6/2019**

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Mae rhagor o fanylion am yr ymgynghori hwn ar gael yn www.caerdydd.gov.uk/transportprojects ar y ddolen 'gweld ymgynghoriadau'. Fel arall, e-bostiwch Projectautrafnidiaeth@caerdydd.gov.uk neu ffoniwch 029 2087 3354 i ofyn am gopi papur. Os hoffech wneud unrhyw sylwadau am y cynnig rhowch wybod i ni erbyn **14/6/2019**



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