

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

The scheme includes a One Way system on Ontario Way outside Lakeside Primary School and the creation of a School Safety Zone with Gateway features in the form of road narrowings, speed ramps and school warning signs.

The One Way system will start on Winnipeg Drive at the junction with Woolaston Avenue, then continue past the school on Ontario Way and west onto Woolaston Avenue to the junction with Torrens Drive. The remaining sections of Winnipeg Drive and Woolaston Avenue will remain as two-way flow.

There will be a new tabled zebra crossing on Woolaston Avenue to assist pedestrians walking between the Discovery Public House area to and from the school using the already well established pedestrian route. This route will also be improved subject to adequate funding and land ownership issues.

In addition to 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 and One Way will require a Traffic Regulation Order (TRO), which will be subject to a separate consultation as part of the legal TRO process.

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.

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.

Speed Cushions. These are a development of the road hump. The shape of speed cushions, particularly the width, enables drivers to align their vehicle with the cushion to minimise the hump effect. However, they also need to reduce their speed to do so. Larger vehicles particularly benefit in this way, thus reducing the effect on emergency service vehicles and bus passengers.

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 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.

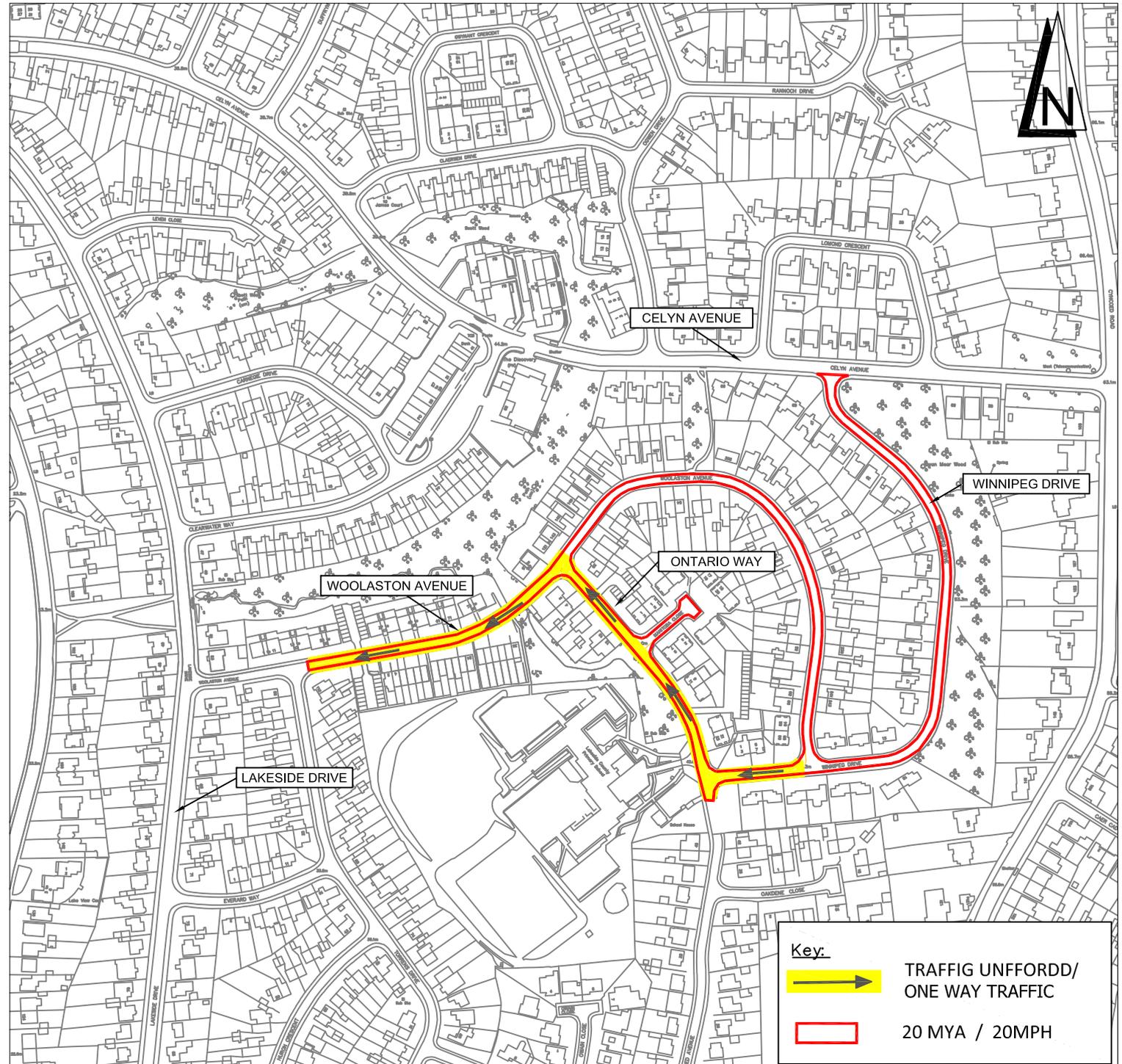
Zebra Crossing. This type of crossing is suitable for sites with medium levels of pedestrian demand and vehicle flows where a **puffin crossing** is not justified. They can provide a better level of service for pedestrians as there is no minimum time waiting for the right to cross. They can be usefully 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.

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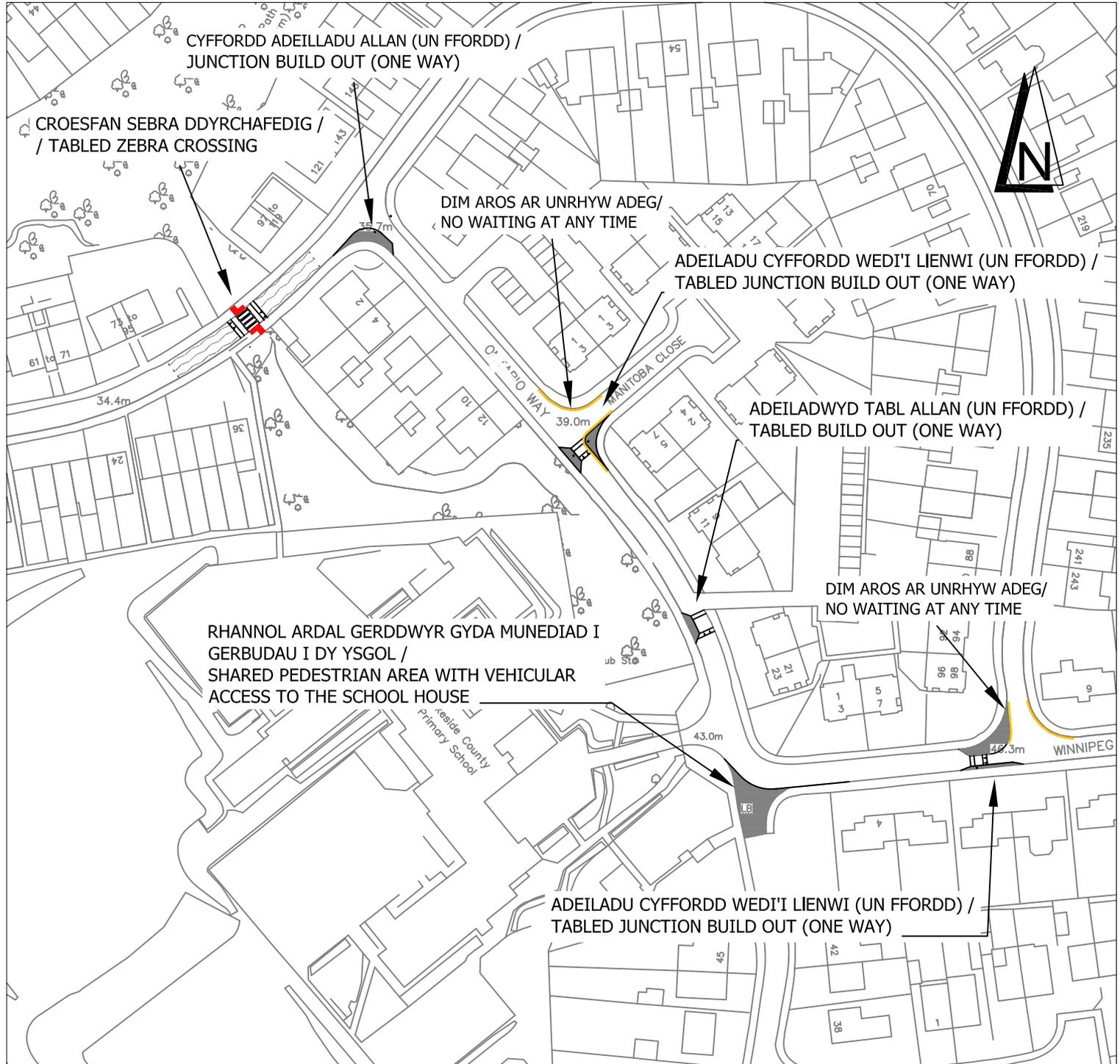


The Council is consulting on the proposal to implement a traffic management scheme based on the plan shown.

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 3354 to request a paper copy. If you would like to make any comments about this proposal please let us know by **15/03/2019**

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