

CABINET: DYDD IAU, 19 EBRILL 2018 at 2.00 PM

Cynhelir Cyfarfod Cabinet yn Ystafell Bwyllgor 3 yn Neuadd y Sir ddydd Iau
19 Ebrill 2018 am 2pm.

A G E N D A

- 1 Cofnodion y cyfarfod cabinet a gynhaliwyd ar 15 Mawrth & 28 Mawrth 2018
(*Tudalennau 3 - 10*)

Strydoedd Glân, Ailgyrchu a'r Amgylchedd

- 2 Rhwydwaith Gwres Caerdydd: Cymeradwyo Achos Busnes Amlinellol ar gyfer
Rhwydwaith Gwres Caerdydd (*Tudalennau 11 - 128*)
- 3 Trafnidiaeth Allyriadau Isel: Strategaeth ar gyfer Tanwyddau Trafnidiaeth
Glanach, Gwyrddach (*Tudalennau 129 - 152*)

Addysg, Cyflogaeth a Sgiliau

- 4 Cynigion Trefniadaeth Ysgolion: Gwella'r Ddarpariaeth i Blant a Phobl Ifanc sydd
ag Anghenion Dysgu Ychwanegol (ADY) 2018-22: Adroddiad wedi ymgynghori
(*Tudalennau 153 - 438*)

Addysg, Cyflogaeth a Sgiliau

- 5 Cynnig Gofal Plant 30 Awr Llywodraeth Cymru (*Tudalennau 439 - 460*)

Cynllunio Strategol a Thrafnidiaeth

- 6 Canllawiau Cynllunio Atodol (*Tudalennau 461 - 646*)

PAUL ORDERS

Chief Executive
13 April 2018

Mae'r dudalen hon yn wag yn fwriadol

**CARDIFF COUNCIL
CYNGOR CAERDYDD**



MINUTES

CABINET MEETING: 15 MARCH 2018

Cabinet Members Present: Councillor Huw Thomas (Leader)
Councillor Peter Bradbury
Councillor Susan Elsmore
Councillor Russell Goodway
Councillor Graham Hinchey
Councillor Sarah Merry
Councillor Michael Michael
Councillor Lynda Thorne
Councillor Chris Weaver
Councillor Caro Wild

Observers: Councillor Joe Boyle
Councillor Adrian Robson

Officers: Paul Orders, Chief Executive
Christine Salter, Section 151 Officer
Davina Fiore, Monitoring Officer
Claire Deguara, Cabinet Office

85 MINUTES OF THE CABINET MEETING HELD ON 15 FEBRUARY 2018

RESOLVED: that the minutes of the meeting held on 15 February be approved.

86 CORPORATE PLAN 2018-2021

Cabinet considered the Corporate Plan for 2018-21. The Corporate Plan formed part of the strategic policy framework and discharges the Council's responsibilities under the Well-being of Future Generations (Wales) Act 2015. The plan was structured around the four Capital Ambition priorities; Working for Cardiff, Working for Wales, Working for the Future and Working for Public Services and contained a number of objectives to identify how these priorities would be met.

RESOLVED: that

1. the Corporate Plan 2018-21 be approved for consideration by Council on 22 March 2018; and

2. Council be recommended to delegate authority to the Chief Executive, in consultation with the Leader of the Council, to make any consequential amendments to the Corporate Plan 2018-21 following consideration by Council on 22 March 2018 and prior to publication by 1 April 2018.

87 **CARDIFF'S LOCAL WELL-BEING PLAN**

Cabinet received Cardiff's Local Well-being plan prior to its consideration by Council. The Well-being plan set out the Cardiff Public Service Board's (PSB) priorities for action over the next 5 years and beyond. The plan contained Well-being Objectives, high level priorities that the PSB have identified as being most important.

RESOLVED: that the Well-being Plan is approved for consideration by Council on 22 March 2018

88 **CARDIFF CAPITAL REGION - JOINT WORKING AGREEMENT BUSINESS PLAN**

Cabinet considered the Cardiff Capital Region City Deal Joint Working Agreement Business Plan. The Business Plan will enable the Cardiff Capital Region to unlock the remaining £445 million of the Wider Investment Fund. It included an in principle commitment to allocate £40 million to the modernisation and redevelopment of Cardiff Central Station, subject to a detailed business plan.

RESOLVED: that the Cardiff Capital Region Joint Working Agreement Business Plan be commended to Council for approval in the form attached as Appendix B to the report.

89 **NEW BURIAL SPACE**

Cabinet received a report detailing proposals to develop an area of existing Council owned land North of the M4, on the A469 for new cemetery space, subject to planning approval. The site was 12.5 acres and would provide burial space in the north of the City for the next 35 to 40 years.

RESOLVED: that

1. the submission of a planning application be supported to seek the necessary consent for development of the site situated on the A469 north of the M4 and identified on the attached map as Appendix 1 as a municipal cemetery.
2. officers seek to negotiate a surrender of the current tenancy agreement by the leaseholder in order to take back the required land at an earlier date and subsequently serve the necessary termination notice in respect of the tenancy.

90 **COASTAL RISK MANAGEMENT PROGRAMME**

Cabinet considered a report regarding Cardiff's Coastal Defences and Welsh Government Coastal Risk Management Programme. The Welsh Government Coastal Risk Management Programme provides a one-off opportunity for local

authorities to implement projects for coastal communities, with 75% of project costs funded by Welsh Government (WG).

Cardiff Council was successful in obtaining 100% funding from WG to develop and Outline Business Case. The report sought to procure detailed design and construction of the scheme.

RESOLVED: that

1. the detailed design and construction of the coastal defences valued at £11M be procured. The funding to be provided on an apportionment of 75% funded by Welsh Government and 25% by Cardiff Council.
2. the 25% funding required to deliver the coastal defences be committed in line with the Welsh Government Coastal Risk Management Programme.
3. a reassessment of the scheme be undertaken following the completion of the detailed design to confirm financial implications of construction and viability.

91 SCHOOL ADMISSION ARRANGEMENTS 2019/20

Cllr Caro Wild declared a personal and prejudicial interest in this item as he has a child who would be affected by the changes. Cllr Wild left the room during consideration of this item and took no part in the discussion or decision making.

In accordance with Section 89 of the School Standards and Framework Act 1998 and the Education (Determination of Admission Arrangements) (Wales) Regulations 2006 the Council is required to review the School Admission Policy annually. Cabinet therefore considered the School Admissions Arrangements Policy for 2018/19. The policy had been subject to consultation with head teachers, governing bodies, diocesan directors, neighbouring local education authorities and other interested bodies.

Following Cabinet consideration on 16 November 2017 a consultation exercise was undertaken which sought to respond to Wales Institute of Social & Economic Research, Data & Methods (WISERD), research findings, and invited comments on alternative options for admission to secondary education, the report outlined and appraised consultation responses.

RESOLVED: that

1. the attached Council's draft School Admission Arrangements 2019/2020 as set out in the Admission Policy 2019/2020 be determined.
2. It be noted that the School Admission Arrangements 2019/2020 implement Option A for admission to secondary education, as set out in the Admissions Arrangements Consultation Document (Appendix 2).
3. It be noted that Cabinet will receive a subsequent report on revisions to school catchment areas for 2020/2021.

92 PAY POLICY STATEMENT 2018/19

The Council had a statutory requirement under the Localism Act 2011 to prepare a pay policy statement annually. Cabinet therefore considered the Pay Policy for 2018/19 prior to consideration at Council. The policy statement provided a framework to ensure that employees are rewarded fairly and objectively without discrimination. In line with the Council's commitment to fairness and transparency the pay policy statement also contained the Council's gender pay gap report

RESOLVED: that

Cabinet approve the attached Pay Policy Statement 2018/19 (Appendix 1) for consideration by Council on 22 March 2018 and note:

- (i) the employer's pension contributions have been included in the calculation of an employee's weekly pay, where appropriate
- (ii) that the Council will need to take steps to implement changes arising from the NJC for Local Government Pay for 2018/20
- (iii) the inclusion of the Gender Pay Gap report
- (iv) the commitment to the principles and guidance on the appropriate use of non-guaranteed hours arrangements in the devolved public services in Wales, as developed by the Public Services Staff Commission in social partnership with the Welsh Government's Partnership Council and its sector groups.

93 NATIONAL NON DOMESTIC RATES -WRITE OFFS

Appendices A and B to this report are exempt from publication by virtue of paragraph 14 of Part 4 and paragraph 21 of Part 5 of Schedule 12A of the Local Government Act 1972

Cabinet considered a report requesting authorisation to write off debts amounting to £508,959.09. The report outlined action taken in respect of attempts to recover this debt.

RESOLVED: that the write off of debts amounting to £508,959.09 be authorised.

94 HOUSING REVENUE ACCOUNT (HRA) BUSINESS PLAN 2018/19

Local authorities are required by Welsh Government to present a Housing Revenue Account (HRA) Business Plan annually. The HRA Business Plan set out the Council's purpose and vision as a social housing landlord, objectives and standards for the service, planned resources and ensured the maintenance of the Wales Housing Quality Standard. Cabinet therefore considered the HRA Business Plan for 2018/19.

RESOLVED: that

1. HRA Business Plan 2018-2019 be approved

2. It be noted that the approved Plan will be submitted to the Welsh Government.

95 TARGETED REGENERATION INVESTMENT PROGRAMME

Following the Welsh Government announcement of a new funding programme to support economic regeneration projects guidance on the new Targeted Regeneration Investment Programme (TRIP) was issued in October, 2017. The overarching aim of TRIP is to support projects which promote economic regeneration, focussed on individuals and areas most in need. Local authorities were invited to submit capital investment proposals aimed at widening prosperity and improving community well-being. Cabinet therefore considered the priority themes and projects which form the basis of the proposals to Welsh Government.

RESOLVED: that

1. It be noted that the funding opportunity presented by the Welsh Government's Targeted Regeneration Investment Programme and associated match-funding requirements;
2. priority themes and projects for the Targeted Regeneration Investment Programme set out in the report be agreed;
3. Authority be delegated to the Corporate Director, People and Communities, Director of Economic Development, and Director of Planning, Transport and Environment, in consultation with the Cabinet Member for Housing & Communities, Cabinet Member for Investment and Development and Cabinet Member for Strategic Planning and Transport, to finalise details of the Council's contribution to the Regional Regeneration Plan and prepare funding bids for consideration under the Targeted Regeneration Investment Programme.

96 CARDIFF INTERNATIONAL SPORTS VILLAGE LAND ACQUISITION

Appendix 3 is not for publication as it contains exempt information of the description contained in paragraphs 14 of part 4 and paragraph 21 of part 5 of Schedule 12A of the Local Government Act 1972.

Cabinet considered a report seeking authorisation to acquire the leasehold interest in the property at Cardiff International Sports Village currently occupied by Toys 'R' Us. The purchase of the land would support the delivery of one of Cardiff's key regeneration projects.

RESOLVED: that authority be delegated to the Director of Economic Development in consultation with the Cabinet Member for Investment and Development and statutory officers to acquire the leasehold interests in the Toys 'R' Us site shaded blue on the plan attached at Appendix 1, on the terms set out in Confidential Appendix 3 and subject to a full independent valuations.

97 **CARDIFF AND VALE OF GLAMORGAN AREA PLAN FOR CARE AND SUPPORT NEEDS 2018-2023**

The Well-being of Future Generations (Wales) Act 2015 inserted section 14A into the Social Services and Well-being (Wales) Act 2014 which required local authorities and local health boards to prepare and publish a plan (the Area Plan) setting out the range and level of services they propose to provide, or arrange to be provided, in response to the Population Needs Assessment (PNA). Cabinet therefore considered the Cardiff and Vale of Glamorgan Area Plan for Care and Support Needs 2018-2023.

RESOLVED: that

1. Cardiff and Vale of Glamorgan Area Plan (as set out in Appendix 1) be approved.
2. The Area Action Plan (as set out in Appendix 2) for Care and Support Needs 2018-2023 be approved.

MINUTES

CABINET MEETING: 28 MARCH 2018

Cabinet Members Present:	Councillor Huw Thomas (Leader) Councillor Peter Bradbury Councillor Susan Elsmore Councillor Graham Hinchey Councillor Sarah Merry Councillor Michael Michael Councillor Lynda Thorne Councillor Caro Wild
Observers:	Councillor Joe Boyle Councillor Keith Parry Councillor Adrian Robson
Officers:	Paul Orders, Chief Executive Ian Allwood, Deputy Section 151 Officer Davina Fiore, Monitoring Officer Claire Deguara, Cabinet Office
Apologies:	Councillor Russell Goodway Councillor Chris Weaver

98 AIR QUALITY - WELSH GOVERNMENT DIRECTION

Following receipt of a legal direction from Welsh Government titled "Environment Act 1995 (feasibility study for Nitrogen Dioxide Compliance) Air Quality Direction 2018", Cabinet received a report which outlined the detail of the directive and its implications for Cardiff. Appended to the report was the Transport and Clean Air Green Paper which was published on 21 March 2018. The Green Paper sets out a series of options for consultation to tackle congestion and improve air quality.

RESOLVED: that

1. the undertaking of a feasibility study as required by the legal direction from Welsh Government be approved;
2. authority be delegated to the Director of Planning, Transport & Environment, in consultation with the Cabinet Members for Clean Streets, Recycling & Environment and Strategic Planning & Transport, to commence the procurement of a specialist consultant to undertake detailed modelling to support the feasibility study, including the issuing of documentation; and deal generally with all aspects

of the procurement process and ancillary matters up to and including award of contract;

3. the publication of the Transport and Clean Air Green Paper be noted and that it be referred to Full Council for debate.

99 CARDIFF CENTRAL BUS STATION

Appendices 1, 3, 4, & 5 of this report are exempt from publication because they contain information of the kind described in paragraphs 14 and 21 of parts 4 and 5 of Schedule 12A to the Local Government Act 1972.

The decision has been certified by the Monitoring Officer as urgent because any delay likely to be caused by the call-in process could seriously prejudice the Council and is in the public interest under section 13 of the Scrutiny Procedure Rules and the call-in procedure does not apply to it.

Cabinet received a report which provided an update on the financial model and delivery strategy for the new Central Bus Station Development. The revised scheme will deliver the same 14 stand bus station on the ground floor, with circa 10,000 sq ft of associated retail space. The commercial development above will consist of circa 300 private rented sector residential units and circa 80,00 sq ft of Grade A* office space.

RESOLVED: that

- (1) in principle the Metro Delivery Partnership collaboration agreement as set out in Confidential Appendix 1 be approved and authority be delegated to the Director of Economic Development in consultation with the Cabinet Member for Investment & Development and the Cabinet Member for Finance, Modernisation and Performance, the Section 151 Officer and the Monitoring Officer to negotiate and conclude all aspects of a final agreement with Welsh Government and the developer for delivery of the new Central Bus Station.
- (2) the disposal of the leasehold interest in the land marked red and acquisition of the land shown coloured blue in the site plan attached as Appendix 2 be approved to support delivery of the new Central Bus Station on the terms set out in Confidential Appendix 1 and in line with the independent valuation provided at Confidential Appendix 4.

**CARDIFF COUNCIL
CYNGOR CAERDYDD**



CABINET MEETING: 19 APRIL 2018

**CARDIFF HEAT NETWORK: APPROVAL OF THE OUTLINE
BUSINESS CASE FOR THE CARDIFF HEAT NETWORK**

**CLEAN STREETS, RECYCLING & ENVIRONMENT
(COUNCILLOR MICHAEL MICHAEL**

AGENDA ITEM: 2

REPORT OF DIRECTOR PLANNING, TRANSPORT & ENVIRONMENT

Appendices C and D are exempt from publications as they contain information pursuant to paragraphs 14 and 21 and paragraph 16 of schedule 12A Local Government Act 1972.

Reason for this Report

1. To report the outcome of a Detailed Feasibility Study on District Heat Networks in Cardiff.
2. To present the Outline Business Case (OBC) for the proposed Cardiff Heat Network (CHN) recommended in this study.
3. To seek authority to commence with the next steps of the project including grant applications and the development of a Final Business Case (FBC) for further consideration by the Cabinet.
4. To signal a future Council Capital Bid for £4m of Public Works Loan Board (PWLB) Invest to Save borrowing for the CHN, subject to other funding confirmation and approval of a Full Business Case.

Background

5. A heat network – sometimes called district heating – is a distribution system of underground, insulated pipes that takes heat from a central source and delivers it to connected buildings therefore reducing their reliance on fossil fuels for heat. The heat source is often a facility that provides a dedicated heat supply to the network, such as a combined heat and power plant. Other potential heat sources include waste heat recovered from industry and urban infrastructure, heat generated at energy from waste plants, and heat harvested from natural resources such as canals, rivers and underground water sources.

6. Heat Networks can reduce reliance on fossil fuels for the heating of buildings and so form an important part of Government plans to reduce carbon and cut heating bills for customers. The Department of Business, Energy and Industrial Strategy (BEIS) established the Heat Network Delivery Unit (HNDU) to support action nationally on this agenda. More recently this has been supplemented through the addition of their Heat Network Investment Project (HNIP) which is providing grants and loans to kick start schemes in many cities in the UK. In turn, Welsh Government (WG) is also very supportive of heat networks in Wales and has provided support for our project through its Green Growth Programme.
7. The Council's Capital Ambitions document commits the Council to develop Sustainable Heat network proposals for the City. This ambition relates to our climate change and carbon reduction commitments, especially the more recent WG target for all public sector organisations in Wales to be carbon neutral by 2030.
8. The development of a successful heat network would also provide an opportunity to create a major new localised economic activity in the city as well as helping to develop Cardiff's position as a forward thinking, low carbon business destination.
9. The Council's long term, strategic objectives can therefore be summarised as to:
 - Use Cardiff's multiple heat sources to provide low cost heat supplies.
 - Establish infrastructure allowing the long term decarbonisation of heat supplies.
 - Provide long term, secure and locally sourced heat supplies.
 - Provide low cost heat as an economic development benefit for new and existing businesses.
 - Provide benefits to the overall economy in Cardiff and Wales more broadly.

Feasibility Study

10. In 2014, the Council applied to the Department of Business, Energy and Industrial Strategy's (BEIS) Heat Network Delivery Unit (HNDU) for grant funding to investigate the potential for heat networks in the city. The Council was subsequently awarded a grant of £245,000 from HNDU. A small part of this funding was initially used to evaluate a private sector offer that was made to the Council and other public sector partners to deliver a heat network with the local public sector as anchor customer. However, that offer was never formalised by the private sector provider and so the Council was unable to assess its viability.
11. Following this outcome the Council reshaped the use of the grant funding in consultation with HNDU and commission external consultants to conduct a series of technical feasibility and business case development studies. This aimed to identify and test specific opportunities and options for the city, as well as identifying a recommended network to pursue.

12. Welsh Government (WG) provided additional support for this phase of the project as part of their Green Growth Wales Agenda. It should be noted that WG have been included as a key stakeholder throughout the project and have helped to shape it through regular attendance at the project's steering board and other stakeholder meetings. An issue of particular importance to WG has been to ensure that the benefits of any heat network that is supported by public funds are retained for the local economy as far as is possible.
13. The commissioned work programme arising from this has delivered:
 - A Heat Mapping Report (May 2017) cataloguing existing and potential heat sources and identifying large user customer clusters that might be served by these;
 - An Energy Masterplan (November 2017) outlining a number of potential areas across the city where heat networks might be feasible;
 - A Detailed City Centre Feasibility Study (November 2017) focussing on the immediate and specific opportunity presented by the Trident Park EfW heat source; and
 - An Outline Business Case for the Cardiff Heat Network based on the EfW scheme.
14. The Heat Mapping and Energy Masterplanning exercise identified a number of areas in the city where heat networks could be viable. Amongst these, the analysis identified that a network serving parts of the Bay and south City Centre was the most feasible and deliverable of these options. Detailed feasibility work then focussed on this preferred option.
15. These studies have culminated in the production of an Outline Business Case (OBC) for this recommended network for the Council to consider and take forward. A summary of this is presented in Appendix B to this report but the full OBC is exempt from publication due to its commercially sensitive nature. The heat network proposed in the OBC will require a specific mix of grant, equity and direct Council loan funding to make it viable and the OBC has developed options around this. It should be made clear, however, that the network is only feasible if its initial start-up phase is supported by successful applications for direct Government funding.
16. This report draws from the OBC and gives details of the proposed network, the recommended delivery model, and the next steps the Council will need to take to secure the relevant funding and take decisions on a final scheme.

The Cardiff Heat Network

17. The proposed Cardiff Heat Network is envisaged to begin at the EfW plant in Cardiff Bay and run through large parts of the Bay area before

crossing the main Cardiff to London railway line. It will then skirt the southern edge of the city centre and finally end in the western parts of Newport Road.

18. The proposed primary heat source for the network is envisaged to be the Trident Park Energy from Waste (EfW) plant. Low pressure steam from the EfW plant will be used to heat water which will then circulate in the distribution network at a temperature of around 90°C. A heat exchange process will ensure physical separation of the fluid at the EfW plant from those in the distribution network. Similarly, heat exchangers will be installed in customer buildings to ensure physical separation of building heat fluids and those in the network.
19. A separate “energy centre” containing top-up/back-up gas boilers will also be required to ensure resilience for the network. This facility will step in to guarantee heat supplies in the event that the EfW cannot deliver sufficient heat as a result of routine maintenance requirements or other operational issues.
20. Over time it is expected that other heat sources will provide heat into the network, in a similar manner to the multi-source heat networks found in Scandinavia. These may include waste industrial heat and other water source and ground source heat supplies, subject to detailed technical and financial analysis.
21. The feasibility study work to date has focussed exclusively on public sector customers. This is because these organisations are more able to commit to the long term heat supply contracts required to instigate a network. They are also bound by the same carbon reduction targets outlined above and so have other non-financial motivations to participate. This committed and stable customer base is a particular feature that potential funders will be looking for to give confidence that any scheme is financially stable and sustainable in the longer term.
22. The envisaged route of the network is shown in Figure 1. The plan identifies the potential public sector customers along this route. There is, also a considerable private sector customer pool in the vicinity of the proposed network. The potential upside of this additional customer base is discussed below but is not included in the Outline Business Case for the project.
23. The public sector connections shown on the figure have a combined annual heat demand of 34 GWh. Adjacent to the full network but not shown are private sector buildings with a combined annual demand of around 22 GWh (see Appendix A). From a technical perspective the existing EfW plant could supply over 85% of the total combined public and private heat demand of buildings in close proximity to the distribution pipes. The network will therefore be sized to allow the potential connection of these private sector loads from the outset.
24. The delivery model envisages that the network will be developed in two key phases. Phase 1 will reach to the area immediately south of the

railway line and Phase 2 will complete the network to points north and east of this as well as providing further reach into the southern Bay area. Phase 1 will be the focus of the initial grant and equity funding route described below. This is the most expensive phase as it contains all of the costs of initial connections to the EfW plant, the development of the backup energy centre and the costs of “future proofed” heat distribution pipes to accommodate future growth.

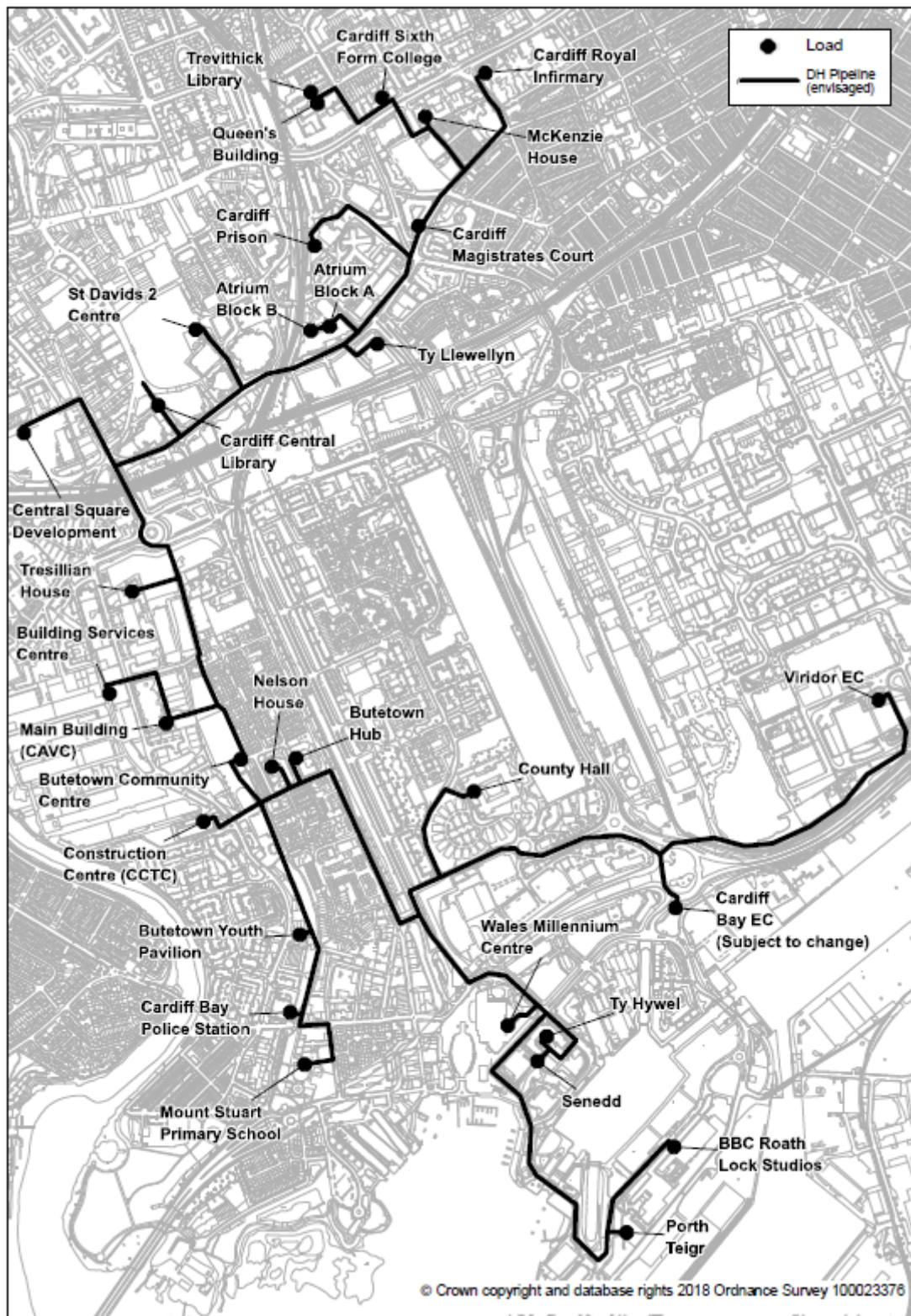


Figure 1: The Cardiff Heat Network (Full Heat Network)

Outline Business Case

25. An Outline Business Case (OBC) has been developed which considers the case for investment in a heat network in Cardiff city centre. It follows the Five Case Model in accordance with HMT's Green Book and considers the viability of investment from 5 perspectives: strategic, economic, commercial, financial and management. Appendix B to this report contains a detailed summary of the OBC. The findings of this OBC give confidence that the Cardiff Heat Network is a viable prospect subject to securing the correct funding structure to support its inception. The paragraphs below highlight the key findings and recommendations from the OBC.

Costs

26. The total capital cost for the full network has been estimated at £26.2m, with the first phase estimated to have a capital cost of £14.4m This includes the connection to the EfW plant, the back-up energy centre, oversized/future-proofed distribution pipes and the heat exchangers required in each connected building. It also includes the various costs associated to setting up and procuring a body to manage, maintain and operate the network.
27. A 40 year life span has been assumed for the network for modelling purposes, although, with good maintenance and the eventual integration of additional heat sources and customers this would be significantly extended.

Funding

28. The development of the OBC included an options appraisal on potential funding routes and delivery structures for the project. This fixed on three potential funding sources for Phase 1 that could meet the various aspirations for the project including the delivery of low cost sustainable energy whilst retaining as much of the benefit of the system within the local economy. These are:
- **grant funds available from Central Government's Heat Network Investment Programme (HNIP)** - a £320m capital funding pot for investing in district heating networks.
 - an offer of **direct financial investment from WG**, either in the form of an Equity stake or loan on bespoke and favourable terms; and
 - **borrowing through an invest to save** loan from the Council.
29. The precise distribution of this would be subject to future grant applications and other negotiations however it is envisaged that funding would be distributed roughly as follows i.e. a £5.4m grant from HNIP, a £5m stake from WG and a £4m stake from the Council.
30. Funding options for Phase 2 have also been investigated. With Phase 1 established, operational and de-risked using the structure above, it is envisaged that Phase 2 will be a bankable proposition for a range of

other private sector investors such as pension funds and equity investors. Soft market testing with these sorts of organisations was undertaken as part of the feasibility study which confirmed this interest.

Operational Costs and Cash Flows

31. Forecast cash inflows and outflows for Phase 1 have been prepared by the financial advisors for the project. Key points of their detailed funding and financing model and recommendations for the project as summarised in the OBC have been presented to the Council's Investment Review Board (IRB).
32. The work identified that the Phase 1 project would be cash positive over its lifespan but with only a very marginal overall rate of return due to the high set up costs. It also identified that this scenario was only achievable with the specific mix of grant, equity and Council funding outlined above. This outcome is not unusual for a start-up heat network and similar results on schemes elsewhere in the UK have been a key motivation for the government in establishing its HNDU and HNIP organisations and associated support funds.
33. It should be remembered that the OBC has delivered a "worst case scenario" which has taken into consideration only those public sector customers who can provide the security of long term sign-up to the scheme. Additional analysis shows that the inclusion of private sector customers immediately adjacent to the first phase alone could more than double the heat demand of Phase 1, for less than a 10% increase in capital expenditure. However the OBC has not relied on this additional customer potential since it cannot satisfy target funders by guaranteeing income for a sufficient portion of the 40 year lifespan of the project.
34. Regular stakeholder engagement has taken place with potential public sector customers identified for Phase 1, including introductory letters, email exchanges and site visits undertaken as part of the feasibility study. One to one meetings have been routinely held between the Council and potential public sector customers. Additionally, the Council is in the process of agreeing a draft Memorandum of Understanding (MoU) with each of the initial public sector customers in the first phase. This follows informal confirmation already in place from each of the Phase 1 partners that they are interested, in principle, in participating as customers to the project. The final MoU will be the subject of further discussion and approval as the project progresses.
35. Alongside this, meetings have been held with the EfW operators to discuss the technical parameters for the heat off-take arrangements. The approach to the technical and commercial arrangements has been captured in a draft Heads of Terms (HoT) document which is currently with the EfW operators for comment. This will build on an "in principle" commitment to investigate opportunities to make use of heat in this way which are included in the various contractual arrangements under Prosiect Gwyrdd (PG) which delivered the EfW scheme. The PG partnership will need to sign off the contractual arrangements.

36. Given the commercial sensitivity of the financial information produced in the feasibility study the detailed model is not presented here.

Project Delivery

37. A Public Sector Partnership delivery model with the Council working in conjunction with Welsh Government has been identified as the preferred delivery option for the project. This conclusion followed an analysis of the relative benefits and advantages of different options. In particular, WG's funding interests were constrained by a requirement to ensure that the benefit of substantial public sector investment in the project was retained locally to support local socio-economic objectives .
38. A separate "arms length" delivery body, in the form of a special purpose vehicle (SPV), was recommended to take specific control of project delivery. This recommendation took into account funding, project risk, management and governance considerations.
39. The SPV would be an independent body, separate from the Council and, therefore, able to make the best decisions to meet the overall objectives of the energy business without having to manage competing Council constraints. However, the Council will be represented in the governance arrangements and step in rights would be established so that the Council or Welsh Government, as the proposed initial owners of the company, could take over the project should that be required at any stage. The precise definition of the establishment mechanisms for the SPV, along with its constitution and governance will be the subject of a detailed piece of work in the next stages of the project development.
40. It was also recommended that the heat network will be implemented through a "Design, Build, Operate and Maintain" (DBOM) contract, thereby ensuring that the appropriate skills and delivery capacity are in place, and achieving an acceptable level of risk transfer to private sector contractors.
41. The OBC's development, including the commissioning of all technical, financial and commercial advice, has been overseen by the Cardiff Heat Network Study Board. This was established in the spring of 2017 and has met on a monthly basis since that time. Welsh Government representatives sit on this board as key stakeholders. The governance structure for the commercialisation phase of the network will mirror those adopted for the development of the OBC. The implementation of the network will continue to be overseen by a Project Board led by the Director Planning, Transport and Environment.

Other Background Issues for Phase 1

42. The Council is currently considering options around the future of its County Hall building which is one of the key customers of Phase 1. The assumption has been made in the modelling exercise that, if a decision to

relocate is taken at a future point, any replacement site for County Hall would be likely to be within one of the designated redevelopment areas that are in reach of the network established in Phase 1, i.e. within the redevelopment areas south of the railway line. In such a circumstance, it will be necessary to ensure that any replacement County Hall building is district heating enabled and that the Council, as key anchor tenant, is completely committed to its connection. Ensuring by way of a covenant that the current site of the existing County Hall would be sold/let on the basis that the building occupying the site will be heated via the network (cost neutrally) could also provide a significant additional upside, as could a similar arrangement in relation to the proposed new Indoor Arena. These will be key areas for discussion as the Council moves forward with both projects.

43. The Heat Network project will involve disruption to traffic during the installation of the pipe network. This issue was considered during a risk workshop involving the Council's Highways service which was facilitated by the project's technical consultants. It was also explicitly addressed in the feasibility study sections covering network routing. There will be a need to ensure good governance and communications between the contractor responsible for development of the network and those responsible for other planned highway maintenance and upgrade proposals. The aim will be to identify potential synergies to reduce cost and disruption.
44. The network will need to cross private land in order for the full envisaged route to be developed. Discussions have been held with land owners where this is the case and in relation to the highest risk elements of the route, draft HoT have been issued for discussion.
45. Once a clear project plan and funding structure for the delivery of the heat network is approved, it will be possible to develop Planning Policy and Supplementary Planning Guidance to ensure that future development proposals are District Heat enabled, ensuring that they are able to connect to the network in the longer term. The council will also engage in practical discussions with developers to ensure they are actively encouraged to connect.

The way forward and next steps

46. The work done to date has produced an "Outline Business Case" that identifies a viable heat network for Cardiff and this Cabinet report is intended to formalise the Council's support for the scheme in principle.
47. Further Council decisions will be required to approve of a Full Business Case for the project and this will be subject to securing the correct mix of grant, equity and invest to save loan funding needed to underpin the assumptions made in the OBC.
48. The next steps for the project, therefore, will be to develop the scheme proposal to a "Full Business Case" position. This will trigger a series of work streams to:

- A. secure the funding position by:
 - i. submitting the relevant grant funding application to HNIP by Autumn 2018;
 - ii. formalising a position with WG on the detailed structure of their investment element; and
 - iii. making a formal application for a Council Invest to Save or other capital allocation as part of the 2019-20 budget setting process;
 - B. formalise/agree a position with the EfW plant and PG on the terms of the heat supply contract, and reach an “in principle” contractual position with heat customers;
 - C. develop in detail the process required to constitute and establish a Special Purpose Vehicle for the delivery of the scheme, and initiate a procurement of associated DBOM contractor as well as longer term procurements for external advisers (as detailed in the table below);
 - D. develop and populate the various detail of the Outline Business Case to achieve a final and approved “Full Business Case”;
49. It is the intention to extend the project management arrangements currently funded by HNDU and WG to steer and deliver this phase of work over the next 18-24 months. An application has already been made to HNDU for a further grant of £150k to fund this stage and, if successful, this will be match funded using £150k from the Council’s energy reserve budget.
50. Once complete, this work will form the basis of another Cabinet report which will seek final authority to proceed with the project.

Local Member consultation

51. Relevant Ward members were invited to a briefing session which took place on 20th March.

Reason for Recommendations

52. To approve the Outline Business Case and allow the further development work needed to apply for capital grant funding and to develop the Full Business Case. These recommendations are in line with the commitment in Capital Ambition to develop sustainable heat network proposals for the city.

Financial Implications

53. In producing an OBC the project is at an early stage of development and as covered in the report points to areas where a significant amount of additional work is required to move towards a Full business Case (FBC).

In a financial context this includes, but is not limited to, further work to confirm :-

- Funding – to include confirmation of the terms of WG funding and the outcome of the HNIP grant application.
- Construction and operation – commencing procurement to allow dialogue to inform estimates for the costs of installing and operating the network and associated infrastructure.
- The terms on which Viridor will supply heat to the network from its Trident Park ERF facility.
- The terms, including the length of contracts, on which customers agree to buy heat.

54. The proposed delivery model for the Heat Network is by the creation of a Special Purpose Vehicle (SPV). This is expected to be in the form of a trading company but again further work is required to bring together more detailed proposals into the FBC. One of the areas that will need to be considered is the ownership and governance of the SPV which will need to consider the composition of the Board of Directors and Reserve Matters where decisions will need to be referred back to the Council.

55. The financial benefits to the Council arise from :-

I. Savings on the price of Heat from the Network compared to the gas equivalent.

II. To avoid State Aid implications any funding the SPV receives from the council will need to be at “market rates” appropriate to a newly formed SPV with no trading history. These are likely to be higher than the rates the council pays to acquire this funding. The allocation of this margin will be influenced by the FBC funding discussions with the WG and in particular the mix of equity and loan in the WG funding package.

56. A grant application to HNDU for £150,000 has been made to fund the additional work required to take this project forward to the FBC stage. The council will be required to match fund this grant and it is proposed that this expenditure is funded by a draw down from the Energy Reserve. The current balance of the Energy Reserve is £450,000 but as with the use of any reserve this will have implications for the financial resilience of the Council.

Legal Implications

57. The project has had the benefit of external advisers (including legal) who have provided advice in respect of the project generally and the Outline Business Case (OBC).

58. These legal implications highlight some of the key issues.

Procurement strategy –

59. The procurement strategy is set out in the report generally and in the exempt OBC.

60. Procurement for DBOM Contractor – It is understood that this is to be competitively procured using a Competitive Dialogue process. The competitive dialogue process has advantages in that it enables the authorities to enter into dialogue with bidders as to the solutions available to meet their requirements, and disadvantages in that it is a resource intensive process that is costly to both the authorities and bidders. The amount of transfer of risk will be subject to the conclusion of the procurement process.
61. Budgetary framework/Approvals – it is understood the cost/funding of any proposed solution and the project generally will be subject to further approvals, including the Final Business Case (FBC). It is also understood that any decision to award the DBOM will be subject to the approval of the FBC. Accordingly it is advised, as is standard in procurements, that if the procurement has commenced before this process has been completed that the Council reserves the right, in its procurement documentation, to withdraw or abandon the procurement and not to award the contract and that the Council will have no liability should they exercise such rights. If the procurement exercise is carried out before the above approvals are given, including approval of the final business case, any expenditure could prove abortive. It should be noted that there will be an expectation from bidders that the Council will proceed with any procurement unless there are reasonable and justifiable reasons not to
62. It is understood there will be procurement of further advisers, which will be the subject of officer decisions report. Further legal imps will be provided as and when for those reports.
63. With respect of the other proposed contracts referred to in the OBC, it is understood further decisions will be sought at the appropriate time (in accordance with the Council's constitution).
64. **State Aid** – Legal Services are instructed there are potential state aid implications in relation to the project that need to be addressed and the proposals for the project have been designed to address those implications. However, further detailed assessment is required.
65. **SPV** – It is understood the OBC makes reference to a creation of a separate trading company and the costs and resources required for that company. In order to set up a trading company a business case will be required. It is understood that a formal decision to set up a trading company will be sought at the same as the Final Business Case. Further legal implications on the trading company will be detailed in that future report.
66. **Procurement of bulk heat supply onto the network** – In addition to considering any implications of this procurement, Cardiff, as a partner authority under the Project Gwyrdd (PG) Contract, would need to consider the implications on the PG contract separately. Whilst it is appreciated that Cardiff is one legal entity, Cardiff will need to make decisions regarding the heat network proposals from the perspective of

the Council and from the perspective of being a partner authority in the PG contract.

67. Grant Conditions – if the council is in receipt of any grant money then the council will need to comply with the terms of those Grants.

General

68. In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a) Age, (b) Gender reassignment, (c) Sex (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity, (g) Marriage and civil partnership, (h) Sexual orientation (i) Religion or belief – including lack of belief.
69. The decision maker should also have regard when making its decision to the Council's wider obligations under the Wellbeing of Future Generations (Wales) Act 2015.
70. Please see Appendix D for further exempt legal implications.

RECOMMENDATIONS

Cabinet is recommended to –

1. Approve the Outline Business Case for the Cardiff Heat Network in principle, and to authorise the further development of a Final Business Case for Cabinet approval subject to securing the appropriate funding as set out in this report.
2. Authorise the project team to proceed with the grant applications in respect of HNDU and HNIP as set out in the report;
3. Authorise the project team to progress further engagement with stakeholders referred to in the report;
4. Delegate authority to the Director Planning, Transport and Environment in consultation with the Cabinet Member for Clean Streets, Recycling and Environment and with the S151 and Monitoring Officer to (i) finalise the procurement strategy and commence procurement of a Design, Build, Operate and Maintain (DBOM) contractor for the project, generally deal with all aspects of the project and award the DBOM contract after Cabinet has approved the Final Business Case and (ii) Agree minor amendments to the OBC which the Director in consultation with those as referred to above view desirable in the interests of the Council provided

that if in either case the nature of the project is substantially altered from that set out in the OBC that the matter referred back to Cabinet.

Andrew Gregory

13 April 2018

The following appendices are attached:

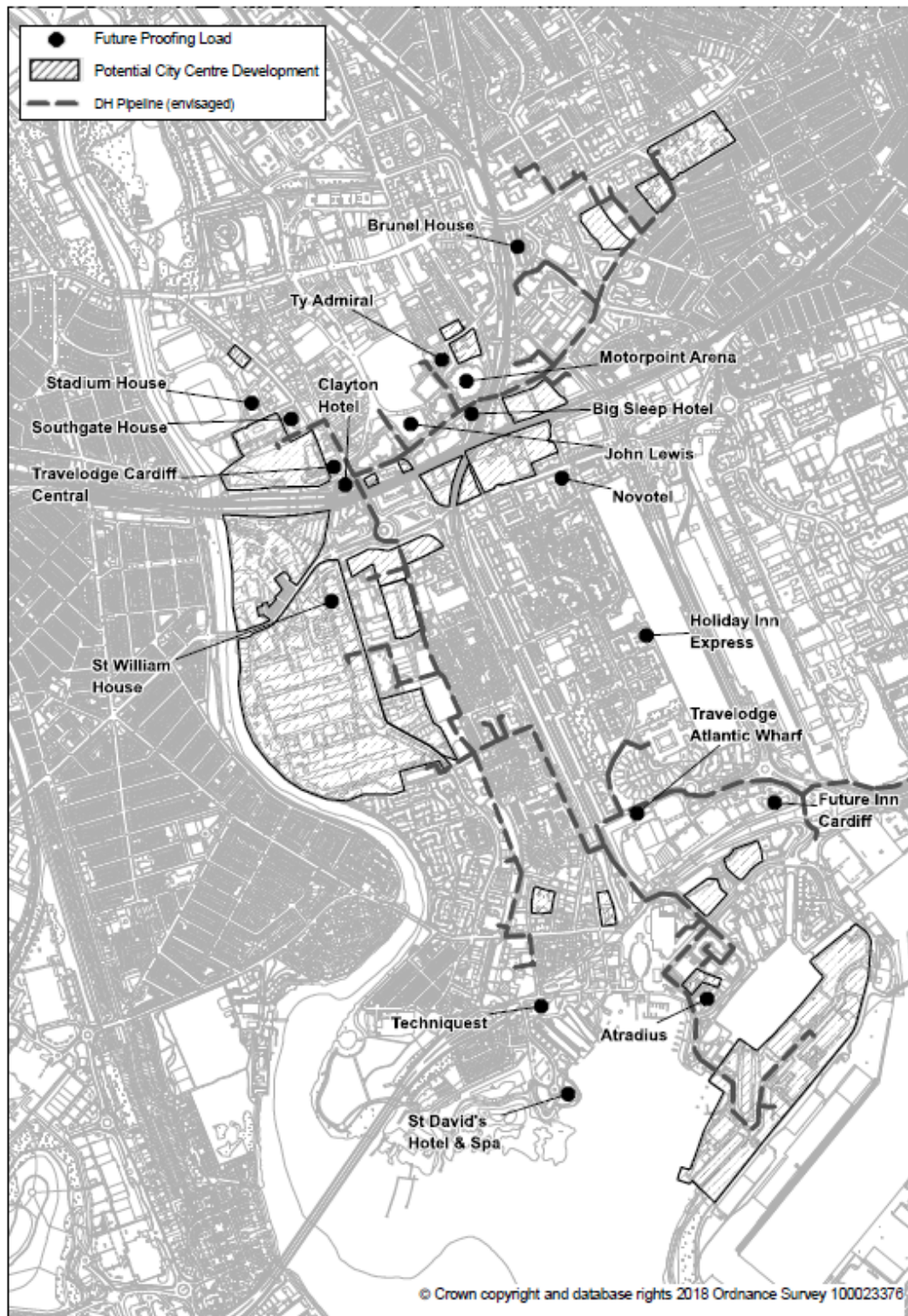
Appendix A: Map showing major private sector loads in the direct vicinity of the network.

Appendix B: Summary of the Outline Business Case

Appendix C: Exempt Full OBC

Appendix D: Exempt Legal Implications

Appendix A: Map showing potential major private sector connections



Appendix B: Summary of the Outline Business Case

- I. An Outline Business Case (OBC) has been developed which considers the case for investment in a heat network in Cardiff city centre. It follows the Five Case Model in accordance with HMT's Green Book and considers the viability of investment from 5 perspectives: strategic, economic, commercial, financial and management. The sub-sections below summarise each of these cases.

The Strategic Case

- II. This focuses on the climate change, carbon reduction, energy security and economic development benefits of the scheme as outlined in the section above on objectives in developing a network.

The Economic Case

- III. Comparison of the Cardiff Heat Network against the Business as Usual (BAU) of continuing to install individual gas fired boilers in buildings demonstrated that developing the heat network offered lower lifetime heating costs. On a net present value (NPV) basis at 6% discount rate, the heat network is estimated to have costs £1m lower than BAU over the project life (assuming gas prices follow BEIS projections). This analysis is shown in detail in the OBC.
- IV. The Cardiff Heat Network option also provides CO2 savings of 5,600 tonnes per annum (excluding the private sector loads) compared to gas boilers. If a social cost of carbon of £60/tonne of CO2 saved is assumed in line with BEIS projections, this would result in the costs of the full network being £4.7m lower than BAU.
- V. Welsh Government has recently consulted on requiring the public sector to be carbon neutral by 2030. The scheme would make a noticeable and immediate contribution to this target for relevant Council buildings and those of the other public sector customers. Depending on the direction of the WG regulation around this issue it could also lead to potential additional cost avoidance not captured within the current figures.

Commercial – the Delivery Model

- VI. Analysis of both stakeholder and project objectives resulted in three basic delivery options for consideration, as shown in Table A below. These options were discussed with key stakeholders and within the Council both individually and at a stakeholder workshop for the project. Discussions took place in light of the project objectives and key constraints. The relative benefits and advantages of each option were considered. In particular, WG's funding interests were constrained by a requirement to ensure that the benefit of substantial public sector investment in the project was retained to support local socio-economic objectives (such as local regeneration) and ensure continued retained benefit for Cardiff. Following this process, a Public Delivery Model,

working in conjunction with Welsh Government, with the use of an Energy Services Company (ESCO) (see paragraph below) was identified as the preferred option in the commercial case of the OBC.

Table A: Shortlist of Delivery Options

Option	Description
Option 1 – Private Sector Concession Model	The Council identifies the potential heat project and procures a private sector partner to deliver the entire project: heat generation, distribution and supply to customers. The Council and other public sector bodies may participate in the project by committing their heat load to the project and facilitating agreements required by the private sector.
Option 2 – Public/Private Joint Venture Model	The Council procures a private sector partner to deliver the entire project (heat generation, distribution and supply) through a joint venture delivery vehicle in which both the Council and the private sector partner invest.
Option 3 – Public Delivery Model with Welsh Government Involvement	The Council (and any public sector partners) are responsible for delivering the entire project including heat generation, distribution and supply to customers (albeit in this case the heat generation will start with a bulk supply arrangement with Viridor). The Council will be responsible for procuring the necessary contracts to deliver the project.

VII. A separate delivery vehicle, in the form of a special purpose vehicle (SPV), was identified as the recommended delivery vehicle taking into account funding, project risk, management and governance considerations. Establishing an SPV will enable project benefits to be retained in the SPV to further the wider strategic objectives of making use of Cardiff's surplus heat to provide environmental and economic advantages for public sector organisations and businesses in Cardiff. The SPV will be an independent company, separate from the Council and, therefore, able to make the best decisions to meet the overall objectives of the energy business without having to manage competing Council constraints. However, the Council will be represented in the governance arrangements and step in rights would be established so that the Council or Welsh Government, as the initial owners of the company, could take over the project should that be required at any stage. The OBC commercial case sets out in detail the benefits and risks of establishing an SPV, together with advice on the process which is followed in establishing such a vehicle. The precise definition of the establishment mechanisms for the SPV, along with its constitution and governance will be the subject of a detailed piece of work in the next stages of the project development.

VIII. Furthermore, it is proposed that the heat network will be implemented through a design, build, operate and maintain (DBOM) contract, thereby

achieving a high level of risk transfer to private sector contractors. The timetable for commencing the procurement of the DBOM contractor, including shortlisting of potential contractors and the rationale for this choice is explored in detail within the commercial case of the exempt OBC.

Financial Case - Funding and finances

- IX. The funding and financing recommendations for the project have been reviewed in detail by the Council's Investment Review Board (IRB).
- X. The project has identified three potential funding sources that will meet the aspiration to retain as much of the benefit of the system within the local economy. These are:
- grant funds available from Central Government's Heat Network Investment Programme (HNIP) (This is a £320m capital funding pot for investing in district heating networks, which are able to identify complimentary funding sources. The next bidding round is planned for the Autumn of 2018.)
 - an offer of direct financial investment from WG, either in the form of an Equity stake or loan on bespoke and favourable terms; and
 - borrowing through invest to save or equity investment from the Council.
- XI. In summary, the initial phase is estimated to cost £14.4m and it is proposed that this would be composed of £5.4m HNIP Grant, a £5m WG investment and £4m of Council Invest to Save Capital. The second phase to complete the network will cost an additional £16m. Soft market testing has shown a significant degree of interest from third party investors in this phase, which will have been de-risked by the grant assisted construction and establishment of the first phase. It is envisaged, therefore, that private sector loans into the established SPV/ESCO will fund this phase, though opportunities for other direct Council or WG investment will still be available if these are seen favourably at the time.
- XII. A diagram representing the envisaged funding structure for the full Cardiff Heat Network can be seen in Figure A below. The Phase 1 funding amount is shown as a total and should be referenced off the left hand axis, the full Cardiff heat network funding is shown as a percentage of the total funding and should be referenced off the right hand axis. Funding Phase 2 with private sector debt may be possible as a result of the level of public sector investment in Phase 1 and minimal counter party risk due to heat offtake being contracted on a long term basis.

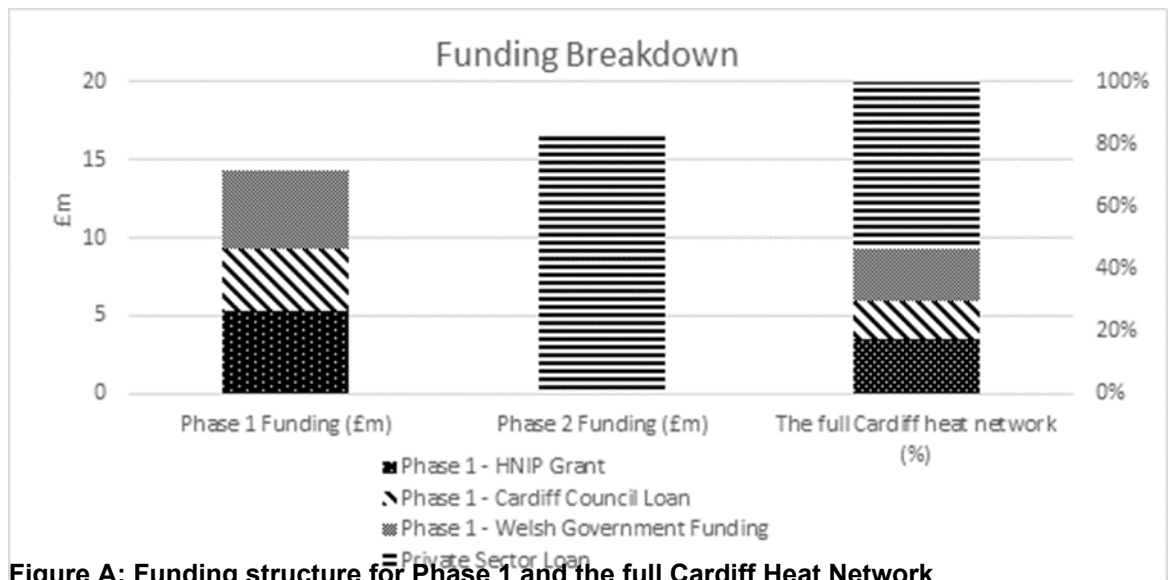


Figure A: Funding structure for Phase 1 and the full Cardiff Heat Network

- XIII. The project is dependent on the above mentioned grant and equity investment structure. It is proposed therefore that a grant application will be made to the BEIS' HNIP investment project in the autumn of 2018 for capital funding towards part of the project costs. Furthermore, detailed negotiations will be held with Welsh Government to secure their investment in the project.
- XIV. The operating margin of Phase 1 is enough to service the annual repayments of principal and interest arising from the lending into the project. However, network expansion will need to have occurred before the payment of dividends related to Welsh Government investment. The financing costs for the full network include the Council's on-lending, project finance debt to facilitate scheme expansion and dividend payments to Welsh Government as an equity investor.
- XV. From the Council's perspective the Cardiff Heat Network will provide two principal financial benefits:
 1. The margin on the on lending to the SPV (loan repaid over 20 year period following start of operations); and
 2. A 5% reduction in the heating costs for council buildings which connect.
- XVI. Note: this lending to the SPV must be provided at a minimum lending rate as this element of the project funding is not subject to state aid exemption.

Management Case

- XVII. The OBC's development, including the commissioning of all technical, financial and commercial advice, has been overseen by the Cardiff Heat Network Study Board. This was established in the spring of 2017 and has met on a monthly basis since that time. Welsh Government representatives sit on this board as key stakeholders.

- XVIII. The governance structure for the commercialisation phase of the network will mirror those adopted for the development of the OBC. The implementation of the network will continue to be overseen by a Project Board led by the Director Planning, Transport and Environment. This board will provide the project with strategic leadership.
- XIX. The project team, led by a dedicated project manager, will oversee the development of the HNIP capital grant application, the documentation to allow the design, build, operation and maintenance (DBOM) contract to be procured and further legal advice on the establishment of a special purpose vehicle (SPV) to be commissioned. The project manager will also coordinate the stakeholder group to ensure key parties are kept informed of progress.

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**LOW EMISSION TRANSPORT: A STRATEGY FOR
CLEANER, GREENER TRANSPORTATION FUELS**

**CLEAN STREETS, RECYCLING & ENVIRONMENT
(COUNCILLOR MICHAEL MICHAEL)**

AGENDA ITEM: 3

DIRECTOR OF PLANNING, TRANSPORT & ENVIRONMENT

Reason for this Report

1. To approve the Council's strategy and proposed actions for delivering a transition to low emission transportation in the City.

Background

2. Cardiff has recently been identified as one of a number of cities in the UK with deficient air quality standards. In some cases, these standards breach legal limits. It is estimated that around 40,000 premature deaths per year in the UK can be attributed to this poor air quality.
3. There are multiple causes of poor air quality but the most significant contributor in the city is nitrogen dioxide emissions from diesel and other fossil-fuelled vehicles.
4. A series of high court challenges at national level in the UK has underlined the need for strategic, multi-sectoral government action to address this issue. As part of its response to this Welsh Government has now issued an Air Quality Direction to Cardiff under Section 85(5) of the Environment Act 1995. This requires Council action to "deliver compliance with legal limits for nitrogen dioxide in the area" in the shortest possible time.
5. The Council has been proactive in addressing the challenge and, in advance of the Air Quality Direction, has developed a Clean Air Strategy for Cardiff, which identifies transportation as a key area for action.
6. Alongside this, the Council has also produced a Transport and Clean Air Green Paper. This is aimed at refreshing and enhancing transport policies in recognition of the challenges arising from city growth, such as congestion and air quality. Fundamentally, this will focus on the need to tackle congestion and offer active travel options to discourage

unnecessary private car use, keeping the city moving and ensuring the health of cities. It is recognised, however, that there will still be a residual need for motorised transport, and an urgent need to tackle current air quality issues attributable to this.

7. The Low Emissions Transport Strategy is focussed on the Council's responsibilities and aspirations in dealing with this significant public health issue by supporting a transition away from fossil fuels for transportation. It is also aimed at encouraging key partners in the City to consider similar actions. The Strategy forms a key strand of the Clean Air Strategy for Cardiff, together with developing transport policy and other emerging actions.

Issues

8. The Council's influence on transportation in the city is considerable, and policy action to manage this and its associated carbon emissions is well established. For example, our Transportation and Land Use policy seeks to manage growth in motorised private transport and to encourage cleaner and more active forms of travel as the city grows. The Council also runs a sizeable motorised fleet of vehicles in delivering its services, and positive action on driver behaviour and vehicle specification has reduced the fleet's carbon emissions by approximately 10% between 2014/15 and 2015/16. Further to this, we also have relationships with a wide range of partners including the Cardiff and Vale University Health Board, Universities and Cardiff Bus, regulatory influence over the local Taxi community, and a considerable reach in our procurement activities amongst a very broad supply chain. In each of these areas there have been attempts to move towards more sustainable delivery methods.
9. The recent spotlight on Air Quality issues in the city however, has underlined that there is more to do. As a major policy player, service provider and purchaser the Council is in a position to instigate and lead changes that can both improve our own performance and also influence and enable others in the city to make similar changes. Together, these changes could make a significant contribution to improving air quality standards in Cardiff.
10. In recognising this opportunity, a study was commissioned in the spring of 2017 to help us to clarify the Council's role and to determine the most effective points of intervention for us in addressing the issues. The study was supported and funded by a successful bid to the Welsh Government's "Smart Living" programme. The study has delivered:
 - A "**State of Play**" analysis highlighting the current national policy initiatives, best practice cases and potential funding opportunities available to the Council.
 - **Stakeholder engagement** with internal and external stakeholders, and key players from the vehicle and fuel industries to understand and assess the issues and opportunities for change; and

- A final **Advisory Report** distilling the findings of this research into a series of key recommendations for action.
11. The reports are available as background papers to this report and their findings have helped to steer the recommended actions in the Low-Emission Transport Strategy.

Why We Need to Act

12. In addition to the urgent Air Quality issues and legal Direction outlined above there are a number of other key concerns and motivations for Council action in moving towards cleaner transport fuels. In particular:
- Increasingly, businesses and employees expect cities to be ahead on this agenda. Cardiff's wider **Competitive Position** and "World Class Offer" would therefore be boosted by positive actions around low emissions. The world's most progressive and productive cities are also leaders in technological advancement. Our actions in this strategy will help to present us as a city at the forefront of transportation technology, offering a cleaner, healthier and smarter quality of life.
 - The Council has statutory **Carbon Reduction** targets set by European, National and Welsh Government policy. These targets are being addressed on a number of fronts including our Energy and Waste activities, but transport is also a major component, accounting for 24% of Carbon Emissions nationally. WG has recently stated that all public sector organisations in Wales will need to be Carbon Neutral by 2030 and therefore action to reduce carbon emissions from our transport activities will form part of this statutory requirement. Other city wide and national carbon reduction targets will also be a particular challenge for us as the city grows.
 - **Cost control** on council fleet is a key consideration in the current financial context with fuel costs alone amounting to £1.5m in 16/17. Evidence provided in the background study to this report is clear that a transition to towards non-fossil fuel vehicles could result in lower "whole of life" costs for the fleet and would also protect against the inevitable increase in fossil fuel costs in future years.
 - There is currently a **Demand/Supply Standoff** in the low emission vehicles industry. New vehicle technologies are constantly emerging but there is still a lack of supporting re-fuelling/re-charging infrastructure in the city to give consumer confidence in these new technologies. Clearly the Council's ability to influence public consumer choice on vehicles is limited, but it is in a position to show strategic leadership in this area. By acting as an "intelligent customer" and early adopter of low emission transport technologies the Council could provide a boost to market confidence in the wider community as well as starting to put in place some of the supporting infrastructure needed to allow consumers to opt for low emission transport more easily.

Strategic Vision

13. The studies and discussions that have guided this strategy have identified a series of opportunities for the Council to grasp. Many of these are direct actions addressing the delivery of routine services, but it is also clear that the Council has a wider leadership role that could help to stimulate change in the city and region. The strategic vision is therefore to position the Council as a “catalyst for change”, proactively addressing city wide Air Quality challenges. The areas of particular focus are on:
 - Facilitating and speeding up a pathway to zero emission transport,
 - Using our procurement power to instigate change and provide broader market confidence,
 - Engaging with and supporting local innovation, and
 - Working with partners to secure the best Circular Economies for the City and for Wales
14. Seven specific areas for action to support this vision have been identified and an action plan has been developed to steer our work in these areas. This is discussed below.
15. It is also the intention to develop a communications and events strategy to promote our actions and the wider opportunities for Cardiff citizens and businesses.

Fleet Procurement

16. The background study for the Strategy analysed the “whole of life” costs for different vehicle categories in our fleet and compared these across a range of diesel, petrol, electric and hydrogen fuel options. This identified that electric vehicles were already the most cost effective option for our small vehicles, pool cars and smaller white vans, provided that relevant charging facilities are in place. It also identified that there are fewer low emission options for heavier vehicles but that research and product development in this area, particularly for Hydrogen vehicles, was progressing at a pace, with some local centres of excellence emerging amongst the South Wales academic and innovation community.
17. The work also highlighted a range of best practice around the UK with the fleet transition programmes in Dundee and Fife, and an electric pool car scheme in Bristol providing good evidence of success.
18. The study also clarified, however, that these successes had depended on a reliable fuelling/recharging infrastructure being put in place alongside the fleet.
19. Drawing on the evidence of this analysis our strategy for future Council fleet procurement will therefore be repositioned to deliver:
 - i. An appropriate number of electric vehicles in our light fleet at the earliest opportunity,

- ii. An assessment of a proposed target to have 100% zero emission vehicles in the light fleet by 2022,
- iii. A review to steer our next pool car procurement to include zero emission vehicles,
- iv. A plan for the installation of necessary recharging facilities at key Council sites, and
- v. The inclusion of an “innovation” requirement in our heavy fleet procurement to encourage the piloting and testing of new technologies as they emerge, and with clear longer term targets to adopt these where possible.

Electric Vehicle Charging Infrastructure

- 20. Our background studies identified a comparative lack of recharging infrastructure in Cardiff and Wales generally. They also demonstrated that the English and Scottish towns and cities with the highest levels of provision had benefitted from government funding to support the introduction of their recharging infrastructure.
- 21. A range of funding opportunities available to the Council was identified in the study, in particular grants from the Government’s Office for Low Emission Vehicles (OLEV) and Welsh Government. However, it also became clear that there were a number of uncertainties in the market making it difficult to identify a clear strategy on which to base any grant-funding bid. In particular there were questions about how to identify the best locations for charging points to ensure the widest availability to the council and the public. There were also issues around the various speeds and connection formats of charging points, lack of clarity over the process and governance structures needed manage the sale of electricity to customers, and an unclear picture of current demand in the city.
- 22. In response to this the Council commissioned further detailed work to generate a better understanding of these issues and to develop a clear strategy for a roll out of charging infrastructure.
- 23. The details of this study are still being considered but will trigger and support the following actions:
 - i. A fully evidenced bid to OLEV and/or Welsh Government in Summer 2018 for grant funding for an initial tranche of charging facilities,
 - ii. A consideration of what legal and governance structures would be needed to publicly “trade” on-street energy supply, and
 - iii. A strategy against which to measure and direct the growing number of private sector providers showing interest in providing similar infrastructure in order to ensure maximum benefit to the City.
 - iv. Informing the Council’s approach in exploring the feasibility of initiating a trial scheme of charging points based on latest technology.

The Council's Energy Supply Role

24. Any significant step-change in demand for electric and other low emission vehicles will inevitably raise questions about where the energy needed to power them will come from. Although the vehicles themselves will deliver air quality improvements in their immediate vicinity, this effect will be compromised on a national scale if the source of that energy is from fossil-fuelled power stations elsewhere.
25. Welsh Government has set a target for Wales to generate 70 per cent of its electricity consumption from renewable energy by 2030, a significant increase from the current level of 32%. This will require action at all levels, from small scale local renewable schemes to larger national scale projects.
26. The Council has been active in this sector for some time and has either directly installed, or facilitated the provision of almost 37 megawatts of renewable energy generation in the city. We also have plans to add to this, with projects for a 6MW solar farm and a renewable heat network currently under consideration. There is a clear opportunity to use these renewable generation resources directly to provide energy for the emerging zero emissions fleet.
27. The Council has already engaged in a series of collaborative innovation projects (funded by Welsh Government, National Government and Innovate UK) that have helped to gather intelligence on this potential. In particular, we've been testing the viability of using innovative portable solar and wind generators to charge electric vehicles, and have examined the technological viability of using excess solar farm power to produce hydrogen.
28. There is therefore a strong motivation for us to continue in this direction and so, as part of the Low Emission Transport strategy we plan to:
 - i. Consider options for vehicle recharging in the business cases for our existing and proposed renewables projects, and
 - ii. Continue to engage with the academic and innovation sectors to explore future opportunities and identify best practice as technologies develop.

Council Procurement Strategies

29. The Council purchases a very wide range of products and services in carrying out its duties and functions. Many of our supply services, such as transportation for school children and the delivery of meals-on-wheels, are highly reliant on motorised transport, but almost all of our procurement actions trigger some sort of motorised transportation need. It is clear, therefore, that carbon and air quality impacts associated to our procurement activities are considerable. It is also clear that that Council leadership to encourage, and eventually specify, a transition to low emission transport in our supply chains could have very significant positive effects for the city.

30. We know that change of this nature will take some time, and that suppliers will need to understand and be comfortable with the implications for their own businesses. However, evidence from our studies suggests that, with the appropriate infrastructure in place, there could be some quick wins for both the Council and our suppliers, and that as infrastructure and vehicle technologies develop and expand there is scope to drive further positive change.
31. A new Socially Responsible Procurement Policy will be launched by the Council in April 2018. This specifically commits to minimising emissions arising as part of our various procurement activities. Building on this policy, together with the evidence and actions arising from the Low Emission Transport Strategy, it is the intention to further develop our procurement approach in stages to:
 - i. Begin awareness raising of the Council's low emission requirements and wider benefits with suppliers and contractors,
 - ii. Assess and secure quick-win opportunities with willing suppliers,
 - iii. Encourage suppliers and contractors to make a commitment to reduce emissions as part tender process for suitable contracts, and
 - iv. Build specific low emission requirements into relevant contracts where deemed appropriate and likely to deliver measureable improvement.

Influencing Local Partners

32. As well as directly procuring goods and services, the Council has a wide network of relationships with other major players and service providers in the city. Some, such as Cardiff Bus and the local taxi community are entirely embedded in the transport sector whilst others such as the local Health Trust, Police force and other public sector partners have much wider activity patterns that often resemble those of the Council. Each of these organisations exerts an impact on transportation and air quality, and so aligned action amongst them could deliver benefits far beyond the immediate reach of the Council.
33. The Council is therefore keen to put Low Emission Transportation on the agenda in our on-going partner relationships and discussions to ensure that we can share learning and best practice and identify useful synergies and opportunities to increase the overall impact of our actions.
34. In order to progress this the Council plans to:
 - i. Work through the Public Service Board to ensure that tackling air quality becomes a collective action in Cardiff, sharing best practice and learning, and aligning our strategies and actions where appropriate,
 - ii. Work with Cardiff Bus to understand their current investment approach, and together identify more ambitious future opportunities,

linked projects and potential funding sources for alternative fuel buses,

- iii. Work with the local Taxi Community to share the best practice examples achieved in other cities and to support willing operators to understand and deliver potential new business models, and to develop a targeted plan for change. This may include collaborative work to identify and benefit from available grants and support funding, as well as joint work to identify the best locations for Council led recharging infrastructure to be made available for taxis.
35. It should be noted that we are currently in the process of reviewing our taxi licensing policy which may include upgrading the technical specification required for diesel and petrol cars. As the infrastructure around low emission transportation matures the Council can keep the technical specifications for licensed vehicles under review.
 36. We must also be mindful of the current Welsh Government review of taxi licensing policy and how future legislative changes to national standards may impact on local taxi licensing policy. Currently the Council have no enforcement powers or ability to set standards in relation to private hire and Hackney Carriage vehicles that are licensed by other local authorities in the UK and can operate legally within the city. Any changes to taxi licensing policy must also take account of the provision of wheelchair accessible vehicles to ensure there are no detrimental impacts of policy changes in that regard.

City Growth

37. The recently approved Local Development Plan for Cardiff envisages a significant growth in residential and employment based development in the period up to 2026. The plan includes policies to manage traffic impacts associated to this growth and to achieve a resource efficient and climate responsive design that minimises emissions.
38. Draft Supplementary Planning Guidance (SPG) relating to Managing Transportation Impacts is due to be approved by Council in April 2018. This states that where there is an opportunity for developments to include EV charging facilities, and particularly within proposed public and/or communal car parks, the Council will encourage and seek to secure an appropriate level of provision through the planning process.
39. Welsh Government is currently consulting on a new National Planning Policy Framework, and this includes references to the low emission vehicle charging sector, including a proposed policy requiring 10% of non-residential parking spaces to have EV charging points. In view of the evolving national policy framework and changing technologies the Council will:
 - i. Approve Supplementary Planning Guidance on “Managing Transportation Impacts” in April 18

- ii. Prepare a formal paper to consider how best to address low emission transport through planning policy/SPG or other most appropriate route.
- iii. Engage with major developers in the city set out the Council's expectations and to encourage best practice in new development

Supporting Innovation

40. Many of the technologies in the low emission transportation sector are well established and mature and, as outlined in the Strategy, there are many opportunities ready to be taken. However, it also clear that continued research and development will be needed to support some of the more challenging areas.
41. In particular, there is a need for more cost effective solutions for very heavy vehicles where battery technologies can't yet provide sufficient power. Alternative fuels such as hydrogen and biofuels are showing considerable promise in this area but more work is needed to bring these to the mass market.
42. Similarly, increasing the supply of clean, locally produced renewable energy for vehicle recharging is also an area where further research and testing is needed.
43. The concept of using electric vehicle batteries to provide power back to the grid in times of high power demand is another area of growing interest that needs to be supported through pilot demonstration schemes.
44. The Council has a strong history of engaging with the academic and innovation communities around energy. In this process we've secured National and International grants to partner with research and development organisations to help develop, test and demonstrate new technologies.
45. There is an opportunity to continue to this approach to innovation as part of our longer-term commitment to supporting a transition to low emission transport. We will continue to build relationships with relevant academic and industry partners, and together seek funding opportunities to make progress on the more difficult areas. In particular our focus will be on:
 - i. opportunities to test and specify new vehicles and vehicle enhancements,
 - ii. opportunities to engage with and support local sources of Hydrogen and other bio-gas fuels,
 - iii. testing and demonstrating new business models for local electricity generation and distribution for vehicle recharging, and
 - iv. exploring opportunities for "Vehicle-to-Grid" projects based on our charging infrastructure roll-out.

Conclusion and Recommendations

46. The Low Emission Transport Strategy discussed in this report sets out the Council's vision and actions to begin a transition away from polluting fossil fuels for transport. It is based on independently researched evidence of best practice and success elsewhere, and offers a low cost but high impact strategy to improve our own performance. It also has the potential to influence and enable others in the city to make positive changes.
47. Target dates and details for each of the key actions are set out the Strategy and Action Plan attached to this report, and this will be supported by a communications campaign to promote and share the strategy more widely.
48. Each individual action area is linked, however, and there are particular dependencies between them. Most significantly, it is essential that charging and refuelling infrastructure in the city grows in order to support and facilitate the uptake of low emission vehicles. One of the priorities for us, therefore, will be to bid for government grant funding support for an initial roll out of electric vehicle charging points in the city.

Reason for Recommendations

49. To approve actions to help deliver compliance with legal limits for nitrogen dioxide in the city.

Financial Implications

50. As this report is recommending the approval of a strategy there will be no direct financial implications. The detailed proposals that develop from the strategy will however have financial implications which will require appropriate mechanisms, including business cases, to demonstrate that Value for Money is being received by the Council.

Legal Implications

51. The report sets out the Council's strategy for supporting a transition away from polluting fossil fuels for transportation in the city; and seeks approval of a plan of actions aimed delivering this transition.
52. It is noted from the body of that the report the Welsh Government has issued the Council with a Directive that requires the Council to deliver compliance with legal limits for nitrogen dioxide in the area at the earliest opportunity. Accordingly the Council must ensure that the strategy puts in place measures to ensure compliance with the Directive
53. Since the subject matter relates to statutory requirements, it is not only important that those requirements be fulfilled, but also that the process of achieving this is compliant. This means that the Council may be required to carry out appropriate consultations.

54. Any consultation must be adequate and fair and it should be noted that the carrying out of consultation may give rise to a legitimate expectation that the outcome of the consultation will must therefore be considered as part of the decision making process.
55. It is noted that the Council intend to bid for Government grant funding to accommodate its proposals and it should therefore noted that if such grant funding is secured the Council would be bound to comply with the terms and conditions of the grant secured.
56. With regards arrangements with external bodies, further advice should be sought prior to procurement of those arrangements.
57. The Council has to satisfy its public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics.

Protected characteristics are:

- Age
 - Gender reassignment
 - Sex
 - Race – including ethnic or national origin, colour or nationality
 - Disability
 - Pregnancy and maternity
 - Marriage and civil partnership
 - Sexual orientation
 - Religion or belief – including lack of belief
58. As such decisions have to be made in the context of the Council's equality act public sector duties. Vulnerable people with respiratory and other illnesses are more likely to be affected by poor air quality. Accordingly an Equality Impact Assessment should be carried out the purpose of the Equality Impact Assessment is to ensure that the Council has understood the potential impacts of the proposal in terms of equality so that it can ensure that it is making proportionate and rational decisions having due regard to its public sector equality duty. The decision maker must have due regard to the Equality Impact Assessment in making its decision.
 59. The decision maker should also have regard when making its decision to the Council's wider obligations under the Wellbeing of Future Generations (Wales) Act 2015. In brief the act makes provision with regards promoting/improving wellbeing.

RECOMMENDATION

Cabinet is recommended to approve the Council's strategy and proposed actions for delivering a transition to low emission transportation in the City.

Andrew Gregory
Director
13 April 2018

The following appendices are attached:

Appendix1 - Low Emission Transport Strategy

The following background papers have been taken into account

Cardiff Sustainable Fuels – State of Play Analysis
Cardiff Sustainable Fuels Workshop Report
Cardiff Sustainable fuels – Final Advisory Report
Cardiff EV Feasibility Study

Low Emission Transport

A Strategy for Cleaner, Greener Transportation Fuels in Cardiff

INTRODUCTION:

Air Quality in Cardiff

Cardiff has been identified as one of a number of cities in the UK with deficient air quality standards. In some cases, these standards breach legal limits, and it is estimated that around 40,000 premature deaths per year in the UK can be attributed to poor air quality.

There are multiple causes for this, but the most significant contributor in the city is nitrogen dioxide emissions from diesel and other fossil-fuelled vehicles.

The Low Emissions Transport Strategy has been developed to show the Council's commitment to tackling this significant public health issue. It forms part of our broader Clean Air Strategy and sits alongside our developing strategic Transport plans.

The Low Emission Transport strategy sets out seven key areas for action, each of which is intended to stimulate and support a transition away from fossil fuels for transportation.

Why we need to act

The Council's influence on Transportation in the city is considerable. We set land-use and transportation policy, run a sizeable fleet of small and large vehicles, and purchase goods and services in considerable volumes, all of which have some transport implication for their delivery. We also have close relationships with other major transport players in the city, including Cardiff Bus, the local Taxi Community, Higher Education establishments and the Local Health Board.

Traffic management and carbon reduction have been key aims across this wide range of influence, but the recent spotlight on Air Quality issues in the city has underlined that there is more to do.

In particular, there is a perceived demand/supply standoff in the low emission fuels sector that needs to be unlocked. New vehicle electric and other clean fuel technologies are constantly emerging but there is still a lack of supporting re-fuelling/re-charging infrastructure in the city to give consumers access to, and confidence in these new technologies. This in turn keeps prices high.

As a major deliverer, purchaser and specifier of transport services the Council is in a position to show strategic leadership in this area. By acting as an "intelligent customer" and early adopter of low emission transport technologies, the Council could provide a boost to market confidence in the wider community as well as starting to put in place some of the supporting infrastructure needed to allow other consumers to opt for low emission transport more easily.

Not only would this help to kick start improvements to the City's air quality, but these actions could also make a significant contribution to the city's carbon reduction targets, and also further boost the City's competitive position, helping to present Cardiff as a city at the forefront of transportation technology, offering a cleaner, healthier and smarter quality of life.

Strategic Vision

This strategy has been based on a series of background studies and discussions with major stakeholders and leaders in the field of low emission transport. This has helped to identify key opportunities for the Council to grasp.

Many of these are direct actions addressing the delivery of routine services, but it is also clear that the Council has a wider leadership role that could help to stimulate change in the city and region. The strategic vision is therefore to position the Council as a “catalyst for change”, proactively addressing city wide Air Quality challenges. The areas of particular focus are on:






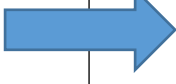


- Facilitating and speeding up a pathway to zero emission transport,
- Using our procurement power to instigate change and provide broader market confidence,
- Engaging with and supporting local innovation, and
- working with partners to secure the best Circular Economies for the City and for Wales

Seven specific areas for action to support this vision are identified in the pages that follow.

1 – Fleet Procurement





An action plan for the introduction of low emission vehicles into the Council’s fleet is set out in the table below. For smaller vehicles, including pool cars and light vans a strategy to introduce light vehicles will be pursued. For larger fleet vehicles, where electric power is more difficult, the initial aim will be to seek partnerships with innovative technology developers to first pilot and then start to specify alternative fuels such as Hydrogen.

There will be a need to install refuelling and recharging facilities alongside the changing fleet and the strategy will seek to make these facilities available for public use where possible.

Fleet Procurement Actions	18/19	19/20	20/21	21/22	22-25
I. Specifying an appropriate number of electric vehicles in the Council’s light fleet at the earliest opportunity.					
II. An assessment of a proposed target to have 100% zero emission vehicles in the light fleet by 2022,					
III. A review to steer our next pool car procurement to include zero emission vehicles,					
IV. A plan for the installation of necessary recharging facilities at key Council sites, and					
V. The inclusion of an “innovation” requirement in our heavy fleet procurement to encourage the piloting and testing of new technologies as they emerge, and with clear longer term targets to adopt these where possible.					

2 - Electric Vehicle Charging Infrastructure

There is currently a shortage of electric vehicle charging infrastructure in Cardiff. The table below sets out a strategy to maximise access to current government grants to start to address this shortage. The actions have been developed with reference to a detailed study that helped the Council to assess the issues and opportunities.



Charging Infrastructure Actions	18/19	19/20	20/21	21/22	22-25
I. Submit a fully evidenced bid to Central and/or Welsh Government in Summer 2018 for grant funding for an initial tranche off facilities.					
II. A consideration of what legal and governance structures would be needed to publicly “trade” on-street energy supply.					
III. Develop a detailed strategy against which to measure and direct the growing number of private sector providers showing interest in providing similar infrastructure in order to ensure maximum benefit to the City.					

3- The Council's Energy Supply Role

Any significant step-change in demand for electric and other low emission vehicles will inevitably raise questions about where the energy needed to power them will come from.

The Council has potential to be able to supply some of this energy from its emerging renewable energy generating assets, and to encourage others in the city to do so where appropriate.



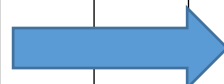

If positioned appropriately this could bring cost benefits both for the fuelling of our fleet and to the return on investment in renewable energy schemes.

Energy Supply Actions	18/19	19/20	20/21	21/22	22-25
I. Consider options for vehicle recharging in the business cases for our existing and proposed renewables projects, and					
II. Continue to engage with the academic and innovation sectors to explore future opportunities and identify best practice as technologies develop.					

4 - Council Procurement Strategies


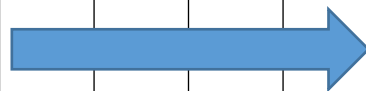

The Council purchases a very wide range of products and services in carrying out its duties and functions, and almost all of our procurement actions trigger some sort of motorised transportation need. Although difficult to quantify, the carbon and air quality impacts associated to from this are likely to be =considerable. It is clear, therefore, that Council leadership to encourage, and eventually specify, a transition to low emission transport in our supply chains could have very significant positive effects for the city.

We know that change of this nature will take some time, and that suppliers will need to understand and be comfortable with the implications for their own businesses. However, evidence from our studies suggests that, with the appropriate infrastructure in place, there could be some quick wins for both the Council and our suppliers, and that as infrastructure and vehicle technologies develop and expand there is scope to drive further positive change.

Procurement Actions	18/19	19/20	20/21	21/22	22-25
I. Begin awareness raising of the Council's low emission requirements and wider benefits with suppliers and contractors,					
II. Assess and secure quick-win opportunities with willing suppliers,					
III. Encourage suppliers and contractors to make a commitment to reduce emissions as part tender process for suitable contracts, and					
IV. Build specific low emission requirements into relevant contracts where deemed appropriate and likely to deliver measureable improvement.					

5 - Influencing Local Partners




The Council is keen to put Low Emission Transportation on the agenda in our on-going partner relationships and discussions to ensure that we can share learning and best practice and identify useful synergies and opportunities to increase the overall impact of our collective actions.

Influencing Actions	18/19	19/20	20/21	21/22	22-25
I. Work through the Local Service Board to ensure that tackling air quality becomes a collective action in Cardiff, sharing best practice and learning, and aligning our strategies and actions where appropriate,					
II. Work with Cardiff Bus to understand their current investment approach, and together identify more ambitious future opportunities, linked projects and potential funding sources for alternative fuel buses,					
III. Work with the local Taxi Community to share the best practice examples achieved in other cities and to support willing operators to understand and deliver potential new business models, and to develop a targeted plan for change.					

6 - City Growth

Cardiff is a fast growing city. Our planning and transport policies are already tackling issues relating to congestion and aim to encourage more sustainable active travel choices.

Alongside this however, there is a need to ensure that new developments provide the necessary infrastructure to allow our growing population to access the widest range of sustainable travel choices. The Council's Planning service will develop a series of policy and advisory documents to set out the Council's expectations for how new developments can support a transition to low emission transport.

City Growth Actions	18/19	19/20	20/21	21/22	22-25
I. Approve Supplementary Planning Guidance on "Managing Transportation Impacts" in April 18					
II. Prepare a formal paper to consider how best to address low emission transport through planning policy or other most appropriate route.					
II. Develop a best practice document to engage with major developers in the city to set out the Council's expectations and to encourage best practice in new development.					

7 – Supporting Innovation

Many of the technologies in the low emission transportation sector are well established and mature and, as outlined in the Strategy, there are many opportunities ready to be taken. However, it also clear that continued research and development will be needed to support some of the more challenging areas.

In particular, there is a need for more cost effective solutions for very heavy vehicles where battery technologies can't yet provide sufficient power. Alternative fuels such as hydrogen and biofuels are showing considerable promise in this area but more work is needed to bring these to the mass market.

The Council has a strong history of engaging with the academic and innovation communities around energy. In this process we've secured National and International grants to partner with research and development organisations to help develop, test and demonstrate new technologies.

There is an opportunity to continue to this approach to innovation as part of our longer-term commitment to supporting a transition to low emission transport.

Supporting Innovation Actions	18/19	19/20	20/21	21/22	22-25
I. Establish opportunities to test and specify new vehicles and vehicle enhancements,					
II. Seek opportunities to engage with and support local sources of Hydrogen and other bio-gas fuels,					
III. Begin testing and demonstrating new business models for local electricity generation and distribution for vehicle recharging,					
IV. Explore opportunities for "Vehicle-to-Grid" projects based on our charging infrastructure roll-out.					

Conclusion and Recommendations

The Low Emission Transport Strategy sets out the Council's vision and actions to begin a transition away from polluting fossil fuels for transport. It is based on independently researched evidence of best practice and success elsewhere, and offers a low cost but high impact strategy to improve our own performance. It also has the potential to influence and enable others in the city to make positive changes.

Target dates and details for each of the key actions are set out in the action plan attached to this report, and this will be supported by a communications campaign to promote and share the strategy more widely.

Each individual action area is linked, however, and there are particular dependencies between them. Most significantly, it is essential that charging and refuelling infrastructure in the city grows in order to support and facilitate the uptake of low emission vehicles. One of the priorities for us, therefore, will be to bid for government grant funding support for an initial roll out of electric vehicle charging points in the city.

CYNGOR CAERDYDD**CYFARFOD CABINET: 19 EBRILL 2018**

CYNIGION TREFNIADAETH YSGOLION: GWELLA'R DDARPARIAETH I BLANT A PHOBL IFANC SYDD AG ANGHENION DYSGU YCHWANEGOL (ADY) 2018-22: ADRODDIAD WEDI YMGYNGHORI

ADDYSG, CYFLOGAETH A SGILIAU (CYNGHORYDD SARAH MERRY)

EITEM AGENDA: 4**ADRODDIAD Y CYFARWYDDWR ADDYSG A DYSGU GYDOL OES****Rhesymau dros yr Adroddiad hwn**

1. Diben yr adroddiad hwn yw hysbysu'r Cabinet o'r ymatebion a dderbyniwyd yn dilyn ymgynghori ar wyth cynnig ar gyfer cynyddu neu addasu'r ddarpariaeth ADY ac i geisio awdurdod i fwrw ymlaen, lle bo'n briodol i gyhoeddi cynigion yn unol ag adran 48 Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013.

Cefndir

2. Gwelwyd twf sylweddol yn niferoedd y bobl ifanc ag Anghenion Dysgu Ychwanegol (ADY) ers 2012, fel y gwelwyd gyda'r angen cynyddol am lefydd mewn ysgolion arbennig a chanolfannau adnoddau arbenigol dros y pum mlynedd diwethaf. Disgwylir i'r duedd hon barhau am y 5-10 mlynedd nesaf.
3. Yn ei gyfarfod ar 14 Rhagfyr 2017 cymeradwyodd y Cabinet gynlluniau'r Cyngor a flaenoriaethwyd dan Raglen Band B Ysgolion yr 21ain Ganrif gan gynnwys cynigion ar gyfer datblygu'r ddarpariaeth ADY.
4. Tra bydd y Rhaglen Band B Ysgolion yr 21ain Ganrif yn cynnig cyfleoedd i fynd i'r afael â phroblemau digonolrwydd ysgolion arbennig o 2021 neu 2022, bydd angen cymryd camau i ymestyn y ddarpariaeth i ateb y galw yn y cyfnod rhwng nawr a hynny, 2018-2022.
5. Er mwyn mynd i'r afael â phroblemau digonolrwydd ADY dros y pum mlynedd nesaf, yn ei gyfarfod ar 29 Ionawr 2018, awdurdododd y Cabinet swyddogion i ymgynghori ar wyth cynllun a gynigiwyd i ehangu ac addasu ysgolion arbennig a chanolfannau adnoddau arbenigol (CAAau). Gellir gweld manylion y cynlluniau arfaethedig yn y ddogfen ymgynghori yn Atodiad 1.

Materion

6. Cynhaliwyd yr ymgynghoriad rhwng 31 Ionawr a 13 Mawrth 2018.
7. Gwahoddwyd rhieni ac eraill, ynghyd â staff a Llywodraethwyr yr ysgolion dan sylw i ymateb i'r ymgynghoriad.
8. Roedd proses yr ymgynghoriad yn golygu:
 - Dosbarthu Dogfen Ymgynghori yn amlinellu'r cefndir, y rhesymau a'r oblygiadau. Mae'r ddogfen hon wedi ei dosbarthu i rieni, Penaethiaid a Chadeiryddion Llywodraethwyr, Aelodau a rhanddeiliaid eraill (mae modd gweld copi o'r ddogfen ymgynghori yn Atodiad 1);
 - Cyfarfodydd gyda Chyrff Llywodraethu'r ysgolion a effeithir lle yr eglurwyd y cynnig ac atebwyd cwestiynau;
 - 10 o sesiynau galw heibio lle'r oedd swyddogion ar gael i ateb cwestiynau;
 - Sesiwn weithdy gyda disgyblion yn yr ysgolion a effeithiwyd i roi cyfle i ddisgyblion holi cwestiynau, dysgu mwy am y cynnig a rhoi eu barn. Gellir gweld manylion yr ymgynghoriad disgyblion yn Atodiad 2;
 - Slip ymateb i'r ymgynghoriad i'w ddychwelyd yn y post neu drwy e-bost, wedi ei atodi i'r ddogfen ymgynghori;
 - Ffurflen ymateb ar-lein yn www.caerdydd.gov.uk/Ysgolion yr 21ain Ganrif

Ymatebion o'r Ymgynghoriad

Crynodeb cyffredinol o'r ymatebion a ddaeth i law

9. Mae'r farn a dderbyniwyd fel rhan o'r ymgynghoriad wedi ei nodi mewn print italig isod. Gallwch weld ymateb y Cyngor i bob pwynt wedi ei nodi islaw, dan y pennawd "Dadansoddiad o'r farn a fynegwyd".
10. Cafwyd cyfanswm o 611 ymateb. O'r rhain roedd 212 yn ymatebion ar-lein/e-bost copi caled ac roedd 399 yn ymatebion gan ddisgyblion.
11. Ceir dadansoddiad cryno o'r ymatebion a dderbyniwyd wedi eu hatodi yn Atodiad 2. Dengys y dadansoddiad fod mwyafrif yr ymatebion yn gefnogol yn gyffredinol i'r cynigion.

Ymatebion Ffurfiol

Bwrdd Iechyd Prifysgol Caerdydd a'r Fro (BIBCF)

12. *Nododd BIBCF eu cefnogaeth i'r wyth cynllun arfaethedig. Serch hynny, nododd BIBCF nad oes cynnydd mewn cyllid o fewn y Bwrdd Iechyd, i adlewyrchu'r twf yn y boblogaeth ddisgyblion yng Nghaerdydd. Bydd angen gwasanaethau iechyd i ateb anghenion poblogaeth fwy o fewn yr*

adnoddau presennol. Nododd BIBCF ei bod yn hanfodol bod BIB a'r Awdurdod Lleol yn gweithio'n agos i ddod o hyd i ffyrdd newydd o weithio er mwyn ateb anghenion plant gydag Anghenion Dysgu Ychwanegol.

Gwerthusiad o'r safbwyntiau a fynegwyd

13. Mae'r Cyngor yn cadarnhau ei ymrwymiad i weithio mewn partneriaeth gyda BIB i adolygu ffyrdd o weithio, ac i ddatblygu dulliau effeithiol o ateb anghenion plant. O dan Fwrdd Rhaglen Dyfodol Anabledd, mae dewisiadau ar gyfer datblygu ymagwedd integredig at ddarpariaeth gyffredinol a darpariaeth wedi ei dargedu ar draws ysgolion arbennig yn mynd rhagddo.
14. Fodd bynnag, mae'n destun pryder er gwaethaf y cynnydd amlwg yn y plant a'r bobl ifanc ag anghenion therapi a meddygol cymhleth yng Nghaerdydd dros y 5-10 mlynedd diwethaf, ac arwyddion clir y bydd y cynnydd hwn yn parhau dros y 5-10 mlynedd nesaf, nad yw'r Bwrdd Iechyd wedi cymryd unrhyw gamau i sicrhau bod hyn yn cael ei adlewyrchu yn y dyrannu ar adnoddau. Bydd y Cyngor yn codi'r mater hwn drwy'r sianelau priodol.
15. Bydd y plant a'r bobl ifanc ychwanegol yn ysgolion Caerdydd, boed nifer y llefydd mewn ysgolion arbennig a chanolfannau adnoddau arbenigol yn cael eu cynyddu ai peidio. Ni fydd lleihau ar y pryderon parthed y ddarpariaeth iechyd os na fydd yr wyth cynllun yn mynd rhagddynt, ond bydd mwy o risg y bydd rhai plant sydd angen llefydd arbennig yn methu sicrhau lle mewn ysgol yng Nghaerdydd, gan arwain at fwy o blant yn cael eu gosod 'allan o'r sir' yn y sector annibynnol.

Gwasanaethau Plant Caerdydd

16. *Mae Gwasanaethau Plant yn cefnogi'r cynigion. Mae'r gallu i addysgu plant yn lleol, gan leihau'r ddibyniaeth ar leoliadau allan o'r ardal yn hanfodol i gefnogi plant a phobl ifanc i fyw o fewn eu cymunedau a chyrchu darpariaethau lleol.*
17. *Mae Gwasanaethau Plant yn ymwybodol o'r angen i sicrhau ymagwedd gydynol ar draws pob lleoliad ysgol i gefnogi gweithio ar y cyd ar gyfer pob plentyn sydd ag anghenion ychwanegol sy'n wybyddus i Wasanaethau Plant.*

Gwerthusiad o'r safbwyntiau a fynegwyd

18. Mae'r Gyfarwyddiaeth Addysg a Dysgu Gydol Oes yn croesawu cefnogaeth Gwasanaethau Plant. Mae camau cadarnhaol wedi eu cymryd i greu cyfleoedd ar gyfer cydweithio agosach, er enghraifft drwy gynnig 'gweithfannau achlysurol' i weithwyr cymdeithasol yn Ysgol Tŷ Gwyn. Bydd y cyngor yn gweithio i ddatblygu cyfleoedd pellach i hyrwyddo cydweithio er budd y plant a'u teuluoedd. Bydd datblygu adeilad Canolfan Ieuenctid Trelái fel adnodd a rennir ar gyfer Ffederasiwn Campws Dysgu'r Gorllewin yn cynnig cyfleoedd ychwanegol i weithio ar y cyd ac alinio'r ddarpariaeth ar gyfer pobl ifanc yn agosach at ddarpariaeth ysgolion arbennig.

Grŵp y Democratiaid Rhyddfrydol

19. *Mae Grŵp y Democratiaid Rhyddfrydol yn gyffredinol yn croesawu'r cynnig ar gyfer datblygu ac ehangu'r ddarpariaeth Anghenion Dysgu Ychwanegol (ADY).*
20. *Mae rhywfaint o amheuaeth fodd bynnag ynghylch y gefnogaeth sydd ar gael i alluogi ysgolion i gyflawni'r cynigion hyn, ac oblygiadau trafndiaeth rhai o'r cynigion.*
21. *Mae'r grŵp yn pryderu er gwaethaf cydnabod y twf yn y galw am addysg Gymraeg yng Nghaerdydd, cyfyngedig yw'r cynnig ar gyfer y ddarpariaeth ADY cynradd ac fe fyddent yn croesawu mwy o eglurder gan yr awdurdod ar amserlenni projectau unigol, a'r gefnogaeth sydd ar gael i ysgolion.*
22. *Mae sawl un o'r projectau, yn benodol The Hollies a Greenhill yn cynnig cynnydd sylweddol ym maint y cohort, gydag eraill yn cynnig newidiadau i natur y ddarpariaeth ac i gyflawni'r cwricwlwm. Barn y grŵp yw y dylai'r cynigion fynd ati i chwilio ac ystyried sut y gallwn leihau nifer y plant sy'n teithio i'r ysgol mewn cludiant preifat, yn enwedig y plant hynny sy'n mynychu darpariaeth amgen i'w hysgol leol. Ar gyfer y datblygiadau hynny megis y rhai yn Ysgol Allensbank ac Ysgol Arbennig The Hollies, mae yna oblygiadau trafndiaeth sylweddol nad sydd wedi eu harchwilio yn llawn yn yr ymgynghoriad ac sydd angen ystyriaeth bellach cyn cymeradwyo.*
23. *Parthed y cynnig penodol ar gyfer Ysgol Arbennig The Hollies, byddai'r grŵp yn cefnogi dewis 1 a ffafir gan yr awdurdod, o ystyried y bydd yn arwain at gyn lleied o darfu â phosib ar ddisgyblion a staff. Fodd bynnag, rydym yn amau a fydd cynyddu'r ddarpariaeth o ran llefydd yn y Cyfnod Sylfaen (dewis 2) yn fanteisiol yn yr hir dymor drwy gynnig darpariaeth ymyrraeth gynnar ychwanegol.*
24. *Mae tystiolaeth anecdotaidd gan athrawon cynradd Cymraeg yn awgrymu, er mai dadansoddiad y cyngor o ran y cynigion ymyrraeth gynnar ar gyfer Ysgol Allensbank yw nad oes digon o law i gael dosbarth Cymraeg o'r un natur, mae angen cynyddu'r ddarpariaeth yma ar draws y ddinas. Mae twf darpariaeth ADY Cymraeg yn rhan hanfodol o gefnogi twf addysg Gymraeg yn gyffredinol yng Nghaerdydd, ac yn cefnogi rhieni i wneud cam gweithredol i ddewis addysg Gymraeg i'w plant. Yn benodol mae Llywodraeth Cymru yn edrych ar gyflawni darpariaeth ADY ddwyieithog lawn yn arwydd o lwyddiant ar gyfer ADY a'r Ddeddf Tribiwnlys Addysgol. Parthed y cynigion hynny ar gyfer Ysgol Gyfun Glantaf, mae llywodraethwyr wedi mynegi pryderon ynghylch ansawdd a pha mor barhaol yw'r addasiadau i adeiladau i ateb y twf arfaethedig.*
25. *Byddai'r grŵp yn croesawu eglurder gan yr awdurdod ar ddyfodol y defnydd ar Ysgol Allensbank o ystyried yr amcanestyniad o leihad yn y nifer gaiff eu derbyn yn y pum mlynedd nesaf.*
26. *Dylai cynigion i ddatblygu cylchoedd i droi a llecynnau parcio ystyried pa mor agos at adeiladau'r ysgol ydynt er mwyn lleihau bod y plant yn dod i gysylltiad â llygredd aer.*

Gwerthusiad o'r safbwyntiau a fynegwyd

27. Mae'r Cyngor yn cydnabod bod maint a chwmpas pob cynnig yn benodol i bob cynllun. Bydd y terfynau amser a'r adnoddau a'r cymorth a fydd ar gael i sicrhau gweithredu, yn amrywio yn unol â'r amgylchiadau lleol ac wedi eu trafod gyda phob corff llywodraethu yn ystod cyfnod yr ymgynghoriad. Rhoddir eglurhad isod o dan y gwerthusiad unigol i bob cynllun.
28. Mae'r 8 cynllun yn cynrychioli cam cyntaf y datblygiadau i ailwampio'r ddarpariaeth ar draws Caerdydd. Cydnabyddir y bydd angen rhagor o waith, gan gynnwys ym maes darpariaeth ADY yn y sector Cymraeg.
29. Mae gwaith yn mynd rhagddo i ddatblygu ymhellach y ddarpariaeth ADY yn y sector Gymraeg, gan gynnwys:
 - Adolygiad o'r ganolfan adnoddau arbenigol yn Ysgol Coed y Gof
 - Yn 2017-18 mae'r awdurdod lleol yn ariannu cynllun peilot i gefnogi iechyd emosiynol ac anghenion llesiant yn y cyfnod uwchradd.
 - Archwiliad o anghenion iaith a lleferydd i fwydo datblygiad ymyrraeth gynnar i blant yn y sector Cymraeg.
30. Mae'r Cyngor yn gwbl ymrwymedig i hyrwyddo gwasanaeth ADY cwbl ddwyieithog: caiff yr holl wasanaethau a chymorth eu cynnig yn y Gymraeg a'r Saesneg. Rhagwelir y bydd cynlluniau pellach i ddatblygu darpariaeth arbenigol yn y Gymraeg yn cael eu datblygu dan y Cynllun Datblygu ADY, a'i gyflwyno i'r Cabinet i'w ystyried.
31. Mae asesiad trafndiaeth lawn wedi ei gwneud ar gyfer pob cynnig (Atodiad 3). Mae ystyriaeth lawn wedi ei rhoi i leihau cludiant i blant a phobl ifanc lle bynnag y bo'n bosib, ac i leoliad gosod priodol ar gylchoedd troi a manau parcio.

Pennaeth Ysgol Uwchradd Fitzalan

32. *Does dim darpariaeth yn dal i fod ar gyfer merched ag anghenion emosiynol a chymdeithasol sylweddol. Ychydig o gynnydd o ran capasiti yn y sector uwchradd Saesneg.*
33. *Rhaid i'r datblygiadau hyn blethu a gwelliannau yn y prosesau ADY ar draws yr ALI, yn enwedig y defnydd ar ddatganiadau a gwneud y broses lawer yn gynt a mwy effeithiol.*

Gwerthusiad o'r safbwyntiau a fynegwyd

34. Mae'r cynlluniau wedi eu datblygu yng nghyd-destun y tair blaenoriaeth ADY strategol ar gyfer Caerdydd i:
 - Gweithredu'r Ddeddf ADY a Thribiwnlys Addysgol yn llwyddiannus.
 - Adeiladu capasiti i ateb anghenion ym mhob ysgol a lleoliad

- Sicrhau digonolrwydd o leoliadau arbenigol
35. Mae'r wyth cynllun yn cynrychioli cam cyntaf y datblygiadau i ailwampio'r ddarpariaeth ar draws Caerdydd. Cydnabyddir yr angen am fwy o waith, gan gynnwys darpariaeth bellach yn y sector uwchradd, ac i ferched ag anghenion iechyd emosiynol a llesiant. Mae gwaith yn mynd rhagddo i ddatblygu ymhellach gynlluniau i ymgynghori arnynt yn hydref 2018, yn amodol ar gymeradwyaeth y Cabinet.
 36. Caiff y Ddeddf ADY a'r Tribiwnlys Addysgol ei rhoi ar waith gan ddechrau fis Medi 2020, gyda chyfnod sefydlu graddol o dair blynedd. Bydd Cynlluniau Datblygu Unigol yn disodli datganiadau o Angen addysgol Arbennig a bwriad y Llywodraeth yw y bydd y broses yn gynt, llai biwrocraidd ac yn canolbwyntio mwy ar y plant. Mae Caerdydd yn gweithio gyda mentrau rhanbarthol a chenedlaethol i roi cynnig ar ddulliau newydd a pharatoi i'w rhoi ar waith.

Y Gynghrair Addysg Gynhwysol

37. *Bydd ehangu'r ddarpariaeth ysgolion arbennig yn ddi-os yn arwain at addysg gynyddol ar wahân i blant anabl tra'n amddifadu'r sector addysg prif ffrwd o adnoddau gwerthfawr i barhau i ddatblygu arfer cynhwysol. Nid yw cynyddu lleoliadau ysgolion arbennig ac addysg ar wahân yn gydnaws ag ymrwymiad Caerdydd i gynhwysiant.*
38. *Mae bwriad Cyngor Caerdydd i symud plant allan o'r brif ffrwd i ysgolion arbennig yn torri ar Ddyletswydd Deddf Cydraddoldeb y Sector Cyhoeddus sy'n gosod dyletswydd ar gynghorau i hyrwyddo cyfle cyfartal i bawb. Hefyd mae gofyniad y Ddeddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysgol (Cymru) yn ymgorffori Confensiwn y Cenhedloedd Unedig ar Hawliau Pobl ag Anableddau yn cynnwys Erthygl 24 sy'n ei gwneud yn eglur iawn fod dyletswydd ar Gynulliad Cymru i hyrwyddo addysg gynhwysol ymarferol ar lefel strategol.*
39. *Nid yw'r Gynghrair Addysg Gynhwysol yn gweld sut y gall cynyddu addysg ar wahân fod yn ffafrio addysg yn y brif ffrwd dros y ddarpariaeth ysgolion arbennig fel sydd wedi ei nodi yn Neddf ADY a'r Tribiwnlys Addysgol (Cymru). Dymuna'r Gynghrair felly weld y cynigion yn cael eu tynnu nôl am eu bod yn anghyfreithlon o dan y Ddeddf gan fod y cyngor yn ffafrio arbenigol dros ddarpariaeth ysgol prif ffrwd a fydd yn amharu ar hawliau dynol disgyblion i addysg gynhwysol o dan erthygl 24 CCUHPA.*
40. *Byddai'r Gynghrair yn annog y Cyngor i ddatblygu polisi trosfwaol i hyrwyddo addysg gynhwysol gyda'r nod o gynyddu capasiti pob ysgol prif ffrwd i ateb anghenion disgyblion anabl sydd ag amhariadau, cyflyrau iechyd a galluoedd amrywiol.*
41. *Lleisiwyd gwrthwynebiad tebyg gan ymatebwyr eraill i'r cynigion ar y sail eu bod yn cynrychioli ymagwedd ar wahân. Dylai'r projectau adeiladu a'r symiau anferth o arian dan sylw fynd tuag at gynyddu cynhwysiant, nid cynyddu arwahanrwydd. Mae gan Gaerdydd broblem anferth o ran agwedd cyfiawnder cymdeithasol ar addysg gynhwysol. Mae'n amhosib i "wella darpariaeth arbenigol i blant a phobl ifanc ag ADY" drwy ariannu*

arwahanrwydd; mae'n niweidio pob dysgwr. Y ffordd i ateb y nod yw adeiladu ysgolion cynhwysol ac ariannu llefydd sy'n cynnig yr adeiladau a'r ymyriadau arbenigol i ganiatáu pob dysgwr i fynd i'r hyn a elwir yn ysgolion prif ffrwd.

42. *Mae tynnu plant anabl i ffwrdd o'u cyfoedion yn y system ysgolion yn arwain at iddynt fyw bywydau unig fel oedolion, yn cynyddu ofn o bobl anabl trwy anwybodaeth, ac yn gwneud cydraddoldeb yn amhosib ei gyrraedd.*
43. *Gwrthodwch y cynigion ar gyfer ysgolion ar wahân ac yn lle hynny adeiladwch a gwellwch gapasiti addysg gynhwysol yng Nghaerdydd. Ail-ddosbarthwch y cyllid o'r hyn a elwir yn sector arbennig a galluogi rhaglen o adeiladu capasiti cynhwysol i wneud ysgolion prif ffrwd yn hygyrch i bawb; darparwch y gefnogaeth sydd ei hangen yn yr ysgolion prif ffrwd parthed cymorth dysgu, gofal personol, technoleg gynorthwyol, a'r amrywiad ar y cwricwlwm.*
44. *Mae bwlch o ran anghenion hyfforddi athrawon a gweithwyr addysg proffesiynol eraill, i ymateb i ddeddfwriaeth gydraddoldeb, ac i gefnogi hawliau pobl anabl i gael eu gwireddu o fewn system addysg gynhwysol. Mae hyfforddiant (gan gynnwys DPP) yn chwarae rhan allweddol wrth ddatblygu cynhwysiant. Mae'r hen Fodel Meddygol ar anabledd yn canolbwyntio ar 'anghenion' canfyddiedig ac ymyriadau er mwyn gwneud i fyfyrwyr anabl ffitio i sefyllfa addysg prif ffrwd ddigyfnewid sy'n bodoli eisoes gyda chyn lleied o gymorth ac addasu ag y bo modd - neu yn eu gorfodi nhw y tu allan i'r system. Mae hyfforddiant Cydraddoldeb Anabledd, fodd bynnag, yn mabwysiadu'r Model Cymdeithasol o Anabledd, gan ganolbwyntio ar y rhwystrau i gymryd rhan, newidiadau sydd angen eu gwneud gan ddarparwyr addysgol fel eu bod yn cynnwys ac yn cefnogi myfyrwyr anabl mewn lleoliadau addysgol prif ffrwd.*

Gwerthusiad o'r safbwyntiau a fynegwyd

45. Mae Cyngor Caerdydd wedi ymrwymo'n llwyr i addysg gynhwysol ac wedi gweithio'n gyson i gynyddu'r graddau y gellir ateb anghenion dysgu ychwanegol mewn ysgolion prif ffrwd leol. Mae Caerdydd wedi ymrwymo ymhellach i gynyddu'r capasiti i ateb yr holl anghenion, ac i sicrhau bod pob plentyn sydd yn dymuno mynychu ysgol leol yn gallu cael eu cefnogi'n dda yno.
46. Yn ei gyfarfod ar 19 Ionawr 2018, cytunodd y Cabinet ar dair blaenoriaeth ADY strategol i wella canlyniadau a'r cymorth i anghenion dysgu ychwanegol (gweler paragraff 34 uchod). Mae'r blaenoriaethau hyn yn sail i Strategaeth ADY Caerdydd ac maent yn cynnwys ymrwymadau o ran hyfforddiant a datblygiad, ac ymrwymiad parhaus i sicrhau bod mwyafrif y plant a phobl ifanc sydd ag anghenion dysgu ychwanegol yn derbyn cefnogaeth dda yn eu hysgolion lleol.
47. Mae'r wyth cynllun a gaiff eu cynnig yn yr ymgynghoriad hwn wedi eu gosod yng nghyd-destun y strategaeth ehangach hon. Tra gellir cefnogi mwyafrif llethol y plant ag anghenion dysgu ychwanegol yn eu hysgol leol prif ffrwd, erys grŵp o blant a phobl ifanc sydd â'r anghenion mwyaf

cymhleth sydd ag angen lleoliad mwy arbenigol er mwyn gallu eu cynnwys yn llawn mewn dysgu, a'u cefnogi i gyflawni eu potensial. Mae cyfradd eni sy'n cynyddu yn gofyn i Gaerdydd gynyddu llefydd prif ffrwd ac arbenigol er mwyn sicrhau digon o addysg o ansawdd uchel i bob plentyn.

48. Yng Nghaerdydd, mae plant yn cael eu rhoi mewn ysgol arbennig neu ganolfan adnoddau arbenigol dim ond os oes anghenion cymhleth ganddynt na ellir yn resymol eu hateb mewn ysgol leol, a bydd hyn yn unol â barn y rhieni/gofalwr.

Ymatebion i Gynigion Ysgolion Unigol

Ysgol Arbennig Tŷ Gwyn

49. Mae Tŷ Gwyn yn ysgol arbennig sydd wedi ei neilltuo i gynnig 150 o lefydd i ddysgwyr 3-19 oed sydd ag anableddau dysgu cymhleth a chyflyrau ar y sbectwm awtistig (CSA). Lleolir yr ysgol yn Nhrelái/Caerau ac o 8 Ionawr 2018 mae'r ysgol wedi ei ffedereiddio ag Ysgolion Arbennig Riverbank a Woodlands, fel Ffederasiwn Dysgu Campws y Gorllewin.
50. Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd i ddysgwyr ag anableddau dysgu cymhleth neu CSA cynigir
- Cynyddu nifer y lleoedd dynodedig yn Nhŷ Gwyn i 198;
 - sefydlu 3 ystafell ddosbarth ychwanegol drwy addasu hen adeilad Canolfan Ieuencid Trelái, sydd wedi ei leoli y tu ôl i'r ysgol

Corff Llywodraethu Ffederasiwn Campws Dysgu'r Gorllewin

51. *Mynegodd Corff Llywodraethu Ffederasiwn Campws Dysgu'r Gorllewin eu cefnogaeth i'r cynigion yn ymwneud ag ysgol Tŷ Gwyn.*
52. *Roedd y llywodraethwyr yn cydnabod y byddai addasu'r Ganolfan Ieuencid yn cynnig cyfleoedd ehangach i'r plant a'r bobl ifanc ar draws y Ffederasiwn, gan gynnwys y potensial i ddarparu Sgiliau Byw yn Annibynnol ar y safle, gwella'r broses bontio i bobl yn gadael Ysgolion Tŷ Gwyn a Woodlands.*
53. *Gofynnodd y Llywodraethwyr am sicrwydd parthed effaith cynyddu niferoedd y disgyblion ar y ddarpariaeth iechyd, a bod safon yr ystafelloedd dosbarth newydd yn y Ganolfan Ieuencid a addaswyd yn gyson ag ystafelloedd dosbarth yr adeilad presennol.*

Barn arall a fynegwyd

54. *Codwyd pryderon parthed maint yr ysgol, effaith y niferoedd cynyddol ar deimlad a diwylliant yr ysgol ac effaith twf pellach ar y disgyblion presennol yn benodol ac ar wasanaethau fel Therapi Galwedigaethol a Therapi Iaith a Lleferydd a ddisgrifiwyd fel eu bod dan straen.*
55. *Cyfeiriodd sawl sylw at y ffaith bod Tŷ Gwyn eisoes yn derbyn adnoddau da ac yn awgrymu y gallasai'r adnoddau gael eu cyfeirio at ardaloedd a rennir er mwyn sicrhau buddion i'r gymuned ehangach.*

56. *Mae'r ysgol newydd ffedereiddio gyda Woodlands a Riverbank. A all y Cyngor sicrhau y bydd yn bwrw golwg ar Ysgol Riverbank am na all aros am bedair blynedd i adeiladu safle newydd. Mae'n fudr, does dim darpariaeth synhwyraidd na therapi cyffwrdd ac mae offer chwarae wedi torri yn beryglus yno.*

Gwerthusiad o'r safbwyntiau a fynegwyd

57. Mae'r Cyngor yn cydnabod y pryderon sy'n bodoli ynghylch darpariaeth iechyd, ac mae mewn trafodaethau â'r Bwrdd Iechyd a'r ffederasiwn i fynd i'r afael â hyn. Eir i'r afael â hyn uchod hefyd, ym mharagraffau 13-15.
58. Fel yr amlinellwyd yn y papur ymgynghori, mae niferoedd y disgyblion sydd ag anableddau dysgu lluosog dwys, ac awtistiaeth ddwys yn cynyddu yng Nghaerdydd. Byddai methu a bwrw ymlaen â'r cynllun felly ddim yn ddatrysiad o ran y ddarpariaeth iechyd, ar gyfer disgyblion presennol na darpar ddisgyblion Tŷ Gwyn, ond byddai'n cael effaith niweidiol ar ddarpar ddisgyblion, na fyddai'n gallu cael mynediad i Ysgol Tŷ Gwyn.
59. Bydd datblygu Canolfan Ieuencid Trelái nid yn unig yn canolbwyntio ar ddarparu ystafelloedd dosbarth ychwanegol i ddisgyblion Tŷ Gwyn, ond bydd yn cynyddu'r cyfleoedd i ddisgyblion ar draws y campws, gan gynnwys buddion posib i ddisgyblion yn mynychu ysgolion arbennig eraill yng Nghaerdydd. Er enghraifft, mae'r cynlluniau yn cynnwys datblygu cyfleuster Sgiliau Byw yn Annibynnol posib i bobl ifanc ag anghenion cymhleth.
60. Cymerwyd camau dros y ddwy flynedd ddiwethaf i wella cyfleusterau yn Ysgolion Riverbank a Woodlands ac i fynd i'r afael a'r holl faterion iechyd a diogelwch. Bydd y ddwy ysgol yn gallu manteisio ar adeiladau newydd dan gynlluniau Band B 21ain Ganrif. Yn y cyfamser bydd y Cyngor yn parhau i weithio gyda'r corff llywodraethu i gynnal a gwella'r cyfleusterau.

Amserlenni

61. Os yw'r cynllun yn mynd rhagddo, bydd gwaith cychwynnol i addasu adeilad y Ganolfan Ieuencid, i sefydlu ystafelloedd dosbarth a chysylltu'r adeilad â'r brif ysgol yn digwydd yn ystod haf 2018. Bydd gwaith pellach i hwyluso gwaith aml-asiantaeth yn cael ei wneud yn ddiweddarach, mewn ymgynghoriad â'r ysgol ac wedi ei amseru i ddigwydd yn ystod cyfnodau gwyliau ysgol, er mwyn osgoi effaith negyddol ar ddisgyblion.

Ysgol Arbennig The Hollies

62. Mae The Hollies yn ysgol arbennig sydd wedi ei neilltuo i gynnig 90 o lefydd i ddysgwyr 4-11 oed sydd â chyflyrau sbectrwm awtistig ac anghenion corfforol a meddygol. Mae'r ysgol wedi ei lleoli ym Mhentwyn.
63. Er mwyn ateb y galw am lefydd ysgol arbennig cynradd ac uwchradd i ddysgwyr â chyflyrau'r sbectrwm awtistig cynigir:
- ehangu'r ystod oed yn Ysgol Hollies o 4-11, i 4 - 14
 - Cynyddu nifer y lleoedd dynodedig i 138

- cynnig lle ychwanegol drwy ailwampio'r adeiladau ysgol sydd i'w gwagio gan Ysgol Glan Morfa

Corff Llywodraethu The Hollies

64. *Mae'r corff llywodraethu yn gwrthwynebu'r cynnig i agor adran Cyfnod Allweddol 3 yn yr adeilad Glan Morfa wedi ei addasu.*
65. *Y prif bryderon oedd:*
- Byddai cynnal ysgol ar ddau safle yn anymarferol a gallai gael effaith ar ansawdd y ddarpariaeth ar y ddau safle, drwy or-ymestyn yr uwch dîm rheoli.*
 - Does dim profiad uwchradd gan yr ysgol nac arbenigedd ac o'r farn y dylai'r awdurdod lleol weithio gyda phartner yn y sector uwchradd i ddatblygu llefydd Cyfnod Allweddol 3.*
 - Byddai'r cynllun yn cyflwyno pontio diangen i ddisgyblion ar ddiwedd CA3. Teimlid bod hyn yn amhriodol i ddisgyblion â CSA, sy'n cael unrhyw newid neu bontio yn heriol dros ben.*
 - Mynegodd ymatebwyr y farn y dylai lleoliad uwchradd gwmpasu'r ystod oed uwchradd llawn 11-19, er mwyn sicrhau cysondeb ac ansawdd.*
66. *Awgrymodd y Corff Llywodraethu y byddent yn agored i ehangu a gwella'r ysgol ar y safle presennol, gan gynnig mwy o lefydd i blant o oed cynradd. Mynegont y farn fod yna rannau o'r adeilad heb eu defnyddio yn llawn y gellid eu trosi yn ystafelloedd dosbarth, a pheth potensial i ddatblygu'r llawr uwch (nad sy'n cael ei ddefnyddio).*
67. *Roedd rhieni a staff yn cefnogi'r egwyddor o ehangu darpariaeth ond mynegont bryderon tebyg i'r rhai a godwyd gan y Corff Llywodraethu.*

Gwerthusiad o'r safbwyntiau a fynegwyd

68. Mae'r Cyngor yn cydnabod y pryderon a fynegwyd gan randdeiliaid, ac yn derbyn yr angen i ailystyried y dewisiadau ar gyfer datblygu llefydd CSA arbenigol yng Nghaerdydd.
69. Mae rhanddeiliaid wedi mynegi dewis clir i gael darpariaeth uwchradd newydd i gwmpasu'r ystod oed uwchradd llawn, heb yr angen am bontio rhwng CA 3 a 4. Nid yw'r Cyngor yn ystyried y byddai safle Glan Morfa yn cynnig lleoliad digonol ar gyfer ysgol uwchradd llawn, felly bydd rhaid ystyried safle amgen.
70. Mae'r Cyngor yn cydnabod barn y Corff Llywodraethu, staff a rhieni y bydd unrhyw ehangu neu ddatblygu ar The Hollies yn y dyfodol yn digwydd ar un safle, ac yn croesawu dymuniad y Corff Llywodraethu i barhau i weithio gyda'r Cyngor i archwilio dewisiadau ar gyfer gwneud gwell ddefnydd o'r cyfleusterau a'r gofod presennol ar safle Pentwyn. Mae astudiaeth o ddichonoldeb felly wedi ei chychwyn, gyda golwg ar drafodaeth bellach gyda'r corff llywodraethu.
71. Bydd adroddiad dilynol i'r Cabinet yn sefydlu cynigion ar gyfer defnyddio safle Ysgol Glan Morfa o fewn yr ystâd addysgol yn y dyfodol.

Amserlenni

72. Os nad yw'r cynllun i ddatblygu llefydd ychwanegol ar safle Glan Morfa yn mynd rhagddo, bydd gofyn i'r Cyngor ddatblygu dewisiadau amgen er mwyn datblygu llefydd CSA uwchradd i ymgynghori arnynt yn ddiweddarach eleni, er mwyn sicrhau y bydd digon o lefydd i blant sydd yn gadael The Hollies ac ysgolion eraill Caerdydd, yn 2019 a blynyddoedd dilynol.

Ysgol Greenhill

73. Mae Ysgol Greenhill yn ysgol arbennig wedi ei dynodi ar gyfer disgyblion ag anghenion iechyd emosiynol a llesiant 11-16 oed. Mae'r ysgol yn Rhiwbeina.
74. Un o'r cynlluniau a flaenoriaethwyd a nodwyd yn yr adroddiad a gymeradwywyd gan y cabinet ar 14 Rhagfyr 2017, Ysgolion yr 21ain Ganrif - Blaenoriaethau Band B Cyngor Caerdydd', yw adeiladu ysgol uwchradd newydd i ddisgyblion ag anghenion iechyd emosiynol a llesiant. Byddai'r cynllun Band B yn galluogi'r Cyngor i adnewyddu'r adeiladau presennol gradd "D" a ddefnyddir gan Ysgol Greenhill. Byddai'r cynnig isod yn annibynnol ar y cynllun Band B, er y byddai'n braenaru'r tir ar gyfer cyflawni un o nodau'r cynllun Band B – i gynnwys darpariaeth ar gyfer addysg ôl-16 mewn ysgol newydd yn y dyfodol.
75. Er mwyn ateb yr angen am leoedd ôl-16 ar gyfer iechyd emosiynol a llesiant cynigir
- ymestyn ystod oed Greenhill o 11-16 i 11-19 a
 - cynyddu capasiti'r ysgol i hyd at 64 o leoedd.

Barn a fynegwyd

76. *Mynegodd y Corff Llywodraethu gefnogaeth ar gyfer y cynnig ac mae'n croesawu'r cyfle i ddatblygu darpariaeth ôl-16 i ddisgyblion nad sydd eto yn barod i bontio'n llwyddiannus i goleg neu gyflogaeth.*
77. *Mynegodd rhai ymatebwyr bryder y byddai'r dosbarth ôl-16 ond yn agored i ddisgyblion Greenhill, tra mynegodd un ymatebwr bryder pe byddai'n cael ei agor i ddisgyblion o ysgolion eraill, y gallai hyn fod yn bontio heriol iddynt, er mwyn 'ffitio i mewn' â disgyblion oedd yno eisoes yn Greenhill.*

Ymgynghoriad Disgyblion

78. *Roedd disgyblion Greenhill yn teimlo y byddai'r newid yn dda i'r ysgol ac y byddai'n helpu disgyblion i ennill mwy o gymwysterau er mwyn cael gwell swyddi. Dywedont y byddai hefyd yn eu gwneud yn hapusach.*
79. *Y sylwadau a roddwyd gan y disgyblion parthed y rheswm eu bod yn teimlo yn hapus iawn neu'n hapus ynghylch y newid oedd:*

'Ei bod yn dda i'r disgyblion'

'Gall disgyblion ennill mwy o gymwysterau a swyddi'

'Mae ei angen ar yr ysgol'

'Mae'n hyfryd, cŵl ac yn fy ngwneud i'n hapus'

80. *Ni soniodd y disgyblion am unrhyw bryderon parthed y newid arfaethedig.*

Gwerthusiad o'r safbwyntiau a fynegwyd

81. O dan y cynllun arfaethedig hwn, bwriad y Cyngor yw i'r dosbarth gynrig llefydd cyfyngedig, dim ond i ddisgyblion sydd wedi mynychu Greenhill yn CA4. Bydd y lleoliadau am uchafswm o flwyddyn. Byddai hyn yn gam dros dro tuag at ddatblygu adran ôl-16 mwy cynhwysfawr. Byddai Cynllun Band B yn sefydlu ysgol uwchradd fwy i bobl ifanc ag anghenion iechyd emosiynol a llesiant, a gellid ystyried cynrig llefydd i bobl ifanc nad sydd wedi mynychu Greenhill yng Nghyfnod Allweddol 4 fel rhan o'r cynllun hwnnw.

Amserlenni

82. Os yw'r cynllun yn mynd rhagddo, bydd y gwaith i ddatblygu adeiladau'r gofalwr yn mynd rhagddo yn ystod gwyliau'r haf 2018. Fodd bynnag mae'r cynllun yn amodol ar gymeradwyaeth Llywodraeth Cymru i addysg ôl-16, ac efallai na fydd ar gael i ddisgyblion tan y flwyddyn academaidd 2019-20.

Ysgol Arbennig Meadowbank

83. Mae Meadowbank yn ysgol arbennig wedi ei neilltuo ar gyfer hyd at 40 o lefydd i ddisgyblion 4-11 oed sydd ag amhariadau ieithyddol penodol. Mae'r ysgol wedi ei lleoli yn y Gabalfa ac yn derbyn disgyblion o bob cwr o'r awdurdod. Mae'r nifer ar gofrestr yr ysgol wedi lleihau dros nifer o flynyddoedd ac ar hyn o bryd 15 sydd yno.
84. Er mwyn ateb y galw am lefydd ysgol arbennig cynradd i ddysgwyr ag anghenion dysgu cymhleth, cynigir i:
- newid dynodiad Ysgol Meadowbank o: 'amhariadau ieithyddol penodol', i: 'anghenion iaith lleferydd a chyfathrebu ac anabledau dysgu cymhleth'

Corff Llywodraethu Meadowbank

85. *Roedd y Corff Llywodraethu wedi croesawu cynigion yr AALI yn gyffredinol am eu bod yn sicrhau argaeledd llefydd ysgol arbennig ar gyfer anghenion iaith, lleferydd a chyfathrebu. Byddai lledu'r meini prawf mynediad yn diogelu hyfywedd ariannol yr ysgol ac yn adlewyrchu'r duedd at ymagweddau mwy hybrid at addysg arbennig.*
86. *Pwysleisiodd y Corff Llywodraethu bwysigrwydd cynnal darpariaeth ysgol arbennig ar gyfer anghenion iaith a lleferydd. Mae'n hanfodol bod y rhieni/disgyblion presennol heb eu hanfanteisio wrth i'r meini prawf ledi. Croesawodd y Corff Llywodraethu'r datganiad y byddai'r 'ysgol yn pennu'r ymagwedd orau i gefnogi ystod o anghenion', gan gynnwys sut yn benodol i ddarparu ar gyfer y rheiny ag angen cymorth iaith a lleferydd penodol.*

87. *Mae'n edifar gan y Corff Llywodraethu nad yw'r AALI wedi dewis bwrw ymlaen ag argymhelliad y Grŵp Cyfeirio Iaith a Lleferydd i agor dosbarthiadau ymyrraeth gynnar yn Meadowbank ac yn gofyn i'r cynnig yma gael ei ystyried.*

Pennaeth Dros Dro Meadowbank

88. *Cytunodd y Pennaeth dros dro â'r pwyntiau a wnaed gan y Corff Llywodraethu a gwnaeth rai pwyntiau ychwanegol:*
89. *Mae'r Pennaeth yn cefnogi'r polisi o gynnis llefydd i blant ag anableddau dysgu cymhleth a fyddai'n cael budd o arbenigedd iaith a lleferydd Ysgol Meadowbank. Er enghraifft, mae gan ddisgyblion sydd â syndrom Downs anghenion dysgu cymhleth ond maen nhw hefyd ag angen lefelau arbenigol o gymorth iaith a lleferydd. Gellid dweud hynny hefyd am ddisgyblion â nam ar y golwg neu'r clyw. .*
90. *Dylid rhoi ystyriaeth ofalus i bennu pa mor gymhleth oedd anghenion disgyblion sy'n derbyn cynnig o le yn Meadowbank. Fe fydd cohort o ddisgyblion ag amhariadau iaith a lleferydd yn parhau yn yr ysgol sydd ag angen derbyn addysgu a chymorth penodol. Mae'n bwysig nad yw eu dysgu hwy yn cael ei gyfaddawdu gan ddisgyblion orlog, cythryblus sydd ag angen lefelau uchel o gymorth ymddygiadol am nad yw'r staff presennol wedi eu hyfforddi yn ddigonol i reoli ymddygiadau o'r fath.*
91. *Ar hyn o bryd ceir nifer o ddisgyblion wedi eu gosod ar gam mewn darpariaeth Ysgol Arbennig. Dylai trafodaethau cydweithredol rhwng gwasanaethau allgymorth, swyddogion ALI a staff ysgolion arbennig helpu i benderfynu a yw lleoliad er budd gorau'r plentyn.*
92. *Mae Meadowbank yn gweithredu rhaglen allgymorth Blynnyddoedd Cynnar ECLIP llwyddiannus (y cytunwn y dylid ei gynnal ac yn wir ei ehangu) a rhaglen bontio ysgol sy'n annog ailintegreiddio disgyblion yn ôl i'w dewis lleoliad cynradd pan fyddant yn barod. Does dim dwywaith y byddai hyn yn well i rieni/disgyblion o'i gymharu ag ailintegreiddio yn rhannol o CAA Allensbank i Ysgol Gynradd Allensbank ac yna'r angen am bontio pellach yn ôl i'w hysgol ddalgylch. Mae staff wedi eu hyfforddi yn y swydd hon gan Meadowbank eisoes felly gallai'r gwaith yma fynd rhagddo ar unwaith yn y ddau Gyfnod Sylfaen a Chyfnod Allweddol 2 a byddent yn cael budd o weithio gyda disgyblion ag anghenion amrywiol yn sgil ein trefniadau grwpio hyblyg.*
93. *Dylai'r All ystyried manteision lleoliad daearyddol Meadowbank a'i agosatrydd at Ysgol Gynradd Gabalfa ac Ysgol Glan Ceubal. Mae llawer o gyfleodd y gellid manteisio arnynt i gefnogi cynhwysiant ac integreiddio rhwng disgyblion o wahanol leoliadau.*

Staff Meadowbank

94. *Mae staff yr ysgol yn llwyr gefnogol o'r gydnabyddiaeth y bydd darpariaeth arbenigol ar gyfer disgyblion ag amhariadau iaith a lleferydd yng Nghaerdydd yn parhau ond yn teimlo y byddai hyn wedi ei leoli yn well yn Meadowbank. Mae hyn am resymau ariannol ac er lles y disgyblion.*

95. *Ar hyn o bryd mae gan ysgolion arbennig i blant ag anghenion dysgu cymhleth gymorth aml-asiantaeth. Ai dyma'r bwriad ar gyfer Meadowbank a sut y gellid diogelu hyn yn ariannol.*
96. *Mae angen i broffil iaith a Lleferydd disgyblion presennol Meadowbank fod ar wahân i ddisgyblion ag anghenion cymhleth, am fod gofyn cwricwla gwahanol iawn arnynt a rhagwelir y bydd lefelau gweithredol gwahanol iawn ganddynt a lefelau cyrhaeddiad disgwylidig gwahanol hefyd.*
97. *Bydd y newid yn y ddarpariaeth gobeithio yn arwain at swyddi dysgu newydd wrth i'r ysgol dyfu. A fydd angen i staff ymgeisio am eu swyddi eu hunain?*

Disgyblion Meadowbank

98. *Teimlai disgyblion Meadowbank y byddai mwy o bobl yn eu dosbarth yn beth da ac roedd sylwadau cadarnhaol yn cynnwys:*
- 'Mwy o bobl i chwarae tu fas â nhw'*
'Mwy o bobl i rannu â nhw'
99. *Roedd mwyafrif y disgyblion wedi eu cyffroi gan y posibilrwydd o fwy o ofod yn y dosbarth ac heb unrhyw bryderon am y newidiadau. I leiafrif bychan fodd bynnag, roedd y syniad o fwy o bobl ac amgylchedd fwy prysur yn codi pryder gyda sylwadau yn cynnwys:*
- 'Bydd hi braidd yn gyfyng'*
'Mae stafelloedd mwy yn codi ofn arnaf'
'Rwy'n poeni y bydd hi'n fwy swnllyd'

Rhieni Meadowbank

100. *Mynegodd rhieni/gofalwyr gefnogaeth i'r cynigion ac roeddent yn falch o gael gwybod y gallai darpariaeth eu plant barhau yn Meadowbank. Mynegont eu pryder na ddylid cyfaddawdu ar y cymorth iaith a Lleferydd drwy dderbyn plant ag ystod wahanol o anghenion i'r ysgol.*

Gwerthusiad o'r safbwyntiau a fynegwyd

101. *Mae'r Cyngor yn croesawu ymatebion cadarnhaol rhanddeiliaid ac yn dymuno mynegi ei ddiolch i lywodraethwyr, staff a rhieni sydd wedi ymgysylltu gyda'r adolygiad ar gymorth iaith a Lleferydd yng Nghaerdydd, sydd wedi bwydo'r cynigion presennol. Roedd cydweithio i gael dealltwriaeth well o farn y rhanddeiliaid yn hanfodol i ddatblygu'r cynigion presennol.*
102. *Nododd y Cyngor yn y ddogfenn ymgynghori, y rhesymau dros beidio gosod dosbarth ymyrraeth gynnar mewn ysgol arbennig. Mae'r Cyngor yn parhau i fod o'r farn fod y math yma o ddarpariaeth yn fwy cost effeithiol ac yn cynnig gwell gyd-destun i ailintegreiddio cynnar os yw wedi ei leoli mewn ysgol prif ffrwd. Mae'r Cyngor hefyd yn ymwybodol o'r ymdeimlad cryf sy'n parhau, y mae rhan fwyaf o rieni plant ag anghenion iaith a Lleferydd wedi ei fynegi, sy'n ffafrio llefydd prif ffrwd.*

103. Mae'r Cyngor yn croesawu dymuniad yr ysgol i barhau i ddatblygu gwasanaethau allgymorth, ac i gyfrannu at hyfforddi a datblygiad proffesiynol ar draws y ddinas. Bydd y Cyngor yn parhau i weithio gyda'r ysgol i ddatblygu'r swyddogaethau hyn ymhellach.
104. Mae'r Cyngor yn cytuno y bydd angen rheoli'r derbyn yn ofalus er mwyn sicrhau cymysgedd priodol o ddisgyblion, ynghyd â chymorth a hyfforddiant i staff. Mae pob derbyniad i ysgol arbennig yn amodol ar ymgynghoriad llawn gyda'r corff llywodraethu, er mwyn sicrhau bod yr ysgol yn gallu ateb anghenion y plant.
105. Mae'r Cyngor wedi gweithio gyda'r ysgol i nodi'r addasiadau fyddai eu hangen i hwyluso derbyn plant ag anableddau dysgu.
106. Nododd y Bwrdd Iechyd na fydd unrhyw adnoddau ychwanegol i ddarparu staff iechyd wedi eu lleoli ym Meadowbank, ond maent wedi cadarnhau y darperir cymorth therapiwtig i blant ag angen wedi ei asesu ar sail "mewngymorth". Mae hyn yn gyson â'r ddarpariaeth iechyd yn holl ysgolion arbennig Caerdydd ac eithrio Tŷ Gwyn, lle mae peth staff nyrsio a therapi wedi eu lleoli yn yr ysgol. Eir i'r afael â chwestiwn darpariaeth iechyd hefyd ym mharagraffau 13-15.
107. Mae'r Cyngor yn cytuno y gall cysylltiadau cryf rhwng ysgolion arbennig ac ysgolion prif ffrwd ger llaw fod o fudd i'r ddwy ysgol a bydd yn archwilio dewisiadau i feithrin cysylltiadau agosach â'r ysgol prif ffrwd ar y safle.
108. Os yw cofrestr yr ysgol yn tyfu fel y disgwylir, bydd gofyn recriwtio athrawon ychwanegol a staff cymorth. Bydd hyn yn ychwanegol i staff sy'n bodoli eisoes. Bydd AD ar gael i gefnogi a chynghori'r corff llywodraethu a'r staff i reoli ac ymateb i'r newidiadau.

Amserlenni

109. Os aiff y cynllun yn ei flaen, bydd y gwaith i addasu a gwella cyfleusterau'r ysgol yn mynd rhagddo yn ystod gwyliau'r haf 2018.
110. Mae Swyddogion yn gweithio gyda'r Penaethiaid dros dro i gynllunio a rhoi rhaglen datblygiad proffesiynol i staff ar waith, ac i ystyried dewisiadau ar gyfer datblygu swyddogaeth allgymorth yr ysgol ymhellach. Nid yw'r datblygiadau hyn yn amodol ar yr ymgynghoriad, a byddant o fudd i staff a'r ysgol boed y cynllun yn mynd rhagddo ai peidio, ac felly bydd yn mynd yn ei flaen yn ystod tymor yr haf 2018, ac wedi hynny fel sy'n briodol.

Ysgol Gynradd Allensbank

111. Ysgol gynradd gymunedol yw Allensbank wedi ei lleoli yn Cathays. Mae gan yr ysgol ganolfan adnoddau arbenigol (CAA) â lle wedi ei neilltuo i 16-20 o ddisgyblion ag amhariadau ieithyddol penodol.
112. I ateb y galw am leoedd ymyrraeth gynnar ar gyfer anghenion iaith a lleferydd, cynigir

- Dirwyn y Ganolfan Adnoddau Arbenigol yn Ysgol Allensbank i ben yn raddol, gan gau'r dosbarth fis Gorffennaf 2020, neu pan fydd yr holl ddisgyblion presennol wedi cwblhau eu lleoliad, os yn gynt na hynny.
- Agor dosbarth ymyrraeth gynnar ag wyth lle i blant ag anghenion iaith a lleferydd yn Ysgol Allensbank, gan dderbyn y cohort cyntaf fis Medi 2019.

Corff Llywodraethu Ysgol Gynradd Allensbank

113. *Yn gyffredinol mae'r Corff Llywodraethu yn gefnogol o'r cynigion ac yn cydnabod bod y model o ymyrraeth gynnar a gynigir yn un cadarn. Dymuna'r corff llywodraethu fodd bynnag danlinellu eu pryderon ynghylch y staff sydd wedi eu lleoli o fewn y CAA ar hyn o bryd ac yn dymuno gofyn am gymorth i staff yn ystod y broses o'r ALL a gwasanaethau megis AD.*

Tîm Athro Arbenigol (cymorth iaith a lleferydd)

114. *Mynegodd y Tîm gefnogaeth mewn egwyddor i'r cynnig gan ofyn am eglurder parthed meini prawf derbyn a sut bydd y dosbarth yn gweithredu.*

Barn arall a fynegwyd

115. *Gofynnodd ymatebwyr a oedd y meini prawf derbyn o ran y math o blant fyddai'n mynychu wedi ei gadarnhau mewn trafodaeth gyda'r Uwch Dîm Rheoli.*
116. *Roedd rhai ymatebwyr yn amau os oedd wyth lle yn ddigonol parthed yr angen / galw.*
117. *Holodd ymatebwyr a fyddai mecanwaith i blant ddychwelyd i'r brif ffrwd unwaith i ddeilliannau gael eu cyrraedd.*

Gwerthusiad o'r safbwyntiau a fynegwyd

118. Mae'r Cyngor yn croesawu'r ymatebion cadarnhaol gan y Corff Llywodraethu ac yn cadarnhau y bydd cymorth o safbwynt unrhyw oblygiadau AD i staff. Mae'r Cyngor yn rhagdybio y bydd cyfleoedd i staff a ddisodlir i geisio cael eu hadleoli mewn swyddi arbenigol eraill ar draws y ddinas.
119. Ymgysylltodd y Gwasanaeth Therapi Iaith a Lleferydd yn y gwerthusiad ledled y ddinas ar y cymorth iaith a lleferydd i Ysgolion Caerdydd gan fynegi cefnogaeth mewn egwyddor i'r syniad o ddsbarth ymyrraeth gynnar, i ddarparu cymorth dwys dan derfynau amser i blant yn y Cyfnod Sylfaen.
120. Rhagdybir y bydd y dosbarth yn:
- Cynnig wyth lle yn y Cyfnod Sylfaen
 - Yn darparu ar gyfer plant ag anawsterau penodol, nad sy'n gwneud cynnydd digonol, ond sydd a rhagolygon da o ddychwelyd i'w hysgol leol
 - Cynnig lleoliadau am 1-3 blynedd, gan ddibynnu ar gynnydd y plentyn

- Darparu ailintegreiddiad â chymorth i ysgol leol yn dilyn lleoliad
- Byddai'r plant wedi eu cofrestru'n ddeuol, yn Allensbank ac mewn ysgol leol, gyda chyfleoedd i dreulio diwrnod yr wythnos yn yr ysgol leol er mwyn cynnal cyfeillgarwch lleol
- Byddai gan yr ysgol leol swyddogaeth wedi ei diffinio yn eglur i gynnig cefnogaeth i gyfleoedd cynhwysol ac i gefnogi ailintegreiddio unwaith y deuai'r lleoliad yn Allensbank i ben.

121. Mae'r Cyngor wedi adolygu'r holl ddisgyblion ag anghenion iaith a lleferydd yng Nghaerdydd ac wedi nodi y byddai wyth lle yn ddigonol i ateb y galw presennol ar gyfer y math yma o ddarpariaeth. Cedwir lefel yr angen a'r galw dan adolygiad a rhoddir ystyriaeth i agor dosbarthiadau ychwanegol yn y dyfodol pe byddai angen.

Amserlenni

122. Os yw'r cynllun yn mynd rhagddo, bydd y dosbarth CAA yn cau yn 2020, neu'n gynharach, gan ddibynnu pa bryd y bydd y disgyblion olaf wedi gadael y dosbarth. Bydd y Cyngor yn gweithio gyda'r ysgol i sicrhau bod y disgyblion presennol i gyd yn derbyn cymorth addas o ansawdd uchel.
123. Os aiff y cynllun yn ei flaen, bydd y Dosbarth Ymyrraeth Gynnar yn derbyn y cohort cyntaf ym mis Medi 2019. Byddai'r meini prawf derbyn, y cwricwlwm a'r dull gweithredu yn cael eu hystyried yn llawn i ddechrau a'u cytuno mewn partneriaeth gyda'r corff llywodraethu a'r gwasanaeth therapi, ac mewn ymgynghoriad ag ysgolion eraill. Bydd Cytundeb Gweithredu yn sefydlu swyddogaethau a chyfrifoldebau, meini prawf a chyllid, yn cael eu cytuno rhwng y Cyngor a'r Corff Llywodraethu. Byddai taflenni i rieni, ysgolion a gweithwyr proffesiynol eraill yn cael eu datblygu er mwyn sicrhau bod y wybodaeth am y dosbarth, meini prawf derbyn a'r dull gweithredu ar gael i'r holl randdeiliaid.
124. Os aiff y cynllun rhagddo fe fydd oblygiadau i staff y CAA yn yr ysgol. Bydd AD yn cefnogi'r staff a'r corff llywodraethu i reoli'r newidiadau.

Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair

125. Mae'r Eglwys yng Nghymru y Forwyn Fair yn ysgol Wirfoddol a Gynorthwyr sydd wedi ei lleoli yn Butetown. Nid oes unrhyw ddarpariaeth arbenigol yn yr ysgol ar hyn o bryd.
126. Er mwyn ateb y galw am leoedd canolfan adnoddau arbenigol cynradd i ddysgwyr ag anableddau dysgu cymhleth, cynigir
- Agor canolfan adnoddau arbenigol (CAA) yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair, ar gyfer hyd at 20 lle.

Barn Corff Llywodraethu yr Eglwys yng Nghymru y Forwyn Fair

127. *Mae'r Corff Llywodraethu yn gefnogol i CAA fod yn rhan o'r ddarpariaeth yn yr ysgol fel elfen o gynllun Band B Ysgolion y 21ain Ganrif.*

128. *Mae'r Corff Llywodraethu yn nodi fel rhan o gyllido Band B, disgwylir i'r ysgol gael ei hailddatblygu ac mae adeilad newydd wedi ei gynllunio a'r ddealltwriaeth yw y bydd CAA yn ffurfio rhan o'r adeilad newydd.*
129. *Yn amlwg mae yna angen am lefydd ar draws y ddinas ac roedd y Corff Llywodraethu eisoes wedi tanlinellu'r angen am ddarpariaeth arbenigol yn y rhan hon o'r ddinas. Mae profiad yn dweud bod rhai teuluoedd lleol yn amharod i dderbyn llefydd CAA i'w plant mewn ysgolion sydd â CAA ar hyn o bryd oherwydd eu lleoliad a phryder am blant yn teithio ar draws y ddinas.*
130. *Mae'r Corff Llywodraethu yn cydnabod mai'r Awdurdod Lleol sydd yn dyrannu llefydd i ddisgyblion yn y CAA. Tra bod plant yn cael eu lleoli o bob cwr o'r ddinas, pa ddarpariaeth a wneir ar gyfer disgyblion sydd â Saesneg fel Iaith Ychwanegol ar ben eu hanghenion penodol.*
131. *Mae'r Corff Llywodraethu yn cydnabod y byddai cymorth yn dod gan yr Awdurdod Lleol i sefydlu'r CAA, gan gynnwys recriwtio staff o ansawdd uchel. Cydnabyddir hefyd y budd y gallai CAA ei gynnig i'r ysgol brif ffrwd yn ogystal.*

Barn arall a fynegwyd

132. *Nododd ymatebydd na fu erioed ddarpariaeth arbenigol yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair felly bod yr ysgol yn ddiffygiol o ran yr ethos ddaw gyda phrofiad o gynnal CAA.*
133. *Holodd ymatebydd os oedd 20 lle yn ddigonol o ystyried yr angen/galw presennol*

Gwerthusiad o'r safbwyntiau a fynegwyd

134. *Mae'r Cyngor yn cydnabod pe digwyddai i'r corff llywodraethu fwrw ymlaen â'r cynllun, byddai'n rhaid cynnwys lle i'r CAA yn y cynllun Band B ar gyfer adeilad newydd i'r ysgol. Byddai dyddiad agor y CAA felly yn ddibynnol ar gwblhau cynllun Band B yn llwyddiannus, a'r amser i'r ysgol drosglwyddo i'r adeilad newydd.*
135. *Byddai'r gefnogaeth i ddisgyblion CAA y mae'r Saesneg yn Iaith Ychwanegol iddynt yn amodol ar yr hyn oedd mewn grym ar y pryd. Mae'r Cyngor yn cadarnhau y byddai disgyblion CAA yn cael eu cynnwys wrth ystyried unrhyw gymorth neu gyllid fel y bo'n briodol.*
136. *Mae'r Cyngor yn hyderus bod profiad sylweddol gan yr ysgol o gefnogi disgyblion ag anghenion dysgu ychwanegol cymhleth, ynghyd ag ethos cynhwysol cref. Mae nifer o deuluoedd y cynigiwyd llefydd CAA iddynt neu lefydd mewn ysgol arbennig wedi bod yn amharod i'w plentyn fynd y tu hwnt i'r ardal leol i gael eu haddysg ac wedi dewis cadw eu plant yn y Forwyn Fair. Mae'r ysgol wedi darparu cymorth gwych i'r disgyblion hyn, ac wedi meithrin arbenigedd sylweddol ac wedi datblygu partneriaethau priodol gydag iechyd a gwasanaethau cynhwysol.*

137. Caiff y galw am lefydd CAA ei ystyried ar lefel y ddinas, nid ar y lefel leol. Mae'r Cyngor yn rhagdybio na fydd angen llefydd CAA ychwanegol ar draws y ddinas dros yr ychydig flynyddoedd nesaf. Bydd cynlluniau pellach yn cael eu dwyn ger bron i'w hystyried yn hydref 2018, a nod y Cyngor fydd sicrhau y ceir dosbarthiad daearyddol da o ddsbarthiadau, fel y gall disgyblion, cyn belled ag y bo modd, fynychu CAA yn eu hardal leol.

Amserlenni

138. Os aiff y cynllun yn ei flaen, ni fyddai'r CAA yn agor hyd nes bod cynllun Band B wedi darparu'r adeiladau angenrheidiol a'r ysgol wedi trosglwyddo i'r adeilad newydd.
139. Bydd swyddogion yn gweithio gyda'r ysgol i gynnig hyfforddiant a chodi ymwybyddiaeth ac i gefnogi staff priodol cymwys a phrofiadol i'r CAA. Bydd Cytundeb Gweithredu yn sefydlu'r swyddogaethau a'r cyfrifoldebau perthnasol, trefniadau cyllido a meini prawf yn cael ei gytuno rhwng y Corff Llywodraethu a'r Cyngor.

Ysgol Pwll Coch

140. Ysgol gynradd gymunedol yn Nhreganna yw Ysgol Pwll Coch. Does dim darpariaeth arbenigol yn yr ysgol ar hyn o bryd
141. Er mwyn ateb y galw am lefydd CAA ar gyfer plant ag anableddau dysgu cymhleth a chyflyrau ar y sbectrwm awtistig yn y sector Cymraeg, cynigir:
- agor canolfan adnoddau arbenigol yn Ysgol Pwll Coch yn cynnig hyd at 10 lle i ddechrau, ond gyda modd cynyddu i 20 yn y dyfodol, wrth i'r galw gynyddu.

Corff Llywodraethu Ysgol Gymraeg Pwll Coch

142. *Mae'r Corff Llywodraethu yn llwyr gytuno bod angen mwy o Unedau Anghenion Arbennig (UAA) yn y sector cynradd Cymraeg yng Nghaerdydd. Mae hefyd yn cytuno y byddai'n well cael darpariaeth o'r fath yng nghlwstwr Ysgol Glantaf ac yn nodi mantais cael arbenigedd staff CAA fel rhan o gymuned yr ysgol.*
143. *Mae'r Corff Llywodraethu yn cefnogi'r cynnig i gael CAA ar gyfer hyd at 20 disgybl ag anghenion dysgu cymhleth a chyflyrau ar y sbectrwm awtistig.*
144. *Noda'r Corff Llywodraethu na fyddai'r CAA yn derbyn mwy na deg disgybl yn y lle cyntaf ac fe groesawa'r ffaith y byddai'r Awdurdod Lleol yn ymgynghori ar unrhyw gynlluniau i gynyddu'r niferoedd yn uwch na'r nifer cychwynnol o ddeg disgybl.*
145. *Mae'r Corff Llywodraethu yn gwahodd yr ALL i nodi y bydd yr ysgol ond yn gallu cynnig gofod ar gyfer y CAA drwy osod dau o'i ddsbarthiadau presennol mewn dosbarthiadau dros dro. Er bod y rhain o ansawdd uchel, maent yn annhebygol o bara cyn hired â gweddill adeiladau'r ysgol.*

146. *Mae'r Corff Llywodraethu yn croesawu'r sicrwydd a roddwyd gan swyddogion yr ALI y bydd y CAA yn gost niwtral i'r ysgol o safbwynt refferniwl ac y caiff hyn ei gadarnhau yn ysgrifenedig. Mae hefyd yn nodi pwysigrwydd y Rhaglen waith Addasu Ysgolion ar gyfer gwariant cyfalaf ac yn croesawu'r ffaith y bydd peth gwaith adnewyddu yn cael ei wneud er mwyn cynnig cyfleusterau addas i'r CAA newydd.*
147. *Mae'r Corff Llywodraethu yn pryderu am effaith bosib sefydlu Ysgol Hamadryad ar yr ysgol ac yn credu bod diffyg dalgylch clir a phriodol yn debygol o gael effaith wirioneddol ar niferoedd derbyn yr ysgol ac yn sgil hynny ei chyllideb. Mae'n pryderu am effaith posib y CAA os bydd gofyn i'r ysgol wynebu lleihad yn ei chyllideb, ac mae'n galw ar yr ALI i adolygu'r dalgylchoedd cyn gynted ag y bo modd.*
148. *Noda'r CLI y bydd y CAA yn gwasanaethu ardal sydd lawer iawn yn fwy na dalgylch presennol Ysgol Gymraeg Pwll Coch. Byddai felly yn fanteisiol i'r CAA ac i'r ysgol yn gyffredinol pe gosodid arwyddion ar Heol Lecwydd i gyfeirio tuag at yr ysgol.*

Disgyblion Blwyddyn 6 Ysgol Pwll Coch

149. *Roedd disgyblion Blwyddyn 6 yn cefnogi'r cais ond rydym am sicrhau bod digon o adnoddau ar gyfer y dosbarth.*
150. *Y disgyblion:*
- *Yn hoffi'r ffaith y bydd y disgyblion yn rhan o'r dosbarthiadau cofrestru ac yn cael gwersi arbenigol ar wahân*
 - *Yn credu y bydd yn braf i'r disgyblion hyn fod yng nghwmni eraill â'r un anghenion a hwy fel y gallant uniaethu â nhw*
 - *Yn credu y bydd hyn yn gyfle da i'r disgyblion gwrdd â ffrindiau newydd*
 - *Yn croesawu disgyblion o ysgolion eraill*
 - *Yn edrych ymlaen at weithio gyda'r disgyblion i wneud gwersi fel Dylunio a Thechnoleg, tripiâu, cofrestru, gwasanaethau ayb*
 - *Yn credu y dylai'r ganolfan fod yng nghanol yr ysgol. Ni fyddai plentyn ym Mlwyddyn 6 am gael ei addysgu yn yr ysgol isaf. Rydym yn credu'n gryf na ddylai dosbarth arbenigol fod yn y caban, fel ein bod ni'n gynhwysol. Nid ydym yn dymuno i'r plant deimlo yn wahanol.*
 - *Yn credu y dylai'r plant fwyta yn y neuadd a mynd allan i chwarae gyda gweddill yr ysgol.*
 - *Yn credu y bydd y staff arbenigol yn gallu trin y disgyblion yn effeithiol*
 - *Wedi eu cyffroi ynghylch y syniad o gael ystafell ddosbarth arbenigol ac yn dymuno cael y cyfle i ymweld a gweithio gyda'r disgyblion yn y dosbarth.*

Barn arall a fynegwyd

151. *Bydd cyflwyno canolfan ychwanegol o fewn YPC yn ychwanegiad hynod gadarnhaol. Cadarnhaol i athrawon, rhieni a disgyblion o bob gallu sy'n dymuno dysgu trwy gyfrwng y Gymraeg ond eto sydd angen cymorth ychwanegol. Mae'r ymagwedd fwy cynhwysol hwn yn cefnogi'r safonau a nodwyd ym Mesur y Gymraeg a deddfwriaeth ehangach, gan gynnwys y*

Ddeddf Plant sy'n cefnogi cael plant i aros a chyrchu gwasanaethau i ateb eu hanghenion gyda'r lefel mwyaf priodol o gymorth i'w galluogi nhw i wneud hynny.

152. *Rhaid cael ymwybyddiaeth uwch ymhlith athrawon o fewn Ysgol Pwll Coch o anghenion dysgu ychwanegol fel nad yw'r swyddogaeth yma yn syrthio'n unig ar ysgwyddau'r Cydlynedd ADY. Bydd y cynnydd hwn yn yr hyfforddiant a'r ddealltwriaeth yn cefnogi ethos mwy cynhwysol yn yr ysgol fel na fydd yna ddiwylliant "nhw a ni" o safbwynt y plant a fydd yn cyrchu'r ganolfan adnoddau.*
153. *Pryder a fydd adnoddau digonol yn cael eu dyrannu i gynnig amgylchedd dysgu addas i'r holl ddisgyblion yn yr ysgol a safon uchel o gyfleusterau ar gael i ateb anghenion plant ag anghenion penodol. Bydd angen darparu lefel staffio priodol er mwyn sicrhau bod cymarebau addas o athrawon i blant.*
154. *Mae'r sefyllfa barcio yn wael. A oes modd edrych ar hyn parthed cynnig dewisiadau parcio ychwanegol?*

Gwerthusiad o'r safbwyntiau a fynegwyd

155. Mae'r Cyngor yn croesawu'r ymateb cadarnhaol gan y Corff Llywodraethu.
156. Mae Canolfannau Adnoddau Arbenigol wedi eu hariannu yn llawn gan y Cyngor, fel cydnabyddiaeth mai adnodd i'r ddinas gyfan yw hon ac na ddylai gael effaith negyddol ar adnoddau'r brif ysgol.
157. Byddai swyddogion yn gweithio gyda'r ysgol i gynnig hyfforddiant a chodi ymwybyddiaeth i staff yr ysgol, a gallant hefyd gyfrannu at sesiynau gwybodaeth i rieni a phartneriaid eraill fel sy'n briodol, er mwyn sicrhau bod holl gymuned yr ysgol yn derbyn cefnogaeth i groesawu a chefnogi'r disgyblion CAA a'r staff i'r ysgol.
158. Mae'r Cyngor wedi gweithio gyda'r ysgol i nodi ystafelloedd dosbarth addas a gofod i'r CAA ac i gytuno ar gynllun i ailwampio.
159. Mae mater dalgylch yn fater ymgynghoriad ar wahân, ond mae'r Cyngor yn cydnabod y pwynt a wnaed gan y Corff Llywodraethu.
160. Mae asesiad trafndiaeth lawn wedi ei gwblhau ac fe gaiff unrhyw argymhellion eu hystyried er mwyn gweithredu arnynt.

Amserlenni

161. Os aiff y cynllun yn ei flaen caiff y gwaith i ailwampio'r dosbarthiadau ei gwblhau yn ystod gwyliau'r haf 2018.
162. Byddai'r CAA yn agor fis Ionawr 2019, a bydd angen amser ar y corff llywodraethu i hysbysebu a phenodi i'r swyddi arbenigol.
163. Bydd Cytundeb Gweithredu yn sefydlu swyddi a chyfrifoldebau perthnasol, gan gynnwys cyllido a meini prawf yn cael eu cytuno rhwng y Cyngor a'r corff llywodraethu.

Ysgol Glantaf

164. Ysgol uwchradd gymunedol yn Llandaf (Ystum Taf) yw Ysgol Glantaf. Mae gan yr ysgol ganolfan adnoddau arbenigol wedi ei neilltuo ar gyfer anableddau dysgu cymhleth a chyflyrau ar y sbectrwm awtistig.
165. Er mwyn ateb y galw am lefydd CAA uwchradd ar gyfer disgyblion ag anableddau dysgu cymhleth a chyflyrau ar y sbectrwm awtistig yn y sector Cymraeg, cynigir:
- cynyddu nifer y lleoedd dynodedig yn CAA Ysgol Glantaf i hyd at 30 o leoedd
 - ehangu a gwella ar leoliad presennol y CAA

Barn a fynegwyd

166. *Mae'r CAA yn Ysgol Glantaf yn ganolfan lwyddiannus i ddisgyblion ag anawsterau dysgu cymhleth sydd yn wirioneddol gael eu cynnwys ym mywyd yr ysgol gyfan. Mae'r gofod presennol fodd bynnag ar gyfer y dysgwyr hyn yn gyfyngedig a bydd gofyn am fuddsoddiad sylweddol a helaeth i ateb yr anghenion unigol a'r heriau amrywiol a gaiff eu profi gan nifer llawer mwy o ddisgyblion ag anghenion amrywiol.*
167. *Mae'n hanfodol bod y cyllid yn briodol i sicrhau y bydd yr addasiadau angen rheidiol yn galluogi Staff i gynnal eu gofal a'u haddysgu ardderchog ar ein plant sydd ag ADY trwy'r Gymraeg.*
168. *Dylid cwblhau cynllunio ariannol amserol a manwl a'i gytuno gyda'r ysgol a'r corff llywodraethu o ran gofod dysgu priodol, ystafelloedd arbenigol a recriwtio staff a hyfforddiant. Dylai bod eglurder ynghylch unrhyw newid na/neu ychwanegiad i CAA Ysgol Glantaf gyda staff priodol wedi eu cadarnhau, hyfforddiant parhaus ac adnoddau i ateb anghenion unigol ac amrywiol y disgyblion ag Anhwylder ar y Sbectrwm Awtistig.*

Ymgynghoriad Disgyblion

169. *Roedd disgyblion yn gadarnhaol ynghylch y posibilrwydd o gynyddu niferoedd y disgyblion yn y CAA gan ddweud y byddai hyn yn golygu gallu gwneud 'ffrindiau newydd' a 'mwy o bobl i chwarae a nhw.' Roedd yna bryderon fodd bynnag y gallai cynnydd yn y niferoedd arwain at orlenwi.*
170. *Roedd y posibilrwydd o gael mwy o le yn cael ei weld fel peth cadarnhaol a disgyblion yn gobeithio y byddai hyn yn eu galluogi nhw i 'symud o gwmpas yn fwy rhydd' ac i beidio teimlo mor 'glawstroffobaidd'.*
171. *Ar ben hynny roedd disgyblion yn gobeithio am fwy o adnoddau ac yn benodol mwy o gyfrifiaduron i alluogi mwy i'w defnyddio. Yn gyffredinol mynegodd y disgyblion lefel uchel o gefnogaeth i'r cynlluniau i gael gofod mwy a mwy o ddisgyblion.*

Gwerthusiad o'r safbwyntiau a fynegwyd

172. Croesawa'r Cyngor yr ymatebion cadarnhaol i'r cynnig i gynyddu'r ddarpariaeth Gymraeg.
173. Mae'r Cyngor yn cydnabod nad yw cynllun i ehangu'r gofod CAA wedi ei gytuno eto gyda'r ysgol ac y bydd gofyn sicrhau lle addas er mwyn i'r disgyblion ychwanegol gael eu derbyn yn y blynyddoedd i ddod.
174. Bydd y cyllid ar gyfer llefydd CAA yn adlewyrchu'r twf mewn niferoedd, a bydd yn adlewyrchu oblygiadau adnoddau ychwanegol megis adnoddau TG.
175. Bydd y swyddogion yn gweithio gyda'r ysgol i sicrhau fod staff yn gallu ehangu eu sgiliau ymhellach i ateb anghenion yr holl ddisgyblion a gaiff eu derbyn i'r ganolfan.

Amserlenni

176. Os yw'r cynllun yn mynd rhagddo, bydd y gwaith i wella'r gofod yn digwydd yn ystod gwyliau'r haf 2018. Efallai y bydd rhaid gwneud y gwaith i ehangu yn raddol, gyda gwaith pellach i ddigwydd yn ystod gwyliau'r haf 2019.
177. Mae disgwyl i'r niferoedd yn y ganolfan gynyddu 3-4 lle yn ystod 2018, gyda chynnydd o 2-4 lle arall bob blwyddyn wedi hynny. Bydd y twf at 30 o lefydd felly yn un graddol.
178. Bydd y Cytundeb Gweithredol yn sefydlu swyddogaethau a chyfrifoldebau'r Cyngor a'r corff llywodraethu yn cael ei adolygu a'i ddiweddarau i adlewyrchu'r newidiadau.

Ymatebion Eraill i'r cynlluniau a gynigiwyd

Adnoddau Ychwanegol

179. *Os yw'r ddarpariaeth ddosbarth i gael ei ehangu, pa adnoddau y mae'r AALI yn eu rhyddhau i'r ysgolion hyn i gynnig clybiau ar ôl ysgol, darpariaeth yn ystod gwyliau a gweithgareddau cymunedol i'r plant hynny na all gyrchu cyfleusterau cymunedol.*
180. *Pa effaith ar yr adnoddau presennol fydd yna gyda'r cynnydd yn y dosbarthiadau/niferoedd yn cyrchu darpariaeth. e.e. Lle yn neuaddau ysgolion, mynediad at rannau arbenigol o'r ysgol. A fydd y manau arbenigol yma yn cael eu cynyddu yn unol â'r cynnydd yn y llefydd i ddisgyblion?*

Gwerthusiad o'r safbwyntiau a fynegwyd

181. Mae disgyblion CAA wedi eu cofrestru fel disgyblion llawn yn yr ysgol ac yn gallu cyrchu'r un ddarpariaeth ar ôl ysgol a gwyliau â disgyblion eraill. Mae nifer y disgyblion gaiff eu derbyn i CAA yn fach a phrin fydd yr effaith ar ofod arall yn yr ysgol. Mae'r awdurdod lleol wedi ystyried hyn wrth gyflwyno'r cynigion, ac nid oes pryderon wedi eu mynegi gan y cyrff

llywodraethu, parthed effaith negyddol ar ofod mewn neuadd neu y tu allan.

Canolfan Ieuentid Trelái

182. *Dylid ail agor Canolfan Ieuentid Trelái fel canolfan ieuentid. Mae angen i ni amddiffyn pob plentyn a pherson ifanc. Arferai Trelái gael grŵp ffantastig ar gyfer plant AAY yn caniatáu iddynt fod yn 'normal' yn ystod oriau cymdeithasol ac mae angen hynny hefyd. Mae angen canolfan ieuentid ar blant eraill yn yr ardal hefyd, os na wnawn ni rywbeth nawr bydd y genhedlaeth iau hon yn gwaethygu.*
183. *A fydd Canolfan Ieuentid Trelái yn parhau i fod ar agor i ieuentid a gwasanaethau eraill os caiff dosbarthiadau eu rhoi ar y safle.*
184. *Gellid gwneud gwell ddefnydd ar Ganolfan Ieuentid/Ysgubor Trelái er mwyn helpu'r holl ysgolion yn yr ardal honno e.e. canolfannau ymyrraeth gynnar/llesiant i wahanol oedrannau, ardal ganolog i wasanaethau yn yr ysgolion eu rhannu.*
185. *Agwedd byr-olwg yw ymgorffori Ysgubor Trelái yn ffederasiwn yr ysgolion arbennig pan fo ysgolion cynradd prif ffrwd yn ymrafael gydag anghenion disgyblion sydd yn galw am gefnogaeth arbenigol i'r un graddau, gydag ysgolion cynradd yn gorfod ymdopi â dosbarthiadau o 30.*

Gwerthusiad o'r safbwyntiau a fynegwyd

186. Mae'r Cyngor yn cefnogi'r cysyniad o gyfleoedd cymdeithasol 'cymysg' i bobl ifanc ag anableddau a/neu anghenion dysgu ychwanegol, i gymdeithasu a mwynhau cyfleusterau hamdden a rhai nad sy'n anabl, pobl ifanc nad sydd ag ADY, i wella darpariaeth a chyfleoedd cynhwysol i'r ddwy garfan.
187. Os aiff y cynllun yn ei flaen y bwriad yw y bydd yr adeilad yn parhau i fod ar gael i'w ddefnyddio y tu allan i oriau'r ysgol, ac y byddai'r potensial ar gyfer defnydd cymunedol wedi ei warantu i'r dyfodol. Mae'r Cyngor wedi ystyried y bydd yr Ysgol Uwchradd Gymunedol Gorllewin Caerdydd newydd a fydd wedi ei chwblhau yn 2019, hefyd yn cynnig ystod o gyfleusterau chwaraeon hygyrch i'r gymuned leol.
188. Ni fyddai'r Ysgubor/Canolfan Ieuentid yn safle priodol i ddatblygu dosbarthiadau ymyrraeth gynnar/llesiant i blant o oed cynradd. Mae angen i'r dosbarthiadau hyn fod ar safleoedd cynradd prif ffrwd, gyda Phennaeth cynradd yn eu goruchwyllo, am resymau diogelu a hefyd i alluogi ailintegreiddio buan i'r brif ffrwd ar gyfer y disgyblion hyn. Bydd y Cyngor yn parhau i weithio gydag ysgolion cynradd lleol i nodi safleoedd addas i CAA a darpariaeth llesiant ychwanegol yn yr ardal leol, gyda golwg ar ddwy cynlluniau pellach ger bron i ymgynghori arnynt yn y dyfodol.

Darpariaeth i ferched

189. *Nid yw'r cynigion yn mynd i'r afael â'r angen am fwy o gymorth llesiant i ferched ar y lefel uwchradd.*

Gwerthusiad o'r safbwyntiau a fynegwyd

190. Mae ystod o ddarpariaeth llesiant i ferched ar gael ar hyn o bryd yn Ysgol Bryn y Deryn (yr Uned Cyfeirio Disgyblion) ac yn y dosbarthiadau llesiant drysau troell sydd wedi eu lleoli yn Ysgol Uwchradd Cantonian. Bydd y cynllun Band B ar gyfer darpariaeth uwchradd newydd yn mynd i'r afael ymhellach â'r angen i ddarparu ar gyfer merched.

Ysgol Uwchradd Gymunedol Gorllewin Caerdydd

191. *Beth am safle newydd Ysgol Uwchradd Gymunedol Gorllewin Caerdydd? Pam nad oes unrhyw ddarpariaeth CAA yn hwn gan fod cymaint o blant yn gadael yr ystâd fawr hon i gael cymorth arbenigol.*

Gwerthusiad o'r safbwyntiau a fynegwyd

192. Mae'r safle newydd ar gyfer Ysgol Uwchradd Gymunedol Gorllewin Caerdydd yn cynnwys gofod sylweddol a chyfleusterau ar gyfer darpariaeth Anghenion Dysgu Ychwanegol, gan gydnabod anghenion y boblogaeth leol. Bydd y Cyngor yn parhau i archwilio potensial gyda'r ysgol ac ysgolion uwchradd eraill i ddatblygu'r ddarpariaeth CAA ymhellach lle bo'n briodol.

Darpariaeth prif ffrwd yn ysgol Pwll Coch ac Ysgol Glantaf

193. *Pryder am y ddarpariaeth i'r ysgol brif ffrwd ac amheuaeth mai'r bwriad yn y pen draw yw i droi'r ysgolion prif ffrwd yn ganolfannau Anghenion Dysgu Ychwanegol llawn. Y canlyniad wedyn yw y bydd disgyblion eraill dan anfantais. Yr ail brif bryder yw pam fod yr ysgolion rhain wedi eu targedu.*

Gwerthusiad o'r safbwyntiau a fynegwyd

194. Does dim cynlluniau i droi unrhyw ysgol prif frwd yn ganolfannau sy'n canolbwyntio yn llwyr ar Anghenion Dysgu Ychwanegol. Gwerth CAA yw ei fod yn galluogi nifer bychan o blant gydag anghenion ychwanegol cymhleth i gael eu haddysgu ochr yn ochr â'u cyfoedion prif ffrwd. Mae gan Ysgol Glantaf CAA hynod lwyddiannus eisoes ac mae'r galw am lefydd yn cynyddu: dyma paham y cynigiwyd cynyddu'r niferoedd. Cynigiwyd agor CAA yn Ysgol Pwll Coch am y rhesymau canlynol: mae'n ysgol gynhwysol ag iddi ddarpariaeth ADY dda, sy'n sicrhau deilliannau da i ddisgyblion ag anghenion cymhleth; mae gofod gan yr ysgol i dderbyn dosbarth CAA; mae'r ysgol yng nghlwstwr pontio Ysgol Glantaf, a fydd yn ei gwneud yn haws i blant bontio o'r safle cynradd i'r ganolfan uwchradd wrth gynnal cyfeillgarwch â'u cyfoedion prif ffrwd.

Cynigion yn gyffredinol

195. *Cynigion gwych. Mae'n rhaid i ni gynnig cymorth i'n holl bobl ifanc waeth beth yw eu galluoedd neu anableddau; addysg gefnogol hygyrch yn yr amgylcheddau iawn.*
196. *Hapus bod yna ddatblygiad parthed darpariaeth a datblygiad llefydd Cymraeg sydd â mawr eu hangen.*

197. *Does dim cyfleuster i'w weld yng ngogledd Caerdydd i'r oed ysgol cynradd Cymraeg.*
198. *Mae Ysgol Gynradd Howardian yn dal i gael ei adeiladu, ond does dim darpariaeth arbennig yn ei le i gael canolfan adnoddau. Pam fod ysgolion eraill yn cael eu hehangu pan allai ysgol newydd gael y cyfleusterau hyn?*
199. *Mae ardal Trelái a Chaerau angen dosbarthiadau ymyrraeth gynnar arbenigol sydd yn therapiwtig a hynny ar gyfer gwahanol oeddrannau.*
200. *Fel bod cyllidebau yn caniatáu, gwneud y mwyaf o lefydd darpariaeth llesiant emosiynol i reoli'r ôl-gronni ac i gefnogi ysgolion yn enwedig mewn ardaloedd economaidd-gymdeithasol isel fel Trelái lle rydym yn ceisio gwneud ein gorau i gefnogi disgyblion o ddydd i ddydd.*
201. *Nid oes unrhyw sylw yn unman am gefnogaeth i ddisgyblion ag anghenion ymddygiadol ychwanegol. Does dim digon o lefydd ar gyfer ymyriadau drysau troi sy'n cael effaith negyddol ar eraill yr amherir ar eu dysgu yn rheolaidd.*

Gwerthusiad o'r safbwyntiau a fynegwyd

202. Mae'r cyngor yn croesawu'r ymatebion cadarnhaol ac yn cydnabod nad yw'r wyth cynnig yn cwmpasu yr holl flaenoriaethau i ddatblygu darpariaeth arbenigol ychwanegol. Mae'r Cyngor yn datblygu cynigion pellach gyda golwg ar ymgynghori ar gynlluniau ychwanegol yn hydref 2018.
203. Mae'r wyth cynllun yn cynnwys un cynnig i gynyddu darpariaeth i ddisgyblion ag 'anghenion ymddygiad' neu anghenion iechyd emosiynol a llesiant drwy sefydlu rhai llefydd ôl-16 yn Greenhill.

Crynodeb

204. Mae'r cyngor wedi ymrwymo i addysg gynhwysol a gwella capasiti i ateb pob angen i sicrhau pob plentyn yn briodol a bod cefnogaeth amlwg i'r cynigion i gynyddu darpariaeth ADY yn gyffredinol.
205. Cydnabyddir y pryderon yn ymwneud a'r cynnig i estyn ystod oed The Hollies a rhoddir ystyriaeth bellach i ddewisiadau amgen ar gyfer datblygu llefydd Cyflwr Sbectwm Awtistig uwchradd er mwyn ymgynghori arnynt yn ddiweddarach eleni.
206. Bydd pryderon ynghylch y ddarpariaeth iechyd yn cael eu codi trwy'r sianelau priodol.
207. Wrth ddwyn y cynigion yma yn eu blaen bydd y Cyngor yn parhau i weithio gydag ysgolion i sicrhau fod llety ac adnoddau addas digonol ar gael.
208. Mae'r cynlluniau yn cynrychioli set gyntaf o gynigion i ail-siapio'r ddarpariaeth ledled Caerdydd a chydabyddir y bydd angen gwaith pellach, gan gynnwys darpariaeth yn y Gymraeg, yn y cyfnod uwchradd ac ar gyfer merched ag anghenion iechyd emosiynol a llesiant ac mae

gwaith yn mynd rhagddo ar hyn o bryd i ddatblygu ystod darpariaeth ADY ymhellach.

Buddion Addysgol

209. Bydd y cynlluniau yn cynnig y buddion addysgol canlynol:

- Mynd i'r afael ag anghenion digonolrwydd ADY a ragwelir ar gyfer 2018-21, gan sicrhau y gall plant a phobl ifanc gyrchu addysg o safon uchel yn ysgolion arbennig Caerdydd neu mewn Canolfannau Adnoddau Arbenigol, yn y sectorau Cymraeg a Saesneg.
- Bydd datblygu Canolfan Ieuencid Trelái yn cynnig cyfleusterau chwaraeon ychwanegol i'w defnyddio ar draws Campws Dysgu Ffederasiwn y Gorllewin, mynediad i'r gymuned ei ddefnyddio, a chyfleoedd i ddatblygu cydweithrediad aml-asiantaeth ar y safle ymhellach, gan gynnwys darparu gwasanaethau allgymorth, fydd o fudd i ddysgwyr ADY 0-25 oed.
- Dyfodol cynaliadwy i ysgol Meadowbank, gan sicrhau bod plant sydd ag anghenion iaith a lleferydd neu anabledau dysgu cymhleth yn gallu parhau i fanteisio ar arbenigedd a chyfleusterau'r ysgol.
- Gwell gyfleoedd ôl-16 i bobl ifanc sydd ag anghenion iechyd emosiynol a llesiant dwys.
- Bydd agor CAA newydd yn ardal De Canolog Caerdydd yn gwella mynediad at ddarpariaeth arbenigol i blant yr ardal, gan leihau'r angen am gludiant AAA.
- Mwy o gapasiti ar gyfer ymyrraeth gynnar i gefnogi plant sydd ag anghenion iaith a lleferydd.

Effaith y cynnig ar y Gymraeg

210. Mae'r cynigion i sefydlu darpariaeth CAA yn Ysgol Pwll Coch ac i ehangu'r ddarpariaeth CAA yn Ysgol Glantaf yn ymateb i alw am ddarpariaeth Gymraeg i'r rhai sydd ag anabledau dysgu cymhleth a chyflyrau ar y sbectwm awtistig ar lefel cynradd ac uwchradd.
211. Mewn partneriaeth ag awdurdodau lleol Pen-y-bont ar Ogwr, RCT, Merthyr a Bro Morgannwg, mae archwiliad rhanbarthol o ddarpariaeth ADY yn cael ei gynnal i nodi cyfleoedd ar gyfer datrysiadau rhanbarthol ac i rannu arfer gorau. Ar draws y pum awdurdod, mae niferoedd y disgyblion ADY yn sylweddol is nag yn y sector Saesneg. Bydd yr archwiliad yn ystyried y rhesymau dros hyn ac yn ceisio barn gan rieni ac ysgolion.
212. Rhagwelir y bydd cynlluniau pellach i ddatblygu darpariaeth yn y Gymraeg yn cael eu datblygu dan y Cynllun Datblygu ADY, a'i gyflwyno i'r Cabinet i'w ystyried.

Ymgynghoriad Aelod Lleol

213. Ymgynghorwyd ag Aelodau Lleol fel rhan o'r ymgynghoriad

Rheswm dros yr Argymhellion

214. I wella deilliannau i blant a phobl ifanc sydd ag anghenion dysgu ychwanegol, drwy ehangu nifer y llefydd mewn ysgolion arbennig a CAA sydd ar gael yn y ddinas.
215. Mae'r cynlluniau arfaethedig yn ffurfio rhan o'r Strategaeth ADY ehangach, i wella cymorth a darpariaeth mewn pob ysgol a lleoliad, gan gynnwys ymrwymiad i ddatblygu ymhellach natur gynhwysol ein hysgolion prif ffrwd.

Goblygiadau Ariannol

216. Mae'r adroddiad hwn yn argymhell bod nifer o gynigion ar gyfer darpariaeth CAA newydd ac ehangach, a chynyddu'r ddarpariaeth ysgolion arbennig, yn cael eu gyrru ymlaen. Bydd gofyn i'r holl gostau sy'n codi o'r cynigion hyn i gael eu cyllido unai o fewn cyllidebau presennol neu unrhyw ddyraniad cyllidebol a gaiff ei gymeradwyo fel rhan o brosesau gosod cyllidebau'r Cyngor yn y dyfodol.
217. O safbwynt gwariant cyfalaf, bydd costau yn codi parthed addasu adeiladau sy'n bod eisoes ac adeiladau newydd lle bo angen hynny. Bydd gofyn i'r costau hyn ddod o fewn Rhaglen Gyfalaf y Cyngor, fel y cymeradwywyd gan y Cyngor ar 22 Chwefror 2018, ac unrhyw gyllid grant allanol a ddaw ar gael yn ystod y cyfnod y bydd y cynlluniau hyn yn cael eu rhoi ar waith. Yn ychwanegol i'r papur Strategaeth ADY a gymeradwywyd gan y Cabinet yn Ionawr 2018, roedd y Rhaglen Gyfalaf pum mlynedd yn cynnwys dyraniadau adnewyddu asedau ac addaswyd ychwanegol oedd yn dod i £25 miliwn. Y dyraniadau hyn fydd prif ffynhonnell y cyllid ar gyfer y cynigion hyn, fodd bynnag fe fyddant hefyd yn ariannu rhaglen adnewyddu asedau cyffredinol gwell ac, o ganlyniad, bydd gofyn sicrhau bod y defnydd ar adnoddau a fwriedir yn adlewyrchu'r ddwy flaenoriaeth yn briodol.
218. O safbwynt gwariant refeniw, bydd costau yn codi parthed costau rhedeg gweithredol pob math o ddarpariaeth. Ysgwyddir y costau hyn gan yr ysgolion a fydd yn cynnal y ddarpariaeth ac, felly, darperir cyllid fel rhan o gyllideb gyffredinol yr ysgol a'i ddsbarth i'r ysgolion perthnasol at sail y costau arfaethedig. Bydd gofyn adolygu proffil yr ariannu ar sail barhaus a'i ystyried fel rhan o broses gosod cyllideb yn flynyddol gan y Cyngor. Bydd gofyn rhoi ystyriaeth bellach parthed costau trafndiaeth ychwanegol a fydd yn codi ac unrhyw gostau yn ymwneud â chau'r ddarpariaeth bresennol.

Oblygiadau Cyfreithiol

219. Dan Ddeddf Addysg 1996, mae gan y Cyngor rwymedigaeth statudol gyffredinol i hyrwyddo safonau uwch mewn addysg ac i ystyried dewis rhieni sy'n cynnwys dewis am addysg Gymraeg. Mae oblygiadau hefyd ar y Cyngor ar hyn o bryd dan Ddeddf Addysg 1996 i gynnal asesiadau statudol, creu, diwygio a chynnal datganiadau Anghenion Addysgol Arbennig ac i ddarparu ar gyfer disgyblion ag AAA.

220. Cytunwyd ar Fesur Anghenion Dysgu Ychwanegol (Cymru) gan Gynulliad Cenedlaethol Cymru ar 12 Rhagfyr 2017. Mae'r adroddiad yn nodi'r newidiadau y bydd hyn yn ei wneud, un o'r mwyaf arwyddocaol fydd ehangu'r ystod oed y bydd y Cyngor yn gyfrifol amdano i'r holl ddisgyblion rhwng eu geni a 25 mlwydd oed ac y bydd hyn yn arwain at ehangu'r hawliau apelio i Dribiwnlys Anghenion Dysgu Ychwanegol Cymru (gaiff ei ailenwi yn Dribiwnlys Addysgol Cymru).
221. Rhaid gwneud penderfyniad ar ba un ai i gyhoeddi hysbysiad statudol ai peidio yng nghyd-destun dyletswyddau cydraddoldeb sector gyhoeddus y Cyngor. Rhaid i'r Cyngor hefyd fodloni dyletswyddau sector cyhoeddus dan Ddeddf Cydraddoldeb 2010 (gan gynnwys dyletswyddau penodol sector cyhoeddus Cymru). Yn unol â'r dyletswyddau cyfreithiol hyn, rhaid i'r Cyngor, wrth wneud penderfyniadau, roi ystyriaeth briodol i'r angen i (1) osgoi gwahaniaethu anghyfreithlon; (2) hybu cyfle cyfartal a (3) meithrin perthnasoedd da ar sail y nodweddion a ddiogelir. Y Nodweddion a Ddiogelir yw:
- Oedran
 - Ailbennu rhywedd
 - Rhyw
 - Hil – gan gynnwys tarddiad ethnig neu genedlaethol, lliw neu genedligrwydd
 - Anabledd
 - Beichiogrwydd a mamolaeth
 - Priodas a Phartneriaeth Sifil
 - Cyfeiriadedd rhywiol
 - Crefydd neu gred - gan gynnwys diffyg cred
222. Cynhaliodd Cynulliad Cenedlaethol Cymru asesiad o'r effaith ar gydraddoldeb ym mis Tachwedd 2017 parthed Mesur Anghenion Dysgu Ychwanegol (Cymru) gan nodi nad oedd effaith negyddol ar unrhyw grwpiau oedd â nodweddion a ddiogelir; roedd yr asesiad yn cydnabod bod potensial i waredu gwahaniaethu wrth drawsnewid gwasanaethau i'r holl ddisgyblion ag anghenion dysgu ychwanegol. Os bydd yr argymhellion yn yr adroddiad yn cael eu derbyn ac yr eir ati i gyhoeddi hysbysiadau statudol, bydd yn rhaid i'r Cyngor ystyried ymhellach yr oblygiadau cydraddoldeb ac efallai y bydd gofyn cwblhau Asesiad o'r Effaith ar Gydraddoldeb. Rhaid i'r Cyngor fod yn ystyriol o Fesur y Gymraeg (Cymru) 2011 a Safonau'r Gymraeg wrth wneud unrhyw benderfyniadau ar bolisi ac ystyried yr effaith ar y Gymraeg, mae'r adroddiad a'r Asesiad O'r Effaith Ar Gydraddoldeb yn mynd i'r afael â'r holl rwymedigaethau hyn. Mae'n rhaid i'r Cyngor ystyried Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 a'r modd y gall y strategaeth hon wella llesiant cymdeithasol, economaidd, amgylcheddol a diwylliannol Cymru.

223. Mae'n rhaid i'r Cyngor hefyd ystyried ei oblygiadau dan adran 88 ac atodlen 10 Deddf Cydraddoldeb 2010 i baratoi a rhoi strategaeth hygyrchedd ar waith. Dylai'r strategaeth gynyddu mynediad disgyblion anabl i'r cwricwlwm a gwella'r amgylchedd ffisegol a'r ddarpariaeth ar wybodaeth. Mae Adran 84 ac 85 Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013 a Rheoliadau Cynllun Strategol Cymraeg mewn Addysg ac Asesu'r Galw am Addysg Gymraeg (Cymru) 2013 yn nodi'r rhwymedigaethau statudol i'r holl awdurdodau lleol baratoi, cyflwyno, cyhoeddi ac adolygu Cynlluniau Strategol Cymraeg mewn Addysg (CSCA).
224. Byddai'r cynigion a wneir yn y cynlluniau arfaethedig yn yr adroddiad hwn yn ddiwygiadau wedi eu hystyried a'u rheoleiddio dan Ddeddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013. Gall awdurdod lleol wneud cynigion i wneud diwygiadau wedi eu rheoleiddio ac mae gofyn iddo cyn cyhoeddi'r cynigion i gwblhau ymgynghoriad ar y cynigion hynny yn unol ag adran 48 y Ddeddf a'r Cod Trefniadaeth Ysgolion. Mae'r argymhelliad yn ceisio awdurdod i gynnal yr ymgynghoriad statudol hwnnw. Rhaid i unrhyw gynigion fod yn destun ymgynghoriad llawn a theg a dylid rhoi ystyriaeth deilwng gan y Cabinet i'r ymatebion cyn i unrhyw benderfyniad terfynol gael ei wneud.
225. Mae'r cynigion yn gymwys fel diwygiadau wedi eu rheoleiddio sydd angen cydymffurfio a gofynion Rhan 3 Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013, sy'n cynnwys darpariaeth ar gyfer ymgynghori a chyhoeddi hysbysiadau statudol. Ategir at y rheiny gan God Trefniadaeth Ysgolion Llywodraeth Cymru.
226. Mae'r argymhelliad yn yr adroddiad hwn i gyhoeddi hysbysiad statudol yn dilyn cyfnod o ymgynghori rhwng 30 Ionawr cyn cau ar 13 Mawrth 2018. Mae'r adroddiad hwn (ynghyd â'r atodiadau iddo) yn cynrychioli'r adroddiad ymgynghori y mae'r Cod yn mynnu ei fod yn cael ei gyhoeddi. Rhaid i'r Cabinet fod yn ystyriol o'r ymatebion a dderbynnir yn ystod yr ymgynghoriad cyn dod i benderfyniad ar un ai gyhoeddi hysbysiad statudol ai peidio.
227. Mae'r Cod Trefniadaeth Ysgolion yn mynnu bod rhaid cyhoeddi'r hysbysiad statudol o fewn 26 wythnos i ddiwedd y cyfnod ymgynghori oni bai bod estyniad i'r amser yn cael ei ganiatáu gan Weinidogion Cymru.
228. Yn dilyn cyhoeddi'r hysbysiadau statudol fe fyddai cyfnod ar gyfer gwrthwynebiadau o 28 diwrnod o leiaf ac yn dilyn hynny byddai Adroddiad pellach angen ei gwblhau i'r Cabinet yn crynhoi'r gwrthwynebiadau statudol ac yn ymateb i'r gwrthwynebiadau hynny. Mater wedyn i'r Cabinet fyddai adolygu'r gwrthwynebiadau hynny a phenderfynu gweithredu'r cynigion ai peidio.

Traffig a Thrafnidiaeth

229. Mae Asesiadau Trafnidiaeth wedi eu cwblhau ar bob cynnig ag eithrio cynnig ysgol gynradd Yr Eglwys yng Nghymru Y Forwyn Fair a gaiff ei gwblhau fel rhan o'r broses gynllunio ar gyfer cynllun Band B Ysgolion yr 21ain Ganrif i godi adeilad ysgol newydd. Mae'n amlwg bod y

ddarpariaeth drafnidiaeth gyhoeddus yn ddigonol ac ystyrir bod safleoedd mewn lleoliadau cynaliadwy gan eu bod ger llaw mannau aros i fysis a gorsafoedd rheilffyrdd, o fewn pellter cerdded a beicio cyfforddus ac mae'r amgylchedd hefyd yn ffafriol i gerdded a beicio. Barn gyffredinol yr Aseidiadau Trafnidiaeth yw, yn nhermau priffyrdd a thrafnidiaeth, ni fydd y cynigion yn cael effaith wael ar y rhwydwaith briffyrdd o'u cylch. Mae hyn oherwydd y cynnydd bychan yn niferoedd y disgyblion.

230. Fodd bynnag, cydnabyddir fod i ddarpariaeth ADY ychwanegol ddalgylch ledled y ddinas ac felly efallai na fydd disgyblion yn byw gerllaw'r safle. O ganlyniad, efallai na fydd llwybrau cerdded, beicio, gwasanaethau bysus na rheilffyrdd yn addas o ran pellter nac anghenion disgyblion. Ar ben hynny, tra bod rhai disgyblion yn gallu teithio yn annibynnol gyda chymorth cydnabyddir na all eraill ac felly bydd gofyn i Gludiant Ysgolion weithio gyda disgyblion, ysgolion a rhieni/gofalwyr i edrych ar y ffyrdd mwyaf priodol o gludo disgyblion a'u hanghenion.
231. I'r perwyl hwnnw, mae amrywiaeth o argymhellion wedi eu gwneud ar gyfer pob cynllun fel y nodir yn yr Aseidiadau Trafnidiaeth unigol a wnaed gan Opws yn ystod y cyfnod ymgynghori. Bydd Trefniadaeth a Chynllunio Ysgolion yn edrych i weithio gyda Priffyrdd i ystyried yr argymhellion a'u rhoi ar waith lle'n briodol ac angenrheidiol.

Asesiad o Effaith ar Gydraddoldeb

232. Mae Asesiad o'r Effaith ar Gydraddoldeb ar y cynnig hwn wedi ei gynnal. Daeth yr asesiad i'r casgliad na fyddai'r cynnig hwn yn effeithio'n andwyol ar unrhyw grŵp penodol yn y gymdeithas. Pe byddai'r cynnig yn mynd yn ei flaen, byddai Aseidiadau o'r Effaith ar Gydraddoldeb pellach yn cael eu cwblhau gan gynnwys asesiad ar unrhyw adeiladau ychwanegol. (Mae manylion yr Asesiad o'r Effaith ar Gydraddoldeb i'w gweld yn Atodiad 4)

Asesiad Cynaliadwyedd

233. Mae Asesiad Amgylcheddol Strategol (AAS) o'r cynnig wedi ei gynnal yn unol â Deddfwriaeth Ewropeaidd. Nid yw'r cynigion yn gofyn am gydsyniad datblygu ac ni fydd yn cael effaith gadarnhaol na negyddol sylweddol ar yr amgylchedd.

Effaith Gymunedol

234. Rhoddir ystyriaeth i'r canlynol wrth ystyried cynnig: Gofod Agored Cyhoeddus, parciau, sŵn a thagfeydd traffig. Byddai swyddogion yn gweithio gyda'r ysgol ac unrhyw grŵp cymunedol i sicrhau bod unrhyw gynnig(ion) sy'n cael eu dwyn ger bron yn osgoi effeithiau negyddol lle bo'n bosibl.

ARGYMHELLION

Argymhellir i'r Cabinet wneud y canlynol:

1. Cyhoeddi hysbysiadau statudol ar gyfer y cynlluniau canlynol:
 - a) Cynyddu capasiti Ysgol Tŷ Gwyn i hyd at 198 o lefydd.

Addasu rhan o adeilad Canolfan Ieuencid Trelái, i gynnig tair ystafell ddosbarth newydd i Ysgol Tŷ Gwyn ac i gysylltu'r ysgol gydag adeiladau'r ganolfan Ieuencid.

b) Ehangu ystod oed Greenhill o 11-16 i 11-19 ac i gynyddu capasiti'r ysgol i hyd at 64 o lefydd.

Addasu tŷ'r gofalwr nas defnyddir ar y safle i gynnig mwy o ofod.

c) Newid y math o angen addysgol arbennig a ddarperir gan Ysgol Meadowbank o: 'anghenion iaith lleferydd a chyfathrebu', i: 'anghenion iaith lleferydd a chyfathrebu ac anabledau dysgu cymhleth'

Addasu'r adeilad i wella mynediad i'r anabl.

d) Dirwyn Canolfan Adnoddau Arbenigol yn Ysgol Allensbank i ben yn raddol, gan gau'r dosbarth fis Gorffennaf 2020, neu pan fydd yr holl ddisgyblion presennol wedi cwblhau eu lleoliad, os yn gynt na hynny.

Agor dosbarth ymyrraeth gynnar ag wyth lle i blant ag anghenion iaith a lleferydd yn Ysgol Allensbank, gan dderbyn y cohort cyntaf fis Medi 2019.

e) Yn amodol ar benderfyniad Corff Llywodraethu Ysgol y Forwyn Fair, bwrw ymlaen i hysbysiad statudol: cymeradwyo cynnwys lle i CAA yn y cynllun Band B ar gyfer adeiladau newydd Ysgol y Santes Fair Forwyn.

f) Agor canolfan adnoddau arbenigol yn Ysgol Pwll Coch, yn cynnig hyd at 10 lle i ddechrau, ond gyda modd cynyddu i 20 yn y dyfodol, wrth i'r galw gynyddu.

g) Cynyddu niferoedd y llefydd yn y CAA yn Ysgol Glantaf i 30 lle.

Addasu a gwella'r gofod ar gyfer niferoedd uwch.

2. Noder cyn rhoi'r argymhellion ar waith bydd adroddiad pellach yn cael ei roi i'r Cabinet yn manylu ar unrhyw wrthwynebiadau gaiff eu derbyn, yr ymatebion arfaethedig i'r gwrthwynebiadau hynny ac argymhellion i fwrw ymlaen a'r cynigion neu fel arall.

NICK BATCHELAR

Cyfarwyddwr
13 Ebrill 2018

Atodir yr Atodiadau canlynol:

Atodiad 1 – Dogfen ymgynhori Atodiad 2 – Dadansoddiad o ymatebion gan gynnwys ymgynghoriad disgyblion

Atodiad 3 – Asesiadau Trafnidiaeth

Atodiad 4 - Asesiad o Effaith ar Gydraddoldeb

Atodiad 5 - Adnodd Sgrinio Statudol

CYFLWYNIAD

Beth sydd dan sylw yn y llyfryn hwn?

Mae Cyngor Caerdydd am glywed barn ein rhanddeiliaid ar y newidiadau rydym ni'n cynnig eu gwneud i rai o'n hysgolion arbenigol a'n canolfannau adnoddau arbenigol. Mae'r llyfryn hwn wedi'i anelu at rieni/ofalwyr, staff ysgolion, cyrff llywodraethu, gwasanaethau iechyd a phlant, ac unrhyw un sydd â diddordeb mewn addysg yng Nghaerdydd. Mae'r llyfryn yn mynd ati i ddisgrifio ac esbonio'r cynigion fel bod ein partneriaid yn ymwybodol ac yn gallu rhoi eu barn.

Beth sy'n cael ei gynnig?

Mae wyth cynllun arfaethedig, a restrir isod. Gallwch chi ddarllen rhagor o fanylion am bob cynllun ar y tudalennau sydd wedi'u nodi.

Nod y cynlluniau arfaethedig yw ymateb i'r nifer cynyddol o blant a phobl ifanc sydd ag anghenion dysgu ychwanegol ac sydd angen lle mewn ysgol arbennig neu ganolfan adnoddau arbenigol er mwyn gwireddu eu potensial addysgol, drwy:

- Cynyddu'r nifer o leoedd mewn ysgolion arbennig yng Nghaerdydd;
- Sefydlu canolfannau adnoddau arbenigol newydd yn rhai o ysgolion Caerdydd;
- Newid y meysydd arbenigol sydd ar gael yn rhai o'n hysgolion arbenigol a'n canolfannau adnoddau arbenigol.

RHESTR TERMAU

Y Cyfnod Sylfaen: Y Cyfnod Sylfaen yw'r cwricwlwm statudol ar gyfer pob plentyn rhwng 3 a 7 oed yng Nghymru mewn lleoliadau a gynhelir ac mewn lleoliadau nas cynhelir. Mae saith maes dysgu yn y Cyfnod Sylfaen a chaiff y rhain eu cyflwyno drwy weithgareddau ymarferol a phrofiadau dysgu llesol dan do ac yn yr awyr agored.

Cyfnodau Allweddol: Yn dilyn y Cyfnod Sylfaen, mae'r Cwricwlwm Cenedlaethol wedi'i rannu'n dri Chyfnod Allweddol ac mae plant yn mynd drwy'r rhain yn ystod eu bywyd ysgol. Mae targedau sydd wedi'u diffinio yn y Cwricwlwm yn cael eu hasesu ar ddiwedd pob Cyfnod Allweddol.

Anghenion dysgu ychwanegol (ADY): tybir bod gan blentyn neu berson ifanc anghenion dysgu ychwanegol (y cyfeirir atynt hefyd â'r enw anghenion addysgol arbennig) os oes ganddo anhawster dysgu, cyflwr meddygol neu anabled, ac mae angen cymorth ychwanegol neu drefniadau arbennig arno er mwyn sicrhau bod modd iddo gael addysg a gwireddu ei botensial.

Datganiad o anghenion addysgol arbennig (AAA): Mae gan nifer bach o blant a phobl ifanc sydd ag anghenion dysgu ychwanegol (neu anghenion addysgol arbennig) ddatganiad. Mae hon yn ddogfen bwysig sy'n disgrifio eu hanghenion yn fanwl ac sy'n nodi'r cymorth y mae'n ei gael ar hyn o bryd. Mae gan bob plentyn mewn ysgol arbennig neu ganolfan adnoddau arbenigol ddatganiad.

Deddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysg (Cymru): Mae hon yn ddeddf newydd a fydd yn trawsnewid y ffordd y mae Addysg a gwasanaethau eraill yn cydweithio i roi cymorth i ddysgwyr sydd ag anghenion dysgu ychwanegol. Dan y Ddeddf, bydd y term anghenion dysgu ychwanegol (ADY) yn disodli'r term anghenion addysgol arbennig. Yn lle datganiadau bydd Cynlluniau Datblygu Unigol neu CDUau. Bydd y trefniadau newydd yn cael eu cyflwyno dros gyfnod o dair blynedd, a bydd hynny'n debygol o ddechrau ym mis Medi 2019.

Ysgol arbennig: Mae ysgolion arbennig yn darparu addysg arbenigol iawn ar gyfer plant a phobl ifanc sydd â'r anghenion ychwanegol mwyaf cymhleth. Mae dosbarthiadau'n fach ac mae'r cwricwlwm yn cael ei deilwra'n sylweddol yn ôl anghenion disgyblion. Mae'r staff y gymwys ac yn meddu ar y profiad i addysgu plant a phobl ifanc sydd ag anghenion cymhleth. Mae ystod o wasanaethau iechyd arbenigol yn gweithio gyda'r ysgolion arbennig. Mae Caerdydd yn cynnal saith ysgol arbennig ac mae'n ariannu hyd at 40 o leoedd ar gyfer disgyblion Caerdydd yn Ysgol y Deri a gynhelir gan Gyngor Bro Morgannwg.

Canolfan adnoddau arbenigol (CAA): Mae canolfan adnoddau arbenigol yn ddosbarth bach mewn ysgol prif ffrwd, a gaiff eu haddysgu gan staff arbenigol. Er bod y CAAs mewn ysgolion prif ffrwd lleol, maen nhw'n derbyn disgyblion o bob rhan o'r awdurdod ac nid o'u hardal leol yn unig. Mae disgyblion mewn CAA yn elwa ar fod mewn dosbarth bach sydd â chymhareb disgybl-staff ffafriol, ond maen nhw hefyd yn elwa ar fod mewn ysgol prif ffrwd ac ar gael eu cynnwys mewn llawer o gyfleoedd dysgu gyda'u cyfoedion prif ffrwd. Mae amryw wasanaethau iechyd arbenigol yn rhoi cymorth i ddisgyblion mewn canolfannau adnoddau arbenigol. Mae Caerdydd yn

ariannu 21 o ganolfannau adnoddau arbenigol mewn ysgolion cynradd ac uwchradd, cyfrwng Cymraeg a Saesneg.

Dosbarthiadau Llesiant: Mae Caerdydd hefyd yn ariannu sawl dosbarth llesiant er mwyn rhoi cymorth dwys byrdymor i blant a phobl ifanc sy'n dangos anghenion iechyd emosiynol a llesiant. Mae dosbarthiadau'n debyg iawn i ganolfannau adnoddau arbenigol, ond does dim datganiad gan ddisgyblion fel arfer. Mae'r lleoliadau hyn yn rhai dros dro, a'r nod yw cynorthwyo'r disgybl i ailintegreiddio'n llwyddiannus mewn ysgol leol.

Y cynllun arfaethedig:	Rhagor o wybodaeth ar dudalennau:
<p>Ysgol Arbennig Tŷ Gwyn</p> <p>Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd ar gyfer dysgwyr ag anableddau dysgu cymhleth neu Gyflyrau'r Sbectwm Awtistig, cynigir</p> <ul style="list-style-type: none"> • cynyddu Tŷ Gwyn i ddarparu ar gyfer hyd at 198 o leoedd • <p>Er mwyn cyflawni hynny, cynigir addasu rhan o adeilad Canolfan Ieuencid Trelái er mwyn i Ysgol Tŷ Gwyn allu agor tri dosbarth newydd ynddo, a chysylltu'r ysgol ag adeiladau'r ganolfan ieuencid.</p>	14 - 16
<p>Ysgol Arbennig The Hollies</p> <p>Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd ar gyfer dysgwyr ag anableddau dysgu cymhleth neu gyflyrau'r sbectwm awtistig, cynigir:</p> <ul style="list-style-type: none"> • estyn ystod oedran Ysgol The Hollies o 4-11 oed i 4-14 oed • cynyddu'r ysgol er mwyn iddi ddarparu hyd at 138 o leoedd <p>Er mwyn cyflawni hynny, cynigir darparu rhagor o adeiladau ar gyfer yr ysgol drwy adnewyddu'r adeiladau y mae Ysgol Glan Morfa'n eu gadael, yn Hinton Street, CF24 2EU</p>	17 - 21
<p>Ysgol Arbennig Greenhill</p> <p>Er mwyn ateb y galw am leoedd ôl-16 oed ar gyfer pobl ifanc sydd ag anghenion o ran eu hiechyd emosiynol a'u llesiant, cynigir</p> <ul style="list-style-type: none"> • estyn ystod oedran Greenhill o 11-16 oed i 11-19 oed ac • cynyddu'r ysgol er mwyn iddi ddarparu hyd at 64 o leoedd. <p>Er mwyn cyflawni hyn, cynigir addasu tŷ'r gofalwr ar y safle, nad yw'n cael ei ddefnyddio.</p>	22 - 24
<p>Ysgol Arbennig Meadowbank</p> <p>Er mwyn ateb y galw am leoedd ysgol cynradd arbennig ar gyfer dysgwyr ag anableddau dysgu cymhleth, cynigir</p> <ul style="list-style-type: none"> • newid math yr angen addysgol arbennig y mae'r ysgol yn darparu ar ei gyfer, <i>o'r canlynol</i>: • 'anghenion lleferydd, iaith a chyfathrebu', <i>i'r canlynol</i>: 'anghenion lleferydd, iaith a chyfathrebu, ac anableddau dysgu cymhleth' 	25 - 28

<p>Ysgol Gynradd Allensbank</p> <p>Er mwyn diwallu'r angen am leoedd ymyrraeth gynnar ar gyfer plant ag anghenion lleferydd ac iaith, cynigir</p> <ul style="list-style-type: none"> • Dirwyn y ganolfan adnoddau arbennig yn Ysgol Allensbank i ben, gan gau'r dosbarth ym mis Gorffennaf 2020, neu pan fo pob un o'r disgyblion presennol wedi cwblhau ei leoliad cynradd os digwydd hynny'n gynt. • Agor dosbarth ymyrraeth gynnar ag ynddo wyth lle ar gyfer plant ag anghenion lleferydd ac iaith yn Ysgol Allensbank, a derbyn y disgyblion cyntaf ym mis Medi 2019. • 	<p>29 - 33</p>
<p>Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair</p> <p>Er mwyn ateb y galw am leoedd mewn canolfannau adnoddau arbenigol cynradd ar gyfer dysgwyr ag anableddau dysgu cymhleth, cynigir</p> <ul style="list-style-type: none"> • agor canolfan adnoddau arbenigol (CAA) yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair gyda hyd at 20 o leoedd. 	<p>34 - 36</p>
<p>Ysgol Gymraeg Pwll Coch</p> <p>Er mwyn ateb y galw am leoedd CAA cynradd ar gyfer dysgwyr ag anableddau dysgu cymhleth a chyflyrau'r sbectrwm awtistig yn y sector Cymraeg, cynigir</p> <ul style="list-style-type: none"> • agor canolfan adnoddau arbenigol yn Ysgol Pwll Coch â 10 lle i ddechrau, gyda'r potensial o gynyddu i 20 lle yn y dyfodol wrth i'r galw gynyddu. 	<p>37 - 39</p>
<p>Ysgol Gyfun Gymraeg Glantaf</p> <p>Er mwyn ateb y galw am leoedd CAA uwchradd ar gyfer dysgwyr ag anableddau dysgu cymhleth a chyflyrau'r sbectrwm awtistig yn y sector Cymraeg, cynigir:</p> <ul style="list-style-type: none"> • cynyddu'r nifer dynodedig yng nghanolfan adnoddau arbenigol Ysgol Glantaf i hyd at 30 o leoedd • gweithio gyda'r ysgol i estyn a gwella cartref presennol y ganolfan adnoddau arbenigol 	<p>40 - 42</p>

Gyda phwy y byddwn ni'n ymgynghori?

Mae Cyngor Caerdydd yn gofyn clywed barn y canlynol:

- Plant a phobl ifanc
- Rhieni/gofalwyr
- Staff ysgol
- Cyrff Llywodraethu Ysgolion
- Trigolion lleol
- Aelodau Lleol/Aelodau Cynulliad/Aelodau Cynulliad Rhanbarthol/Aelodau Seneddol
- Cyfarwyddwyr Addysg Esgobaethol
- Undebau Masnach
- Estyn
- Coleg Caerdydd a'r Fro
- Coleg Dewi Sant
- Pob ysgol yng Nghaerdydd
- Bwrdd Iechyd Prifysgol Caerdydd a'r Fro
- Sefydliadau'r Sector Wirfoddol
- Awdurdodau Lleol Cyfagos
- Gweinidogion Cymru
- Comisiynydd yr Heddlu a Throsedd
- Comisiynydd Plant Cymru
- Comisiynydd Cenedlaethau'r Dyfodol

Yr hyn fydd y proses ymgynghori yn ei olygu

Bydd yr adborth o'r ymgynghoriad hwn yn cael ei goladu a'i grynhoi, a chaiff adroddiad ei gyflwyno gerbron Cabinet y Cyngor. Bydd modd i bob person weld yr adroddiad ymgynghori hwn ar wefan y Cyngor a bydd modd gofyn am gopi ohono drwy ddefnyddio'r manylion cyswllt yn y ddogfen hon.

Mae nifer o gamau pellach y byddai'n rhaid i'r Cyngor eu dilyn cyn i'r Cyngor wneud penderfyniad terfynol.

Y cyfnod ymgynghori

Mae'r cyfnod ymgynghori ar y cynigion hyn yn dechrau ar 31 Ionawr 2018 ac mae'n dod i ben ar 13 Mawrth 2018.

O fewn 13 wythnos wedi 13 Mawrth 2018, cyhoeddir adroddiad ymgynghori ar wefan y Cyngor. Bydd copïau caled ohono hefyd ar gael ar gais. Bydd yr adroddiad yn crynhoi'r problemau a gaiff eu codi gan ymgynghoreion yn ystod y cyfnod ymgynghori a bydd yn cynnwys ymateb y Cyngor i'r problemau hyn. Bydd yr adroddiad hefyd yn cynnwys barn Estyn ar y cynigion.

Bydd Cabinet y Cyngor yn ystyried yr adroddiad ymgynghori a bydd yn penderfynu p'un ai a fydd yn gweithredu'r cynigion ai peidio.

Os bydd y Cabinet yn penderfynu gweithredu'r cynigion, rhaid i'r Cyngor gyhoeddi hysbysiad statudol.

Hysbysiad Statudol

Byddai'r hysbysiad statudol yn cael ei gyhoeddi ar wefan y Cyngor a'i arddangos ym mhrif fynedfa neu gerllaw'r ysgolion/y safleoedd sydd dan sylw ynddo. Byddai modd i ysgolion a nodwyd yn yr hysbysiad gael copïau o'r hysbysiad er mwyn eu dosbarthu i ddisgyblion, gwarchodwyr ac aelodau staff (gall yr ysgol hefyd dosbarthu'r hysbysiad drwy e-bost). Mae'r hysbysiad yn cyflwyno manylion y cynigion ac mae'n gwahodd unrhyw un sydd am wrthwynebu i wneud hynny yn ysgrifenedig o fewn y cyfnod a nodir.

Penderfynu ar y cynigion

Bydd Cabinet y Cyngor yn penderfynu ar y cynigion, ac eithrio'r cynnig ar gyfer Ysgol y Forwyn Fair a gaiff ei benderfynu gan Gorff Llywodraethu'r ysgol honno. Gall y Cabinet benderfynu cymeradwyo'r cynigion, eu gwrthod, neu eu cymeradwyo ar ôl eu haddasu nhw. Wrth wneud hynny, bydd y Cabinet yn rhoi ystyriaeth i unrhyw wrthwynebiadau statudol y mae wedi'u derbyn.

Hysbysiad o'r penderfyniad

Ar ôl i benderfyniad gael ei wneud ar y cynigion, bydd pob parti â diddordeb yn cael eu hysbysu, ac fe gaiff ei gyhoeddi'n electronig ar wefan y Cyngor.

Cael rhagor o wybodaeth a lleisio'ch barn

Bydd modd i randdeiliaid gael copïau o'r ddogfen ymgynghori, a bydd copïau ar gael i'w gweld ym mhob un o ysgolion a gynhelir Caerdydd, mewn Hybiau a Llyfrgelloedd Cymunedol ledled Caerdydd, ac ar wefan y Cyngor.

Bydd swyddogion o'r Cyngor yn cyfarfod â chyrrff llywodraethu pob un o'r ysgolion a enwir yn y cynigion. Ar ran yr Awdurdod Lleol, bydd Cyrff Llywodraethu'r ysgolion a effeithir yn uniongyrchol gan y cynigion yn trefnu cyfarfodydd i staff a rhieni/gofalwyr disgyblion sy'n mynychu eu hysgolion ac yn rhoi'r dyddiadau ar wefannau eu hysgol os bydd unrhyw barti â diddordeb am fynychu. Caiff y dyddiadau hyn hefyd eu cyhoeddi ar gyfryngau cymdeithasol y Cyngor. Caiff y rhain eu trefnu'n ystod cyfnod yr ymgynghoriad i drafod sut y bydd y newidiadau'n effeithio ar yr ysgol. Cedwir cofnod ffurfiol o'r cyfarfodydd hynny. Yr ysgolion eu hunain fydd yn rhoi gwybod am ddyddiadau ac amseroedd cyfarfodydd.

Bydd swyddogion o'r Cyngor yn cydweithio ag ysgolion er mwyn rhoi cyfle i ddisgyblion rannu eu barn a'u profiadau.

Trefnwyd sesiynau galw heibio cyhoeddus mewn Hybiau Cymunedol, ac fe'u rhestrir dros y ddalen. Mae'r sesiynau hyn yn gyfle i'r cyhoedd ac unrhyw barti arall â diddordeb yng nghynnwys y ddogfen ymgynghori ofyn cwestiynau a dysgu mwy am yr hyn sy'n cael ei gynnig a sut byddai hyn yn newid patrwm presennol darpariaeth ADY yng Nghaerdydd. Bydd Uwch Swyddogion o'r Tîm Cynhwysiant yn bresennol i amlinellu'r cynigion a gwrandao ar unrhyw farn neu bryderon a allai fod gennych. Bydd y wybodaeth a roddir yn y sesiynau hyn yr un fath ag sydd yn y ddogfen ond gallwch

ofyn cwestiynau i sicrhau eich bod yn deall y goblygiadau i chi a/neu eich plentyn. Gall swyddogion hefyd gynorthwyo wrth lenwi ffurflen ymateb os hoffech wneud hynny ar yr un pryd.

Dyddiadau'r cyfarfodydd a'r sesiynau galw heibio			
Natur yr ymgynghori		Dyddiad/amser	Lleoliad
Corff Llywodraethu, Ysgol The Hollies		Dydd Mercher 7 Chwefror, 5pm	Ysgol The Hollies
Corff Llywodraethu, Ysgol Tŷ Gwyn		I'w gadarnhau	Ysgol Tŷ Gwyn
Corff Llywodraethu, Ysgol Greenhill		Dydd Iau 8 Chwefror, 3.30pm	Ysgol Greenhill
Corff Llywodraethu, Ysgol Meadowbank		Dydd Llun 5 Chwefror, 6pm	Ysgol Meadowbank
Corff Llywodraethu, Ysgol Allensbank		Dydd Llun 12 Chwefror, 5:30pm	Ysgol Gynradd Allensbank
Corff Llywodraethu, Ysgol Glantaf		Dydd Mawrth 13 Chwefror, 6:30pm	Ysgol Glantaf
Corff Llywodraethu, Ysgol yr Eglwys yng Nghymru y Forwyn Fair		I'w gadarnhau	Ysgol yr Eglwys yng Nghymru y Forwyn Fair
Corff Llywodraethu, Ysgol Pwll Coch		I'w gadarnhau	Ysgol Pwll Coch
Sesiwn agored	galw heibio	Dydd Mercher 7 Chwefror, 10am -12pm	Hyb Ystum Taf a Gabalfa
Sesiwn agored	galw heibio	Dydd Gwener 9 Chwefror, 12pm – 2pm	Hyb y Tyllgoed
Sesiwn agored	galw heibio	Dydd Llun 12 Chwefror, 10am - 12pm	Hyb STAR
Sesiwn agored	galw heibio	Dydd Iau 15 Chwefror, 5pm–7pm	Y Llyfrgell Ganolog
Sesiwn agored	galw heibio	Dydd Llun 19 Chwefror, 10am–12pm	Hyb Llaneirwg
Sesiwn agored	galw heibio	Dydd Mawrth 20 Chwefror, 3pm–5pm	Llyfrgell Pen-y-lan
Sesiwn agored	galw heibio	Dydd Mawrth 27 Chwefror, 10am–12pm	Hyb Grangetown
Sesiwn agored	galw heibio	Dydd Llun 5 Mawrth, 10am–12pm	Hyb Trelái a Chaerau
Sesiwn agored	galw heibio	Dydd Mercher 7 Mawrth, 10am – 12pm	Hyb Llanisien
Sesiwn agored	galw heibio	Dydd Iau 8 Mawrth, 2pm – 4pm	Hyb Llanedern yn y Powerhouse

Mae Eich Barn yn Bwysig

Mae eich barn yn bwysig ac rydym am i chi ddweud wrthym yr hyn feddylwch ynghylch y cynigion.

Ar ddiwedd y llyfryn mae holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor eich barn am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu p'un ai i fwrw ymlaen â'r cynigion arfaethedig neu beidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

CEFNDIR I'R CYNLLUNIAU ARFAETHEDIG

Blaenoriaethau Strategol Caerdydd i wella deilliannau plant a phobl ifanc sydd ag anghenion dysgu ychwanegol

Mae Cyngor Caerdydd wedi ymrwymo i gynhwysiant ac mae'n cydnabod nad cynnig rhagor o leoedd arbenigol yn unig sydd ei angen i ddiwallu anghenion poblogaeth ADY gynyddol.

Mae lawn cyn bwysiced sicrhau bod ysgolion prif ffrwd yn parhau i ddatblygu i fod yn lleoliadau sy'n gallu diwallu ystod eang o anghenion cymhleth. O ganlyniad, mae'r Cyngor wedi mabwysiadu tair blaenoriaeth strategol i wella deilliannau plant a phobl ifanc sydd ag anghenion dysgu ychwanegol:

Blaenoriaeth Un: Rhoi'r Ddeddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysg ar waith yn llwyddiannus

Yn unol â'r blaenoriaeth hon, bydd y Cyngor yn ymgymryd ag ystod o gamau er mwyn cyflwyno dull mwy unedig o gynllunio a bydd barn plant a phobl ifanc yn ganolog iddo. Bydd cydweithio'n effeithiol â gwasanaethau iechyd a chymdeithasol yn hanfodol er mwyn cyflawni'r nod hwn.

Blaenoriaeth Dau: Atgyfnerthu'n gallu ar y cyd er mwyn diwallu pob angen

Bydd y Cyngor yn gweithio gydag ysgolion, rhieni a phartneriaid eraill er mwyn parhau i wella ansawdd y cymorth ar gyfer y sawl ag anghenion dysgu ychwanegol ym mhob un o'n hysgolion a'n lleoliadau addysg. Byd hynny'n cynnwys datblygu cyfleoedd i ysgolion ddatblygu a rhannu arfer gorau; gwella ansawdd a gwybodaeth am gymorth a darpariaeth anghenion dysgu ychwanegol; a gwella effeithiolrwydd adnoddau a chymorth sydd ar gael i ysgolion prif ffrwd.

Blaenoriaeth Tri: Sicrhau darpariaeth ddysgu ychwanegol ddigonol, o ansawdd uchel

Blaenoriaeth Tri yw prif fyrdwn y papur ymgynghori, sef datblygu llefydd ychwanegol mewn ysgolion arbennig a chanolfannau adnoddau arbenigol, ond gallwch chi ddarllen rhagor am bob un o'r tair blaenoriaeth strategol drwy fynd i'r wefan ganlynol:

<http://cardiff.moderngov.co.uk/documents/s19397/Cabinet%2018%20Jan%202018%20SOP%20Add%20Learning%20Needs%20App%201.pdf>

Rhaglen Ysgolion yr 21ain Ganrif, 'Band B'

Yn y tymor canolig i hir, bwriad Caerdydd yw diwallu'r angen am leoedd arbenigol ychwanegol drwy raglen fuddsoddiad cyfalaf 'Ysgolion yr 21ain Ganrif'.

Mae blaenoriaethau Band B, Ysgolion yr 21ain Ganrif, Cyngor Caerdydd yn nodi pedwar cynllun cyfalaf i ail-lunio darpariaeth ysgolion arbennig Caerdydd. Byddai'r cynlluniau'n galluogi'r Cyngor:

- i ailgodi adeiladau sgôr 'D' Ysgolion Riverbank, Woodlands, the Court a Greenhill

- i gynyddu nifer y lleoedd y rhagwelir y bydd eu hangen o 2022-27
- i fynd i'r afael â bylchau mewn darpariaeth, er enghraifft lleoedd i ferched ac i ddisgyblion ôl-16 oed ag anghenion o ran eu hiechyd emosiynol a'u llesiant
- i wella cyfleoedd o ran cymorth a darpariaeth amlasiantaeth;
- i wella swyddogaeth ysgolion arbennig fel ffynhonnell cymorth i deuluoedd ac ysgolion prif ffrwd.

Cynllun Datblygu Darpariaeth ADY 2018-22

Ni chaiff cynlluniau Band B eu cwblhau tan 2021 ar y cynharaf. Felly, bydd angen i'r Cyngor gymryd camau i gynyddu nifer y lleoedd i ddiwallu anghenion yn y tymor byr, dros y tair blynedd nesaf.

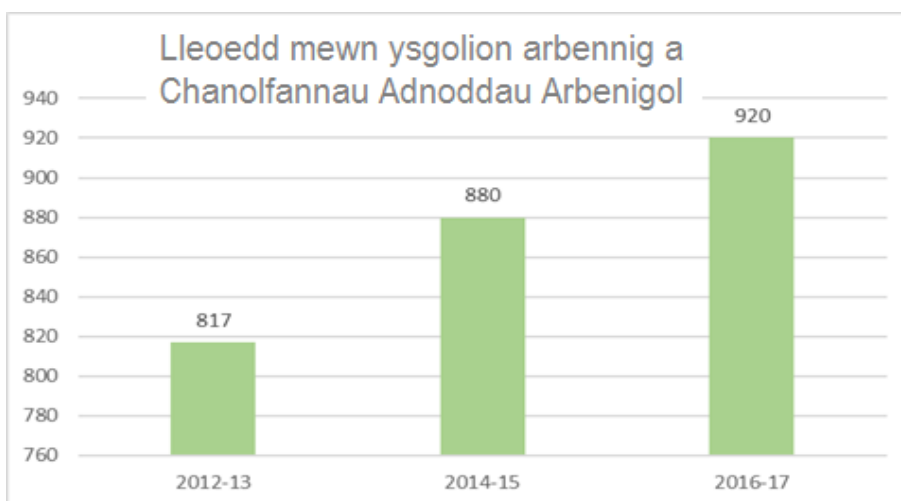
Mae'r cynlluniau arfaethedig yn y llyfryn hwn ar wahân ac yn ychwanegol i'r cynlluniau Band B. Maen nhw'n amlinellu'r camau gweithredu y mae'r Cyngor yn eu hystyried er mwyn ateb y galw am leoedd arbenigol 2018-22.

Ni fydd y cynlluniau yn y llyfryn hwn yn mynd i'r afael yn llawn ag anghenion digonolrwydd y cyfnod 2018-22. Mae'r Cyngor wedi cymryd, a bydd yn parhau i gymryd camau amrywiol er mwyn ehangu darpariaeth o fewn yr adeiladau presennol a'r niferoedd dynodedig lle bo modd.

Rhagwelir hefyd y bydd angen i gynlluniau newydd gael eu datblygu a'u cynnig yn 2019 i agor canolfannau adnoddau arbenigol ychwanegol yn y cyfnod cynradd ac uwchradd.

Cynnydd yn y galw am leoedd arbenigol

Fel y dengys y graff isod, mae cynnydd o 103 o leoedd wedi bod yn nifer y lleoedd a ariennir mewn ysgolion arbennig neu ganolfannau adnoddau arbenigol dros gyfnod o bum mlynedd.



Er gwaethaf y twf mewn manau, mae peth tystiolaeth sy'n awgrymu nad yw hyn wedi bod yn ddigonol i ddiwallu'r angen presennol. Er enghraifft, mae cost darparu ar gyfer datganiadau prif ffrwd wedi cynyddu 63% dros y pum mlynedd diwethaf, a bu cynnydd yn nifer y disgyblion mewn ysgolion annibynnol ('y tu allan i'r sir'). Mae hynny'n awgrymu bod rhai disgyblion yn ein hysgolion prif ffrwd a'n lleoliadau 'y tu allan i'r sir'

a fyddai'n cael budd o gael mynediad i un o ysgolion arbennig neu ganolfan adnoddau arbenigol Caerdydd.

Dros y 5-10 mlynedd nesaf, bydd angen buddsoddiad refeniw a chyfalaf i sicrhau darpariaeth arbenigol ddigonol a phriodol ar gyfer nifer cynyddol o ddysgwyr ag anghenion dysgu ychwanegol, ac i leihau dibyniaeth ar y sector annibynnol. Disgwylir cynnydd yn y galw o du dysgwyr sydd â'r canlynol:

- Anghenion o ran eu hiechyd emosiynol a'u llesiant
- Anableddau dysgu cymhleth
- Cyflyrau'r sbectrwm awtistig

Gostyngiad yn y galw am leoedd lleferydd ac iaith arbenigol

Ar y llaw arall, mae'r galw am leoedd arbenigol a ddynodir ar gyfer nam iaith benodol wedi gostwng ers 2010. Rhwng 2010 a 2015, bu cwmp yng nghyfanswm nifer y disgyblion ar gofrestrau Ysgol Arbennig Meadowbank a chanolfan adnoddau arbenigol Allensbank – sydd ill dwy wedi'u dynodi ar gyfer 'namau iaith penodol' – o 58 i 34.

Yn 2015-16, cynigiodd y Cyngor gau'r ddau leoliad yn ffurfiol ac adleoli'r adnodd i feysydd eraill lle ceir angen a lle mae'r galw ar gynnydd. Serch hynny, bu amryw wrthwynebiadau gan randdeiliaid i'r cynnig a phenderfynodd y Cyngor beidio â'i weithredu, ond i ymgysylltu ymhellach â rhanddeiliaid, ac i ymgymryd ag adolygiad o gymorth lleferydd ac iaith.

Sefydlwyd grŵp cyfeirio fel fforwm i randdeiliaid a oedd yn cynnwys rhieni, staff addysgu, llywodraethwyr, y sector wirfoddol a'r gwasanaeth therapi lleferydd ac iaith er mwyn cyfrannu at y gwaith o werthuso'r gwasanaethau presennol.

O ganlyniad i'r gwaith hwn, mae'r Cyngor yn rhoi nifer o gamau ar waith i wella ymhellach y cymorth i ddysgwyr ag anghenion lleferydd ac iaith, ac mae'n cynnig newid, nid cau canolfannau adnoddau arbenigol Ysgol Meadowbank ac Ysgol Allensbank, fel yr amlinellir yn y cynigion.

Ymhlith y camau sydd ar waith i wella cymorth ar gyfer anghenion lleferydd ac iaith y mae:

- Parhau i gryfhau'r bartneriaeth rhwng Addysgu a Gwasanaeth Therapi Lleferydd ac iaith y GIG
- Adeiladu ar lwyddiant Speech and Language Links yn y Cyfnod Sylfaen (sy'n cael ei ddefnyddio mewn 100% o ysgolion cynradd Caerdydd) drwy gyflwyno Junior Speech and Language Links ym mhob ysgol.
- Parhau i gyflwyno hyfforddiant mewn ysgolion cynradd ac uwchradd.
- Cyflwyno WellComm mewn lleoliadau blynyddoedd cynnar er mwyn adnabod anghenion lleferydd ac iaith ymhlith disgyblion oed meithrin a rhoi cymorth cynnar iddynt.

Yr achos busnes dros Gynllun Datblygu ADY 2018-2022

O beidio â buddsoddi mewn darpariaeth a gynhelir gan y Sir dros y 3-4 mlynedd nesaf, bydd y Cyngor yn dod yn fwyfwy dibynnol ar ddarparwyr ysgolion arbennig er mwyn cyflawni dyletswyddau statudol.

Dyma fyddai'r goblygiadau a'r risgiau fyddai'n codi o orddibynnu ar leoedd annibynnol:

- costau refeniw uwch i'r Cyngor
- anallu i gynnig lleoedd yn ôl dewis rhieni

Mae'r gost am leoedd mewn ysgolion arbennig annibynnol yn amrywio o £39K i £77k y flwyddyn, o'u cymharu â chostau ysgolion arbennig Caerdydd o £14k i £25k y flwyddyn. Prin y mae trosglwyddo disgybl yng nghanol cyfnod ysgol o fudd iddo, felly ar ôl iddo gael ei leoli yno, nid yw'n debygol y bydd yn dychwelyd at ddarpariaeth a gynhelir os daw lle ar gael yn y blynyddoedd dilynol. Byddai'r costau felly'n parhau dros 7-8 mlynedd yn achos lleoliadau sy'n dechrau ym Mlwyddyn 7, ac efallai dros gyfnod hwy yn achos lleoliadau cynradd.

Mae'r Cyngor felly yn ymrwmo i'r nod o ddatblygu digon o leoedd ansawdd uchel yn yr ysgolion y mae'n eu cynnal ar gyfer disgyblion ag anghenion dysgu ychwanegol. Drwy hynny, caiff adnoddau cyhoeddus eu defnyddio'n fwy effeithlon na thrwy ddibynnu ar leoedd annibynnol, a chaiff arbenigedd o fewn ysgolion Caerdydd ei ddatblygu'n barhaus.

Mae'r rhan fwyaf o rieni Caerdydd yn mynegi mai lleoedd yn ysgolion arbennig Caerdydd neu ganolfannau adnoddau arbenigol yw eu dewis i'w plant. Gallai cynnig lleoedd mewn ysgolion annibynnol gael goblygiadau negyddol o ran enw da.

Dylid nodi nad oes sicrwydd y gallai'r sector annibynnol gynnig digon o leoedd mewn ysgolion arbennig i ddiwallu anghenion digonolrwydd Caerdydd, yn enwedig o ran disgyblion oed cynradd. Gallai gorddibynnu ar y sector olygu na allai Caerdydd gyflawni ei ddyletswyddau statudol.

Y CYNLLUNIAU ARFAETHEDIG

Ysgol Arbennig Tŷ Gwyn

Yr ysgol

Mae Tŷ Gwyn yn ysgol arbennig sy'n cynnig lleoedd ysgol arbennig i ddysgwyr 3-19 oed sydd ag anableddau dysgu cymhleth a chyflyrau'r sbectrwm awtistig (CSA). Mae 174 o ddisgyblion ar y gofrestr ar hyn o bryd.

Mae'r ysgol yn Nhrelái/Caerau ac ers 8 Ionawr 2018 mae'r ysgol mewn ffederasiwn ag Ysgolion Arbennig Riverbank a Woodlands neu Ffederasiwn Campws Dysgu'r Gorllewin.

Cynhaliwyd yr arolwg ESTYN diweddaraf yn 2012. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Rhagorol.

Yn 2017, rhoes Llywodraeth Cymru'r ysgol yn y categori cymorth Gwyrdd (ysgol effeithiol iawn a gynhelir yn dda, sydd ag arweinyddiaeth gref ac sy'n glir ynghylch ei blaenoriaethau ar gyfer gwella).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol Tŷ Gwyn			
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddiedig Presennol (3-11 oed)
3-19	Ysgol Arbennig Cyfrwng Saesneg	B	150

Niferoedd diweddar ac amcanestyniadau cofrestr Ysgol Arbennig Tŷ Gwyn										
Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Arbennig Tŷ Gwyn	137	147	170	172	173	180	186	192	198	198

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd ar gyfer dysgwyr ag anableddau dysgu cymhleth neu Gyflyrau'r Sbectrwm Awtistig, cynigir

- cynyddu'r lleoedd yn Tŷ Gwyn i hyd at 198 o leoedd

Er mwyn cyflawni hynny, cynigir addasu rhan o adeilad Canolfan Ieuencid Trelái er mwyn i Ysgol Tŷ Gwyn allu agor tri dosbarth newydd ynddo, a chysylltu'r ysgol ag adeiladau'r ganolfan Ieuencid drwy goridor amgaaedig neu lwybr cerdded dan do.

Byddai'r cynllun yn rhan o broiect amlasiantaeth a sefydlwyd gan Raglen Dyfodol Anabledd i ailddatblygu adeilad Canolfan Ieuencid Trelái er mwyn iddo fod yn adnodd amlasiantaeth cysylltiedig â Champws Ffederasiwn Dysgu'r Gorllewin. Mae'r project wrthi'n ystyried p'un a oes potensial i ddatblygu un ochr i'r adeilad i fod yn ganolfan ar gyfer gwasanaethau amlasiantaeth, ac i ehangu'r defnydd o gyfleusterau chwaraeon a chwarae presennol ar gyfer plant a phobl ifanc ag anghenion cymhleth, yn ystod oriau ysgol, gwyliau ac ar ôl ysgol.

Y rhesymeg y newidiadau arfaethedig

Bydd angen mwy o leoedd yn yr ysgol dros y 3 blynedd nesaf ar gyfer plant ag anghenion dysgu ychwanegol sylweddol.

Ers i adeilad newydd Tŷ Gwyn agor yn 2010, mae'r nifer sy'n cael eu derbyn i'r ysgol bob blwyddyn wedi bod rhwng 4 a 10 yn fwy na'r nifer sy'n gadael. Bellach, mae 173 o ddisgyblion ar y gofrestr. Mae'r Cyngor yn disgwyl y bydd angen mwy o leoedd dros y tair blynedd nesaf hyd nes bod y dosbarthiadau llai wedi gadael yr ysgol. O 2021, bydd y dosbarthiadau sy'n gadael yr ysgol yn fwy o faint, ac yn fwy cyson â'r nifer derbyn blyneddol.

Opsiynau eraill a ystyriwyd

Daeth adolygiad o adeiladau presennol yr ysgol i'r casgliad nad oes digon o le i dri dosbarth ychwanegol.

Sut byddai'r newidiadau'n effeithio ar yr ysgol?

Byddai'r ysgol yn fwy, byddai mwy o le ganddi, a byddai cyfleoedd ychwanegol i ddatblygu gwaith amlasiantaeth ar y cyd ar y safle.

Sut byddai'r newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Mae Ysgol Tŷ Gwyn yn rhan o Ffederasiwn Dysgu'r Gorllewin ag Ysgolion Arbennig Riverbank a Woodlands sydd yn y cyffiniau. Maen nhw'n ysgolion ar wahân ond un corff llywodraethu sy'n eu harwain gan alluogi'r ysgolion i weithio mewn partneriaeth agosach o lawer er budd y disgyblion ym mhob un o'r tair ysgol. Rhagwelir y byddai datblygu gwaith amlasiantaeth yng Nghanolfan Ieuencid Trelái o fudd i'r disgyblion ym mhob un o'r tair ysgol.

Mae Band B Ysgolion yr 21ain Ganrif yn amlinellu dau gynllun i adeiladu ysgolion arbennig newydd. Os gweithredir hwy, bydd y cynlluniau'n galluogi'r Cyngor i fynd i'r afael â'r problemau o ran lle yn Ysgolion Riverbank a Woodlands, ac i gynnig mwy o leoedd mewn ysgolion arbennig yng Nghaerdydd. Serch hynny, ni fyddai'r cynlluniau hyn yn cael eu cwblhau cyn 2021-22. Mae hwn yn gynnig ar wahân i'r cynlluniau Band B.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- digon o leoedd yn Nhŷ Gwyn ar gyfer plant a phobl ifanc ag anghenion dysgu ychwanegol sylweddol
- cynyddu maint Ysgol Tŷ Gwyn
- byddai cyfleusterau chwaraeon, cymunedol ac amlasiantaeth ychwanegol yng Nghanolfan Ieuencid Trelái o fudd i'r tair ysgol yn Ffederasiwn Dysgu'r Gorllewin: Tŷ Gwyn, Woodlands a Riverbank

Anfanteision posibl y cynigion

Mae'r Cyngor yn cydnabod bod gan y cynnig oblygiadau i wasanaethau iechyd a ddarperir mewn partneriaeth â'r ysgol. Bydd y Cyngor yn gweithio gyda Bwrdd Iechyd Prifysgol Caerdydd a'r Fro i barhau i sicrhau bod anghenion aseddig plant yn cael eu diwallu, ac i barhau i ddatblygu dulliau ar y cyd o hyrwyddo llesiant a deilliannau cadarnhaol i ddisgyblion yr ysgol.

Goblygiadau i briffyrdd a thrafnidiaeth

Mae arfarniad cychwynnol o oblygiadau priffyrdd a thrafnidiaeth wedi'i gwblhau, ond bydd pob opsiwn yn destun asesiad trafndiaeth llawn. Mae'r asesiad cychwynnol yn dangos y gallai'r manau parcio i staff cyfagos â Pharc Trelái gael eu defnyddio gan staff yr ysgol er mwyn creu ardal gollwng a chasglu a chylch troi mwy yn y maes parcio presennol i staff ar gyfer bysiau mini. Byddai amrywio amseroedd dechrau a gorffen Riverbank, Woodlands a Thŷ Gwyn yn lleihau tagfeydd ar y safle. Byddai Teithio Llesol/Cynaliadwy yn cael ei annog ar gyfer yr holl staff ac ymwelwyr â'r ysgol.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn ar y cynigion gyda ni. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle chi i roi gwybod i'r Cyngor yr hyn feddylwch chi o'r cynigion. Gallwch chi nodi ateb i bob cwestiwn neu ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- E-bostiwch eich barn i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu gweithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Arbennig The Hollies

Yr Ysgol

Mae The Hollies yn ysgol arbennig sy'n darparu lleoedd ar gyfer dysgwyr 4-11 oed sydd â chyflyrau'r sbectwm awtistig ac anghenion meddygol. Mae'r ysgol ym Mhentwyn.

Cynhaliwyd yr arolwg ESTYN diweddaraf ar yr ysgol yn 2013. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Dda.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Melyn (ysgol effeithiol sydd eisoes yn gwneud yn dda ac sy'n gwybod ym mha feysydd y mae angen iddi wella).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol The Hollies			
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)
4-11	Ysgol Arbennig Cyfrwng Saesneg	C	90

Niferoedd diweddar ac amcanestyniadau cofrestr Ysgol Arbennig The Hollies										
Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Arbennig The Hollies	85	89	83	90	90	102	110	118	126	134

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd ar gyfer dysgwyr ag anabledau dysgu cymhleth neu Gyflyrau'r Sbectwm Awtistig, cynigir:

- estyn ystod oedran Ysgol The Hollies o 4-11 oed, i 4-14 oed
- cynyddu'r ysgol er mwyn iddi gynnig hyd at 138 o leoedd

Er mwyn cyflawni hynny, cynigir darparu rhagor o adeiladau ar gyfer yr ysgol drwy adnewyddu'r adeiladau y bydd Ysgol Glan Morfa'n eu gadael, ar Hinton Street, CF24 2EU

Mae tri opsiwn dan ystyriaeth, o ran cynnal yr ysgol ar ddau safle:

Opsiwn	Safle Pentwyn	Safle Hinton Street	Manteision	Heriau
Opsiwn 1 (ffafir)	Estyn ac addasu'r adeilad er mwyn cynnig 12 lle ychwanegol i ddisgyblion oed cynradd a gwella cyfleusterau ar gyfer disgyblion presennol.	Addasu'r adeilad i gynnig hyd at 36 o leoedd CA 3.	12 o leoedd cynradd ychwanegol. 36 o leoedd CA3 ychwanegol. Gwell adeiladau ar y ddau safle. Dim newid yn y lleoliad i ddisgyblion presennol.	Rheoli addasiadau ar safle Pentwyn. Mae angen buddsoddiad cyfalaf ar y ddau safle. Addasu adeilad cynradd er mwyn ei ddefnyddio ar gyfer CA3.
Opsiwn 2	Estyn a gwella adeiladau er mwyn cynnig hyd at 102 o leoedd CA2 a CA3.	Addasu adeiladau er mwyn darparu hyd at 36 o leoedd Cyfnod Sylfaen.	12 o leoedd cynradd ychwanegol. 36 o leoedd CA3 ychwanegol. Gwell adeiladau ar y ddau safle. Byddai angen llai o addasu ar safle Hinton Street.	Rheoli addasiadau ar safle Pentwyn. Mae angen buddsoddiad cyfalaf ar y ddau safle. Byddai gofyn adleoli rhai dosbarthiadau presennol.
Opsiwn 3	Peidio â newid y defnydd presennol: 90 o leoedd ar gyfer disgyblion oed cynradd.	Addasu adeiladau er mwyn darparu 48 o leoedd: 12 CA2 uchaf a 36 CA3.	12 o leoedd cynradd ychwanegol. 36 o leoedd CA3 ychwanegol. Dim tarfu ar y safle presennol.	Dim buddsoddiad cyfalaf ar safle Pentwyn. Rhannu darpariaeth gynradd rhwng y ddau safle.

Rhesymeg y newidiadau arfaethedig

Mae'r galw am leoedd yn yr ysgol ar gyfer plant ag anghenion corfforol a meddygol wedi gostwng dros sawl blwyddyn, tra bod yr adran awtistiaeth wedi tyfu. Cyflyrau'r sbectwm awtistig (CSA) sydd gan bob disgybl yn yr ysgol bellach.

Dros y blynyddoedd nesaf, bydd angen lleoedd cynradd ac uwchradd ychwanegol ar gyfer dysgwyr â chyflyrau'r sbectwm awtistig. Byddai rhagor o leoedd ar gyfer ystod ehangach o oeddrannau'n diwallu'r angen yn y cyfnod cynradd ac uwchradd.

Mae The Hollies yn ysgol dda, uchel ei pharch yng ngolwg rhieni a gofawyr. Mae gan y staff a'r tîm arweinyddiaeth brofiad sylweddol o ddarparu addysg o safon ar gyfer

plant cynradd sydd â chyflyrau'r sbectrwm awtistiaeth arnynt, a fyddai'n sylfaen gref i ddatblygu darpariaeth CA3 ar gyfer plant â CSA.

Mae disgwyl y bydd Ysgol Glan Morfa yn trosglwyddo i safle adeilad newydd fis Awst 2018 (yn sgil cynnydd ym maint yr ysgol o un dosbarth mynediad i ysgol dau ddosbarth mynediad). Cynigir i Ysgol The Hollies gael yr adeiladau ysgol gwag ar Hinton Street, Sblot, ac i'r rheiny gael eu haddasu i gynnis mwy o le i Ysgol The Hollies.

Mae adeilad Ysgol Glan Morfa mewn cyflwr da ar y cyfan, ond byddai gofyn ei adnewyddu a'i addasu at ddefnydd ysgol arbennig.

Opsiynau eraill a ystyriwyd

Canfuwyd mewn adolygiad o adeiladau presennol yr ysgol bod peth potensial i ddatblygu ystafelloedd dosbarth ychwanegol ar y safle, ond na fyddai digon o le i ddatblygu adran CA3.

Ystyriwyd y posibilrwydd o addasu'r llawr uwch, ond mae'n debyg y bydd y gost o osod dihangfa dân yn ormodol ac y byddai'n cyfaddawdu ar y gofod ar y llawr gwaelod. Byddai unrhyw gynllun i greu ystafelloedd dosbarth ychwanegol drwy ddisodli ystafelloedd i'r staff i'r llawr uwch yn rhesymegol gymhleth ac yn golygu gwaith adeiladu mewn sawl cam dros nifer o flynyddoedd, gan amharu ar addysgu a dysgu'r disgyblion presennol. Ar ben hynny, nid yw'r cyngor o'r farn fod y safle yn ei gyfanrwydd yn gallu cynnig digon o ofod awyr agored, gofod arlwy, ardaloedd chwarae therapiwtig, parcio/ mynediad i draffig ar gyfer 48 o ddisgyblion ychwanegol, a'r cynnydd cysylltiedig yn niferoedd y staff.

Cwblhawyd gwerthusiad cychwynnol o oblygiadau priffyrdd a thrafnidiaeth ac awgrymwyd y byddai goblygiadau sylweddol pe ychwanegid 48 o leoedd ar y safle presennol.

Ystyriwyd yr opsiwn o sefydlu ysgol arbennig CA3 newydd ar safle Hinton Street, ond cafodd honno ei diystyru. Mae'r Cyngor am weithio gydag ysgol arbennig profiadol a hir sefydledig sydd â hanes o arbenigedd ym maes CSA er mwyn datblygu lleoliad bychan yn y lle cyntaf, ond a fyddai'n debygol o dyfu'n gyflym dros 3-5 mlynedd.

Sut byddai'r newidiadau'n effeithio ar yr ysgol?

Byddai'r ysgol yn sylweddol fwy ei maint a byddai'n defnyddio mwy nag un safle. Byddai goblygiadau yn sgil hynny i strwythur reoli'r ysgol, y cwricwlwm a'r cyfleusterau. Os gweithredir y cynnig, byddai'r awdurdod lleol yn cynorthwyo'r Corff Llywodraethu i bennu strwythur rheoli a staffio er mwyn hwyluso datblygiad yr ysgol.

Byddai datblygu ail safle ac adran Cyfnod Allweddol 3 yn cynnig cyfleoedd datblygu proffesiynol i staff presennol a byddai'n galluogi'r corff llywodraethu i benodi staff newydd gan ddod â phrofiad ac arbenigedd newydd i'r ysgol.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Ar hyn o bryd, mae'r opsiynau uwchradd i ddisgyblion sy'n gadael The Hollies ym Mlwyddyn 6 yn cynnwys:

- Canolfannau Adnoddau Arbenigol yn Ysgolion Uwchradd Llanisien, Cathays neu Cantonian;
- Canolfan Marion, Ysgol Esgob Llandaf
- Ysgol Arbennig Tŷ Gwyn
- Ysgol Arbennig y Deri, Bro Morgannwg

Byddai'r opsiynau hyn i ddisgyblion Blwyddyn 6 The Hollies yn parhau yn ogystal â'r opsiwn o aros yn The Hollies ar gyfer CA3. Byddai gan ddisgyblion sy'n cael lle CA3 yn The Hollies y cyfle i drosglwyddo i un o'r ysgolion uchod i gwblhau eu lleoliad CA4.

Byddai'r lleoliadau CA3 hefyd yn agored i ddisgyblion eraill yng Nghaerdydd pe byddai angen trosglwyddo arnynt i le mewn ysgol arbennig o ganolfannau adnoddau arbenigol neu ddarpariaeth prif ffrwd.

Mae'r awdurdod lleol yn rhagweld y bydd angen lleoedd CA4 ac ôl-16 oed mewn ysgolion arbennig a Chanolfannau Adnoddau Arbennig o fewn 2-3 blynedd er mwyn darparu ar gyfer y niferoedd uwch sydd bellach yn trosglwyddo o leoedd Cynradd i Uwchradd. Gellid darparu'r lleoedd hyn drwy gynlluniau Band B Ysgolion yr 21ain Garrif, neu drwy Gynllun Datblygu ADY 2018-22.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- Cynyddu nifer y lleoedd mewn ysgolion cynradd arbennig ar gyfer disgyblion â Chyflyrau'r Sbectwm Awtistig
- Gwell adeiladau ar gyfer The Hollies
- Adran CSA CA3 newydd, fydd wedi'i datblygu gan ysgol arbennig hir sefydledig a phrofiadol
- Rhagor o opsiynau CA3 ar gyfer disgyblion â CSA

Anfanteision posibl y cynigion

Mae'r Cyngor yn cydnabod bod gan y cynnig oblygiadau i wasanaethau iechyd a ddarperir mewn partneriaeth â'r ysgol. Bydd y Cyngor yn gweithio gyda Bwrdd Iechyd Prifysgol Caerdydd a'r Fro i barhau i sicrhau bod anghenion asesedig plant yn cael eu diwallu, a pharhau i ddatblygu dulliau ar y cyd o wella llesiant a deilliannau cadarnhaol disgyblion yr ysgol.

Goblygiadau i briffyrdd a thrafnidiaeth

Mae arfarniad cychwynnol o oblygiadau priffyrdd a thrafnidiaeth wedi'i gwblhau, ond byddai pob opsiwn yn destun asesiad trafndiaeth llawn. Mae'r asesiad cychwynnol yn dangos y byddai angen rhagor o fannau parcio i staff a man troi ar gyfer traffig ychwanegol er mwyn lleihau tagfeydd a rheoli unrhyw draffig ychwanegol yn well. Byddai angen sicrhau bod amseroedd dechrau a gorffen yn wahanol i Ysgol Gynradd

Moorland, ar Singleton Road, er mwyn lleihau tagfeydd. Byddai Teithio Llesol/Cynaliadwy yn cael ei annog ar gyfer yr holl staff ac ymwelwyr â'r ysgol.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddyliwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Arbennig Greenhill

Yr Ysgol

Mae Ysgol Greenhill yn ysgol arbennig ar gyfer disgyblion ag anghenion iechyd emosiynol a llesiant 11-16 oed. Mae'r ysgol yn Rhiwbeina.

Un o'r cynlluniau sydd â blaenoriaeth yn yr adroddiad 'Ysgolion yr 21ain Ganrif - blaenoriaethau Band B Cyngor Caerdydd' yw adeiladu ysgol arbennig uwchradd ar gyfer disgyblion ag anghenion iechyd emosiynol a llesiant. Byddai'r cynllun Band B yn galluogi'r Cyngor i ddarparu adeilad newydd yn lle'r adeilad â sgôr 'D' sydd gan Ysgol Greenhill ar hyn o bryd.

Byddai'r cynnig yn y llyfryn hwn yn annibynnol ar y cynllun Band B, ond byddai'n gam tuag at gyflawni un o'r nodau yn y cynllun Band B – sef cynnwys darpariaeth ôl-16 oed mewn ysgol newydd yn y dyfodol.

Cynhaliwyd arolwg ESTYN diweddaraf yr ysgol yn 2013. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Dda.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Gwyrdd (ysgol effeithiol iawn a gynhelir yn dda, sydd ag arweinyddiaeth gref ac sy'n glir yn ei blaenoriaethau ar gyfer gwella).

Nifer lleoedd, cyflwr ac addaswydd Ysgol Greenhill			
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)
11-16	Ysgol Arbennig Cyfrwng Saesneg	D	56

Niferoedd diweddar ac amcanestyniadau cofrestr Ysgol Arbennig Greenhill										
Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Arbennig Greenhill	50	54	47	56	55	64	64	64	64	64

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd ôl-16 oed ar gyfer pobl ifanc sydd ag anghenion o ran eu hiechyd emosiynol a'u llesiant, cynigir:

- Ymestyn ystod oedran Greenhill o 11-16 oed i 11-19 oed
- cynyddu'r ysgol er mwyn iddi gynnig hyd at 64 o leoedd

Er mwyn cyflawni hyn, cynigir addasu tŷ'r gofalwr ar y safle, nad yw'n cael ei ddefnyddio. Byddai disgyblion ôl-16 oed yn mynd i rai dosbarthiadau ar y safle, ond bydden nhw hefyd yn cael cymorth i fanteisio ar gyfleoedd addysgol priodol oddi ar y safle, yn rhan o gymorth pontio i'r coleg neu gyflogaeth.

Rhesymeg y newidiadau arfaethedig

Mae data Caerdydd yn dangos bod llawer o ddisgyblion Greenhill yn cael trafferth pontio'n llwyddiannus i addysg, cyflogaeth neu hyfforddiant ar ddiwedd Blwyddyn 11, er gwaethaf cymorth pontio sylweddol.

Mae data 2015-17 yn dangos nad oedd 50% neu fwy o'r rhai'n gadael Greenhill mewn addysg, cyflogaeth na hyfforddiant ar 31 Hydref.

Carfan	Nifer	NEET	%
2015	18	10	56
2016	6	3	50
2017	10	5	50

Byddai dosbarth ôl-16 oed yn 'flwyddyn bontio' ar gyfer disgyblion Greenhill nad ydyn nhw'n barod i ddechrau yn y coleg neu ym myd gwaith ar ddiwedd Blwyddyn 11. Byddai disgyblion yn cael cymorth i bontio'n llwyddiannus i goleg, hyfforddiant neu gyflogaeth erbyn diwedd Blwyddyn 12.

Byddai angen i Weinidogion Cymru gytuno i estyn ystod oedran Ysgol Greenhill er mwyn cynnwys addysg ôl-16 oed yn rhan o'r cynnig hwn.

Opsiynau eraill a ystyriwyd

Ystyriwyd yr opsiwn i aros am y cynllun Band B cyn gwneud newidiadau i ystod oedran Greenhill, ond ni fyddai hynny'n diwallu anghenion disgyblion sy'n gadael yr ysgol yn y blynyddoedd nesaf.

Sut byddai'r newidiadau'n effeithio ar yr ysgol?

Mae gan yr ysgol arbenigedd a phrofiad perthnasol i ddarparu ar gyfer disgyblion ôl-16 oed, ond byddai angen datblygu cwricwlwm ôl-16 oed yn seiliedig ar gynorthwyo disgyblion i drosglwyddo'n llwyddiannus i'r coleg neu gyflogaeth erbyn diwedd Blwyddyn 12.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Nid oes disgwyl y byddai unrhyw effaith ar ysgolion eraill yng Nghaerdydd o ganlyniad i'r cynnig hwn. Byddai'r disgyblion ôl-16 yn cael eu derbyn i'r ysgol yng Nghyfnodau Allweddol 3 neu 4. Serch hynny, ni fyddai unrhyw leoedd ar gyfer disgyblion o ysgolion eraill.

Beth yw manteision addysgol y cynnig hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- Gwell darpariaeth ar gyfer disgyblion ôl-16 oed ag anghenion o ran eu hiechyd emosiynol a'u llesiant.
- Cyfleoedd datblygu proffesiynol i staff presennol Greenhill

Anfanteision posibl y cynnig

Mae'r Cyngor yn cydnabod bod gan y cynnig oblygiadau i wasanaethau iechyd a ddarperir mewn partneriaeth â'r ysgol. Bydd y Cyngor yn gweithio gyda Bwrdd Iechyd Prifysgol Caerdydd a'r Fro i barhau i sicrhau bod anghenion asesedig plant yn cael eu diwallu, a pharhau i ddatblygu dulliau ar y cyd o wella llesiant a deilliannau cadarnhaol disgyblion yr ysgol.

Goblygiadau i briffyrdd a thrafnidiaeth

Mae arfarniad cychwynnol o oblygiadau i briffyrdd a thrafnidiaeth wedi'i gwblhau, ond byddai pob opsiwn yn amodol ar asesiad cludiant llawn. Mae'r asesiad cychwynnol yn dangos bod y trefniadau presennol yn addas i'r safle. Dylid annog Hyfforddiant Teithio i bob disgybl er mwyn hyrwyddo trafndiaeth gyhoeddus pan fo modd. Byddai Teithio Llesol/Cynaliadwy yn cael ei annog ar gyfer yr holl staff ac ymwelwyr â'r ysgol.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynnig. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddylwch chi am y cynnig. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynnigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Arbennig Meadowbank

Yr Ysgol

Mae Meadowbank yn ysgol arbennig ar gyfer hyd at 40 o ddisgyblion 4-11 oed â namau iaith penodol. Mae'r ysgol, sydd yn y Gabalfa, yn derbyn disgyblion o bob rhan o'r awdurdod. Mae'r nifer ar y gofrestr yn yr ysgol, sef 15 ar hyn o bryd, yn gostwng ers sawl blwyddyn.

Cynhaliwyd arolwg diweddaraf ESTYN ar yr ysgol yn 2013. Dyfarnwyd bod perfformiad yr ysgol yn Dda, a bod ei rhagolygon gwella'n Ddigonol. Daeth yr ysgol yn destun gwaith monitro ESTYN. Canfuwyd mewn ymweliad dilynol bod yr ysgol wedi gwneud cynnydd da o ran camau allweddol, ac ni fonitwyd yr ysgol wedi hynny.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Gwyrdd (ysgol effeithiol iawn a gynhelir yn dda, sydd ag arweinyddiaeth gref ac sy'n glir ynghylch ei blaenoriaethau ar gyfer gwella).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol Meadowbank			
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)
4-11	Ysgol Arbennig Cyfrwng Saesneg	B	40

Niferoedd diweddar cofrestr ac amcanestyniadau Ysgol Arbennig Meadowbank										
Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Arbennig Meadowbank	30	29	22	17	15	25	35	40	40	40

Y newidiadau a gynigir

Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ar gyfer dysgwyr ag anableddau dysgu cymhleth, cynigir:

- newid math yr angen addysgol arbennig y mae'r ysgol yn ei darparu, *o'r canlynol*: 'namau iaith penodol', *i'r canlynol*: 'anghenion lleferydd, iaith a chyfathrebu, ac anableddau dysgu cymhleth'

Mae adeiladau presennol Meadowbank mewn cyflwr da, ond byddai angen rhai addasiadau i'r adeiladau, gan gynnwys darpariaeth o ran man newid a gwelliannau i hygyrchedd yr adeilad.

Rhesymeg y newidiadau arfaethedig

Ni ddefnyddir diagnosis 'nam iaith penodol' mwyach. Cynigir, felly, i ddefnyddio'r term cyffredin canlynol yn nynodiad yr ysgol: 'anghenion lleferydd, iaith a chyfathrebu'.

Dan y ddeddfwriaeth bresennol, mae'r ysgol yn derbyn disgyblion sydd ag anghenion lleferydd ac iaith penodol, hirdymor a difrifol. Pe câi'r dynodiad ei newid fel y cynigir, byddai'r ysgol yn parhau i dderbyn disgyblion ag anghenion lleferydd ac iaith penodol, hirdymor a difrifol, ond byddai hefyd yn derbyn disgyblion ag anableddau dysgu cymhleth.

Byddai newid dynodiad yr ysgol yn unol ag un o'r argymhellion a wnaed gan y grŵp cyfeirio lleferydd ac iaith yn sicrhau'r canlynol:

- y parheir i gynnig lleoedd ysgol arbennig ar gyfer dysgwyr â'r anghenion lleferydd, iaith a chyfathrebu mwyaf difrifol a hirdymor;
- lleoedd ychwanegol ar gyfer disgyblion ag anableddau dysgu cymhleth;
- bod Ysgol Meadowbank yn parhau i fod yn ariannol hyfyw.

Mae gan blant ag anableddau dysgu cymhleth anawsterau iaith a chyfathrebu cysylltiedig yn fynych. Mewn achosion o'r fath, bydden nhw'n elwa ar wybodaeth a phrofiad arbenigol staff Meadowbank.

Opsiynau eraill a ystyriwyd

Ystyriwyd newid y dynodiad er mwyn iddo gynnwys naill ai cyflyrau'r sbectwm awtistig neu anghenion iechyd emosiynol a llesiant. Diystyriwyd hynny oherwydd na thybir bod adeiladau'r ysgol yn addas ar gyfer y grwpiau hyn.

Argymhellodd y grŵp cyfeirio lleferydd ac iaith bod y Cyngor yn ystyried dosbarthiadau 'ymyrraeth gynnar'. Byddai dosbarthiadau o'r math hwn yn cynnig lleoliadau dros dro i ddysgwyr lle na ddisgwylir i'w hanghenion fod yn rhai hirdymor, nad ydyn nhw'n gwneud digon o gynnydd gyda chymorth prif ffrwd yn unig.

Awgrymodd y grŵp y gallai naill ai Ysgol Meadowbank neu Allensbank agor dosbarth ymyrraeth gynnar.

Nid yw'r Cyngor yn cynnig agor dosbarthiadau ymyrraeth gynnar yn Ysgol Meadowbank am y rhesymau canlynol:

Mae'r rhan fwyaf o ddisgyblion ag anghenion lleferydd ac iaith yn gwneud cynnydd yn gynt o gael cyfleoedd aml, anffurfiol i gymdeithasu, chwarae a dysgu gyda chyfoedion heb anawsterau lleferydd nac iaith. Mae'n haws a mwy naturiol cynnig y cyfleoedd prif ffrwd hyn mewn canolfan adnoddau arbenigol.

Mae ysgolion arbenigol yn gallu ymdrechu i gynnig cyfleoedd tebyg drwy raglenni ail-integreiddio a lleoliadau dydd, ond mae costau ychwanegol yn rhan o'r cyfleoedd hyn i anfon cynorthwyr cymorth gyda'r plentyn a gwneud trefniadau teithio gwahanol ar ddiwrnodau gwahanol.

Mae'n well gan rieni nifer o blant ag anghenion lleferydd ac iaith penodol i'w plant aros yn y brif ffrwd. Mae'r awdurdod lleol o'r farn y dylid cynnal dosbarthiadau ymyrraeth gynnar mewn ysgolion prif ffrwd er mwyn cydnabod barn rhieni ac er mwyn ei gwneud yn haws ail-integreiddio plant mewn ysgol leol yn gynnar.

Sut bydd y newidiadau'n effeithio ar yr ysgol?

Byddai'r newidiadau a gynigir yn sicrhau y byddai'r nifer ar gofrestr yr ysgol yn cynyddu yn ystod y 3-4 blynedd nesaf ac y byddai swyddogaeth yr ysgol yn parhau fel rhan o'r ddarpariaeth arbenigol yng Nghaerdydd. Byddai gofyn i'r Corff Llywodraethu weithio gyda'r awdurdod lleol i ddatblygu meysydd arbenigedd a chyfleusterau ychwanegol yn yr ysgol.

Mae ysgolion arbenigol eraill yng Nghaerdydd sy'n darparu ar gyfer mwy nag un math o angen dysgu ychwanegol. Byddai'r ysgol yn penderfynu ar y dull gorau o ddarparu ar gyfer ystod o anghenion. Pe bai'r anghenion yn debyg, gallai hynny gynnwys dosbarthiadau cymysg, a gellid cadw dosbarthiadau ar wahân i ddiwallu anghenion gwahanol.

Mae'r awdurdod lleol yn comisiynu'r ysgol i ddarparu gwasanaeth allgymorth i ddarparu ar gyfer plant ag anghenion lleferydd, iaith a chyfathrebu mewn lleoliadau blynyddoedd cynnar. Cynigir cadw'r gwasanaeth allgymorth hwn, ac mewn partneriaeth â'r ysgol, cynigir ystyried eu potensial i ddatblygu eu rôl ymhellach o ran meithrin gallu i ddarparu ar gyfer anghenion lleferydd ac iaith.

Byddai cyfleoedd hyfforddiant a datblygu proffesiynol yn cael eu cynnig i staff er mwyn parhau i ddatblygu eu sgiliau a'u gwybodaeth arbenigol i ddarparu ar gyfer anabledau dysgu cymhleth.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

O'u rhoi ar waith, byddai'r newidiadau'n lleihau pwysau ar leoedd yn Ysgol Arbennig Riverbank, a'r canolfannau adnoddau arbenigol yn Ysgolion Cynradd Bryn Hafod, Marlborough, Llanedern a Llanisien Fach. Os nad yw'r cynnig yn cael ei roi ar waith, bydd y lleoliadau hyn dan bwysau i gofrestru mwy o blant i ymateb i'r galw am leoedd.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- Lleoedd ychwanegol i ddiwallu'r angen cynyddol am leoedd ysgol arbennig ar gyfer plant ag anableddau dysgu cymhleth
- Y parheir i gynnig lleoedd ysgol arbennig ar gyfer plant ag anghenion lleferydd, iaith a chyfathrebu difrifol a hirdymor
- Cyfleoedd datblygu proffesiynol i staff presennol Meadowbank
- Cyfleoedd i gorff llywodraethu Meadowbank i benodi staff newydd, wrth i niferoedd disgyblion gynyddu, ac i ddenu arbenigedd newydd i'r ysgol

Anfanteision posibl y cynigion

Mae'r Cyngor yn cydnabod bod gan y cynnig oblygiadau i wasanaethau iechyd a ddarperir mewn partneriaeth â'r ysgol. Bydd y Cyngor yn gweithio gyda Bwrdd Iechyd Prifysgol Caerdydd a'r Fro i barhau i sicrhau bod anghenion asesedig plant yn cael eu diwallu, ac i barhau i ddatblygu dulliau ar y cyd o wella llesiant a deilliannau cadarnhaol ar gyfer disgyblion yn yr ysgol.

Goblygiadau i briffyrdd a thrafnidiaeth

Mae arfarniad cychwynnol o oblygiadau priffyrdd a thrafnidiaeth wedi'i gwblhau, ond bydd pob opsiwn yn destun asesiad trafndiaeth llawn. Mae'r asesiad cychwynnol yn dangos bod man troi'r ysgol yn addas i'r disgyblion fydd yn defnyddio'r safle. Mae amrywiaeth o welliannau i briffyrdd eisoes wedi'u cynllunio fel rhan o waith adeiladu newydd Ysgol Glan Ceubal ac Ysgol Gynradd Gabalfa. Byddai Teithio Llesol/Cynaliadwy yn cael ei annog ar gyfer yr holl staff ac ymwelwyr â'r ysgol.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddylwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Gynradd Allensbank

Yr Ysgol

Mae Allensbank yn ysgol gynradd gymunedol yn Cathays. Mae'r ysgol yn gartref i ganolfan adnoddau arbenigol (CAA) 16-20 lle ar gyfer disgyblion ag anghenion llefared, iaith a chyfathrebu.

Mae CAA yn ddosbarth bach mewn ysgol prif ffrwd, y mae staff arbenigol yn ei addysgu. Er bod y canolfannau adnoddau arbenigol mewn ysgolion cymunedol, maen nhw'n derbyn disgyblion o bob rhan o'r awdurdod ac nid o'u hardal leol eu hunain yn unig. Mae disgyblion mewn CAA yn elwa ar gael eu haddysgu mewn dosbarthiadau bach â chymarebau disgybl-staff ffafriol, gyda staff arbenigol. Mae disgyblion hefyd yn elwa ar gyfleoedd i ddysgu a chwarae gyda'u cyfoedion yn y brif ffrwd.

Cynhaliwyd arolwg diweddaraf yr ysgol yn 2013. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Ddigonol, a bod angen i'r ysgol wella'n sylweddol. Mewn ymweliad dilynol yn 2015, canfuwyd bod yr ysgol wedi gwneud cynnydd ar y camau gweithredu a argymhellwyd, nad oedd angen iddi wella'n sylweddol mwyach, ac yn sgil hynny ei bod wedi ei thynnu oddi ar restr monitro ESTYN.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Oren (Ysgol sydd angen gwella ac sydd angen cymorth i adnabod y camau i wella neu i weithredu newid yn gynt).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol Allensbank					
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)	Nifer lleoedd cyhoeddedig (rhan amser yn y feithrinfa)	Canolfan adnoddau arbenigol, dynodiad
3-11	Ysgol Gymunedol Cyfrwng Saesneg	C+	300	64	16-20 o leoedd ar gyfer anghenion lleferydd, iaith a chyfathrebu

Niferoedd diweddar cofrestr ac amcanestyniadau Ysgol Gynradd Allensbank

Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Gynradd Allensbank	242	252	246	233	210	230	217	198	192	192
CAA Ysgol Gynradd Allensbank	14	11	10	8	6	4	12	10	8	8

Y newidiadau arfaethedig

Er mwyn diwallu'r angen am leoedd ymyrraeth gynnar ar gyfer plant ag anghenion lleferydd ac iaith, cynigir

- Dirwyn y ganolfan adnoddau arbennig yn Ysgol Gynradd Allensbank i ben, gan gau'r dosbarth ym mis Gorffennaf 2020, neu pan fo pob un o'r disgyblion presennol wedi cwblhau eu lleoliad cynradd os digwydd hynny'n gynt.
- Agor dosbarth ymyrraeth gynnar ag wyth lle ynddo ar gyfer plant ag anghenion lleferydd ac iaith yn Ysgol Gynradd Allensbank, a derbyn y disgyblion cyntaf iddo ym mis Medi 2019.

Rhesymeg y newidiadau arfaethedig

Mae'r galw am leoedd yn y Ganolfan Adnoddau Arbennig wedi gostwng dros nifer o flynyddoedd. Bellach, mae chwe disgybl a phob un yng Nghyfnod Allweddol 2. Tybir mai newidiadau i'r modd y mae'r gwasanaeth addysg a'r gwasanaeth therapi yn gweithio gydag ysgolion prif ffrwd i adnabod a diwallu anghenion yn gynnar sydd wrth wraidd y gostyngiad. Mae llai o blant yn cael datganiad ar sail eu hanghenion lleferydd ac iaith, ac mae'r rhan fwyaf yn cael eu cyflwyno'n gymharol hwyr, pan fo'r plant eisoes yng Nghyfnod Allweddol 2. Mae cyflwyno llai o ddatganiadau'n ganlyniad i waith ymyrraeth gynnar effeithiol, ond mae hefyd wedi arwain yn anfwriadol at oedi mewn mynediad i ddarpariaeth arbenigol ar gyfer y plant mwyaf anghenus.

Agor dosbarth ymyrraeth gynnar yw'r datrysiad sy'n cael ei gynnig. Mae cymorth dwys mewn dosbarth arbenigol fwyaf effeithiol os caiff ei ddarparu cyn gynted â phosibl. Byddai lleoliadau mewn dosbarth ymyrraeth gynnar felly yn cael eu nodi gan y panel lleferydd ac iaith arbenigol ac ni fyddai'n dibynnu ar ddatganiad.

Byddai'r dosbarth ymyrraeth gynnar yn agor ym mis Medi 2019. Byddai'r meini prawf derbyn, staff, y cwricwlwm a'r modd gweithredu'n cael eu hystyried yn y lle cyntaf a'u cytuno'n llawn mewn partneriaeth â'r corff llywodraethu a'r gwasanaeth therapi, a thrwy ymgynghori ag ysgolion eraill.

Ar sail gwaith rhagarweiniol i ddiffinio'r dull, rhagwelir y byddai'r dosbarth yn derbyn hyd at 8 plentyn Cyfnod Sylfaen nad ydyn nhw'n gwneud cynnydd digonol, ond y mae eu rhagolygon o ailymuno â'u hysgol prif ffrwd leol yn dda. Byddai lleoliadau'n para 1-3 blynedd gan ddibynnu ar gynnydd. Byddai disgyblion yn cael eu cofrestru yn y ddwy ysgol a bydden nhw'n cael cymorth ar ddiwedd y lleoliad. Byddai disgyblion yn parhau i fynychu eu hysgol leol o leiaf un diwrnod yr wythnos er mwyn cynnal cysylltiadau â ffrindiau lleol ac er mwyn paratoi i ailintegreiddio'n gynnar yn llwyddiannus yn eu hysgol leol.

Byddai'r ganolfan adnoddau arbennig yn cael ei chau'n raddol er mwyn galluogi disgyblion presennol i gwblhau eu haddysg yn y ganolfan. Ni fyddai disgyblion â datganiadau'n cael eu derbyn: byddai gan ddisgyblion ag anghenion difrifol a phenodol ddatganiadau prif ffrwd neu gael cyfle i fynd i Ysgol Arbennig Meadowbank.

Mae'r Cyngor wedi adolygu llwythi achosion disgyblion y gŵyr y Gwasanaeth Lleferydd ac iaith ar y cyd amdanynt yn 2017 er mwyn darogan lefel yr angen am ddsbarth ymyrraeth gynnar. Byddai wyth lle mewn lleoliad cyfrwng Saesneg yn briodol i ddiwallu'r angen presennol. Caiff hyn ei fonitro, ac ystyrir agor ail ddsbarth yn y dyfodol fel y bo angen.

Mae'r galw am ddsbarth cyfrwng Cymraeg yn annigonol ar hyn o bryd. Caiff hyn ei fonitro, ac ystyrir agor ddsbarth yn y dyfodol fel y bo angen. Yn y cyfamser, mae modd datblygu pecyn cymorth dwys yn y brif ffrwd os ceir disgyblion unigol mewn ysgolion Cymraeg nad ydyn nhw'n gwneud cynnydd digonol gyda chymorth yr ysgol.

Mae'r Gwasanaeth Therapi Lleferydd ac iaith wedi dangos ei fod yn fodlon gweithio gyda'r awdurdod lleol i ddatblygu hyn, ac i roi cymorth a mewnbwn parhaus yn unol ag anghenion asesedig disgyblion.

Opsiynau eraill a ystyriwyd

Argymhellodd y grŵp cyfeirio lleferydd ac iaith fod y Cyngor yn ystyried ddsbarthiadau 'ymyrraeth gynnar' yn Ysgol Gynradd Meadowbank neu Allensbank.

Penderfynodd y Cyngor y byddai'n well cynnal y math hwn o ddarpariaeth mewn ysgol gynradd prif ffrwd am y rhesymau canlynol:

- Mae'r rhan fwyaf o ddisgyblion ag anghenion lleferydd ac iaith yn gwneud cynnydd yn gynt o gael cyfleoedd aml, anffurfiol i gymdeithasu, chwarae a dysgu gyda chyfoedion heb anawsterau lleferydd nac iaith. Mae'n haws a mwy naturiol cynnig y cyfleoedd prif ffrwd hyn mewn canolfan adnoddau arbenigol.

Mae ysgolion arbenigol yn gallu ymdrechu i gynnig cyfleoedd tebyg drwy raglenni ail-integreiddio a lleoliadau dydd, ond mae costau ychwanegol yn rhan o'r cyfleoedd hyn i

anfon cynorthwyr cymorth gyda'r plentyn a gwneud trefniadau teithio gwahanol ar ddiwrnodau gwahanol.

- Mae'n well gan rieni nifer o blant ag anghenion lleferydd ac iaith penodol i'w plant aros yn y brif ffrwd. Mae'r awdurdod lleol o'r farn y dylid cynnal dosbarthiadau ymyrraeth gynnar mewn ysgolion prif ffrwd er mwyn cydnabod barn rhieni ac er mwyn ei gwneud yn haws ail-integreiddio plant mewn ysgol leol yn gynnar.

Sut bydd y newidiadau'n effeithio ar yr ysgol?

Mae gan yr ysgol brofiad o gynnal Canolfan Adnoddau Arbennig ar gyfer plant ag anghenion llefaredd ac iaith penodol; byddai cynnal dosbarth ymyrraeth gynnar felly'n cael effaith debyg ar yr ysgol. Yn lle 4-11 oed, 4-7 oed fyddai ystod oedran y disgyblion. Câi disgyblion eu cofrestru ddwywaith gyda'r bwriad y bydden nhw'n dychwelyd i'w hysgolion eu hunain. Yn rhan o hynny, byddai angen gwaith partneriaeth agos ag ysgol leol pob plentyn a chymorth gyda'r broses ailintegreiddio.

Byddai'r awdurdod lleol yn gweithio gyda'r Corff Llywodraeth i gynorthwyo i ddatblygu sgiliau newydd a ffridd o weithio gan gynnwys darparu hyfforddiant a chodi ymwybyddiaeth.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Byddai ysgolion eraill yn elwa ar y cyfle i weithio mewn partneriaeth â'r dosbarth ymyrraeth gynnar er mwyn rhoi cymorth i ddisgyblion nad ydyn nhw'n gwneud cynnydd gyda chymorth eu hysgolion yn unig.

Pan fo disgyblion yn trosglwyddo i ganolfan adnoddau arbenigol (CAA), mae hynny fel arfer yn gam parhaol. Mae'r cyfrifoldeb am ddysgu a llesiant y plentyn yn trosglwyddo i ganolfan CAA yr ysgol. Mae'r cynnig am ddsbarth ymyrraeth gynnar yn wahanol oherwydd y byddai'n cynnig lleoliadau dros dro, ac y byddai'r plentyn wedi'i gofrestru yn ei ysgol leol yn ogystal ag Allensbank. Byddai'r ysgol leol yn parhau i chwarae rhan gan roi cyfleoedd i'r plentyn i fynychu ddiwrnod yr wythnos, gweld ffrindiau lleol a chael cymorth da i fynd yn ôl i'r ysgol leol ar ôl gwneud digon o gynnydd.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- Sicrhau bod plant ag anghenion llefaredd ac iaith difrifol nad ydyn nhw'n gwneud digon o gynnydd gyda chymorth prif ffrwd yn unig yn gallu parhau i ddefnyddio darpariaeth arbenigol a chael cymorth i wireddu eu potensial
- Sicrhau mai ymyrraeth gynnar yw'r canolbwynt mewn darpariaeth arbenigol, gan gynorthwyo plant tra eu bod yn y Cyfnod Sylfaen
- Bydd plant mewn darpariaeth arbenigol yn gallu cynnal eu cysylltiadau ag ysgol leol a dychwelyd yno gyda chymorth ar ôl gwneud digon o gynnydd
- Bydd gan Ysgol Gynradd Allensbank gyfleoedd i barhau i ddatblygu'r sgiliau a'r arbenigedd y maen nhw'n eu cynnig i blant gydag anghenion lleferydd ac iaith

Goblygiadau i briffyrdd a thrafnidiaeth

N fyddai goblygiadau newydd i drafnidiaeth a phriffyrdd.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddyliwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair

Yr Ysgol

Mae Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair yn Ysgol Wirfoddol a Gynorthwyir yn Butetown. Does dim darpariaeth arbenigol yn yr ysgol ar hyn o bryd.

Cynhaliwyd yr arolwg diwethaf o'r ysgol yn 2012. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Rhagorol.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Oren (Ysgol sydd angen gwella ac sydd angen cymorth i adnabod y camau i wella neu i weithredu newid yn gynt).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol yr Eglwys yng Nghymru y Forwyn Fair					
Ystod Oedran	Iaith / Categori'r ysgol	Categori yn ôl Ysgolion 21ain Ganrif	Cyflwr Arolwg yr	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)	Nifer lleoedd cyhoeddedig (rhan amser yn y feithrinfa)
3 -11	Ysgol Wirfoddol a Gynhelir Cyfrwng Saesneg	C		*210	52

* Cymeradwywyd camau i weithredu cynnig i gynyddu'r ysgol i 420 o leoedd.

Niferoedd diweddar cofrestr ac amcanestyniadau Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair

Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair	162	172	189	176	186	181	180	176	180	180

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd mewn canolfannau adnoddau arbenigol cynradd ar gyfer dysgwyr ag anableddau dysgu cymhleth, cynigir:

- agor canolfan adnoddau arbenigol (CAA) yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair gyda hyd at 20 o leoedd.

Byddai ystafell yn cael ei darparu ar gyfer y ganolfan CAA fel rhan o gynllun Band B Ysgolion yr 21ain Ganrif i ailadeiladu Ysgol yr Eglwys yng Nghymru y Forwyn Fair. Ni fyddai'r CAA yn agor hyd nes bod y lleoliad yn yr adeilad newydd ar gael.

Rhesymeg y newidiadau arfaethedig

Yn 2015 bu'r Cyngor yn ymgynghori ar gynigion i adeiladu adeilad newydd ar gyfer Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair. Yn eu hymateb ffurfiol, gofynnodd y Corff Llywodraethu i'r awdurdod lleol ystyried agor canolfan adnoddau arbenigol yn yr ysgol. Oherwydd y galw cynyddol am leoedd mewn canolfannau adnoddau arbenigol, cytunodd yr awdurdod lleol, mewn egwyddor, i ystyried y datblygiad hwn, yn amodol ar ymgynghoriad statudol.

A hithau'n ysgol wirfoddol a gynhelir, corff llywodraethu'r ysgol fyddai'n penderfynu ar y cynnig.

Sut bydd y newidiadau'n effeithio ar yr ysgol?

Mae CAA yn ddsbarth bach mewn ysgol prif ffrwd, gyda staff arbenigol yn ei haddysgu. Mae CAA yn derbyn disgyblion o bob rhan o'r awdurdod ac nid o'u hardal leol eu hunain yn unig. Mae disgyblion mewn CAA yn elwa ar gael eu haddysgu mewn dosbarthiadau bach â chymarebau disgybl-staff ffafriol, gyda staff arbenigol. Mae disgyblion hefyd yn elwa ar gyfleoedd i ddysgu a chwarae gyda'u cyfoedion yn y brif ffrwd.

Yr awdurdod lleol fyddai'n rheoli'r broses dderbyn i'r Ganolfan Adnoddau Arbenigol gan ddibynnu ar ddatganiadau o anghenion addysgol arbennig, a byddai'n agored i ddisgyblion o bob rhan o'r awdurdod.

Bydd y cyfle i gyflogi staff arbenigol ac i weithio'n agosach gyda gwasanaethau arbenigol yng Nghaerdydd yn gwella gallu'r ysgol o ran cynhwysiant a bydd o fudd i bob disgybl yn yr ysgol.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Mae pedair ysgol gynradd yng Nghaerdydd sydd â chanolfannau CAA ar gyfer disgyblion ag anableddau dysgu cymhleth: Ysgolion cynradd Bryn Hafod, Llanedern, Llanisien Fach a Marlborough. Mae pob canolfan adnoddau arbenigol yn derbyn disgyblion o bob rhan o'r awdurdod, ond caiff disgyblion gynnig lle yn y ganolfan adnoddau arbenigol sydd agosaf atyn nhw cyn belled ag y bo modd. Byddai CAA yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair yn ychwanegu at nifer y lleoedd sydd ar gael i ateb y galw, a byddai'n sicrhau bod disgyblion yn ochr ddeheuol canol y ddinas yn teithio llai o bellter i gael darpariaeth arbenigol.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- lleoedd ychwanegol i ddiwallu anghenion plant ag anghenion dysgu ychwanegol
- gallai plant yn ochr ddeheuol canol Caerdydd fynd i ganolfan CAA sy'n nes i'w cartrefi

Byddai Ysgol Gynradd y Forwyn Fair yn elwa ar arbenigedd ychwanegol staff y CAA.

Goblygiadau i briffyrdd a thrafnidiaeth

Caiff oblygiadau priffyrdd a thrafnidiaeth eu hystyried fel rhan o'r gwaith cynllunio ar gyfer yr adeilad ysgol newydd.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddylwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- E-bostiwch eich barn i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Gymraeg Pwll Coch

Yr Ysgol

Mae Ysgol Gymraeg Pwll Coch yn ysgol gynradd gymunedol yn Nhreganna. Does dim darpariaeth arbenigol yn yr ysgol ar hyn o bryd. Cynhaliwyd yr arolwg diweddaraf ar yr ysgol yn 2011. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Dda.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Melyn (ysgol effeithiol sydd eisoes yn gwneud yn dda ac sy'n gwybod ym mha feysydd y mae angen iddi wella).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol Gymraeg Pwll Coch					
Ystod Oedran	Iaith / Categori'r ysgol	Categori yn ôl Ysgolion 21ain Ganrif	Cyflwr Arolwg yr	Nifer Lleoedd Cyhoeddedig Presennol (4-11 oed)	Nifer lleoedd cyhoeddedig (rhan amser yn y feithrinfa)
3 -11	Ysgol Gymunedol Cyfrwng Cymraeg	A		420	64

Niferoedd diweddar ar gofrestr ac amcanestyniadau Ysgol Pwll Coch										
Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Pwll Coch	441	449	441	442	422	430	406	409	405	405

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd CAA cynradd ar gyfer dysgwyr ag anableddau dysgu cymhleth a chyflyrau'r sbectwm awtistig yn y sector Cymraeg, cynigir

- agor canolfan adnoddau arbenigol yn Ysgol Pwll Coch â 10 lle i ddechrau, gyda'r potensial o gynyddu i 20 lle yn y dyfodol wrth i'r galw gynyddu.

Byddai'r CAA yn cael ei sefydlu yn un o ystafelloedd presennol yr adeilad ond byddai angen rhywfaint o waith adnewyddu.

Rhesymeg y newidiadau arfaethedig

Mae'r galw am addysg cyfrwng Cymraeg yn tyfu yng Nghaerdydd. Oherwydd hynny, mae nifer y plant ag anghenion dysgu ychwanegol yn y sector hefyd wedi tyfu, gan gynnwys y nifer sydd angen darpariaeth arbenigol.

Mae canolfan adnoddau arbenigol hir sefydledig yn Ysgol Coed y Gof sy'n cynnig hyd at 10 o leoedd ar gyfer pob math o angen dysgu ychwanegol. Nid yw hynny'n ddigonol i ateb y galw presennol a'r galw yn y dyfodol.

Mae'r Cyngor wedi nodi bod rhwng 5 a 10 disgybl mewn ysgolion cyfrwng Cymraeg a allai, o bosibl, gael budd o fod mewn CAA, a'r disgwyl yw y bydd y nifer hwn yn cynyddu dros y 3-5 mlynedd nesaf.

Mae'r ysgol yng 'nghlwtwr pontio' Ysgol Glantaf sydd â chanolfan adnoddau arbenigol uwchradd. Byddai'r cynnig yn sicrhau bod modd i ddisgyblion barhau'n ffrindiau pan maen nhw'n trosglwyddo o'r CAA cynradd i'r CAA uwchradd.

Opsiynau eraill a ystyriwyd

Ystyriwyd agor CAA arall yn Ysgol Coed y Gof, ond diystyriwyd hynny oherwydd diffyg lle yn yr ysgol.

Sut bydd y newidiadau'n effeithio ar yr ysgol?

Mae CAA yn ddosbarth bach mewn ysgol prif ffrwd, gyda staff arbenigol yn ei haddysgu. Er bod y canolfannau adnoddau arbenigol mewn ysgolion cymunedol, maen nhw'n derbyn disgyblion o bob rhan o'r awdurdod ac nid o'u hardal leol eu hunain yn unig. Mae disgyblion mewn CAA yn elwa ar gael eu haddysgu mewn dosbarthiadau bach â chymarebau disgybl-staff ffafriol, gyda staff arbenigol. Mae disgyblion hefyd yn elwa ar gyfleoedd i ddysgu a chwarae gyda'u cyfoedion yn y brif ffrwd.

Yr awdurdod lleol fyddai'n rheoli'r broses dderbyn i'r Ganolfan Adnoddau Arbenigol gan ddibynnu ar ddatganiadau o anghenion addysgol arbennig, a byddai'n agored i ddisgyblion o bob rhan o'r awdurdod.

Bydd y cyfle i gyflogi staff arbenigol ac i weithio'n agosach gyda gwasanaethau arbenigol yng Nghaerdydd yn gwella gallu'r ysgol o ran cynhwysiant a bydd o fudd i bob disgybl yn yr ysgol.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Bydd ysgolion yn y sector cyfrwng Cymraeg yn elwa ar gynnydd mewn arbenigedd a lleoedd yn y sector.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- lleoedd ychwanegol mewn CAA i ddiwallu anghenion disgyblion yn y sector cyfrwng Cymraeg
- Byddai Ysgol Pwll Coch yn elwa ar arbenigedd a phrofiad staff CAA
- Byddai'r sector cyfrwng Cymraeg yn elwa ar gael staff arbenigol ychwanegol a darpariaeth yn y sector

Goblygiadau i briffyrdd a thrafnidiaeth

Mae arfarniad cychwynnol o oblygiadau i briffyrdd a thrafnidiaeth wedi'i gwblhau, ond byddai pob opsiwn yn amodol ar asesiad cludiant llawn. Mae'r asesiad cychwynnol yn dangos y byddai angen i amseroedd dechrau a gorffen y ganolfan adnoddau arbenigol fod yn wahanol er mwyn lleihau traffig a thagfeydd ar ddiwedd a dechrau'r dydd ar Lawrenny Avenue. Byddai Teithio Llesol/Cynaliadwy yn cael ei annog ar gyfer yr holl staff ac ymwelwyr â'r ysgol.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion. Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddylwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/ysgolionyr21ainganrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

Ysgol Gyfun Gymraeg Glantaf

Yr Ysgol

Mae Ysgol Gyfun Gymraeg Glantaf yn ysgol uwchradd gymunedol yn Llandaf. Mae gan yr ysgol ganolfan adnoddau arbenigol ar gyfer anableddau dysgu cymhleth a chyflyrau'r sbectwm awtistiaeth. Ar hyn o bryd, mae 14 o ddisgyblion ar gofrestr y CAA.

Cynhaliwyd yr arolwg diweddaraf ar yr ysgol yn 2017. Dyfarnwyd bod perfformiad yr ysgol a'i rhagolygon gwella'n Dda.

Yn 2017, rhoddodd Llywodraeth Cymru'r ysgol yn y categori cymorth Oren (Ysgol sydd angen gwella ac sydd angen cymorth i adnabod y camau i wella neu i weithredu newid yn gynt).

Nifer lleoedd, cyflwr ac addasrwydd Ysgol Gymraeg Glantaf			
Ystod Oedran	Iaith / Categori'r ysgol	Categori Cyflwr yn ôl Arolwg Ysgolion yr 21ain Ganrif	Nifer Lleoedd Cyhoeddiedig Presennol
11-19	Ysgol Gymunedol Cyfrwng Cymraeg	C	1500

Niferoedd diweddar ar gofrestr ac amcanestyniadau Ysgol Glantaf

Ysgol	Ionawr 2014 (NAYG)	Ionawr 2015 (NAYG)	Ionawr 2016 (NAYG)	Ionawr 2017 (NAYG)	Ionawr 2018 (NAYG)	Amcanestyniad 2018/19	Amcanestyniad 2019/2020	Amcanestyniad 2020/2021	Amcanestyniad 2021/2022	Amcanestyniad 2022/2023
Ysgol Glantaf	1276	1251	1165	1132	1178	1186	1269	1332	1395	1395
CAA Ysgol Glantaf	9	11	11	11	14	19	21	23	25	27

Y newidiadau arfaethedig

Er mwyn ateb y galw am leoedd CAA uwchradd ar gyfer dysgwyr ag anableddau dysgu cymhleth a chyflyrau'r sbectwm awtistig yn y sector Cymraeg, cynigir:

- estyn y nifer dynodedig yng nghanolfan adnoddau arbenigol Ysgol Glantaf i hyd at 30 o leoedd

Byddai ystafell bresennol y CAA yn cael ei hestyn a'i gwella'n i hwyluso nifer uwch.

Rhesymeg y newidiadau arfaethedig

Mae'r galw am leoedd yn y ganolfan wedi bod yn cynyddu'n raddol ers 5 mlynedd bellach ac mae 14 o ddisgyblion ar y gofrestr ar hyn o bryd. Mae amcanestyniadau'n awgrymu y bydd y nifer yn tyfu i 30 o leoedd dros y 3-5 mlynedd nesaf.

Bydd yr awdurdod lleol yn parhau i fonitro'r galw yn y sector a'i fesur yn rheolaidd, a bydd yn cyflwyno rhagor o gynigion i ehangu darpariaeth eto yn y dyfodol yn ôl yr angen.

Sut bydd y newidiadau'n effeithio ar yr ysgol?

Mae CAA yn ddsbarth bach mewn ysgol prif ffrwd, gyda staff arbenigol yn ei haddysgu. Er bod y CAA mewn ysgolion cymunedol, maen nhw'n derbyn disgyblion o bob rhan o'r awdurdod ac nid o'u hardal leol eu hunain yn unig. Mae disgyblion mewn CAA yn elwa ar gael eu haddysgu mewn dosbarthiadau bach â chymarebau disgybl-staff ffafriol, gyda staff arbenigol. Mae disgyblion hefyd yn elwa ar gyfleoedd i ddysgu a chwarae gyda'u cyfoedion yn y brif ffrwd.

Yr awdurdod lleol sy'n rheoli proses dderbyn y CAA gan ddibynnu ar ddatganiadau o anghenion addysgol arbennig. Mae'r ganolfan CAA yn cynnig lleoedd i ddisgyblion o bob rhan o'r ddinas.

Sut bydd y newidiadau'n effeithio ar ysgolion eraill yng Nghaerdydd?

Bydd ysgolion Cymraeg yn parhau i elwa ar arbenigedd a lleoedd arbennig ychwanegol yn y sector.

Beth yw manteision addysgol y cynigion hyn?

Byddai i'r cynnig y manteision addysgol canlynol:

- lleoedd CAA ychwanegol i ddiwallu anghenion disgyblion yn y sector cyfrwng Cymraeg
- Byddai Ysgol Glantaf yn elwa ar y cyfle i gyflogi rhagor o staff arbenigol yn y ganolfan CAA
- Byddai'r sector cyfrwng Cymraeg yn elwa ar gael staff arbenigol ychwanegol a darpariaeth yn y sector

Goblygiadau ar briffyrdd a thrafnidiaeth

Ni fyddai yna unrhyw oblygiadau ar drafnidiaeth a phriffyrdd.

Gwneud eich barn yn hysbys

Mae eich barn yn bwysig ac rydym am i chi rannu eich barn â ni ar y cynigion.

Ar ddiwedd y llyfryn ceir holiadur: dyma'ch cyfle i roi gwybod i'r Cyngor yr hyn feddylwch chi am y cynigion. Gallwch chi nodi ateb i bob cwestiwn neu i ambell un, fel y mynnoch chi.

Mae modd i chi anfon eich barn atom ni drwy un o'r dulliau canlynol:

- Cwblhewch y ffurflen ar-lein ar www.caerdydd.gov.uk/Ysgolionyr21ainGanrif
- Anfonwch eich barn mewn e-bost i ymatebionysgolion@caerdydd.gov.uk
- Ysgrifennwch atom yn y cyfeiriad canlynol: Ystafell 422, Neuadd y Sir, Glanfa'r Iwerydd, Caerdydd CF10 4UW.

Bydd y Cyngor yn ystyried barn pawb cyn penderfynu ar weithredu'r cynigion ai peidio.

Rhaid anfon ymatebion i'r cynnig hwn erbyn 13 Mawrth 2018.

GOBLYGIADAU'R WYTH CYNLLUN DAN YSTYRIAETH

Ansawdd a Safonau

Mae'r Cyngor yn gweithio'n agos gyda chyrff llywodraethu ysgolion i sicrhau bod safonau mewn ysgolion yn uchel, bod yr addysgu'n dda a bod yr arweinyddiaeth a'r llywodraethu'n gadarn.

Safonau

Mae gan y Cyngor bolisiâu ar waith i hwyluso gwelliannau i ysgolion ac mae'n gweithio i ymateb i brif egwyddorion y 'Fframwaith Effeithiolrwydd Ysgol' er mwyn sicrhau canlyniadau dysgu a llesiant gwell i bob plentyn.

Ni ragwelir unrhyw effaith ar y safonau ansawdd addysg, nac addysg y Cyfnod Sylfaen a phob Cyfnod Allweddol, mewn unrhyw un o'r ysgolion o ganlyniad i'r newidiadau sydd wedi eu cynnig.

Darpariaeth

Byddai'r cynigion yn mynd i'r afael ag anghenion digonolrwydd Anghenion Dysgu Ychwanegol a ragwelir yn 2018-21. Bydden nhw'n sicrhau bod addysg o ansawdd uchel ar gael i blant a phobl ifanc yn ysgolion arbennig neu ganolfannau adnoddau arbenigol Caerdydd yn y sectorau cyfrwng Saesneg a Chymraeg.

Arweinyddiaeth a Llywodraethiant

Byddai'r Cyngor yn parhau i weithio gydag arweinwyr ysgolion sy'n destun y cynigion. Y nod drwy hynny yw parhau i sicrhau dull ysgol gyfan gadarn o wella gwaith cynllunio ac o sicrhau perthnasoedd da â rhieni a phartneriaid eraill, a sicrhau addysg o ansawdd uchel ar gyfer disgyblion.

Manteision addysgol yr wyth cynllun dan ystyriaeth

Byddai i'r cynigion y manteision addysgol canlynol:

- Mynd i'r afael ag anghenion digonolrwydd ADY a ragwelir yn 2018-21, sicrhau bod addysg o ansawdd uchel ar gael i blant a phobl ifanc yn ysgolion arbennig a chanolfannau adnoddau arbenigol Caerdydd yn y sectorau cyfrwng Saesneg a Chymraeg.
- Drwy ddatblygu Canolfan Ieuencid Trelái, bydd cyfleusterau chwaraeon ychwanegol ar gael i Ffederasiwn Campws Dysgu'r Gorllewin yn ei chyfanrwydd a'r gymuned, a byddai cyfleoedd i barhau i ddatblygu gwaith amlasiantaeth ar y cyd ar y safle, gan gynnwys gwasanaethau allgymorth, fyddai o fudd i ddysgwyr ag ADY 0-25 oed.
- Cynnig dyfodol cynaliadwy i Ysgol Meadowbank a sicrhau bod plant sydd ag anghenion llefaredd ac iaith neu anabledau dysgu cymhleth yn gallu parhau i elwa ar arbenigedd a chyfleusterau'r ysgol.

- Cyfleoedd ôl-16 oed gwell i bobl ifanc ag anghenion iechyd a lles emosiynol difrifol.
- Bydd CAA newydd yn ochr ddeheuol canol Caerdydd yn hwyluso mynediad at ddarpariaeth arbenigol i blant yn yr ardal a bydd yn lleihau'r angen am gludiant AAA
- Mwy o ddarpariaeth ymyrraeth gynnar ar gyfer plant ag anghenion llefaredd ac iaith.

Anfanteision posibl y cynigion

Mae'r anfanteision posibl canlynol wedi'u nodi:

- Gallai niferoedd uwch yn Ysgolion Arbennig Tŷ Gwyn, The Hollies, Meadowbank a Greenhill effeithio ar ddarpariaeth iechyd yn yr ysgolion hyn ond bydd y Cyngor yn parhau i weithio gyda Bwrdd Iechyd Caerdydd a'r Fro. Y nod drwy hynny fydd sicrhau bod anghenion asesedig y plant yn cael eu diwallu, a pharhau i ddatblygu dulliau ar y cyd o hyrwyddo llesiant a deilliannau cadarnhaol ar gyfer disgyblion yn yr ysgolion.

Dewisiadau eraill a ystyriwyd

Y dewis amgen i gynyddu'r lleoedd mewn ysgolion arbennig a CAA mewn ysgolion a gynhelir yng Nghaerdydd fyddai ceisio dod o hyd i leoedd yn y sector annibynnol. Diystyriwyd y dewis hwnnw am y byddai costau refeniw hynny'n uwch na'r buddsoddiad cyfalaf a refeniw ar y cyd fyddai ei angen ar gyfer y cynlluniau arfaethedig.

Effaith y cynigion ar y Gymraeg

- Mae'r cynlluniau arfaethedig yn cynnwys estyn a gwella'r ddarpariaeth arbenigol ar gyfer dysgwyr â chyflyrau'r sbectrwm awtistig ac anabledau dysgu cymhleth, yn Ysgol Gymraeg Pwll Coch ac Ysgol Gyfun Gymraeg Glantaf.
- Mae rhagor o waith yn mynd rhagddo i ddatblygu ystod y ddarpariaeth ymhellach gan gynnwys:
 - Adolygiad o'r ganolfan adnoddau arbenigol yn Ysgol Coed y Gof
 - Yn 2017-18, bydd yr awdurdod lleol yn ariannu dull peilot o ddarparu ar gyfer anghenion iechyd emosiynol a llesiant yn y cyfnod uwchradd.
 - Rhaid datblygu ymyrraeth gynnar ar gyfer plant yn y sector Cymraeg ar sail archwiliad o anghenion iaith a lleferydd.
- Mewn partneriaeth ag awdurdodau lleol Pen-y-bont ar Ogwr, RhCT, Merthyr a Bro Morgannwg, mae archwiliad rhanbarthol o ddarpariaeth ADY yn cael ei gynnal er mwyn adnabod cyfleoedd i ddatblygu datrysiadau rhanbarthol a rhannu arfer gorau. Ym mhob un o'r pum awdurdod, mae nifer y disgyblion ADY yn sylweddol is na thrwy gyfrwng y Saesneg. Bydd yr archwiliad yn ystyried y rhesymau dros

hynny a bydd yn gofyn am farn gan rieni ac ysgolion. Caiff yr archwiliad ei gwblhau erbyn mis Mawrth 2018.

- Rhagwelir y datblygir rhagor o gynlluniau i ddatblygu darpariaeth drwy gyfrwng y Gymraeg yn rhan o'r Cynllun Datblygu ADY, a chaiff hwn ei gyflwyno gerbron y Cabinet er ystyriaeth.

Goblygiadau Ariannol

Yn achos y costau refeniw, y gyllideb ysgol ddynodedig, ac unrhyw dwf yn y gyllideb a ddarperir yn rhan o gyllidebau'r Cyngor yn y dyfodol, bydd angen darparu'r cyllid sydd ei angen.

O ran costau cyfalaf, bydd angen i'r dyraniadau presennol ar gyfer Gwaith Addasu Ysgolion a gymeradwywyd yn Rhaglen Gyfalaf y Cyngor ar gyfer y cyfnod pum mlynedd sy'n dechrau yn 2017/18, roi'r cyllid sydd ei angen am waith ar adeiladau a gwariant arall ar asedau. Serch hynny, defnyddir y dyraniad penodol hwn hefyd i dalu am wariant heblaw am ADY, ac felly mae'n bosibl na fydd y dyraniad hwn yn ddigonol i dalu'r holl gostau cysylltiedig.

Os na fydd y lefelau cyllid presennol yn ddigonol i dalu cost pob cynllun, ac os na ddaw digon o gyllid drwy gyllidebau'r Cyngor yn y dyfodol, bydd angen ail-flaenoriaethu cynlluniau er mwyn sicrhau y rhoddir y cynlluniau fforddiadwy ar waith yn unig.

Goblygiadau i Adnoddau Dynol

Bydd pob cynnig unigol yn fras yn ymwneud â chynorthwyo ysgolion gyda thwf, gan gynnwys cynllunio a hyfforddi'r gweithlu. Bydd angen ymgynghori ag undebau fel rhan o'r broses honno.

Asesiad o'r Effaith ar Gydraddoldeb

Mae Asesiad Cychwynnol o'r Effaith ar Gydraddoldeb wedi'i gwblhau. Daeth i'r casgliad na fyddai'r cynnig hwn yn cael effaith negyddol ar grŵp penodol mewn cymdeithas. Bydd yr asesiad yn cael ei adolygu'n dilyn ymgynghoriad.

Trefniadau teithio dysgwyr

Dan y cynigion hyn, nid oes cynlluniau i newid polisi'r Cyngor ar gludo plant i'r ysgol ac oddi yno. Byddai unrhyw ddisgyblion y mae'r cynnig hwn yn effeithio arnyn nhw'n cael cynnig yr un cymorth gyda chludiant ag a ddarperir ledled Caerdydd, yn unol â'r un meini prawf sydd ar waith ledled Caerdydd. Gellir gweld polisi trafndiaeth y Cyngor ar wefan y Cyngor (www.caerdydd.gov.uk).

Mae rhwymedigaeth gyfreithiol statudol ar y Cyngor i ddarparu cludiant rhwng y cartref a'r ysgol ar gyfer disgyblion ysgolion cynradd sy'n byw dwy filltir neu fwy o'r ysgol addas agosaf. Mesurir y pellter ar sail y llwybr cerdded byrraf sydd ar gael.

Pan wnaiff yr awdurdod lleol benderfyniad ar yr ysgol addas agosaf, rhaid iddo ystyried unrhyw anabledd sydd ar blentyn ac unrhyw anghenion addysgol arbennig (AAA) sydd ganddo.

FFURFLEN YMATEB I'R YMGYNGHORIAD

Ymgynghoriad ar wella darpariaeth arbenigol ar gyfer plant a phobl ifanc ag anghenion dysgu ychwanegol 2018-19

Mae eich safbwyntiau'n bwysig ac rydym ni am i chi rannu eich barn ar y cynnig drwy un o'r canlynol:

- Cwblhau'r holiadur hwn a'i anfon i'r cyfeiriad ar waelod y ffurflen.
- Cwblhau ymateb ar-lein www.caerdydd.gov.uk/Ysgolionyr21ainGanrif
- Neu, os oes gwell gennych chi, gallwch chi e-bostio eich sylwadau i: ymatebionysgolion@caerdydd.gov.uk

Cofiwch fod rhaid i'r holl sylwadau a anfonir yn ysgrifenedig neu dros e-bost gynnwys enw llawn a chyfeiriad post llawn y person sy'n gwneud y sylwadau.

Rhaid anfon ymatebion i'r ymgynghoriad hwn erbyn 13 Mawrth 2018. Yn anffodus, ni fydd y Cyngor yn ystyried ymatebion a ddaw i law ar ôl y dyddiad hwn.

Ni chaiff ymatebion i'r ymgynghoriad eu trin fel gwrthwynebiadau i'r cynigion. Nid oes modd cofrestru gwrthwynebiadau oni chyhoeddir **hysbysiad statudol**.

Gellir gofyn am unrhyw ymatebion a ddaw i law dan Ddeddf Rhyddid Gwybodaeth a gallai fod rhaid eu gwneud yn gyhoeddus. Serch hynny, caiff unrhyw wybodaeth benodol am unigolyn, er enghraifft enw a chyfeiriad, ei thynnu.

Gweler y ffurflen ymateb i ymgynghoriad isod/trosodd.

1. Pa un o'r canlynol ydych chi?

- Rhiant
- Athro/athrawes – nodwch eich ysgol.....
- Llywodraethwr Ysgol – nodwch eich ysgol
- Arall – nodwch

2. A oes gennych chi blentyn neu blant sydd wedi'u cofrestru yn yr ysgolion canlynol (ticiwch bob un sy'n berthnasol):

- Ysgol Gynradd Allensbank
- Ysgol Greenhill
- Ysgol Arbennig The Hollies
- Ysgol Arbennig Meadowbank
- Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair
- Ysgol Arbennig Tŷ Gwyn
- Ysgol Glantaf
- Ysgol Pwll Coch
- Arall – nodwch

3. Ym mha flwyddyn mae'r plentyn/plant? (ticiwch bob un perthnasol)

- | | | |
|-----|-----|-------------|
| • 1 | • 5 | • 9 |
| • 2 | • 6 | • 10 |
| • 3 | • 7 | • 11 |
| • 4 | • 8 | • Ôl-11 oed |

4. Ar y cyfan, ydych chi'n gefnogol i'r cynlluniau sydd wedi'u cyflwyno i wella darpariaeth ar gyfer Plant a Phobl Ifanc ag anghenion dysgu ychwanegol?

- Ydw
- Nac Ydw
- Ddim yn Gwybod

5. Ydych chi'n cefnogi'r cynllun sydd wedi'i gynnig ar gyfer pob un o safleoedd yr ysgolion? (mae modd gweld manylion llawn y cynigion yma)

Ysgol a'r cynnig yn gryno	Ydw	Nac ydw	Ddim yn Gwybod
Ysgol Gynradd Allensbank – Cynnig i ddirwyn y ganolfan adnoddau arbennig ar gyfer disgyblion â namau ieithyddol penodol i ben, ac i agor dosbarth ymyrraeth gynnar ag wyth lle (disgyblion i ddechrau ym mis Medi 2019)			
Ysgol Greenhill – Cynnig i ymestyn yr ystod oedran o 11-16 i 11-19 er mwyn helpu i wella'r pontio i gyflogaeth, coleg neu hyfforddiant			
Ysgol Arbennig The Hollies – cynyddu nifer y disgyblion i 138. Defnyddio dau safle gan ddefnyddio Safle gwag Glan Morfa a chyflwyno opsiwn i ddisgyblion 11-14 oed i aros yn The Hollies.			
Ysgol Arbennig Meadowbank – Cynnig i newid dynodiad yr ysgol er mwyn iddo gynnwys anableddau dysgu cymhleth yn ogystal ag anawsterau iaith penodol yn unig			
Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair – Dim darpariaeth arbenigol ar hyn o bryd. Cynnig i agor canolfan adnodd ar gyfer hyd at 20 disgybl. (yn rhan o adeilad newydd)			
Ysgol Arbennig Tŷ Gwyn - Cynnig i gynyddu nifer y lleoedd i 198 drwy greu tair ystafell ddosbarth newydd gan gynnwys aildatblygu canolfan ieuencid Trelái.			
Ysgol Glantaf – Mae gan yr ysgol ganolfan adnoddau arbennig. Cynnig i gynyddu nifer y lleoedd i 30.			
Ysgol Pwll Coch – Dim darpariaeth arbenigol ar hyd o bryd. Cynnig i agor canolfan adnodd (10 lle i ddechrau gyda'r potensial i dyfu i 20) mewn lleoliad Cymraeg.			

6a. A oes gennych chi unrhyw bryderon penodol ynghylch y cynigion?

Oes Nac oes

6b. Os oes, rhowch fanylion a nodwch am ba gynigion rydych chi'n sôn:

- Ysgol Gynradd Allensbank
- Ysgol Greenhill
- Ysgol Arbennig The Hollies
- Ysgol Arbennig Meadowbank
- Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair
- Ysgol Arbennig Tŷ Gwyn
- Ysgol Glantaf
- Ysgol Pwll Coch
- Cyffredinol

6c. A oes unrhyw beth y gellid ei wneud i helpu i leddfu'r pryder hwnnw?

7. Unrhyw sylwadau pellach

Os hoffech chi glywed gan aelod o'r tîm ADY i drafod y mater hwn ymhellach, rhowch fanylion cyswllt.

Enw

Rhif ffôn

E-bost

Anfonwch y ffurflen hon yn ôl i'r Tîm Cynllunio Trefniadaeth Ysgolion, Ystafell 422, Neuadd y Sir, CF10 4UW erbyn 13 Mawrth 2018

Diolch am eich sylwadau.

Ticiwch y blwch isod os hoffech chi gael gwybod pan fo'r adroddiad o'r ymgynghoriad yn cael ei gyhoeddi.



Dadansoddiad o Ymatebion yn cynnwys Ymgynghoriad Disgyblion

Ebrill 2018

Cynhyrchwyd gan Ganolfan Ymchwil Caerdydd ar
ran Cyfarwyddiaeth Addysg Cyngor Caerdydd

Gweithio dros Gaerdydd, gweithio gyda'n gilydd
Working for Cardiff, working together



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Ymgynghoriad ar Wella ac Ehangu Darpariaeth Dysgu Ychwanegol (ADY) yng Nghaerdydd.

Cefndir

Mae poblogaeth gynyddol yn golygu bod nifer cynyddol o ddysgwyr angen ysgol arbennig neu leoedd o fewn canolfan adnoddau arbenigol. Mae gan Gaerdydd saith ysgol arbennig sy'n cynnig anghenion addysgol i 570 o ddisgyblion rhwng 4 a 19 oed. Mae cyfres o gynigion wedi cael eu cyflwyno i ehangu, ac mewn rhai achosion, addasu lefel gyfredol y ddarpariaeth i helpu i ddiwallu'r angen cynyddol hwn.

Mae'r cynigion a amlinellir yn y ddogfen hon yn cynrychioli cam cyntaf mewn rhaglen dreigl o fentrau a ddyluniwyd i sicrhau bod darpariaeth ADY yn diwallu'r angen ledled y ddinas.

Mae Cyngor Caerdydd wedi ceisio ymgysylltu â'r rhai y mae'r newidiadau yn effeithio arnynt gan gynnwys disgyblion, rhieni, cyrff llywodraethu a staff addysgu. Drwy wrando'n effeithiol, ein nod yw amddiffyn yr hyn sydd bwysicaf i ysgolion, disgyblion a rhieni, a lliniaru unrhyw bryderon cyn i newidiadau gael eu gwneud.

Mae'r adroddiad hwn yn cynnwys trosolwg cyffredinol o'r darganfyddiadau ochr yn ochr â dadansoddiad o'r canlyniadau fesul ysgol.

Methodoleg

Arolwg cyhoeddus ar-lein – Arolwg ar-lein wedi'i ddylunio i'w gwblhau gan Rieni, Llywodraethwyr, athrawon a'r cyhoedd.

Arolwg ar-lein / papur i ddisgyblion - Cafodd disgyblion y brif ffrwd gyfle i fynegi eu barn ar y cynigion a gofnodwyd trwy arolwg ar-lein neu bapur yn yr ystafell ddosbarth.

Gweithgareddau yn yr ystafell ddosbarth i ddisgyblion ag ADY – roedd hyn yn cynnwys nifer o weithgareddau cyfranogol megis pleidleisio, sgorio a rhesymu ar lafar. Cafodd trafodaethau grŵp ffocws pwrpasol eu hwyluso gyda disgyblion hŷn, i geisio barn ac ymdrin â phryderon o ran y cynigion.

Gweithgareddau hyrwyddo

- E-byst cychwynnol i'r 8 ysgol yn cynnwys y cynigion gyda chyfarfodydd dilynol wyneb yn wyneb yn cael eu cynnig i drafod y cynlluniau ar gyfer yr ymgynghoriad.
- Roedd dolenni i'r arolwg cyhoeddus ar gael ar dudalennau addysg y Cyngor yn ogystal â'r tudalennau ymgynghori 'dweud eich dweud'.
- Cafodd yr arolwg ei hyrwyddo ar gyfrifon Twitter / cyfryngau cymdeithasol yr ysgolion perthnasol.
- Rhoddwyd baner ar dudalen flaen www.caerdydd.gov.uk er mwyn i fwy o aelodau'r cyhoedd weld yr ymgynghoriad.
- Cyhoeddwyd datganiad i'r wasg i hyrwyddo'r ymgynghoriad.
- Cafodd posteri eu dylunio a'u dosbarthu i ysgolion i helpu i hyrwyddo'r newidiadau a chyfeirio pobl i'r holiadur.
- Anfonwyd e-byst atgoffa at yr holl benaethiaid.
- Hyrwyddwyd yr ymgynghoriad trwy wefan CLG addysg.

YMATEB

Cafwyd ymatebion i'r ymgynghoriad trwy amryw ffynonellau gan gynnwys dau arolwg ar wahân yn ogystal â sylwadau agored i'r cynigion trwy lythyrau ac e-byst.

Dull	Nifer
Arolwg Cyhoeddus (ar-lein a chopi caled)	197
Arolwg Disgyblion (ar-lein a chopi caled)	399
Gohebiaeth arall	15
Cyfranogiad disgyblion mewn gweithgareddau ystafell ddosbarth	31
CYFANSWM	642

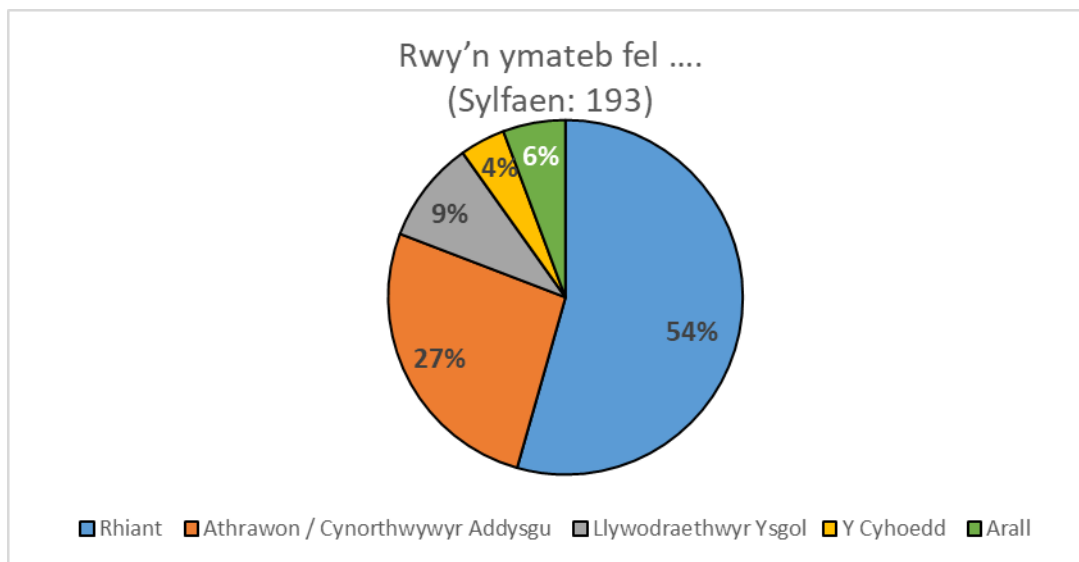
CANLYNIADAU – TROSOLWG AR YR YMGYNGHORIAD CYHOEDDUS

- Roedd amrywiadau sylweddol o ran y lefel cyfranogi ar draws pob un o'r wyth ysgol.
- Mynegodd sawl athro'r un farn *'rydyn ni wedi bod i lawr y lôn hon droeon o'r blaen'* mewn perthynas â darpariaeth ADY. O ganlyniad, nid oedd pawb yn frwdfrydig dros yr addewid o newid. Er gwaethaf hyn, cafwyd rhai sylwadau cadarnhaol, a chredai rhai fod y cynlluniau fel pe baent yn dechrau symud y tu hwnt i'r hyn a oedd wedi digwydd o'r blaen.
- Gydag un neu ddau eithriad, Ysgol Hollies ac Ysgol Gynradd Allensbank, canfu'r ymgynghoriad lefel uchel o gefnogaeth tuag at y cynigion mewn egwyddor. Teimlai athrawon, rhieni a disgyblion yn gadarnhaol tuag atynt. I'r gwrthwyneb, mynegwyd pryderon ynghylch rhoi'r cynigion ar waith, gyda diffyg manylion. Roedd ymatebwyr eisiau sicrwydd er eu bod wedi cymeradwyo'r cynlluniau mewn egwyddor y byddai unrhyw gamau gweithredu yn sicrhau cyfleusterau ac adnoddau digonol i ddiwallu'r niferoedd cynyddol.
- Cymerodd pobl ifanc ran actif yn y broses ymgynghori a mynegi brwdfrydedd yn y rôl. Bu i ddisgyblion o Ysgol Greenhill, Ysgol Arbennig Meadowbank ac Ysgol Glantaf wneud cyfraniad ystyrlon gan rannu safbwyntiau defnyddiol o ran eu hamgylcheddau dysgu.
- Gofynnwyd i ysgolion hyrwyddo arolwg ar wahân wedi'i chreu'n arbennig i ddisgyblion. Cafwyd cyfanswm o 399 arolwg wedi'u cwblhau, ond roedd y mwyafrif o'r rhain wedi dod o un ysgol – Ysgol Glantaf gyda 366 o ymatebion.

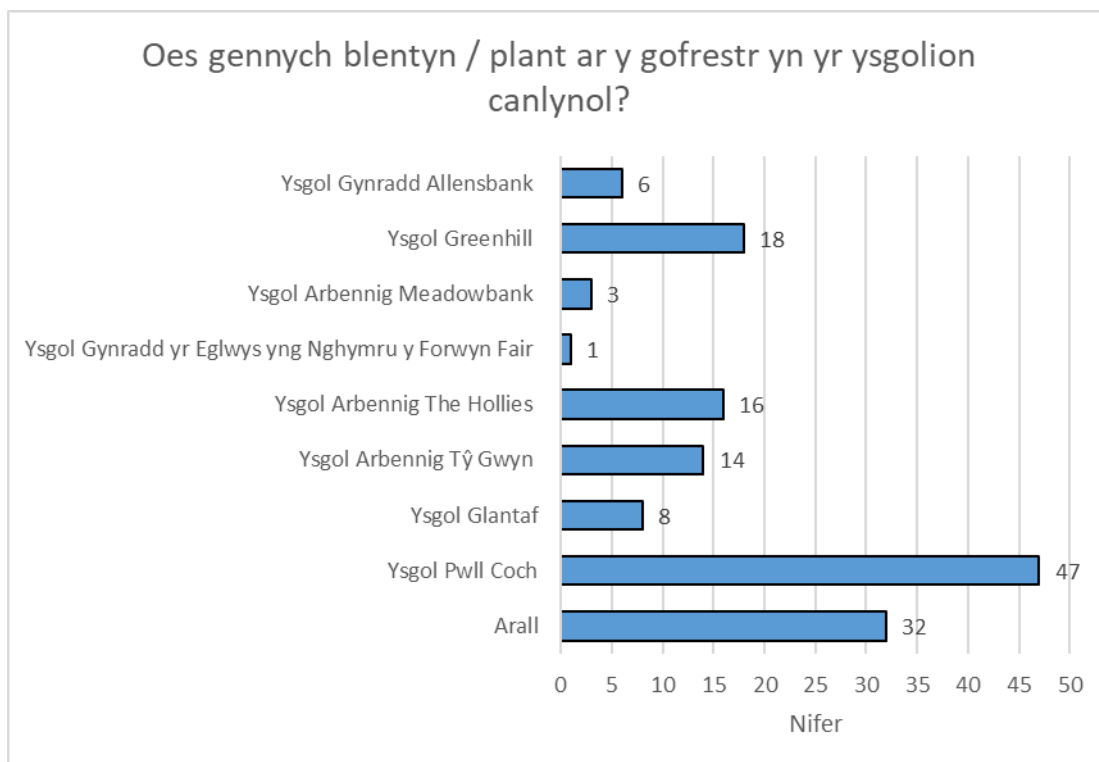
CANLYNIADAU'R HOLIADUR

Proffil yr Ymatebwyr

Roedd rhieni'n gyfrifol am fwy na hanner (54%) o'r ymatebion i'r arolwg cyhoeddus. Roedd staff addysgu'n gyfrifol am fwy na chwarter a llywodraethwyr ysgol am tua deg y cant. Roedd y rhai a nododd 'arall' yn cynnwys amrywiaeth o rolau gan gynnwys therapyddion iaith a lleferydd, seicolegwyr a gweithwyr cymorth.

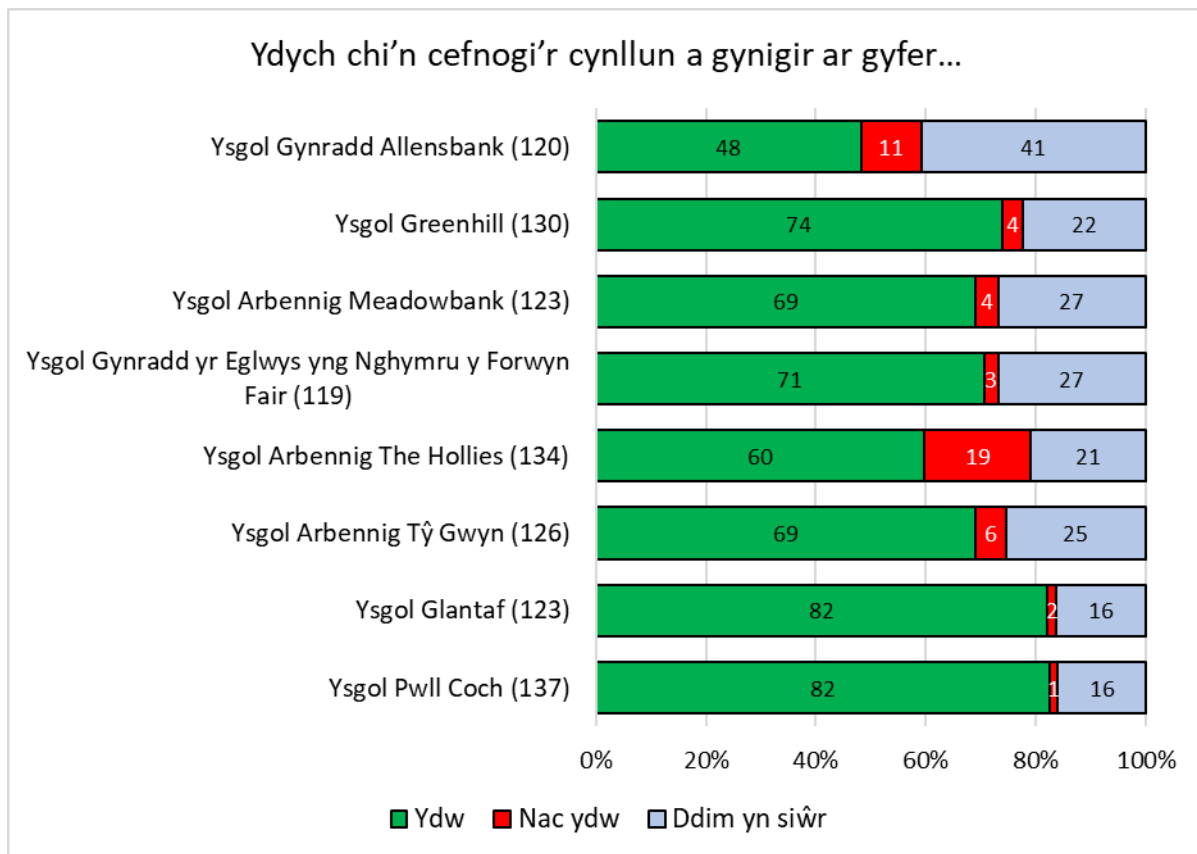
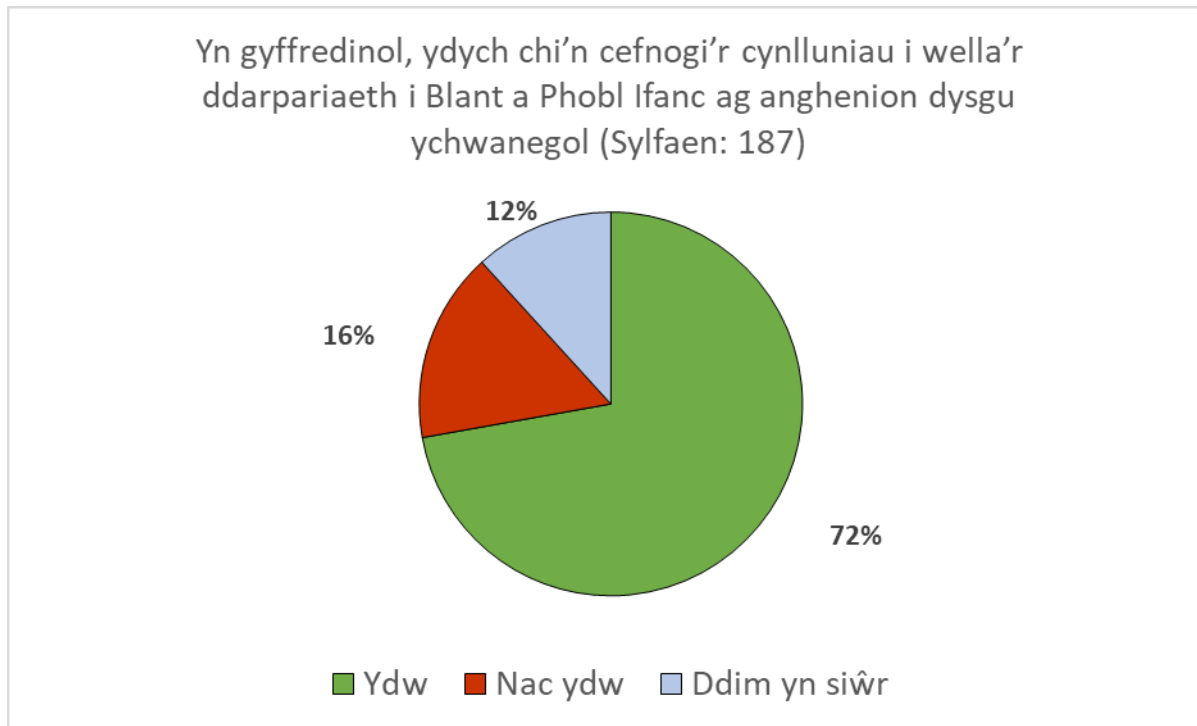


Daeth y nifer uchaf o ymatebion gan y rhieni hynny â phlant ar gofrestr Ysgol Pwll Coch (47).



Ydych chi'n gefnogol o'r cynlluniau a gyflwynwyd i wella'r ddarpariaeth i Blant a Phobl Ifanc ag anghenion dysgu ychwanegol?

Nododd bron i dri chwarter (72%) ymatebwyr yr ymgynghoriad cyhoeddus eu bod nhw'n cefnogi'r cynigion yn gyffredinol.



Gan ddadansoddi'r canlyniadau yn ôl ysgolion unigol, dangoswyd y lefel uchaf o gefnogaeth i'r cynigion ar gyfer Ysgol Glantaf ac Ysgol Pwll Coch (y ddwy gyda 82% yn gefnogol).

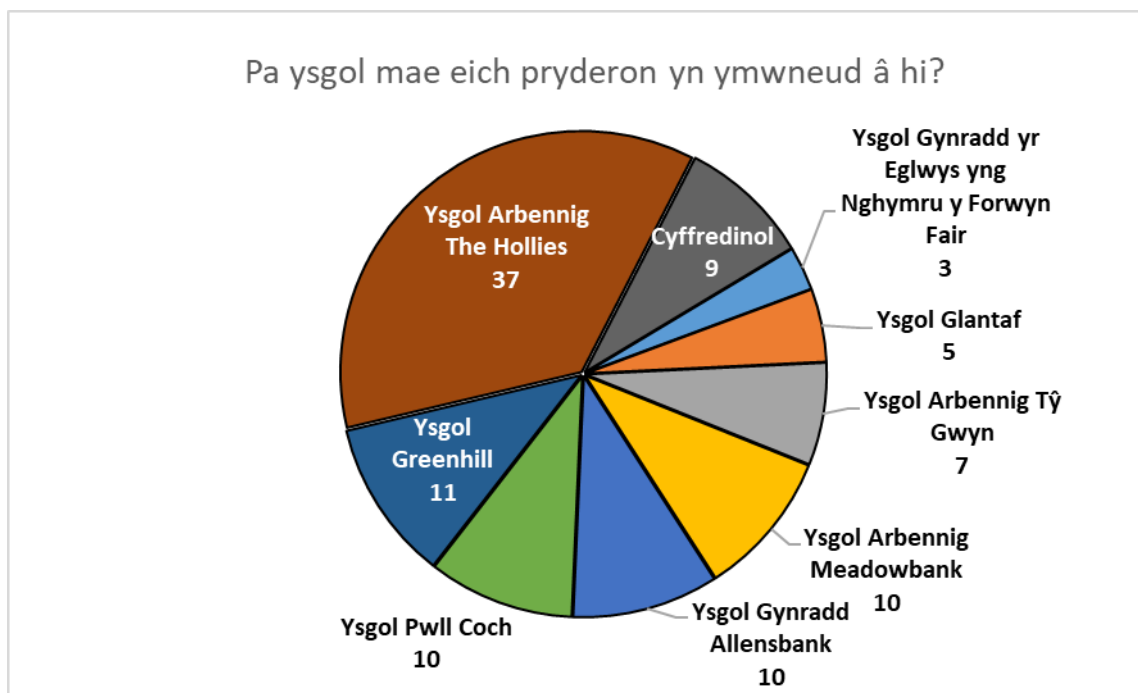
Roedd y gyfran uchaf o ymatebion yn gwrthwynebu'r cynigion yn ymwneud ag Ysgol Hollies (19%).

Roedd tua dwy ran o bump (41%) o ymatebwyr yn ansicr o ran y cynigion a wnaed ar gyfer dyfodol darpariaeth ADY yn Ysgol Gynradd Allensbank.

Oes gennych chi unrhyw bryderon penodol?

Nododd 78 o ymatebwyr fod ganddynt bryderon penodol ynghylch y cynigion.

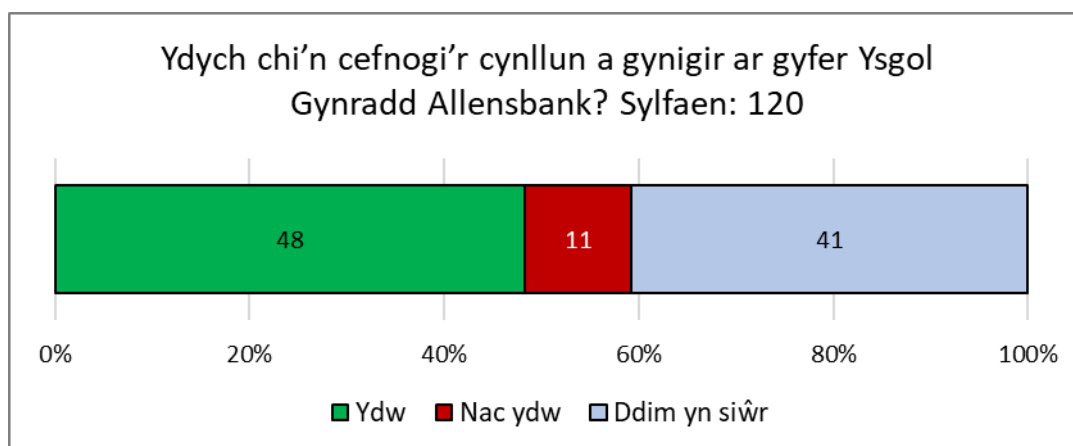
Roedd y nifer uchaf o bryderon yn ymwneud ag Ysgol Arbennig Hollies.



YSGOL GYNRADD ALLENSBANK

Y cynnig oedd cael gwared ar y ganolfan adnoddau arbenigol ar gyfer disgyblion â namau iaith penodol ac agor dosbarth ymyrraeth gynnar gydag wyth lle (cohort 1af Medi 2019).

- Roedd gan chwe ymatebydd ddisgyblion ar gofrestr yr ysgol.
- Cyflwynwyd ymatebion ychwanegol hefyd ar ran corff llywodraethu'r ysgol a'r tîm addysgu arbenigol yn ogystal â phartion â diddordeb ymysg y boblogaeth ehangach.
- Yr ymateb i'r cynlluniau a amlinellwyd ar gyfer Ysgol Gynradd Allensbank a gododd y lefelau uchaf o ansicrwydd ymysg ymatebwyr.
- Yn gyffredinol roedd y Corff Llywodraethu yn gefnogol o'r cynigion ac yn cydnabod bod y model o ymyrraeth gynnar a gynigir yn un 'cadarn'.



Cododd deg ymatebydd bryderon neu sylwadau penodol mewn perthynas â'r newidiadau arfaethedig. Daeth nifer o'r rhain o'r tîm addysgu presennol yn yr ysgol yn ogystal â rhieni a llywodraethwyr.

Cyflwynwyd ymholiadau o ran p'un a oedd 8 lle yn ddigonol i ddiwallu'r galw. Hefyd, roedd ymatebwyr eisiau eglurhad o ran y meini prawf ar gyfer mynediad i'r dosbarth a'r dull i alluogi symud ymlaen.

Cododd y Tîm Addysgu Arbenigol yn Ysgol Gynradd Allensbank nifer o bwyntiau i'w hystyried. Credent fod angen ystyriaeth bellach mewn perthynas â'r cymysgedd oedran ac anghenion, os yw'r dosbarth hwn, fel y cynigiwyd, yn un a fydd yn newid ac yn esblygu'n gyson. Cwestiynwyd hefyd p'un ai'r gymhareb 4:1 fyddai'r un mwyaf effeithiol o ran rhyngweithio cymdeithasol a pharu'r cwricwlwm.

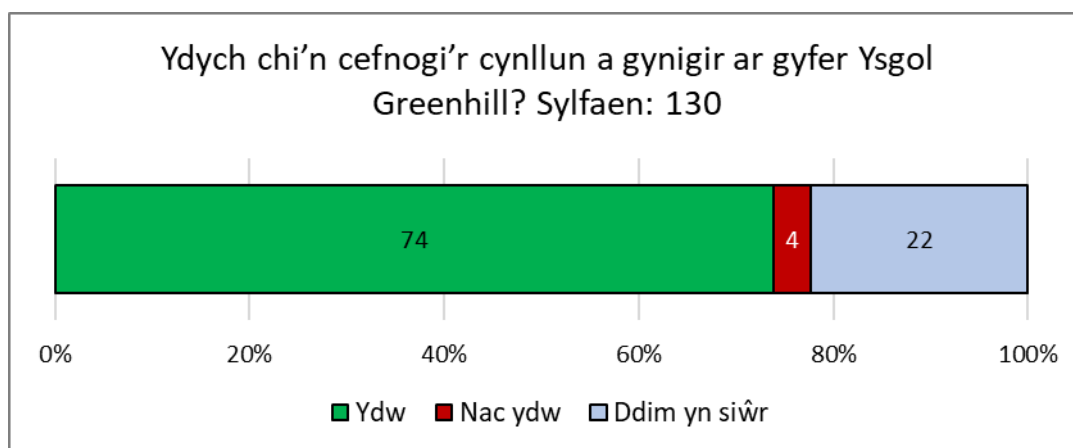
Fel dewis amgen, awgrymodd y tîm 2 gohort o hyd at 8 yn mynychu ar sail 2 ddiwrnod. Teimlent y byddai hyn yn ehangu'r amser mewn darpariaeth prif ffrwd ac yn rhoi cyfle gwell ar gyfer cymysgedd oedran / anghenion cydnaws. Gellid defnyddio gweddill y diwrnod yn effeithiol ar gyfer allgymorth gan y tîm i gefnogi'r disgyblion mewn ysgolion prif ffrwd.

Nododd sawl ymateb yr hoffent weld ymglymiad gan Meadowbank gan fod adnoddau ac arbenigedd eisoes mewn lle yn y safle hwnnw.

YSGOL GREENHILL

Mae gan Ysgol Greenhill ystod oedran o 11-16 ar hyn o bryd; cynigir ymestyn yr ystod oedran i 19 i wella pontio i gyflogaeth, coleg neu hyfforddiant.

- Roedd gan 18 ymatebydd ddisgyblion ar gofrestr yr ysgol.
- Cafwyd ymatebion gan ddeng rhiant / gwarcheidwad. Cyflwynwyd ymatebion ychwanegol hefyd gan ddetholiad o athrawon, staff cymorth a llywodraethwyr ysgol yn ogystal â phartion â diddordeb ymysg y boblogaeth ehangach.
- Roedd tri chwarter (74%) yr ymatebion yn cefnogi'r cynigion ar gyfer yr ysgol. Dim ond 4% o ymatebion oedd yn gwrthwynebu'r cynigion.



Roedd cymorth sylweddol yn amlwg i'r cynnig gan athrawon, disgyblion a rhieni:

“Rwy’n credu bod y ddarpariaeth chweched dosbarth yn rhan allweddol o helpu ein disgyblion yma i symud ymlaen a bod yn llwyddiannus. Mae arnom angen darpariaeth chweched dosbarth ers blynyddoedd, a dros y cyfnod hwn rwyf wedi gweld plant agored i niwed yn gadael ein canolfan ddiogel ac yn hytrach na mynd i leoliadau eraill, heb gael y

gefnogaeth gan yr awdurdodau a gartref, maen nhw wedi disgyn trwy'r rhwyd. Felly dyma adael i genhedlaeth arall syrthio wrth ymyl y ffordd. Mae'r cynnig hwn yn gam enfawr ymlaen at helpu ein holl ddisgyblion i lwyddo." (cynorthwydd addysgu yn Greenhill)

"Pe baem yn gallu cael blwyddyn ychwanegol byddai hynny yn fy ngalluogi i ddal i fyny ar bethau rwyf wedi eu methu – fe wnes i golli tair blynedd o'r ysgol cyn i mi ddod yma." (Disgybl yn Greenhill)

Cododd naw ymatebydd bryderon penodol mewn perthynas â'r newidiadau arfaethedig. Roedd sylwadau a wnaed gan athrawon, staff cymorth a llywodraethwyr yn amlygu'r anawsterau posibl o ran effaith disgyblion o'r tu allan i Greenhill yn ymuno â'r ysgol ar gyfer addysg ôl-16. Felly mae angen eglurhad pellach i gadarnhau i staff bod y cynnig presennol yn ymwneud â'r disgyblion hynny sydd eisoes yn Greenhill yn unig.

Ymgynghoriad Disgyblion

- Cymerodd deunaw disgybl o Greenhill ran yn yr arolwg ar-lein mewn perthynas â'r newidiadau a chymerodd chwech arall ran mewn gweithgareddau grŵp ffocws lle ystyriwyd y cynigion mewn mwy o fanylder.
- Dywedodd disgyblion eu bod yn gwerthfawrogi'r cyfleoedd y mae Greenhill a'r staff yn eu cynnig iddynt. Pan ofynnwyd iddynt sut roedd Greenhill yn cymharu â'u hysgolion prif ffrwd blaenorol roedd atebion yn cynnwys – "Gwych" a "Gwell". Roedd sylwadau pellach yn cynnwys:

"Maen nhw'n gwneud i ni wneud rhywfaint o waith ond ddim yn ein gorfodi, maen nhw'n ein helpu; mewn ysgol prif ffrwd, ni fydden ni'n cael help".

"Mae rhai plant eisiau bod yma oherwydd yr amgylchedd teuluol."

- Roedd rhai o'r pethau yr oedd y disgyblion yn eu hoffi fwyaf am yr ysgol yn cynnwys y cyfle i roi cynnig ar bethau newydd a chael astudio am gymwysterau ffurfiol. Roedd hyn yn cynnwys teithiau a thripiâu rheolaidd ond hefyd yn cynnwys y cyfle i ddysgu crefftau fel mecaneg, plastro a gofalu am anifeiliaid.
- Cadarnhaodd athrawon y newid mewn ffocws dros y blynyddoedd diweddar o ran datblygiad disgyblion ôl 16:

"Pan oedden nhw'n gadael Greenhill blynyddoedd yn ôl doedd dim cefnogaeth bellach, ond nawr mae'r holl ddisgyblion yn cael eu hannog i fynd ymlaen i gyflogaeth neu addysg bellach, i nifer ohonyn nhw, nhw yw'r cyntaf yn eu teulu i fynd i'r coleg."

- Roedd gan fwyafrif y disgyblion syniad ynghylch beth roedden nhw eisiau ei wneud yn dilyn Greenhill. I rai, roedd hyn yn cynnwys cyrsiau galwedigaethol mewn coleg, i eraill dod o hyd i waith neu ymuno â'r lluoedd arfog. Roedd disgyblion yn cydnabod y cymorth a geir yn yr ysgol i'w helpu i symud ymlaen yn llwyddiannus. Er gwaethaf hyn, roedd nifer yn bryderus ynghylch gadael yr ysgol ac yn dweud eu bod yn 'nerfus' ac yn poeni y bydd 'yn wahanol iawn'.
- Dywedodd nifer o ddisgyblion y byddai cael cyfle i aros yn Greenhill am flwyddyn arall o bosibl yn eu galluogi i ennill sgiliau a chymwysterau ychwanegol ac yn eu paratoi'n well ar gyfer bywyd ar ôl ysgol:

“Aros yn yr ysgol yn hirach, cael cyfle i wneud mwy o arholiadau a chael mwy o gymwysterau.”

“Byddaf yn gallu cael addysg bellach.”

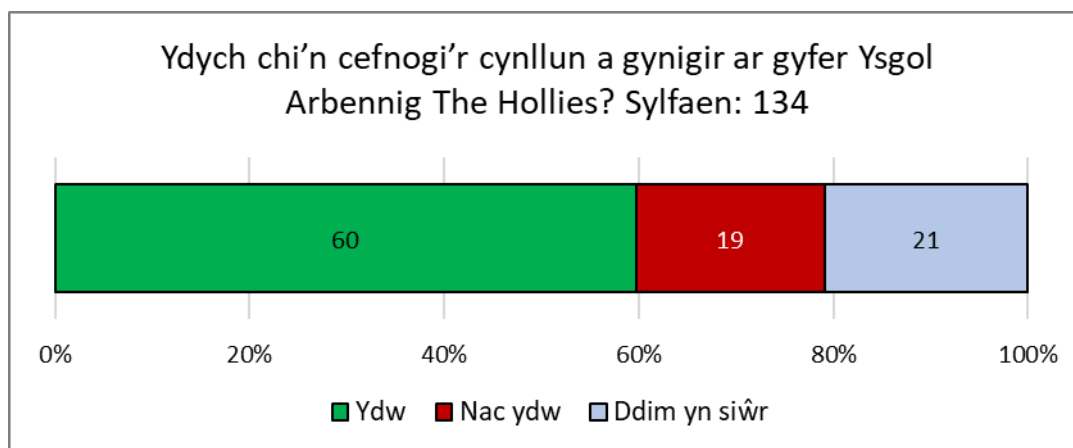
- Mynegwyd cefnogaeth eang ar gyfer y cynnig i ddatblygu safle'r gofalwr (Tŷ Ray) yn gyfleuster 6ed dosbarth gyda mwy na hanner yn nodi y byddai ganddynt ddiddordeb mewn aros am flwyddyn ychwanegol os yn bosibl. Cafodd y cynnig ei hun ei ddisgrifio gan ddisgyblion fel 'gwyh', 'cŵl', ac 'ei angen'.
- Roedd disgyblion yn gyflym i feddwl am bosibiliadau'r cynnig gan astudio mapiau o'r adeilad cyn creu rhestr dymuniadau o gyfleusterau a manylebau yr hoffent eu gweld yn y cynlluniau terfynol. Roedd y rhain yn cynnwys:
 - Mynediad caeedig i ddisgyblion blwyddyn 12 yn unig – trwy ffob diogelwch o bosibl i ganiatáu rhywfaint o breifatrwydd.
 - Popty mawr ar y safle er mwyn gallu paratoi cinio yn ogystal â dysgu sgil am oes.
 - Lle ymlacio gyda theledu / sofffa / cyfrifiadur.
 - Campfa
 - Ardal fecanyddol
 - Ardal tu allan gyda seddi, lle tân, rhandir. Roedd gan rai disgyblion hefyd ddiddordeb mewn defnyddio rhywfaint o'r ardal tu allan i ofalu am anifeiliaid megis cwningod neu ieir.
 - Peiriant golchi ar gyfer sgiliau oes.
 - Ystafelloedd ymolchi a swyddfa staff.
 - Roedd disgyblion yn awyddus i'r adeilad deimlo'n gartrefol, gan hyd yn oed awgrymu gwisgo sliperi y tu mewn.

Roedd disgyblion hefyd yn awyddus iawn i gael cyfle i ymweld â'r adeilad ei hun i gael ymdeimlad gwell o'r lle sydd ar gael.

YSGOL ARBENNIG THE HOLLIES

Cynigir cynyddu'r niferoedd disgyblion i 138. Symud i ddull safle wedi'i rannu gan ddefnyddio safle gwag Glan Morfa a chyflwyno dewis i ddisgyblion aros yn Hollies rhwng 11 a 14 oed.

- Roedd gan 16 ymatebydd ddisgyblion ar gofrestr yr ysgol.
- Cyflwynwyd ymatebion hefyd gan ddetholiad o athrawon, staff cymorth a llywodraethwyr ysgol yn ogystal â phartion â diddordeb ymysg y cyhoedd.
- Roedd tua un rhan o bump (19%) o ymatebion yn gwrthwynebu'r cynigion ar gyfer Ysgol Arbennig The Hollies. Dyma'r lefel uchaf o wrthwynebu ymysg yr holl gynlluniau.



Cododd 37 o ymatebwyr bryderon penodol mewn perthynas â'r newidiadau arfaethedig.

Yn gyffredinol, roedd y rhai a roddodd sylwadau yn gwrthwynebu cynigion i symud i safle wedi'i rannu. Roedd rhai yn teimlo'n gryf y byddai'r 'pontio deublyg' hwn yn brofiad negyddol i ddisgyblion sydd wedi'u cael diagnosis Anhwylderau'r Sbectrwm Awtistig (ASA).

"Gan fod plant a phobl ifanc ag ASA yn ei chael hi'n anodd ymdopi ag unrhyw fath o newid, byddai gweithredu ar ddau safle yn peri pryder ac yn effeithio ar eu hyder a'u hymdeimlad o gysur." (Rhiant)

Hefyd teimlwyd y byddai symud i safle wedi'i rannu yn rhoi straen diangen ar dîm arwain newydd, yn gwastraffu amser staff ac ychwanegu at gostau gweinyddol. Roedd safle arfaethedig Glan Morfa wedi'i ddisgrifio fel 'anaddas', gan ei fod mewn ardal o draffig prysur ac angen llawer o waith moderneiddio ac adnewyddu i'w wneud yn addas i'r diben.

Fel dewis amgen, roedd ymatebwyr yn awyddus iddynt ystyried ymestyn a moderneiddio safle presennol Hollies. Er y byddai hyn o bosibl yn arwain at gynnydd o ran niferoedd

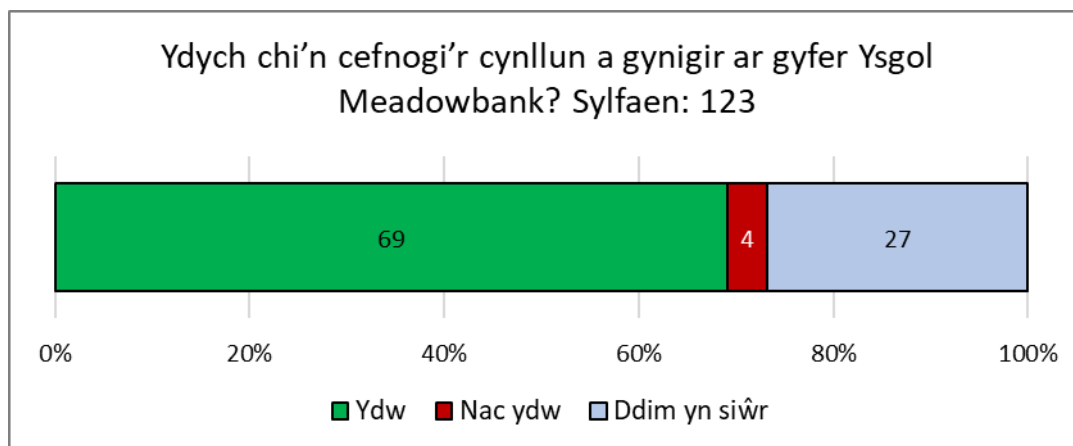
disgyblion, roedd nifer o awgrymiadau hefyd yn nodi'r manteision o ymestyn y ddarpariaeth gyfredol yn Hollies hyd at 16+ oed.

Nodwyd bod angen cyfathrebu gwell rhwng y Cyngor a The Hollies i sicrhau bod unrhyw gynlluniau a gyflwynir yn y dyfodol yn cael eu gwneud gydag ymglymiad llawn y rhai yr effeithir arnynt a dealltwriaeth a rennir o'r materion perthnasol.

YSGOL ARBENNIG MEADOWBANK

Mae lleoedd gwag yn y lleoliad ar hyn o bryd. Mae cynnig yn bodoli i ymestyn dynodiad yr ysgol o anawsterau iaith penodol i gynnwys anableddau dysgu cymhleth.

- Derbyniwyd tri ymateb gan rieni â phlant ar gofrestr yr ysgol.
- Cyflwynwyd ymatebion ychwanegol gan athrawon, staff, y corff llywodraethu a'r Pennaeth yn ogystal â phartion â diddordeb ymysg y cyhoedd.
- Roedd saith o ddeg ymateb o blaid y cynnig. Dim ond 4% oedd yn gwrthwynebu ac roedd 27% yn parhau'n ansicr.



Cododd deg ymatebydd bryderon penodol mewn perthynas â'r newidiadau arfaethedig i ddarpariaeth ADY yn Ysgol Arbennig Meadowbank. Yn gyffredinol, roedd sylwadau'n canolbwyntio ar y diwygiadau arfaethedig i'r meini prawf ar gyfer derbyn. Roedd angen sicrwydd na fyddai cymysgu anawsterau iaith a lleferydd gydag anghenion dysgu cymhleth yn cael effaith negyddol ar unrhyw un o'r grwpiau hynny. Awgrymodd ymatebwyr y dylid

sefydlu dosbarth cwbl ar wahân i ddiwallu anghenion y disgyblion hynny ag anghenion dysgu cymhleth, fodd bynnag, roedd rhai eisiau eglurhad o ran diffiniad o'r term.

"Mae gan yr holl blant yn Meadowbank y gallu i wella'n barhaus ac rwy'n bryderus nad oes gan blant ag anghenion dysgu mwy cymhleth y gallu i wella a chael galluedd dysgu statig."
(Rhiant)

"Os caiff Meadowbank ei agor i ystod ehangach o anghenion, lle bydd plant ag anawsterau lleferydd yn mynd? Lle byddan nhw'n cael y cwricwlwm penodol â ffocws cryf ar iaith?"
(Myfyriwr)

Gwnaed sawl cyfeiriad hefyd at yr adnoddau arbenigol presennol a'r staff medrus sydd ar gael yn Meadowbank sy'n gallu cynnig ymyrraeth gynnar ar gyfer anawsterau iaith a lleferydd, yn debyg i'r rhai a gynigiwyd ar gyfer Ysgol Gynradd Allensbank.

Ymgynghoriad Disgyblion

Cynhaliwyd gweithgareddau ymgysylltu yn yr ystafell ddosbarth gyda deuddeng plentyn rhwng 6 a 11 oed.

Roedd y lle tu allan yn flaenoriaeth gan y plant ac yn enwedig eu 'llog môr-leidr' a enwyd fel eu hoff le i chwarae.

"Rwy'n hoffi chwarae ar yr iard chwarae, dyna fy hoff le – rwy'n hoffi'r llong môr-leidr".

Nodwyd bod y neuadd ysgol yn bwysig gan ei bod yn cael ei defnyddio ar gyfer nifer o wahanol weithgareddau gan gynnwys AG, a cherddoriaeth, dau o hoff weithgareddau'r disgyblion.

Roedd tripliau ysgol yn rhywbeth yr oedd y disgyblion yn ei fwynhau gyda'r parc, trampolîn, *Jump*, Mambo's a nofio (Sblot – grŵp hŷn yn unig) ymysg y gweithgareddau poblogaidd.

Nid oes gan Meadowbank gegin ysgol weithredol ar hyn o bryd felly nid oes unrhyw fwyd yn cael ei baratoi ar y safle. Caiff prydau eu danfon i'r llond llaw o ddisgyblion a daw'r gweddill â phecyn bwyd. Mae hyn yn rhywbeth y byddai angen i ni ei sortio pe bai'r niferoedd disgyblion yn cynyddu.

Cytunodd un ar ddeg o'r deuddeg disgybl y byddai cael mwy o bobl yn eu dosbarth yn beth da. Roedd sylwadau cadarnhaol yn cynnwys:

'Mwy o bobl i chwarae tu fas â nhw'

'Mwy o bobl i rannu â nhw'

Yn yr un modd, roedd mwyafrif y disgyblion wedi eu cyffroi gan y posibilrwydd o gael mwy o le yn y dosbarth ac heb unrhyw bryderon am y newidiadau. I leiafrif bychan fodd bynnag, roedd y syniad o fwy o bobl ac amgylchedd prysurach yn codi pryder gyda sylwadau yn cynnwys:

"Bydd hi braidd yn gyfyng"

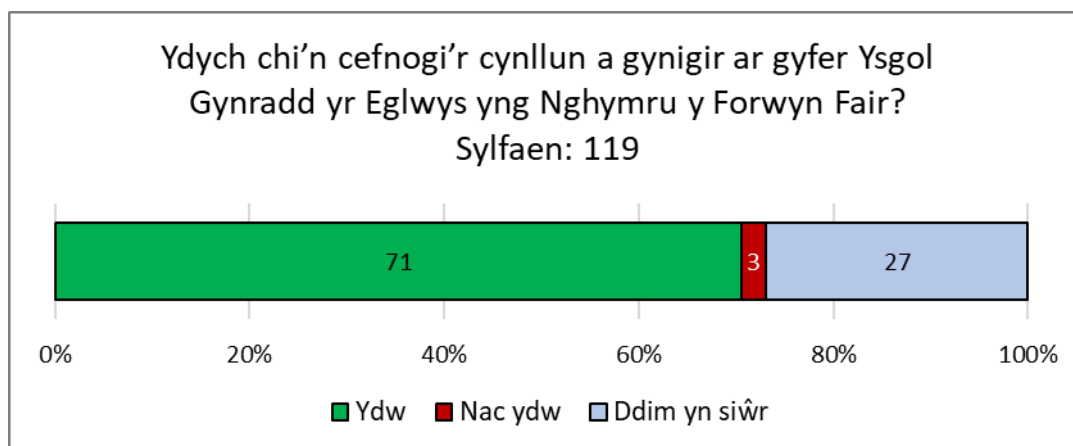
“Mae stafelloedd mwy yn codi ofn arnaf”

“Rwy’n poeni y bydd hi’n rhy swnllyd”

YSGOL GYNRADD YR EGLWYS YNG NGHYMRU Y FORWYN FAIR

Nid oes cymorth arbenigol ar gael yn y safle hwn ar hyn o bryd. Cynigir y dylid agor adnodd ar gyfer hyd at 20 disgybl yn yr ysgol fel rhan o adeilad newydd yn y dyfodol.

- Dim ond un ymateb a dderbyniwyd gan lywodraethwr ysgol y mae ganddo hefyd blentyn ar gofrestr yr ysgol. Cafwyd ymatebion ychwanegol gan bartïon â diddordeb o’r gymuned ehangach.
- Roedd saith o ddeg ymateb (71%) o blaid y cynigion. Dim ond 3% oedd yn gwrthwynebu, fodd bynnag, roedd cyfran sylweddol (27%) yn parhau’n ansicr.



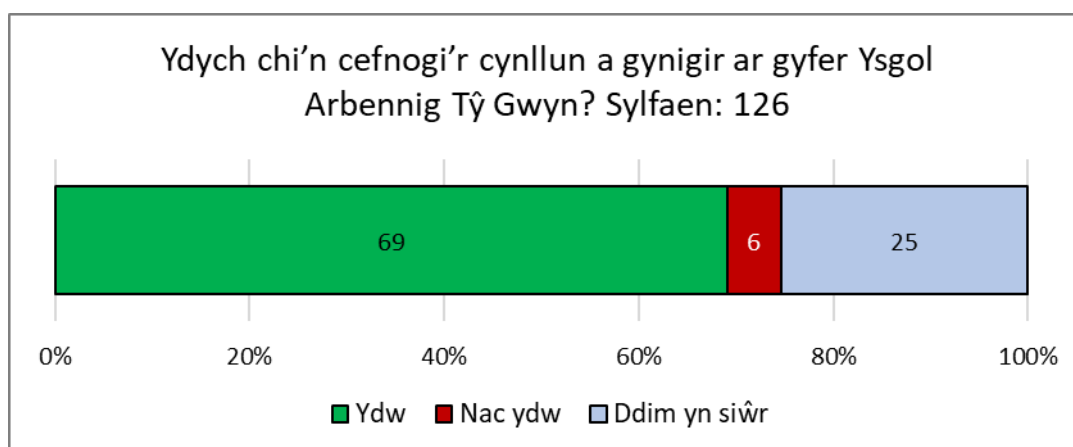
Dim ond tri ymatebydd a gododd bryderon penodol mewn perthynas â’r newidiadau arfaethedig ar gyfer Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair. Roedd y rhain yn cynnwys cwestiwn ynghylch sut y byddai’r cyfleuster yn cael ei ariannu a’i staffio a chwestiynwyd yr arbenigedd presennol sydd ar gael, o ystyried nad yw’r ysgol wedi cael canolfan adnoddau arbenigol ar y safle o’r blaen.

Roedd rhywun arall o’r farn bod darparu 20 lle yn eithaf tipyn ar gyfer darpariaeth cwbl newydd a rhywun arall yn cwestiynu p’un a fyddai cymorth iaith a lleferydd ar gael yn y ganolfan adnoddau arbenigol i’r disgyblion hynny a fyddai’n dechrau yn yr ysgol gyda Saesneg fel ail iaith.

YSGOL ARBENNIG TŶ GWYN

Cynigir cynyddu nifer y lleoedd i 198 drwy osod 3 ystafell ddosbarth newydd gan gynnwys ailddatblygu canolfan ieuenctid Trelái.

- Derbyniwyd 14 ymateb gan rieni gyda phlant ar gofrestr yr ysgol gydag un ohonynt yn llywodraethwr ysgol hefyd. Cafwyd ymatebion ychwanegol gan bartion â diddordeb o'r gymuned ehangach.
- Roedd tua saith o ddeg ymatebydd (69%) o blaid y cynigion i gynyddu nifer y lleoedd disgyblion yn Ysgol Arbennig Tŷ Gwyn. Dim ond 6% oedd yn erbyn y cynlluniau er bod chwarter (25%) yn parhau'n ansicr.



Cododd saith ymatebydd bryderon penodol mewn perthynas â'r newidiadau arfaethedig i Ysgol Arbennig Tŷ Gwyn.

Disgrifiodd ymatebwyr Tŷ Gwyn fel cyfleuster ag adnoddau da tra mae nifer o bobl ifanc yn yr ardal yn teithio i gyrchu gwasanaethau arbenigol mewn mannau eraill. Awgrym arall oedd y dylai adnoddau gael eu lleoli mewn ardaloedd lleol gyda mynediad a rennir. Teimlwyd y byddai hyn yn sicrhau budd i'r gymuned ehangach. Mynegwyd bod cynnig cymorth lles i ferched uwchradd ac adnoddau ychwanegol ar gyfer ACE's, yn enwedig wrth bontio o addysg gynradd i uwchradd yn feysydd penodol sydd angen sylw.

"Agwedd byr-olwg yw ymgorffori Ysgubor Trelái yn ffederasiwn yr ysgolion arbennig pan fo ysgolion cynradd prif ffrwd yn ymrafael gydag anghenion disgyblion sydd yn galw am gefnogaeth arbenigol i'r un graddau, gydag ysgolion cynradd yn gorfod ymdopi â dosbarthiadau o 30." (Llywodraethwr Ysgol, Ysgol Uwchradd Gorllewin Caerdydd)

Mynegodd rhai rhieni bryderon o ran y pwysau ychwanegol ar adnoddau presennol y byddai disgyblion ychwanegol yn ei roi. Er yn ôl y sôn bod nifer yr athrawon wedi cynyddu yn unol

â'r galw, nid oes digon o staff meddygol fel Therapyddion Galwedigaethol a Therapyddion Iaith a Lleferydd. Hefyd roedd rhieni yn bryderus o ran sut y byddai niferoedd cynyddol yn effeithio ar ymdeimlad a diwylliant yr ysgol:

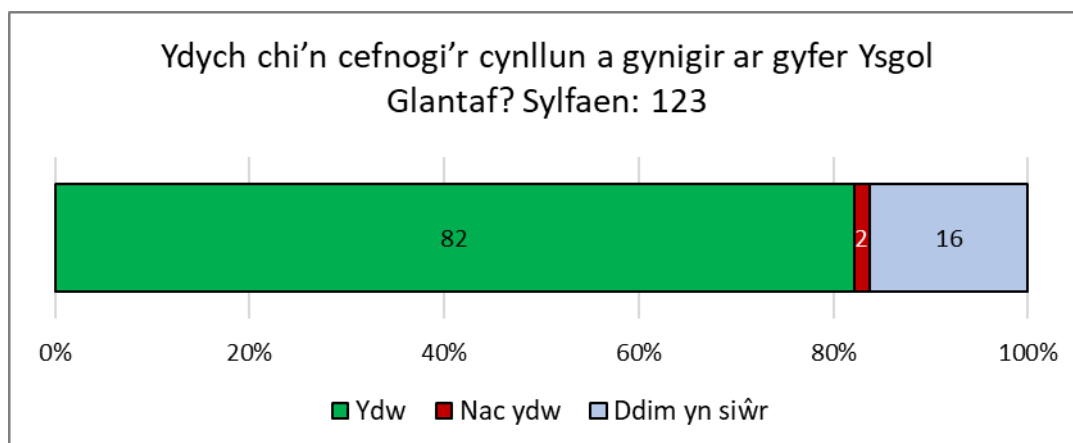
"Rwy'n bryderus bod yr ysgol eisoes yn un fawr." Dw i ddim eisiau colli'r pethau positif fel staff yn nabod yr holl ddisgyblion. (Rhiant)

"...wrth i'r blynyddoedd fynd heibio mae'r ysgol wedi bod yn derbyn mwy a mwy o ddisgyblion. Mae'r staff addysgu hefyd wedi cynyddu i ymdopi â'r ehangiad hwn, ond, yn anffodus, mae nifer yr aelodau staff meddygol (Therapydd Lleferydd, Therapydd Galwedigaethol a'r Ffisiotherapydd) wedi parhau ar yr un lefel. Byddai mwy o ddisgyblion yn rhoi mwy o straen ar y gwasanaethau hyn."

YSGOL GLANTAF

Mae gan yr ysgol ganolfan adnoddau arbenigol ar gyfer 13 disgybl ar hyn o bryd. Cynigir cynyddu nifer y lleoedd yn y ganolfan anodau arbenigol i 30.

- Daeth wyth ymateb gan rieni plant sydd ar gofrestr yr ysgol.
- Cymerodd 14 athro o'r ysgol ran yn yr arolwg yn ogystal â llywodraethwr ysgol. Cafwyd ymatebion ychwanegol i'r ymgynghoriad gan bartïon â diddordeb o'r gymuned ehangach.



Dim ond 2% o ymatebion oedd yn gwrthwynebu'r cynigion mewn perthynas â Glantaf. Cafodd y syniad o ymestyn yr arferion rhagorol cyfredol gefnogaeth helaeth fodd bynnag mynegodd aelodau'r gymuned ysgol hefyd bryderon difrifol ynghylch sut bydd hyn yn cael ei reoli o ran y lle sydd ar gael.






“Mae’r gofod presennol ar gyfer y dysgwyr hyn yn gyfyngedig a bydd gofyn am fuddsoddiad sylweddol a helaeth i ateb yr anghenion unigol a’r heriau amrywiol a gaiff eu profi gan lawer mwy o ddisgyblion ag anghenion amrywiol.” (Llywodraethwr Ysgol ADY Ysgol Glantaf)

Mae’r gofod presennol yn caniatáu lle i 10 disgybl fodd bynnag mae 13 yno’n barod a disgwylir 16 ym mis Medi 2018. Hefyd mae nifer o ddisgyblion sydd angen llai o gymorth hefyd yn defnyddio’r ganolfan adnoddau arbenigol, sy’n golygu bod tua 20 yn defnyddio’r gofod ar hyn o bryd. Mae angen cyfathrebu pellach yn gysylltiedig â’r manylion o ran sut a lle y gellir lleoli disgyblion ADY ychwanegol.

Ymgynghoriad Disgyblion

- Cymerodd 366 o ddisgyblion ran mewn arolwg i gofnodi eu safbwyntiau ar y newidiadau arfaethedig. Cynhaliwyd gweithgareddau ymgysylltu pellach ychwanegol gyda 13 disgybl rhwng 11 a 18 oed sy’n defnyddio’r ganolfan adnoddau arbenigol ar hyn o bryd.
- Roedd 87% o ddisgyblion unai’n ‘hapus’ neu’n ‘hapus iawn’ gyda’r cynigion a amlinellwyd. Dim ond 4% oedd ag unrhyw wrthwynebiad i’r cynlluniau.

Ar raddfa o un i 5 (1 Hapus iawn a 5 Trist iawn) sut rydych chi’n teimlo am y newidiadau a gynigir?

1 Hapus iawn	2	3	4	5 Trist iawn
				
254	67	33	9	3
69%	18%	9%	3%	1%

- Roedd canlyniadau cadarnhaol yn ymwneud â’r cynnig yn cynnwys y byddai’r ysgol yn adlewyrchu’r gymdeithas yn well ac “yn teimlo mwy fel cymuned”. Roedd disgyblion yn awyddus i weld ‘ystod ehangach o gymeriadau a galluoedd’ yn yr ysgol ac yn meddwl ei bod yn bwysig bod mwy o blant ag anghenion cymhleth yn cael y cyfle i ddysgu i siarad Cymraeg a/neu dderbyn eu haddysg yn eu hiaith gyntaf.
- Roedd pryderon a godwyd gan ddisgyblion yn cynnwys: argaeledd lle addas, y byddai pawb yn trin disgyblion newydd yn gyfartal ac yn deg ac y byddai cyllid yn cael ei gymryd o ardaloedd a phrojectau eraill yn yr ysgol i ariannu’r project.

- Mae'r holl ddisgyblion yn y ganolfan adnoddau arbenigol hefyd yn cymryd rhan mewn dosbarthiadau prif ffrwd. Pan ofynnwyd am eu hoff le yn yr ysgol dywedodd nifer o ddisgyblion mai'r ganolfan adnoddau arbenigol oedd hwnnw. Cafodd y ganolfan ei disgrifio fel lle i 'ymlacio' a chael mynediad i'w loceri a'u heiddo personol.
- Roedd y disgyblion ag ADY yn gyffredinol yn hapus iawn â phob agwedd ar eu bywyd ysgol. Roedd lle tu allan sy'n cael ei flaenoriaethu er defnydd disgyblion yn y ganolfan adnoddau arbenigol yn cynnwys lle i ymlacio a chyfleoedd i dyfu ffrwythau a llisiau.
- Roedd disgyblion hefyd yn mwynhau cyfleoedd i fynd i ddsbarthiadau nofio ac ar deithiau ysgol. Roedd ymweliadau diweddar wedi cynnwys y theatr, Amgueddfa Sain Ffagan, y Story Arms a Chanolfan Arddio Pugh.
- Roedd y grŵp yn gwerthfawrogi'r ystafell synhwyrâu yn fawr. Roedd y lle yn cael ei ddefnyddio i ymlacio, dawnsio a gwrando ar gerddoriaeth. Er bod yr ystafell hon yn cael ei hystyried fel blaenoriaeth soniodd y disgyblion hefyd am y diffyg lle, rhywbeth a fyddai'n broblem pe bai mwy o ddisgyblion yn y ganolfan adnoddau arbenigol.

"Hoffwn pe bai'r ystafell yn fwy, dim ond lle i ddau sydd yno ar hyn o bryd".

- Roedd y mwyafrif o'r grŵp yn teimlo'n bositif am y posibiliad o fwy o ddisgyblion yn y ganolfan adnoddau arbenigol. Nododd y rhai a ddisgrifiodd y newid posibl fel rhywbeth 'da' y byddai hyn yn golygu *"ffrindiau newydd"* a *"mwy o bobl i chwarae gyda hwy."*
- Roedd y rhai a oedd yn teimlo bod cynnydd mewn niferoedd yn beth gwael yn poeni y byddai gormod o ddisgyblion yno. Esboniodd un disgybl y byddai'n ei chael hi'n anodd yn emosiynol i ddod i gysylltiad â nifer fawr o bobl wrth fynd i mewn i ddsbarth a dywedodd rhywun arall:

"Byddai'n brysur, rwy'n hoffi awyrgylch tawel"

Byddai mwy o bobl yn fy nosbarth yn beth		
DA	GWAEL	DDIM YN SIŴR
7	4	2

- Roedd mwyafrif y grŵp yn meddwl bod y posibiliad o gael mwy o le yn rhywbeth cadarnhaol. Roedd disgyblion yn gobeithio y byddai hyn yn eu galluogi i: *"symud o gwmpas yn fwy rhydd"* ac *"i beidio â theimlo mor clawstroffbig"*.

Byddai mwy o le yn fy nosbarth yn beth		
DA	GWAEL	DDIM YN SIŴR
12	1	0

- Mae chwe chyfrifiadur yn y ganolfan adnoddau arbenigol ar hyn o bryd. Mae dsgyblion yn mwynhau defnyddio'r rhain i wneud ymchwil ar-lein, creu cyflwyniadau PowerPoint a chwarae gemau cyfrifiadurol yn eu hamser rhydd. Ystyriwyd bod cynyddu nifer y peiriannau yn angenrheidiol i gynnal y lefel mynediad presennol pe bai'r niferoedd disgyblion yn y ganolfan adnoddau arbenigol yn cynyddu.
- Roedd mwy o sŵn yn y lle yn bryder i sawl disgybl gyda sylwadau'n cynnwys:

"Os ydych yn gwneud gwaith ac yn ceisio canolbwyntio mae'n beth gwael"

"Byddai llai o waith yn cael ei wneud a mwy o siarad".

Byddai mwy o sŵn yn fy nosbarth yn beth		
DA	GWAEL	DDIM YN SIŴR
2	7	4

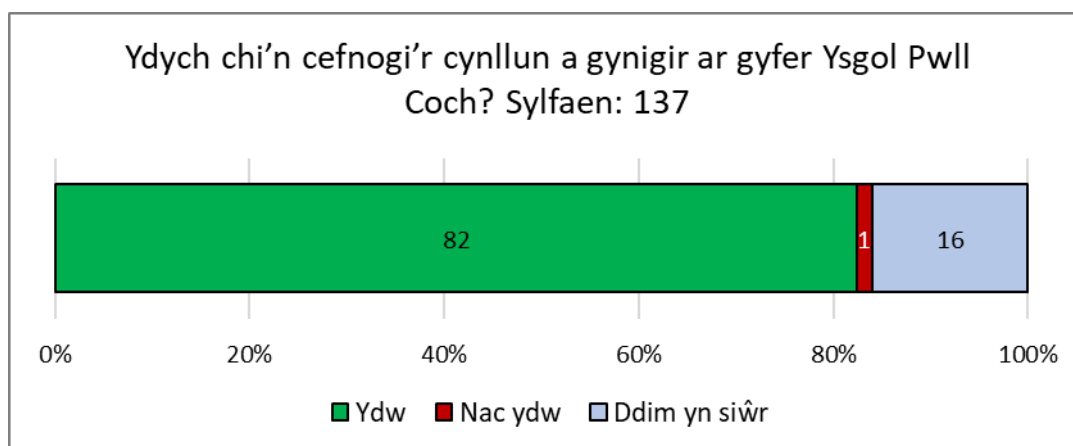
- Er bod y mwyafrif o ddisgyblion eisiau sicrhau nad yw eu hystafell ddosbarth yn newid, roedd nifer o ddisgyblion o blaid y diweddariadau. Roedd hyn yn cynnwys ehangu'r ystafell synhwyraidd ac ychwanegu tai bach bechgyn / merched a lle newid penodol. (Ar hyn o bryd dim ond un tŷ bach / lle newid sydd yn y ganolfan adnoddau arbenigol sy'n cael ei rannu gan yr holl ddisgyblion. Roedd mynediad i ardal newid addas yn angenrheidiol gan fod nifer o'r disgyblion yn ei chael hi'n anodd ymdopi gyda'r awyrgylch swllyd a phrysur yn y prif adeilad ysgol ac yn defnyddio'r cyfleusterau yn y ganolfan adnoddau arbenigol yn lle).
- Yn gyffredinol, mynegodd y disgyblion lefel uchel o gefnogaeth i'r cynlluniau i gael gofod mwy a mwy o ddisgyblion.

Rwy'n hoffi'r newidiadau sydd wedi'u cynllunio ar gyfer fy nosbarth...		
YDW	NAC YDW	DDIM YN SIŴR
10	0	2

YSGOL PWLL COCH

Nid oes unrhyw gymorth arbenigol ar gael ar y safle hwn ar hyn o bryd. Cynigir agor adnodd i 10 disgybl yn y lle cyntaf (gyda'r posibilid o dyfu i 20) mewn lleoliad cyfrwng Cymraeg.

- Cafwyd 47 ymateb gan rieni disgyblion sydd ar gofrestr yr ysgol.
- Fe wnaeth deg o athrawon a llywodraethwyr ysgol o Ysgol Pwll Coch hefyd gymryd rhan yn yr arolwg a daeth gweddill yr ymatebion gan bartion â diddordeb yn y gymuned ehangach.
- Mynegwyd cefnogaeth ar gyfer y cynigion mewn ymateb unigol ar wahân gan Gorff Llywodraethu Ysgol Pwll Coch.
- Derbyniodd y cynigion ar gyfer cyflwyno darpariaeth ADY yn Ysgol Pwll Coch y lefel uchaf o gefnogaeth yn yr ymgynghoriad.



Amlygodd un ar ddeg ymatebydd bryderon penodol dros y cynigion ar gyfer Ysgol Pwll Coch.

Yn bennaf roedd y rhain yn ymwneud â'r logisteg o ran gweithredu yn hytrach na phryder dros gyflwyno'r adnodd. Roedd ymatebwyr yn awyddus i ddeall y manylion o ran sut y byddai'r uned yn cyd-fynd â gweddill yr ysgol o ran gwersi, cinio a chwarae. Roeddent hefyd eisiau esboniad pellach o ran pw y h.y. oedrannau ac ati y byddai'r dosbarth ar ei gyfer, ac eisiau cadarnhad y byddai'r cyfleuster yn cael ei ariannu a'i staffio'n briodol.

"Dw i'n pryderu a fydd adnoddau digonol yn cael eu dyrannu i gynnig amgylchedd dysgu addas i'r holl ddisgyblion yn yr ysgol a safon uchel o gyfleusterau ar gael i ateb anghenion plant ag anghenion penodol." (Llywodraethwr Ysgol)



Allensbank Primary School

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Allensbank Primary School, a community primary school located in Cathays, Cardiff. The school hosts a 16-20 place Specialist Resource Base (SRB) designated for pupils with speech and communication needs.

The proposal is to phase out the SRB and open an 8-place early intervention class for children with speech and language needs.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

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The TA investigates the highway and transportation issues associated with the proposed changes, the report will be structured in the following way:

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- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located to the north of Llanishen Street, in the Cathays area of Cardiff. Llanishen Street and the other streets in the vicinity of the site are of residential nature. Whitchurch Road is located approximately 200m to the south of the site and provides access to a range of services and facilities. Cardiff City Centre is located approximately 2km to the south of the site and Cardiff Railway Station is approximately 3km to the south.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

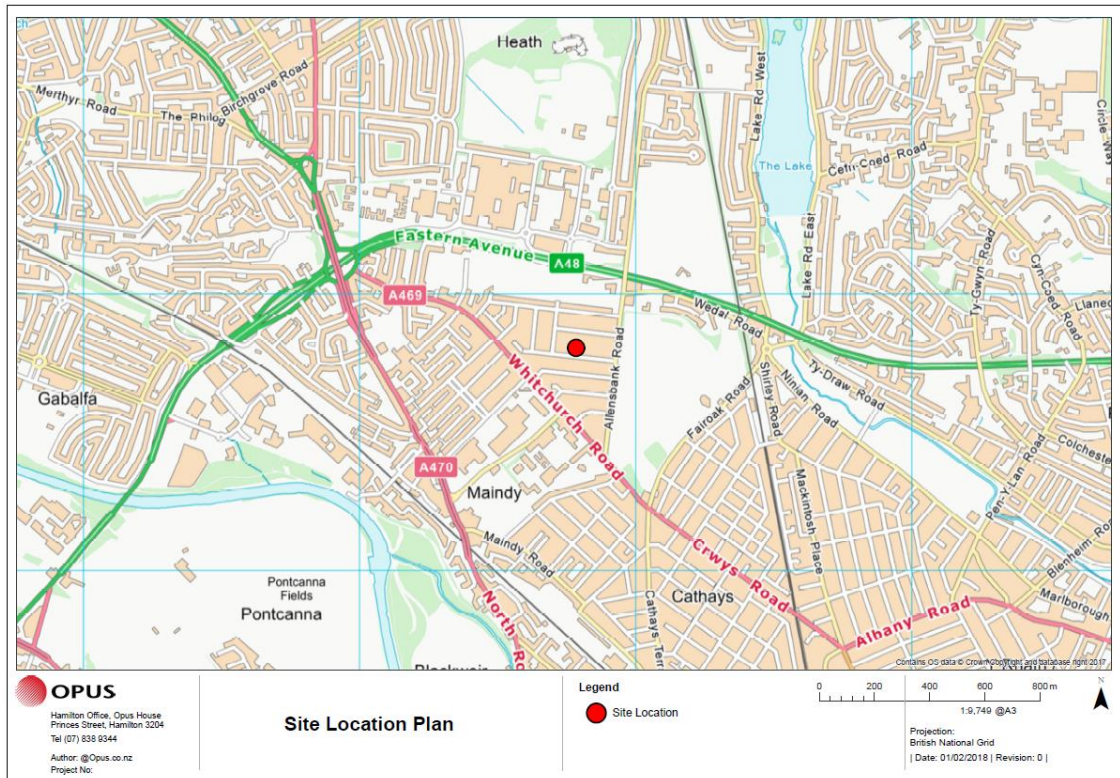


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 5,500m². There are two separate school buildings, a single storey building to the west and a two-storey building to the east. There is a staff car park along the eastern border of the site which is accessed from Llanishen Street. The rear (north) of the site is allocated as an outdoor playing area for the pupils. There are currently 210 students enrolled at Allensbank Primary School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
99/01404/W	Removal of existing brickwork chimney / installation of new flue	Granted	15/10/1999
A/13/00187/DCI	Installation of 2 no. flagpoles	Granted	16/12/2013

3.3. Local Highway Network

3.3.1. *Llanishen Street*

Llanishen Street runs along the southern boundary of the site from east to west for approximately 350m, it connects to Allensbank Road to the east via a non-signalised priority junction. It is a single carriageway road with an approximate width of 8.5m, however there is residential parking on both sides of the highway which significantly reduces width. The majority of this on-street parking provision is for permit holders only, however there are some sections of unrestricted parking and there is an area directly outside the school gate that is to be kept clear for school buses etc.

There are footways provided along both sides of Llanishen Street, with an approximate width of 2m, however the width is impacted in areas due to street clutter such as signage and bins. Street lighting is provided along both sides of the highway, dropped kerbs and tactile paving are provided at crossing points, however, some of the tactile paving is in need of upgrading. Llanishen Street provides the sole pedestrian and vehicular access to the site, a speed limit of 20mph has recently been introduced on Llanishen Street. The highway surface is in good condition generally, however, there were some defects noted in places, road markings and signage are also in reasonable condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

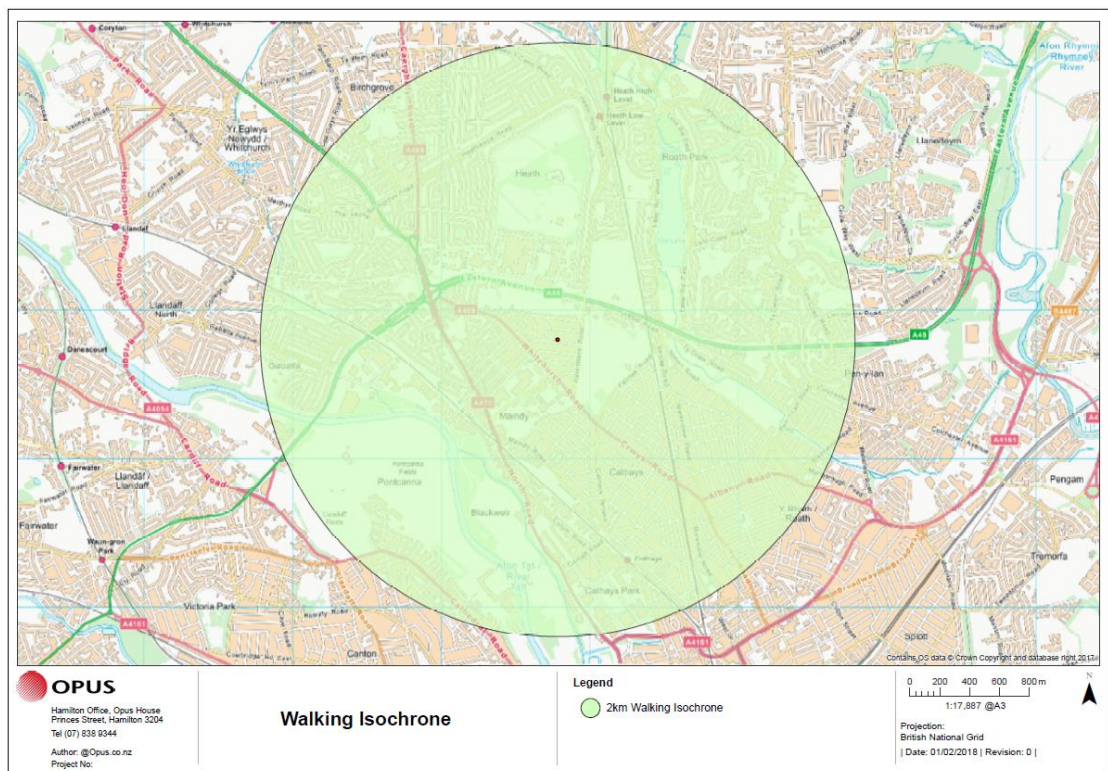


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Maindy, Roath and Heath. Cardiff City Centre is also within walking distance and provides access to a range of services and facilities, Whitchurch Road to the south of the site also offers access to local services and facilities. Cardiff Railway Station is located just beyond the realistic walking distance; however, Cathays Railway Station is within the 2km distance.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities and street lighting, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROWs in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

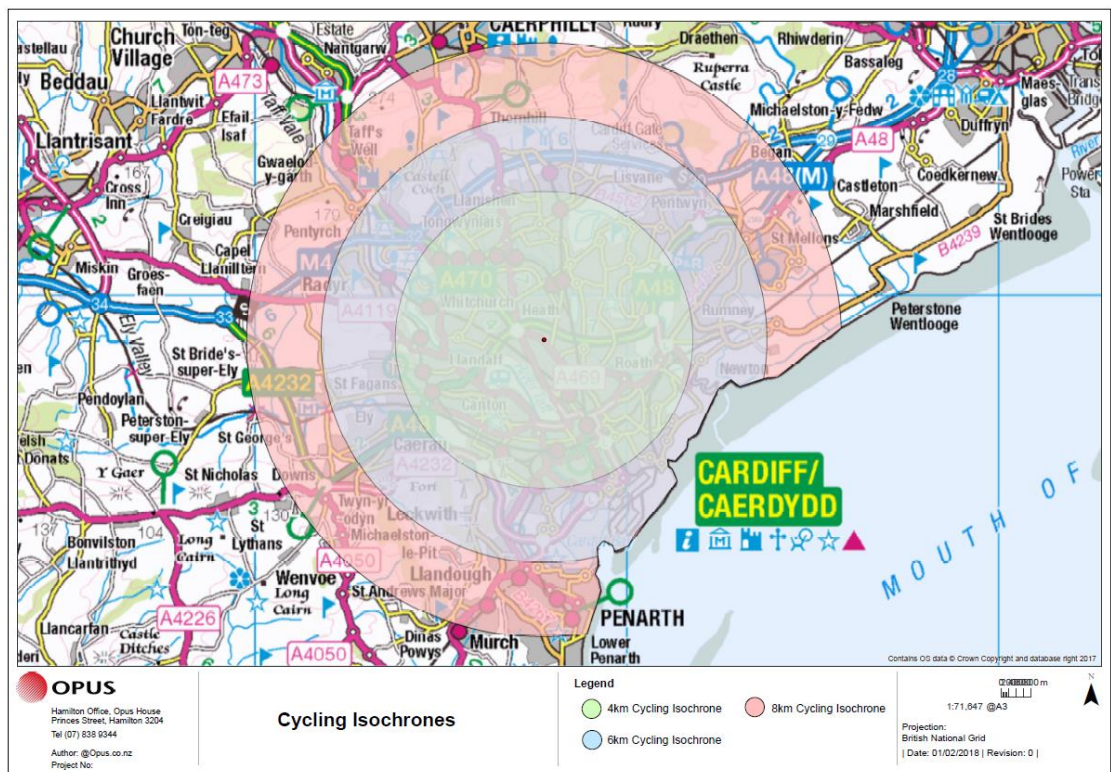


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Caerphilly to the north, St Mellons to the east and Radyr to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 1km to the south west of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

The closest bus stops to the site are located on Allensbank Road east of the site, near its junctions with Llanishen Street and Inglefield Avenue. The route to the southbound stop is

190m (2-minute walk) and the stop consists of a shelter, flagpole, timetable and easy access kerbing. The route to the northbound stop is 260m (3-minute walk) and the stop consists of a flagpole, timetable and easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
51	Capital Links	Churchill Way	Pentwyn	Less than 1 per hour
53	Capital Links	Greyfriars Road	Pentwyn	Less than 1 per hour
86	Capital Links	Greyfriars Road	Lisvane	Less than 1 per hour
95	Cardiff Bus	Winston Square	Heath Hospital	2 per hour
M1	Cardiff Bus	Cardiff MET Cyncoed Campus	Plas Gwyn	1 per hour

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 4km (44-minute walk or 13-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Cathays Railway Station is located closer to the site, the route is approximately 1.7km (21-minute walk or 6-minute cycle). This station provides regular services to Cardiff Central via Cardiff Queen Street, as well as residential areas such as Llandaff and Radyr. It is also managed by Arriva Trains Wales and includes facilities such as a shelter and cycle parking.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Allensbank Road within comfortable walking distance, Cathays Railway Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Llanishen Street or within the immediate vicinity of the site. A number of incidents have been reported along Whitchurch Road, however, these are all slight in severity. There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No serious or fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Allensbank Primary School, as well as its impact on the highway network.

5.1. Proposed Changes to Allensbank Primary School

To meet the need for early intervention places for speech and language needs it is proposed to:

- Phase out the Specialist Resource Base (SRB) at Allensbank Primary School, closing the class in July 2020, or when all current pupils have completed their primary placement, if earlier.
- Open an 8-place early intervention class for children with speech and language needs at Allensbank Primary School, admitting the first cohort in September 2019.

5.2. Impact on Highway Network

Due to the proposed reduction in pupil numbers, from a 16-20 place SRB to an 8-place early intervention class, it is considered that the proposals will not have a material impact on the operation of the local highway network.

5.3. Recommendations

This section aims to provide high-level recommendations that promote active travel and sustainable transport options. The recommendations are as follows:

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Allensbank Primary School, a community primary school located in Cathays, Cardiff.

The proposal is to phase out the SRB and open an 8-place early intervention class for children with speech and language needs.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

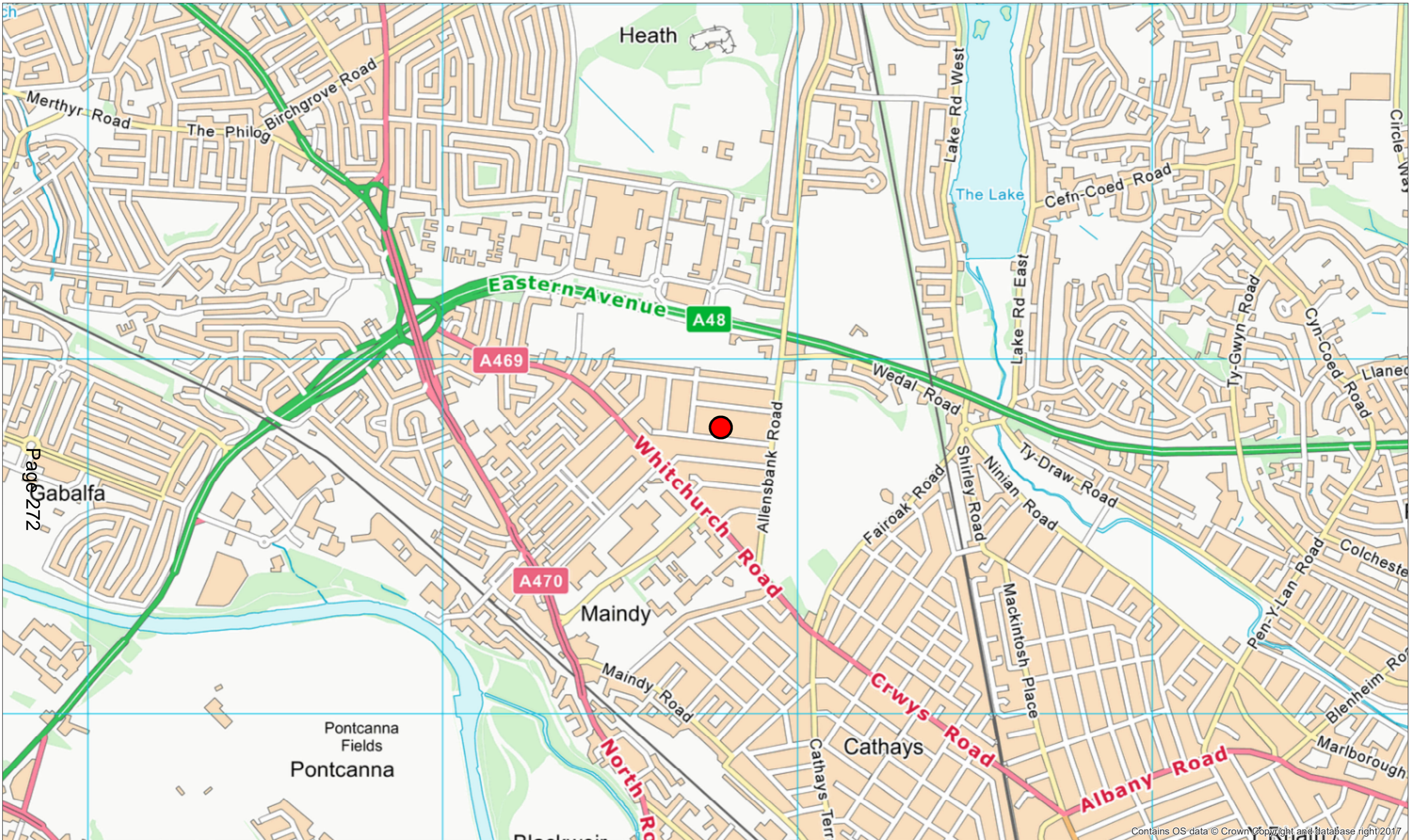
The site location is described as well as an assessment of the existing site conditions and Llanishen Street. The planning history of the site is also summarised, only two planning applications have been made on the site, both were for minor works.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Llanishen Street or within the immediate vicinity of the site. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Allensbank Primary School will not impact on the surrounding highway network. The uptake of sustainable travel can be monitored and encouraged through the measures set out in Section 5.

Appendix A – Site Location Plan



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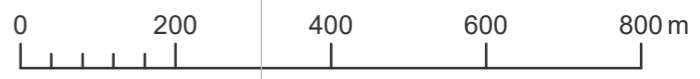


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Project No:

Site Location Plan

Legend

 Site Location

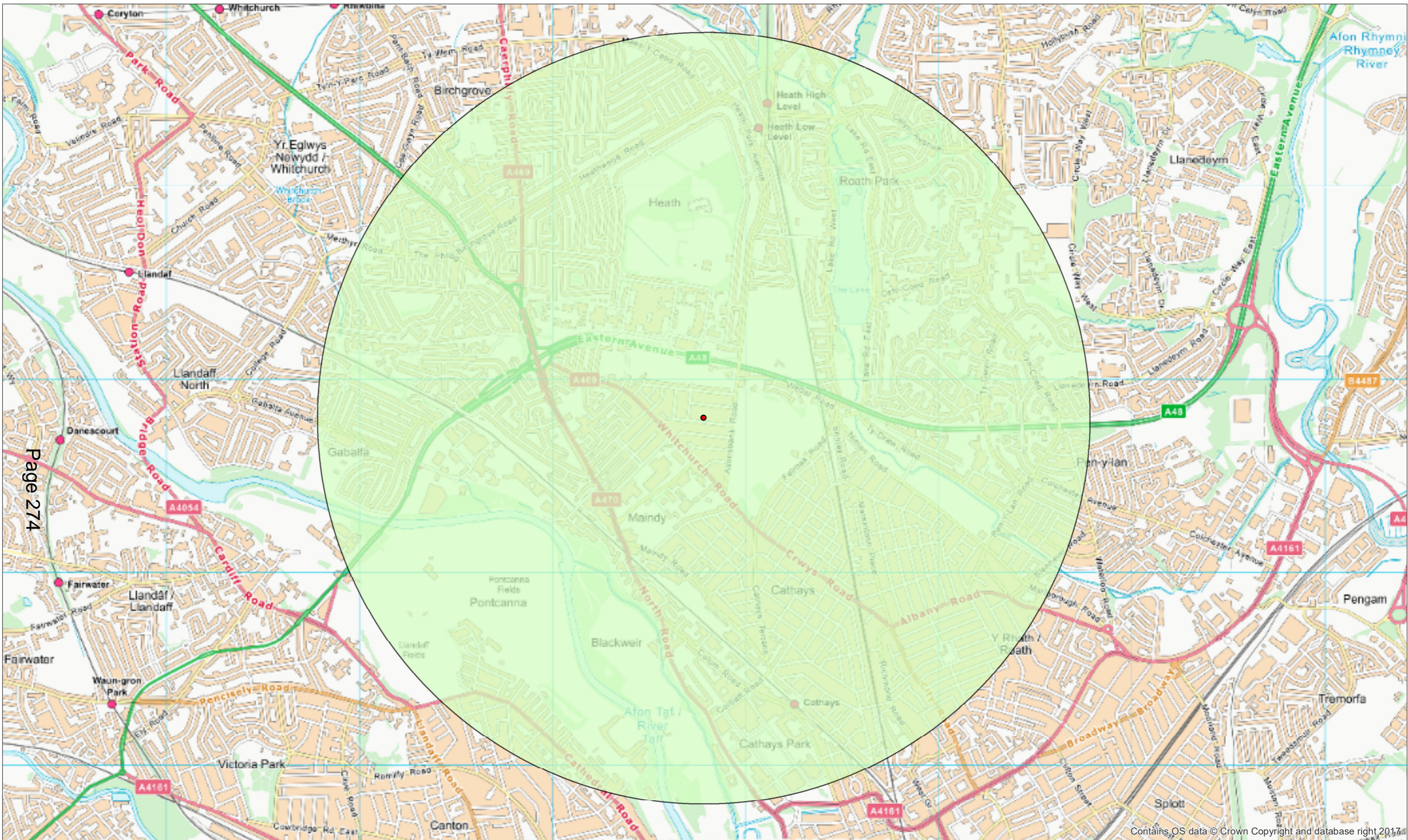


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Projection:
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Appendix B – Walking Isochrone



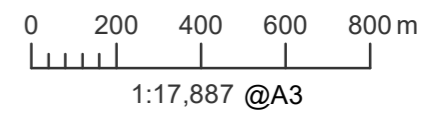
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Walking Isochrone

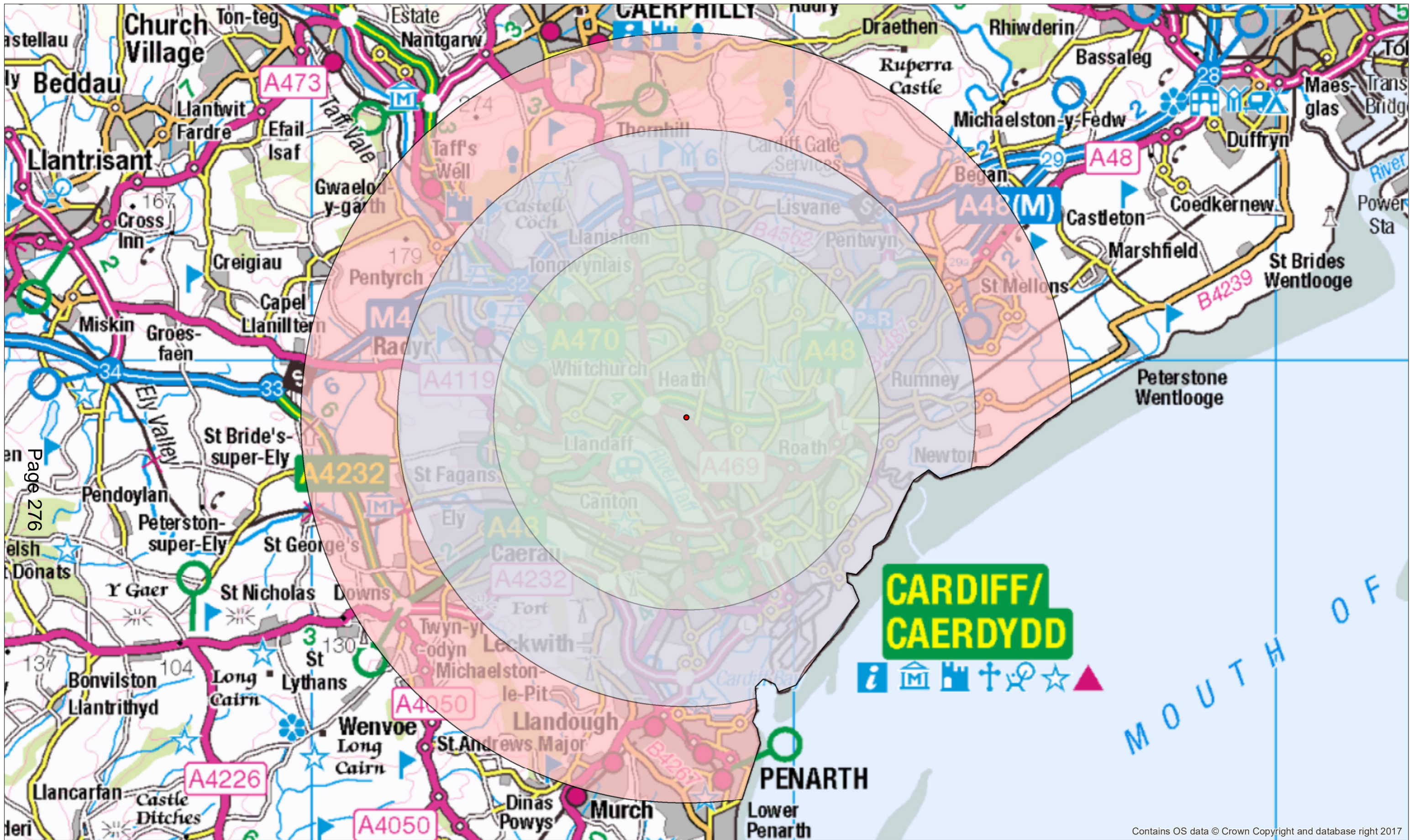
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 2km Walking Isochrone



Projection:
 British National Grid
 | Date: 01/02/2018 | Revision: 0 |

Appendix C – Cycling Isochrones



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 Author: @Opus.co.nz
 Project No:

Cycling Isochrones

- Legend**
- 4km Cycling Isochrone
 - 6km Cycling Isochrone
 - 8km Cycling Isochrone

0 2000 4000 6000 8000 10000 m
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 Projection:
 British National Grid
 | Date: 01/02/2018 | Revision: 0 |



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Greenhill Special School

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Greenhill Special School, located in Rhiwbina, Cardiff. It is a school for pupils with emotional, health and wellbeing needs aged 11-16.

The proposal is to extend the age range of the school from 11-16 to 11-19 and increase its capacity to allow for a maximum of 8 additional students.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

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3. Existing Conditions

3.1. Site Location

The site is located to the west of Rhiwbina Hill / Heol-y-Deri, in the Rhiwbina area of Cardiff. Rhiwbina Hill / Heol-y-Deri and the other streets in the vicinity of the site are of residential nature. There are a range of local services and facilities available on Heol-y-Deri approximately 800m to the south of the site. Cardiff City Centre is located approximately 5km to the south of the site and Cardiff Central Railway Station is approximately 6km to the south.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

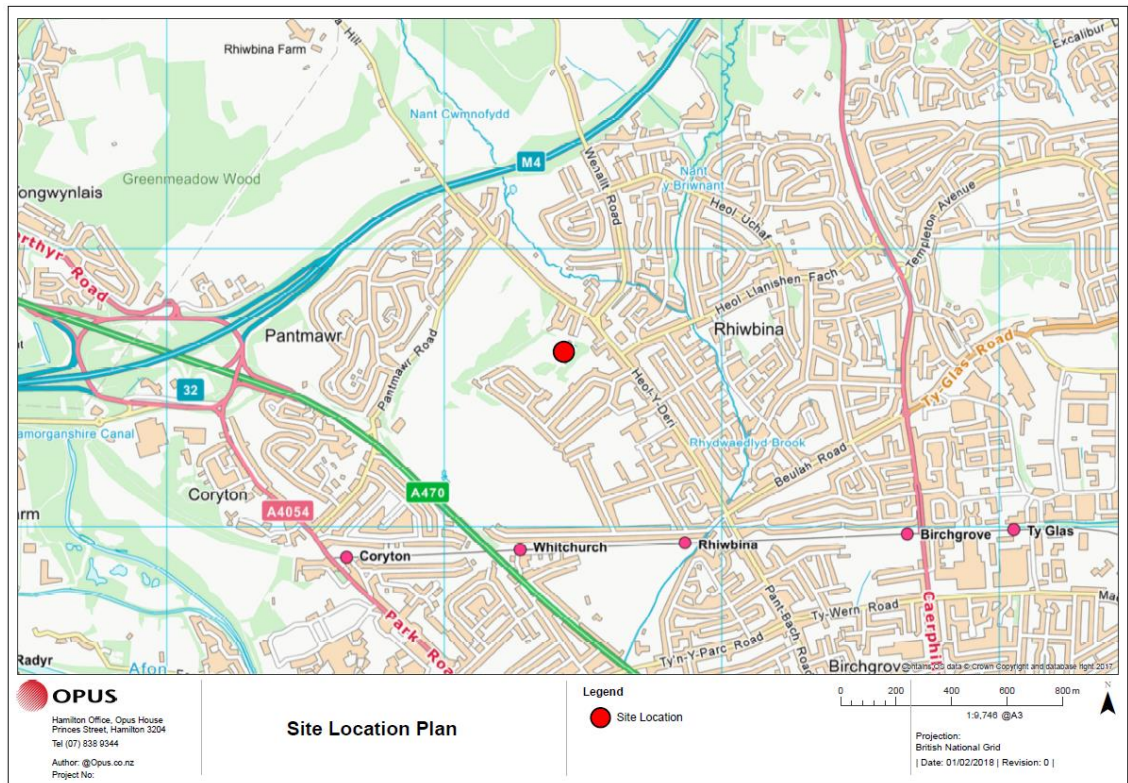


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 23,800m². The school consists of one single storey building with two additional cabins located at the south and the caretaker’s house at the north of the site. There is a small car park north of the main school building and a taxi pick up / drop off point to the south, immediately adjacent the main school building. The land west of the site is allocated as playing fields and there is also a concrete football and basketball court. There are currently 56 students enrolled at Greenhill Special School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
96/00041/N	Change of use from residential to social work team base	Granted	13/02/1996
96/00575/N	Change of use from residential to mental health team base	Withdrawn	07/05/1996
08/01721/W	Replacement of existing metal framed windows with new UPVC units	Granted	29/08/2008

3.3. Local Highway Network

3.3.1. Heol Brynglas

Heol Brynglas provides the sole vehicular and pedestrian entrance to the school, it runs north to south for approximately 90m and connects to Rhiwbina Hill / Heol-y-Deri to the north via a non-signalised priority junction. As well as providing access to the school, it provides access for four residential units. It is a narrow lane with a width of approximately 5m, some residential parking was also noted along the lane, further impacting its width in places. There are no parking restrictions in place along Heol Brynglas.

There are no footways along Heol Brynglas, and at the crossing point at its connection with Rhiwbina Hill / Heol-y-Deri there are dropped kerbs and tactile paving, however, the tactile paving is in need of upgrading. A speed limit of 30mph is in place and street lighting is also provided. The highway surface is in good condition generally, as are the road markings and signage. The gradient is steep in places which makes Heol Brynglas less suitable for some users with mobility issues.

3.3.2. Rhiwbina Hill / Heol-y-Deri

Rhiwbina Hill becomes Heol-y-Deri at its junction with Heol Brynglas. It is a single carriageway road with an approximate width of 7m. There are footways provided along both sides of the highway, with an approximate width of 2m. Pedestrian refuse islands are located near to the junction with Heol Brynglas, these are complete with dropped kerbs and tactile paving, the tactile paving requires upgrading. Street lighting is provided along both sides of the highway and a speed limit of 30mph is in place. The highway surface is in good condition generally; however, there were some defects noted in places, road markings and signage are also in reasonable condition. The gradient is steep in places, particularly near Heol Brynglas, making it less suitable for some users with mobility issues.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.



Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of residential areas such as Whitchurch and Coryton. Cardiff city centre is located beyond the recommended walking distance, as is Cardiff Central Railway Station. However, more local centres, in Rhiwbina and Whitchurch for example, are within comfortable walking distance and provide access to a range of services and facilities. A number of smaller, local railway stations are also within walking distance and can be used to provide access to Cardiff Central Railway Station.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities, this along with factors such as street lighting and an overlooked, residential environment, results in a network which is conducive to walking. There is, however, a steep gradient in places, making it less suitable for some users with mobility issues.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there is a footpath which runs near the northern boundary of the site and connects to Northern Avenue through Whitchurch Golf Club, which is allocated as a PROW.

4.1.2. *Cycling*

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

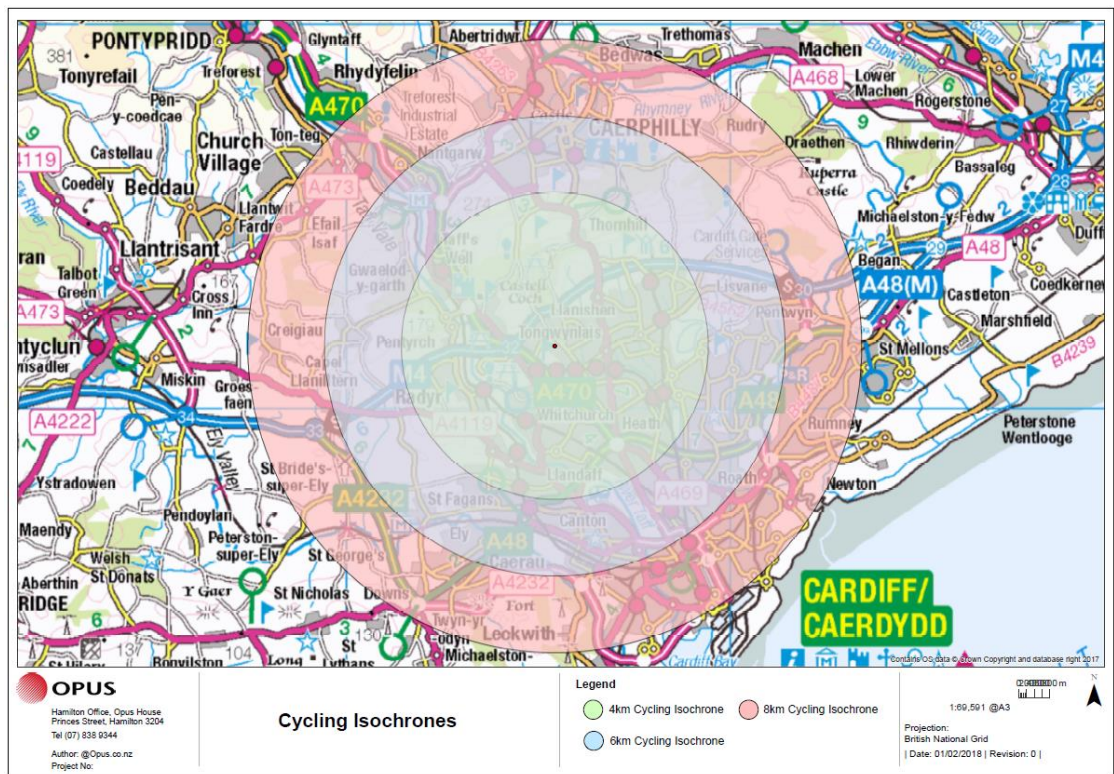


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Caerphilly to the north, Rumney to the east and Radyr to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 2km to the west of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site are located on Heol Llanishen Fach. The route to these stops is 300m (3-minute walk) via Heol-y-Deri. Both the eastbound and westbound stops consist of a flagpole, timetable and easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
21	Cardiff Bus	City Centre	Rhiwbina	3 per hour
23	Cardiff Bus	City Centre	Rhiwbina	3 per hour
801	NAT Group	Llanishen	Bishop of Llandaff School	1 per day
804	NAT Group	Gabalfa	Corpus Christi High School	1 per day
813	NAT Group	Llanishen	Ysgol Glantaf	1 per day

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 7km (22-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Rhiwbina Railway Station is located closer to the site, the route is approximately 1km (14-minute walk or 4-minute cycle), this station provides regular services to Cardiff Central via Cardiff Queen Street, as well as residential areas such as Coryton and Heath. It is also managed by Arriva Trains Wales and includes facilities such as a shelter.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Heol Llanishen Fach within comfortable walking distance, Rhiwbina Railway Station is also within a comfortable walking distance and provides access to Cardiff Central Railway Station. There is a PROW footpath towards the northern boundary of the site which connects to Northern Avenue through Whitchurch Golf Club.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Heol Brynglas or within the immediate vicinity of the site. A number of incidents have been reported along Rhiwbina Hill / Heol-y-Deri, however, the majority are slight in severity. Table 3 summarises the three serious incidents which have been reported on Rhiwbina Hill / Heol-

y-Deri, none of the three occurred within a 750m radius of the school. No fatal injuries have occurred on Rhiwbina Hill / Heol-y-Deri in the past five years.

Table 3 – Summary of Serious Incidents

Date	Number of Vehicles	Number of Casualties
26/09/2016	2	1
14/10/2016	1	1
04/02/2017	2	1

5. Proposed Changes

This chapter aims to summarise the proposed changes to Greenhill Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Greenhill Special School

To meet the need for post-16 places for emotional health and wellbeing needs it is proposed to:

- Extend the age range of the school from 11-16 to 11-19.
- Increase the capacity of the school to allow for up to 64 places.

In order to achieve this, it is proposed to adapt the unused caretaker house on the site. Post-16 pupils would attend some classes on-site, but would also be supported to access appropriate educational opportunities off-site, as part of a supported transition to college or employment. The increase in pupils could result in a worst-case scenario of 8 additional trips assuming all pupils travel individually by private vehicle.

The existing internal site layout and access arrangements, including the drop-off / pick-up space and turning area is expected to comfortably accommodate the additional pupils and the associated increase in vehicles accessing the site.

5.2. Impact on Highway Network

Due to the scale of the proposed increase in pupil numbers from 56 to 64, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Greenhill Special School, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility, and these are as follows:

- Access to public transport facilities on foot or by bicycle is poor, there are no footways alongside Heol Brynglas and there is a steep gradient in places along Heol Brynglas and Heol-y-Deri.
- Limited bus services available from the closest stops on Heol Llanishen Fach, in terms of their regularity.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Promote the use of Rhiwbina Railway Station as a viable means of transport to the city centre and neighbouring residential areas. The station can be reached comfortably on foot and will allow pupils to develop their life skills.
- Investigate the possibility of implementing supported travel training with pupils arriving at a central meeting point before being transported to the school.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Greenhill Special School, located in Rhiwbina, Cardiff.

The proposal is to extend the age range of the school and increase the capacity to allow for up to 64 pupils.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

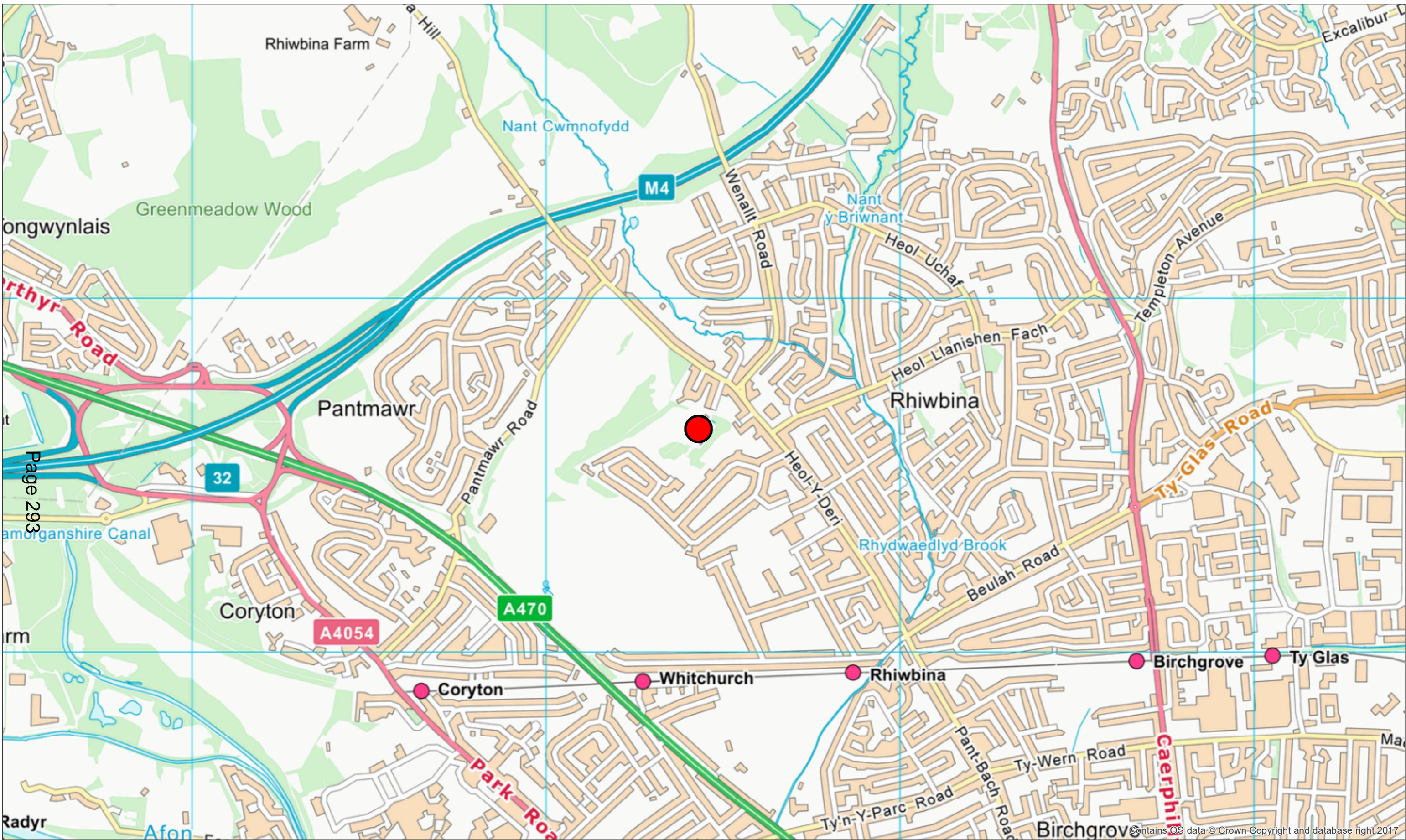
The site location is described as well as an assessment of the existing site conditions and Heol Brynglas and Rhiwbina Hill / Heol-y-Deri. The planning history of the site is also summarised, three planning applications have been made on the site, two for changes of use and one for upgrading windows.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. No collisions have been reported on Heol Brynglas or within the immediate vicinity of the site. A number of incidents have been reported along Rhiwbina Hill / Heol-y-Deri, however, the majority are slight in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes at Greenhill Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

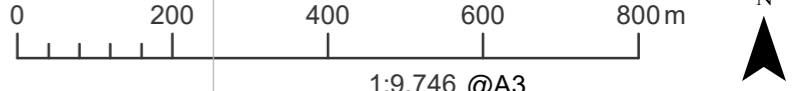
Appendix A – Site Location Plan



Hamilton Office, Opus House
 Princes Street, Hamilton 3204
 Tel (07) 838 9344
 Author: @Opus.co.nz
 Project No:

Site Location Plan

Legend
 Site Location

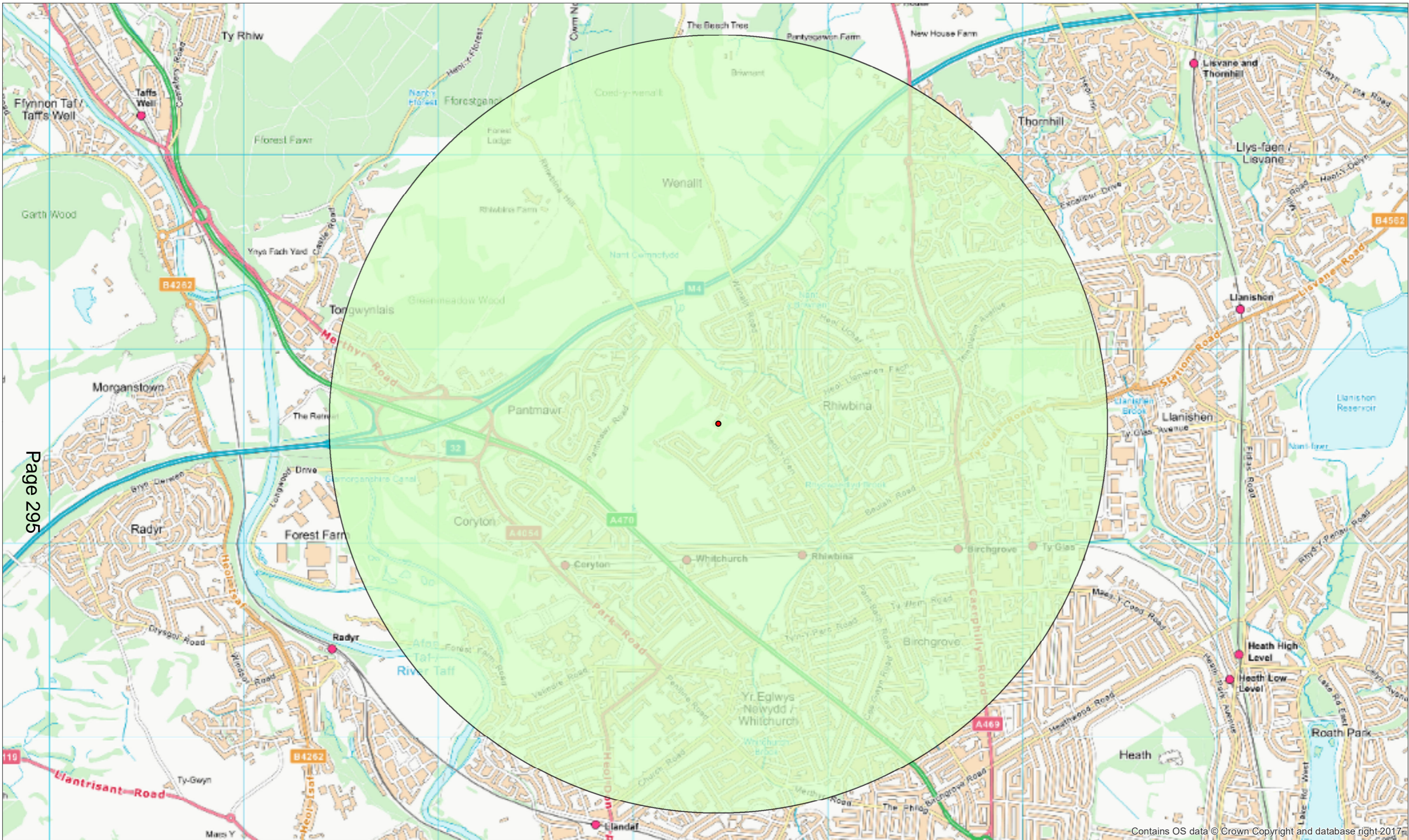


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Appendix B – Walking Isochrone



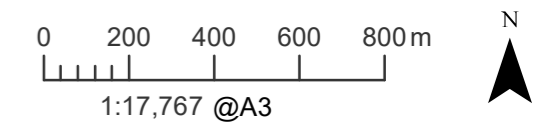
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 Author: @Opus.co.nz
 Project No:

Walking Isochrone

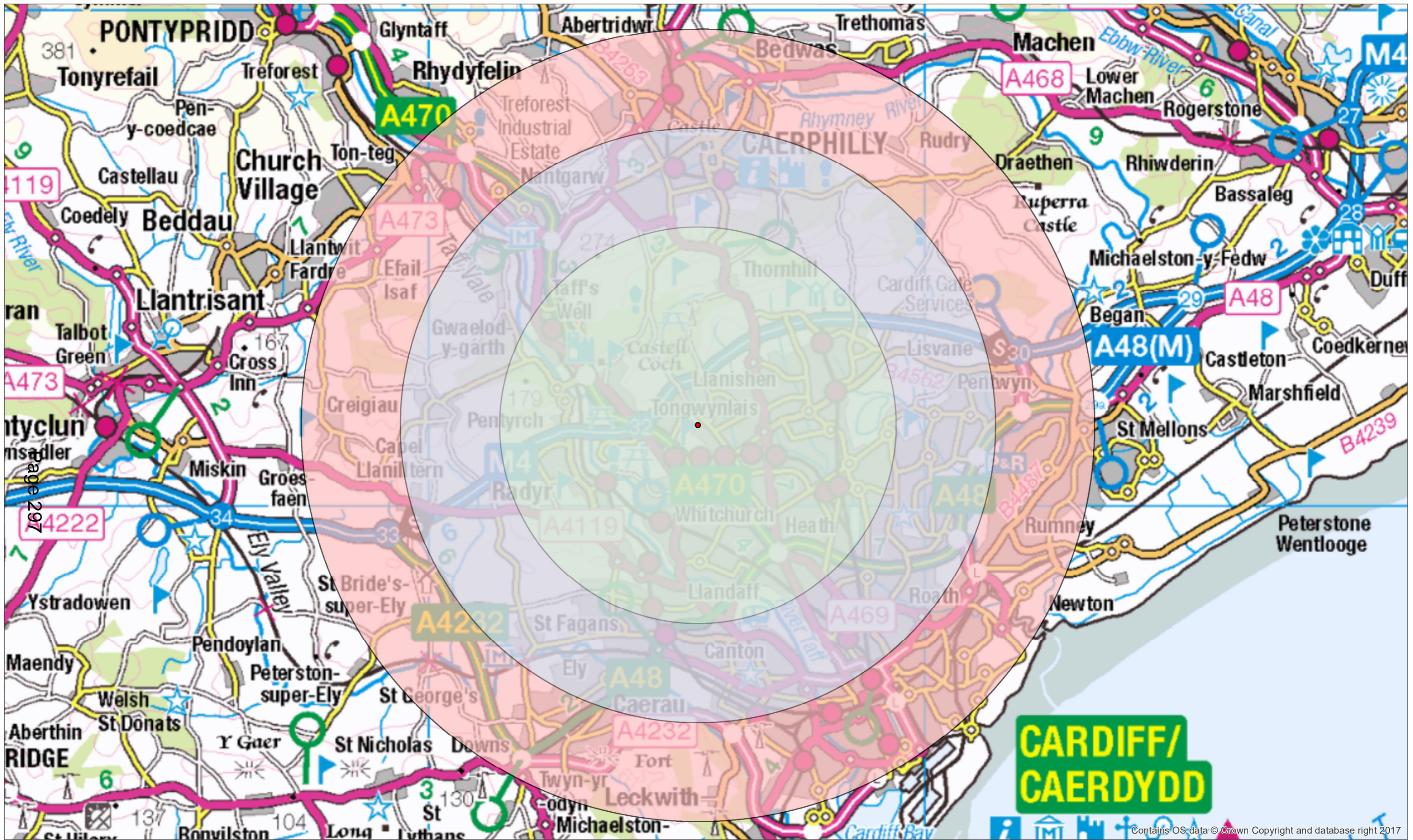
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 2km Walking Isochrone



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Appendix C – Cycling Isochrones



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Project No:

Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone



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Meadowbank Special School

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Meadowbank Special School, which is a special school for pupils with specific language impairments. The school is located in Gabalfa, Cardiff. Meadowbank Special School has capacity for 40 pupils aged between 4 and 11 years, however there are currently 15 pupils enrolled at the school.

It is proposed that the type of special educational need that the school provides is changed from 'specific language impairments' to 'speech language and communication needs and complex learning disabilities'. To accommodate the change in learning provision, some adaptations to the existing school buildings and its accessibility are required. The proposals seek to bring the number of pupils enrolled at the school up to its capacity of 40.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: discusses the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the TA.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

Meadowbank Special School is located to the east of Colwill Road, in the Gabalfa area of Cardiff. While Colwill Road is predominantly residential in nature, it also provides access to Gabalfa Primary School and Ysgol Glan Ceubal, which share a site to the north of Meadowbank Special School. Cardiff City Centre is located approximately 3.8km to the south-east of the site and Llandaff Railway Station is approximately 1km to the north west.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

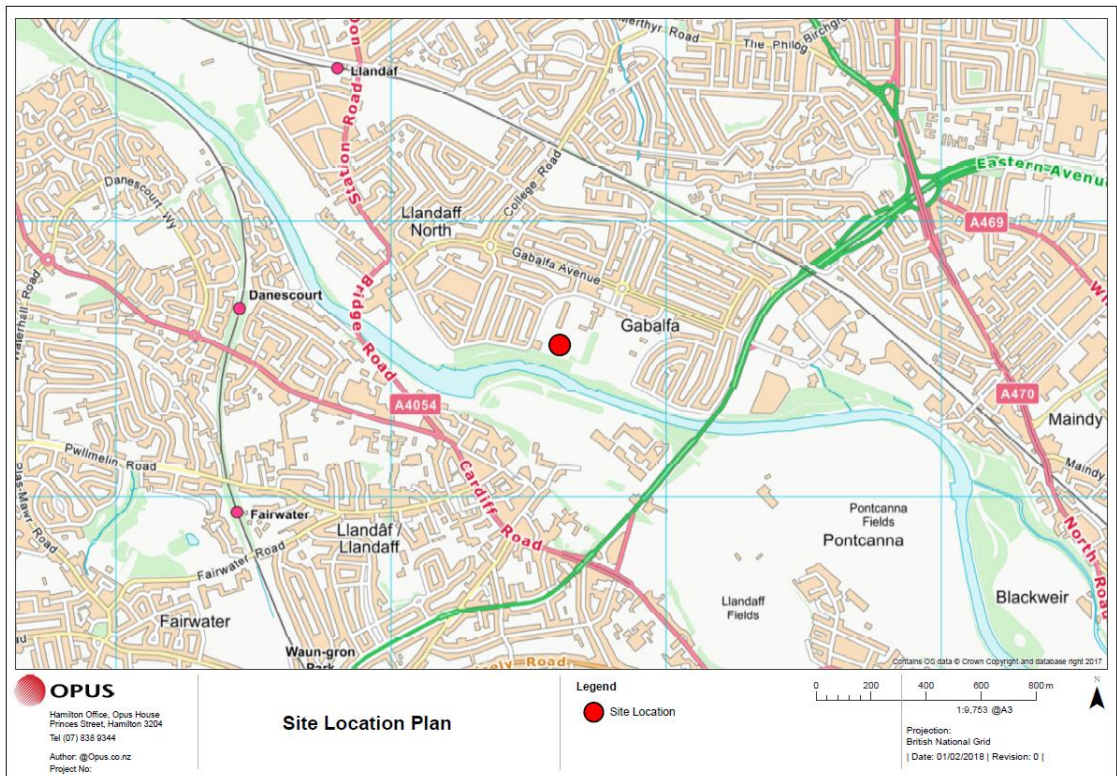


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 16,684m² which comprises the main school building, car park, access road and playing field. The car park is located to the immediate east of the vehicular entrance to the school on Colwill Road. A gated pedestrian access point is located to the immediate south of the vehicular access. A one-way circulatory road is provided within the school grounds, which enables pupils to be dropped off and picked up adjacent to the main entrance.

There are currently 15 pupils enrolled at Meadowbank Special School, however the school has capacity for up to 40 pupils.

Meadowbank Special School is located within close proximity of two other primary schools, namely Ysgol Gan Ceubal and Gabalfa Primary School. The two schools share a site, which is located to the immediate north of Meadowbank Special School. The vehicular access point to the schools is located approximately 43 metres north of the access to Meadowbank Special School on Colwill Road. The playing fields associated with the three schools are connected. The Gabalfa Primary School foundation phase building is located north-east of Meadowbank Special School and is accessed from Llanidloes Road.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
02/00094/W	New access, terrace and hard play area to the rear of the school	Granted	25/02/2002

3.3. Local Highway Network

3.3.1. Colwill Road

Colwill Road runs along the western boundary of the site from north to south for approximately 281 metres. At the Colwill Road / Heol Pencareg junction, Colwill Road becomes Llanidloes Road which continues in a south-eastbound direction. Colwill Road is a single highway road with an approximate width of 5.6 metres, however there is residential parking on the west side of the highway which reduces the available width. The speed limit along Colwill Road in the vicinity of the school is 20mph. 'Keep clear' road markings are provided across the access to Meadowbank Special School. Signage is provided stating that there is no stopping on the keep clear markings between 08:00 and 16:30 from Monday to Friday.

Footways are provided along both sides Colwill Road with an approximate width of 3 metres, the available width of the footways is reduced in places by trees. Street lighting is provided on both sides of the highway. There are no formal crossing facilities along Colwill Road, however dropped kerbs are provided intermittently along the footways. The highway surface was observed to be in a poor condition and significant defects were noted along both the highway and footways.

Highway improvements are due to be delivered as part of the redevelopment of the adjacent Gabalfa Primary School and Ysgol Glan Ceubal. These improvements will include the provision of two new tabled zebra crossings on Colwill Road.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

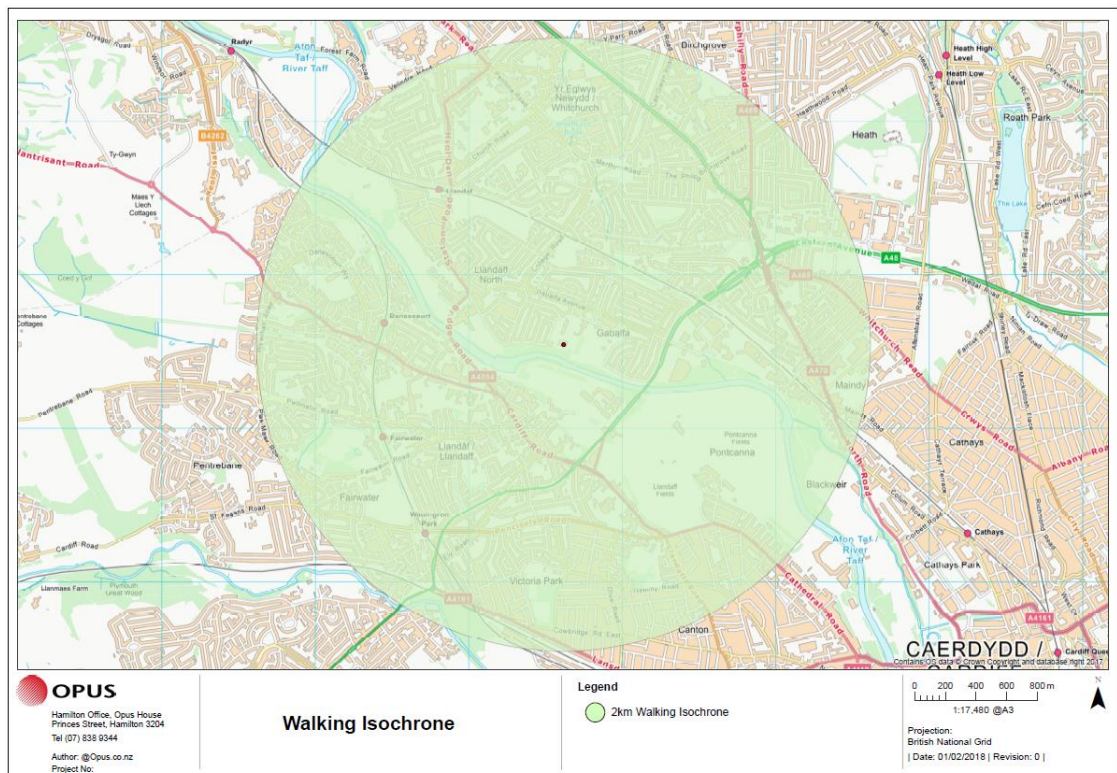


Figure 2 – Walking Isochrone

The isochrone shows that Meadowbank Special School is within walking distance of several residential areas, including Gabalfa, Llandaff and Llandaff North. Several services and facilities are provided along High Street, which is located to the south of the school and is within walking distance. The site is also within walking distance of Llandaff Railway Station.

Footways are provided within the vicinity of the site. The gradient is generally level in the area, which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

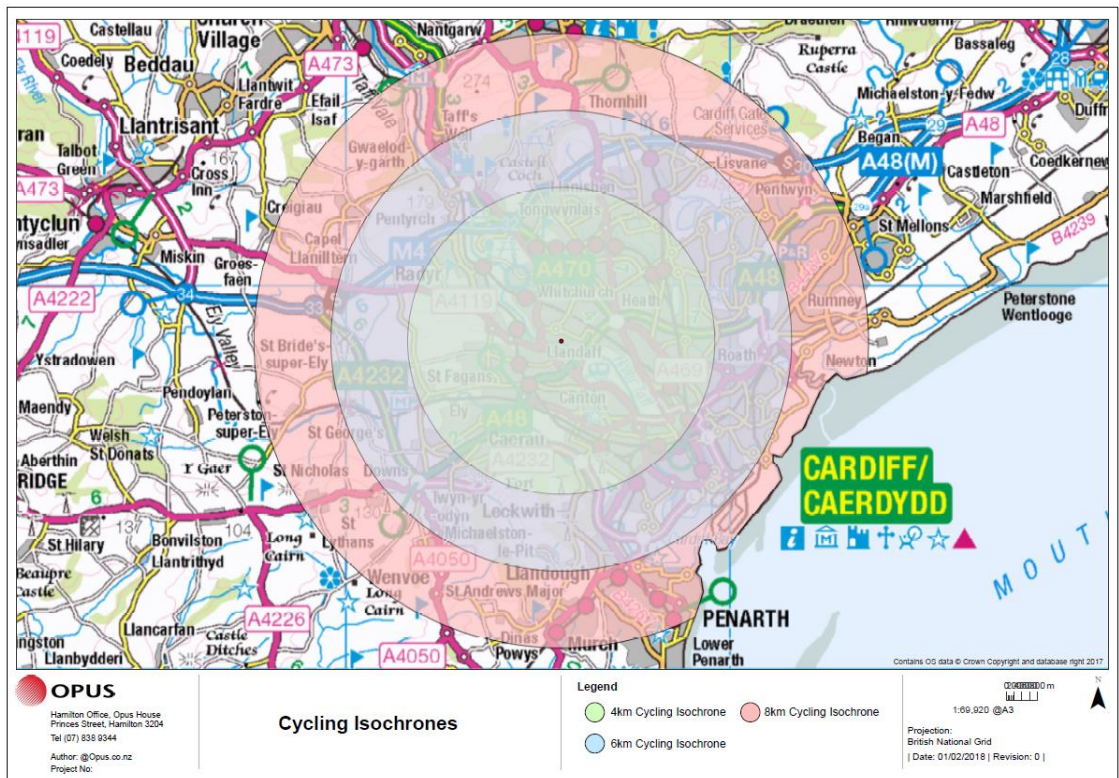


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, as well as commuter settlements located on the outskirts of Cardiff including Llandough to the south and Fairwater to the west.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 can be accessed from approximately 53 metres south of the access to the school on Colwill Road. Route 8 runs in an east – west direction along the banks of the River Taff. The route is predominantly traffic free in the vicinity of the site and can be used to reach Cardiff city centre. The route is also known as ‘Lôn Las Cymru’ and is fully signed between Cardiff and Holyhead.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site are located on Gabalfa Avenue, approximately 300m north of the site, this equates to a four-minute walk. Both the eastbound and westbound bus stops comprise a flagpole and timetable information.

Table 2 provides a summary of the bus services that are available from these stops.

Table 2 - Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
8	Cardiff Bus	Cardiff Bay	UHW Heath Hospital	Every 20 minutes
35	Cardiff Bus	Cardiff City Centre	Gabalfa Estate	Every 30 minutes
823	NAT Group	Newport Road	Ysgol Glantaf	One service daily

Table 2 shows that services 8 and 35 provide a regular service throughout the day, which can be used to reach Cardiff city centre and other local areas.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the south of the site, the quickest route is approximately 4km. This equates to a 44-minute walk or 13-minute cycle. The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Llandaff Railway Station is located within closer proximity of Meadowbank Special School. The station is located approximately 1km to the north west of the school, which equates to a 19-minute walk. The Station is managed by Arriva Trains Wales and has a limited range of facilities, however ticket machines and step free access is available. Two services per hour to Cardiff Queen Street Railway Station and Radyr Railway Station are available from Llandaff Railway Station.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that a good range of public transport services are available in the vicinity of Meadowbank Special School. These services can be used to reach Cardiff and beyond. The site is within walking distance of the bus stops on Gabalfa Avenue and Llandaff Railway Station is also located within a reasonable distance. While there are no PROW within the vicinity of the site, it is within close proximity of National Cycle Network Route 8.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision of slight severity occurred on Colwill Road, approximately 40m south of the Meadowbank Special School access. No other collisions have occurred in the vicinity of the school.

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Meadowbank Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Meadowbank Special School

To meet demand for primary school places for complex learning disabilities, it is proposed to:

- Change the type of special educational need that the school provides for from ‘specific language impairments’ to ‘speech language and communication needs and complex learning disabilities’.

The existing infrastructure at Meadowbank Special School is considered to be in a good condition. As a result, significant changes would not be required in order for the development to proceed. Some adaptations to the existing school building would be necessary, including improvements to the building’s accessibility and the provision of a changing space.

The proposals do not seek to increase the capacity of the school; however, the existing school has a current enrolment of 15 pupils, despite its capacity of 40. The proposals aim to facilitate an increase in the number of pupils enrolled, which will ultimately bring the school up to capacity. This may bring about opportunities to appoint new staff at the school.

The existing internal site layout and access arrangements, including space for pick-up / drop-off and one-way system, is expected to comfortably accommodate any increase in pupils and vehicles accessing the site. The car park near the site entrance was observed as operating well under its capacity and could comfortably accommodate any additional staff parking requirements.

5.2. Impact on Highway Network

It is anticipated that the resultant increase in trips to and from the site can be accommodated and will not have a material impact on the operation of the surrounding highway network. The existing turning area and one-way system within the school grounds will be retained, which aides to reduce the impact of drop offs and pickups on Colwill Road. In the context of existing operations at Meadowbank Special School and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are a number of schools located within close proximity; Meadowbank Special School, Ysgol Glan Ceubal and Gabalfa Primary School. All of which are accessed from Colwill Road / Llanidloes Road. This results in a large concentration of movements within the area around the start and end of the school day.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site’s limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Consult other schools in the vicinity of the site and stagger the start times for pupils in order to minimise stress on the highway during peak times.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the provision at Meadowbank Special School, which is a special school for pupils with specific language impairments.

The proposals are to change the type of special educational needs the school provides from 'specific language impairments' to 'speech language and communication needs and complex learning disabilities'. While the proposals do not seek to increase the capacity of the school, the current enrolment is low and the aim is to increase enrolment up to the capacity of 40 pupils. This will result in up to 25 additional pupils at Meadowbank Special School.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

The site location has been described as well as an assessment of the existing site conditions and highway conditions, including Colwill Road. The planning history of the site has also been reviewed. Several planning applications have been submitted and granted for the site, the most notable being from 2002 when the construction of the access point was permitted. The consented redevelopment of the adjacent Ysgol Gan Ceubal and Gabalfa Primary School has also been considered.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site over the last five years. One collision of slight severity occurred approximately 42 metres south of the Meadowbank Special School access. No other collisions have occurred in the vicinity of the school. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Meadowbank Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan

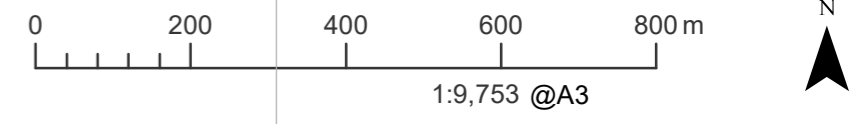


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 Author: @Opus.co.nz
 Project No:

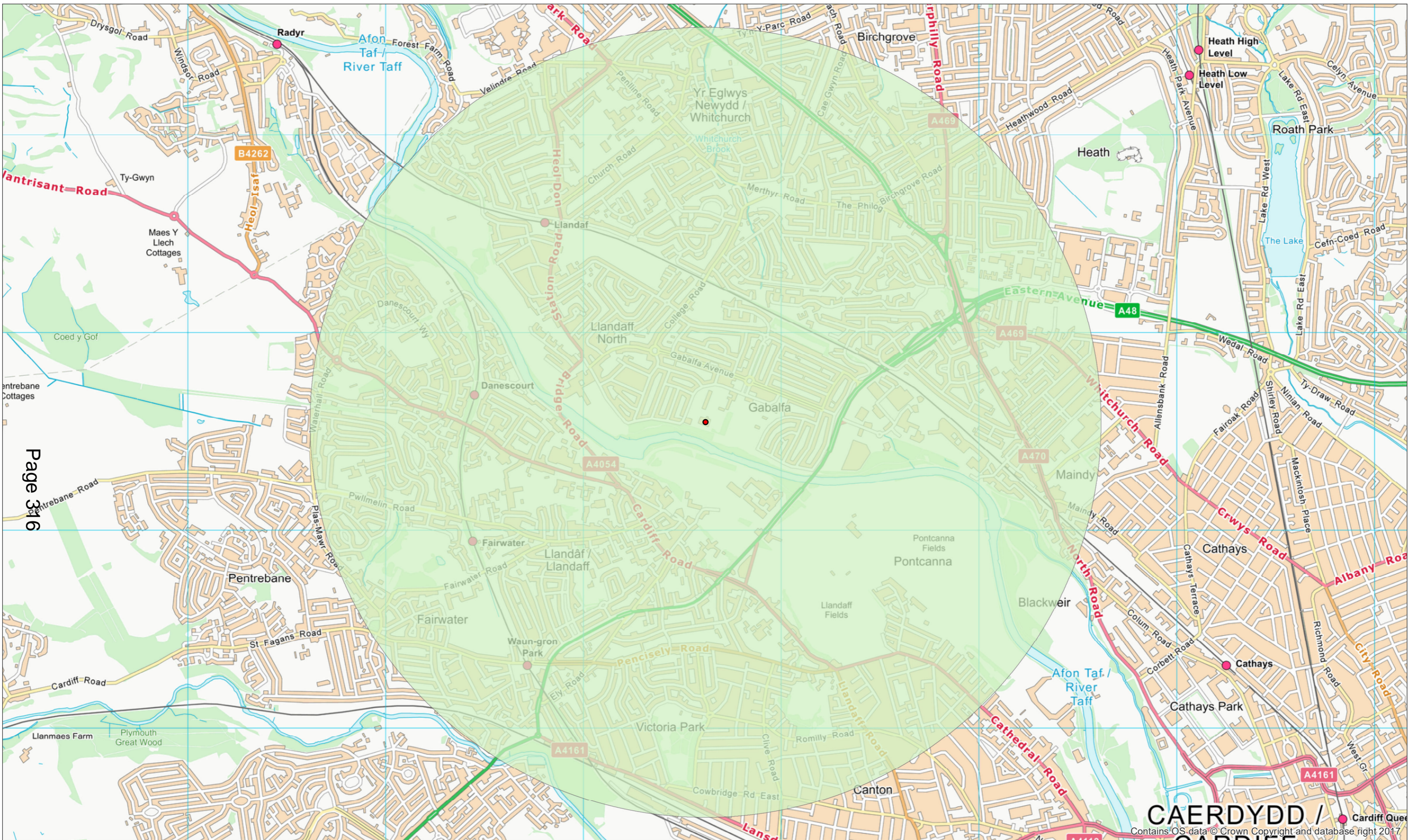
Site Location Plan

Legend
 Site Location



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Appendix B – Walking Isochrone



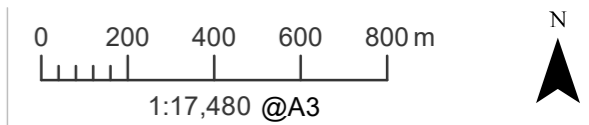
Page 316

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 Project No:

Walking Isochrone

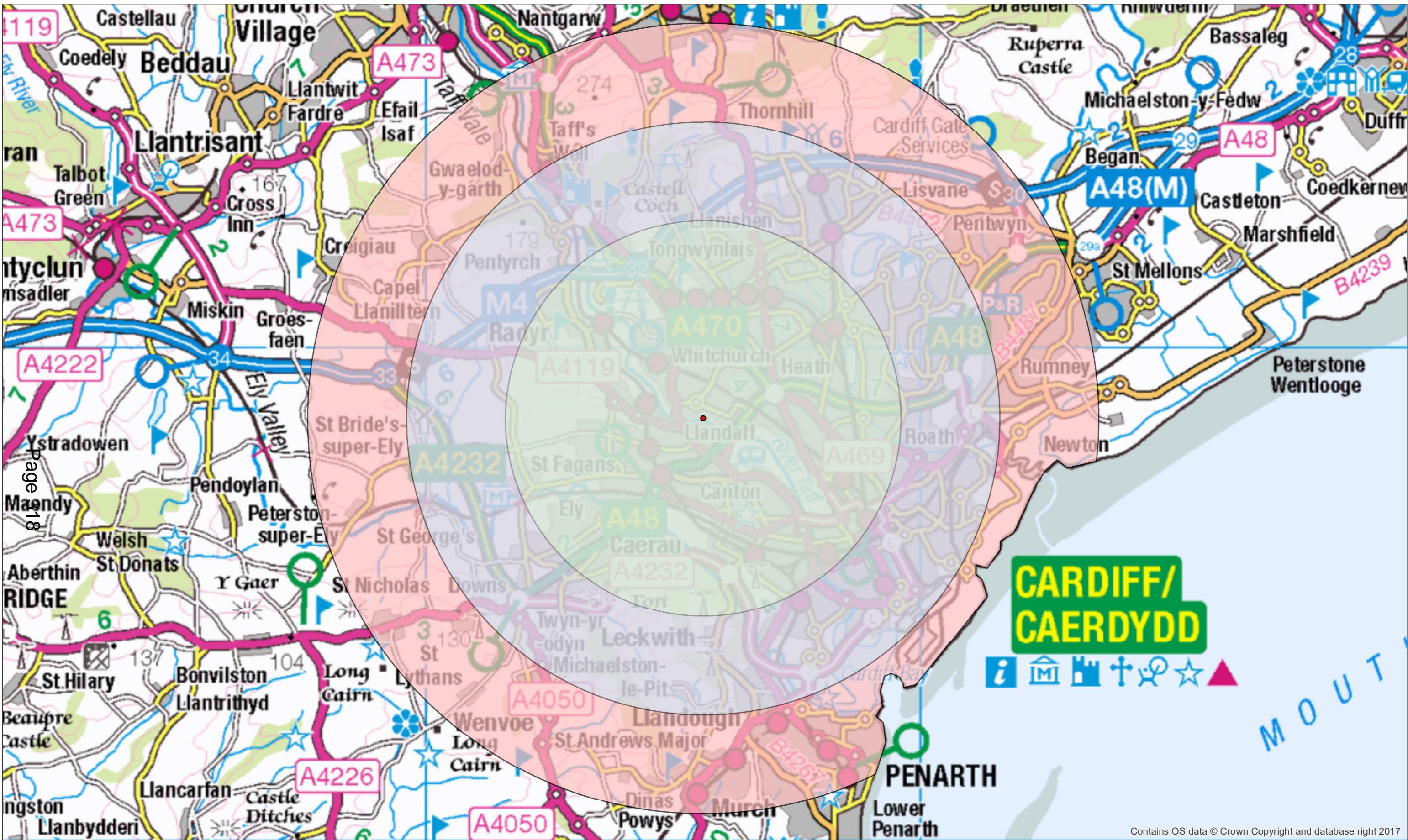
Legend
 2km Walking Isochrone

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Appendix C – Cycling Isochrones



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Cycling Isochrones

- Legend**
- 4km Cycling Isochrone
 - 6km Cycling Isochrone
 - 8km Cycling Isochrone

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Tŷ Gwyn Special School

Transport Assessment



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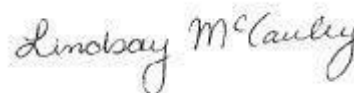
Date: February 2018
Reference: V-C8458.78
Status: Final

Prepared by:



Elis Phillips | Assistant Transport Planner

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1. Introduction

1.1. Introduction

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Tŷ Gwyn Special School, located in Ely, Cardiff. It provides special school places for learners aged 3-19 with complex learning disabilities and autism spectrum conditions (ASC).

The proposal is to increase the capacity of the school from 173 to 198 in order to meet demand for primary and secondary special school places for learners with complex learning disabilities or ASC.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located to the west of Vincent Road, in the Ely area of Cardiff. Vincent Road and the other streets in the vicinity of the site are of residential nature. Cowbridge Road West is located approximately 350m to the north of the site and provides access to a range of services and facilities. Cardiff City Centre is located approximately 3.5km to the east of the site and Cardiff Central Railway Station is approximately 4km to the east.

The location of the site is shown in Figure 1, and is also contained in **Appendix A**.

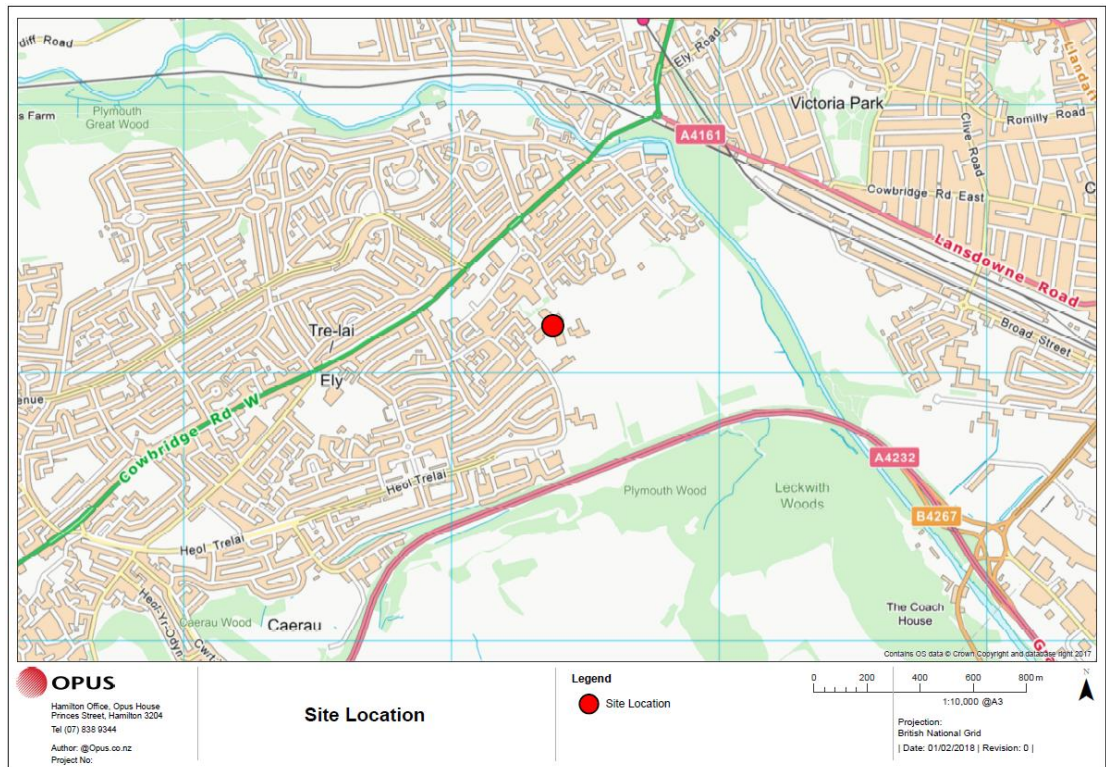


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school site covers an area of approximately 23,800m². The main school building is located in the centre of the site and extends from the northern to the southern boundary. There are outdoor playing areas at the north west and south west of the site. The south east of the site consists of smaller school buildings and cabins and the north east of the site is allocated as a car park at present. There are currently 173 students enrolled at Tŷ Gwyn Special School.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
07/02715/W	New special school and respite care accommodation including minibus garage with modifications to access	Granted	27/03/2008
11/00206/DCO	Demolition of two demountable units and installation of three units and retention of one existing unit	Granted	25/03/2011
17/02621/MNR	Retention of 4 no. single storey portacabin buildings to be used as replacement classroom accommodation. To be hired for a period of 156 weeks	Granted	27/12/2017

3.3. Local Highway Network

3.3.1. Vincent Road

Vincent Road provides the sole vehicular access to the school at the north-eastern boundary of the site, Vincent Road runs from north to south for approximately 300m and connects to Cowbridge Road West to the north via a signal controlled junction. It is a single carriageway road with an approximate width of 5.5m. There are parking restrictions along the majority of its length in the form of double yellow lines. A section of the highway adjacent to Riverbank School is identified as a no stopping zone for the purposes of discouraging pick-up / drop-off at the school. The residential streets with access from Vincent Road, such as Morris Finer Close, have unrestricted on-street parking.

There are footways provided along both sides of Vincent Road, with an approximate width of 2m. Street lighting is provided along both sides of the highway. Dropped kerbs and tactile paving are provided at crossing points; however, the tactile paving is in need of upgrading. A speed limit of 30mph is in place on Vincent Road. The highway and footway provisions are in a reasonable condition, with some defects noted in places. Road markings and signage are also in reasonable condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

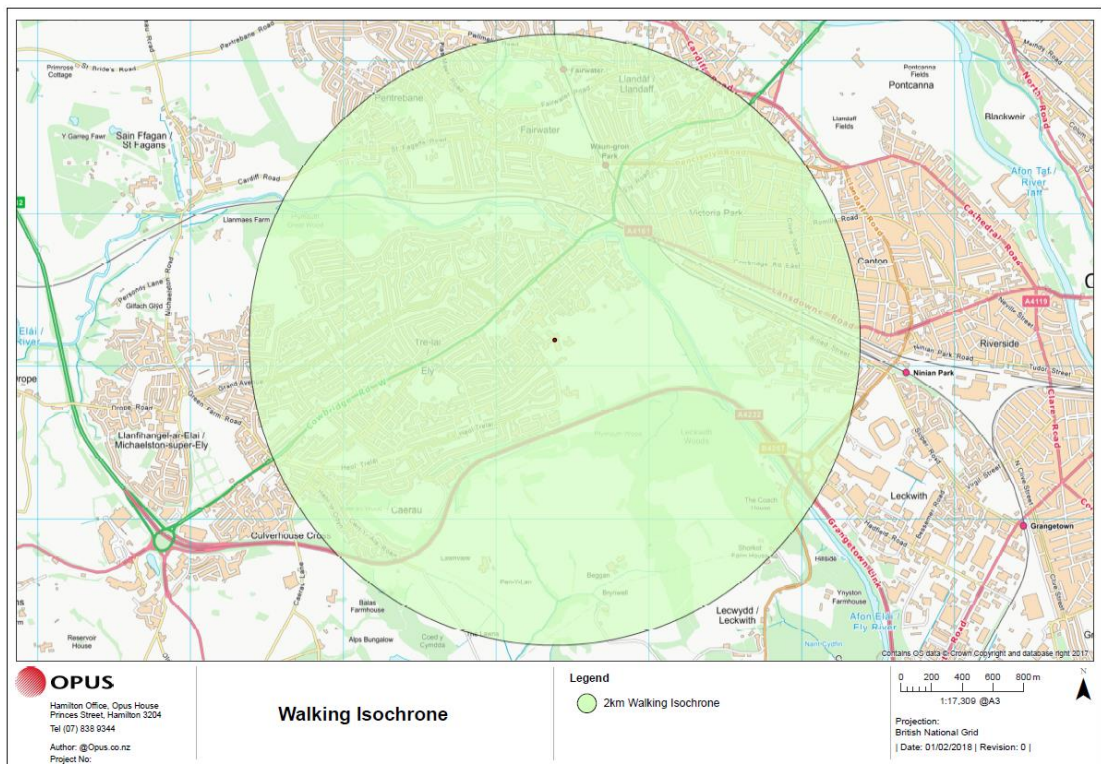


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Caerau, Fairwater and Llandaff. Cardiff City Centre is located beyond the 2km recommended walking distance; however, local centres such as Ely provide access to a range of services and facilities. Cardiff Central Railway is located outside the 2km walking distance; however, Waun-gron Park Railway Station is located comfortably within the 2km walking distance.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities and street lighting, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROWs in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

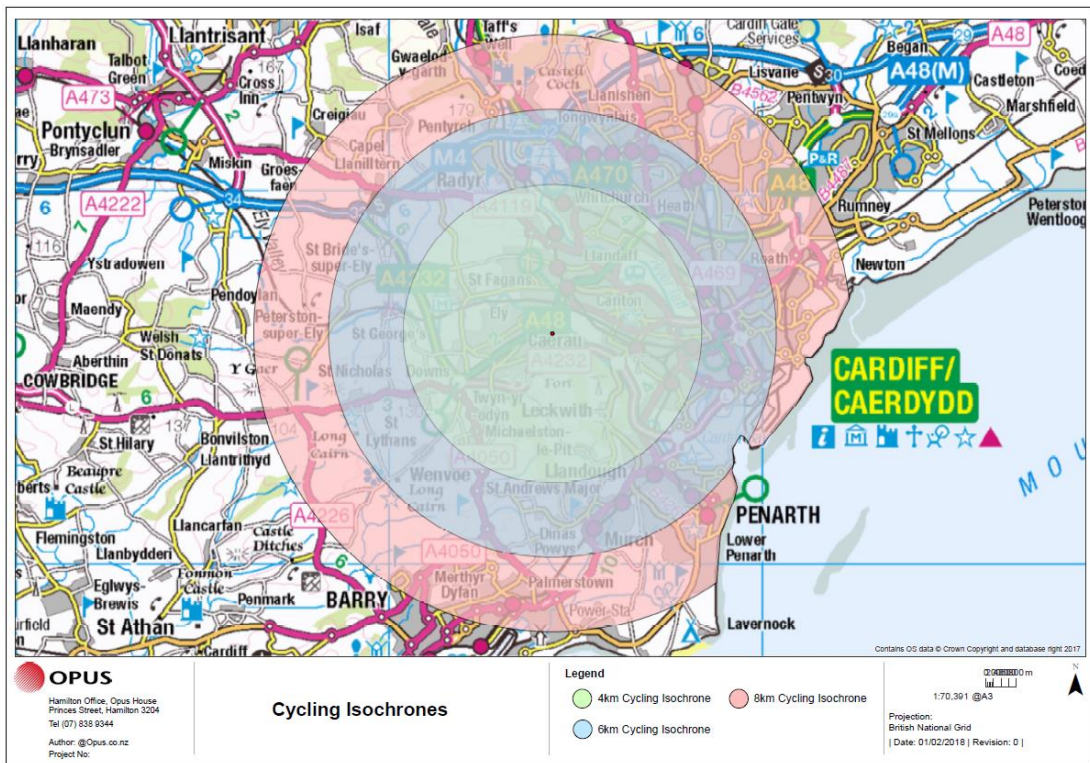


Figure 3 – Cycling Isochrones

The isochrones show that the majority of the city is accessible via bicycle, as well as commuter settlements located on the outskirts such as Radyr to the north, and Dinas Powys to the south.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 is located approximately 3km to the east of the site, the fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. Public Transport – Bus Services

The closest bus stops to the school are located approximately 100m south west of the site on Bishopston Road. However, these stops only provide access to service number 15 which connects the city centre to Heath Hospital via Ely, there are 6 services per day.

The closest stops which provide access to a number of services are located on Cowbridge Road West north of the site. The route to these stops is 500m (6-minute walk), the eastbound and westbound stops both consist of a shelter, flagpole and timetable. The westbound stop also features easy access kerbing.

Table 2 provides a summary of the services that can be accessed from these stops.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
12	Cardiff Bus	Leckwith Retail Park	Drope	1 per hour
15	Cardiff Bus	City Centre	Heath Hospital	6 per day
17/18	Cardiff Bus	City Centre	Ely	12 per hour
96/96A/96S	Cardiff Bus	City Centre	Barry	2 per hour
802	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
807	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
809	NAT Group	Ely	Bishop of Llandaff and Ysgol Plasmawr	1 per day
X1	NAT Group	Culverhouse Cross	Pontprennau	4 per hour
X2	First	Porthcawl	City Centre	2 per hour

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city and beyond.

4.1.4. Public Transport – Rail Services

Cardiff Central Railway Station is located to the east of the site, the quickest route is approximately 5km (19-minute cycle). The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Waun-gron Park Railway Station is located to the north and is closer to the site than Cardiff Central Railway Station. The route from the site to the station is approximately 1.6km (20-minute walk or 5-minute cycle). This station provides regular services to Cardiff Central, as well as residential areas such as Fairwater and Danescourt. It is also managed by Arriva Trains Wales and includes facilities such as a shelter and cycle parking.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located nearby on Cowbridge Road West within comfortable walking distance, Waun-gron Park Railway Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision has been reported on Vincent Road; however, it was slight in nature and included one vehicle and one casualty. Four serious incidents have occurred in the vicinity of the site. Table 3 provides a summary of the serious incidents.

Table 3 – Summary of Serious Incidents

Date	Location	Number of Vehicles	Number of Casualties
14/09/2013	Amroth Road	1	1
11/06/2014	Cowbridge Road West	1	1
04/08/2014	Bromley Drive	1	1
04/08/2015	Cowbridge Road West	1	1

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Tŷ Gwyn Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Tŷ Gwyn Special School

To meet the demand for primary and secondary special school places for learners with complex learning disabilities or Autism Spectrum Conditions, it is proposed to increase the capacity of Tŷ Gwyn to allow for up to 198 places.

In order to achieve this, it is proposed to adapt part of the Trelai Youth Centre building to provide three new classrooms for Tŷ Gwyn School and to connect the school and youth centre buildings via an enclosed corridor, or covered walkway. There would be around eight pupils per class in the three new classrooms, as well as around fifteen extra staff. Resulting in a worst-case scenario of 39 additional trips assuming all pupils and staff travel individually by private vehicle.

5.2. Impact on Highway Network

Due to the proposed minimal increase in pupil numbers from 173 to 198, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Tŷ Gwyn and neighbouring sites, the increase in vehicle movements which may be expected as a result of the proposals will be negligible.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are a number of schools and community facilities located within close proximity; Tŷ Gwyn Special School, Riverbank School, Woodlands High School, Trelai Youth Centre. Many of which are accessed from Vincent Road. This results in a large concentration of movements within the area around the start and end of the school day.
- The majority of students arrive via private taxi, meaning transport arrangements are not efficient.
- The signal controlled junction connecting Vincent Road to Cowbridge Road West delays traffic and taxis serving the school use the residential streets to the east to 'ratrun' and avoid any delay.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Relocate staff parking to existing Trelai car park to the east of the school, in order to amend the internal site layout and clear space for a vehicle drop-off and turning area. The additional number of pupils will result in an increase in minibuses serving the site, the amended parking provision and internal site layout are expected to comfortably accommodate this minor increase. Pedestrian links between the Trelai car park and the school will need to be assessed, including lighting, security and crossing points.
- Consult the other schools in the vicinity of the site and stagger the start / end times for pupils in order to minimise stress on the highway during peak hours.
- Additional access to the school could be provided at the south west of the site near Trelai Youth Centre. This additional access could reduce stress on Vincent Road and provide a convenient point of access for pupils arriving from the Caerau area to the west.

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed expansion of Tŷ Gwyn Special School, located in Ely, Cardiff, to accommodate additional pupils.

The proposal is to increase the capacity of Tŷ Gwyn Special School to allow for up to 198 places by adapting part of the Trelai Youth Centre building to provide three new classrooms.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

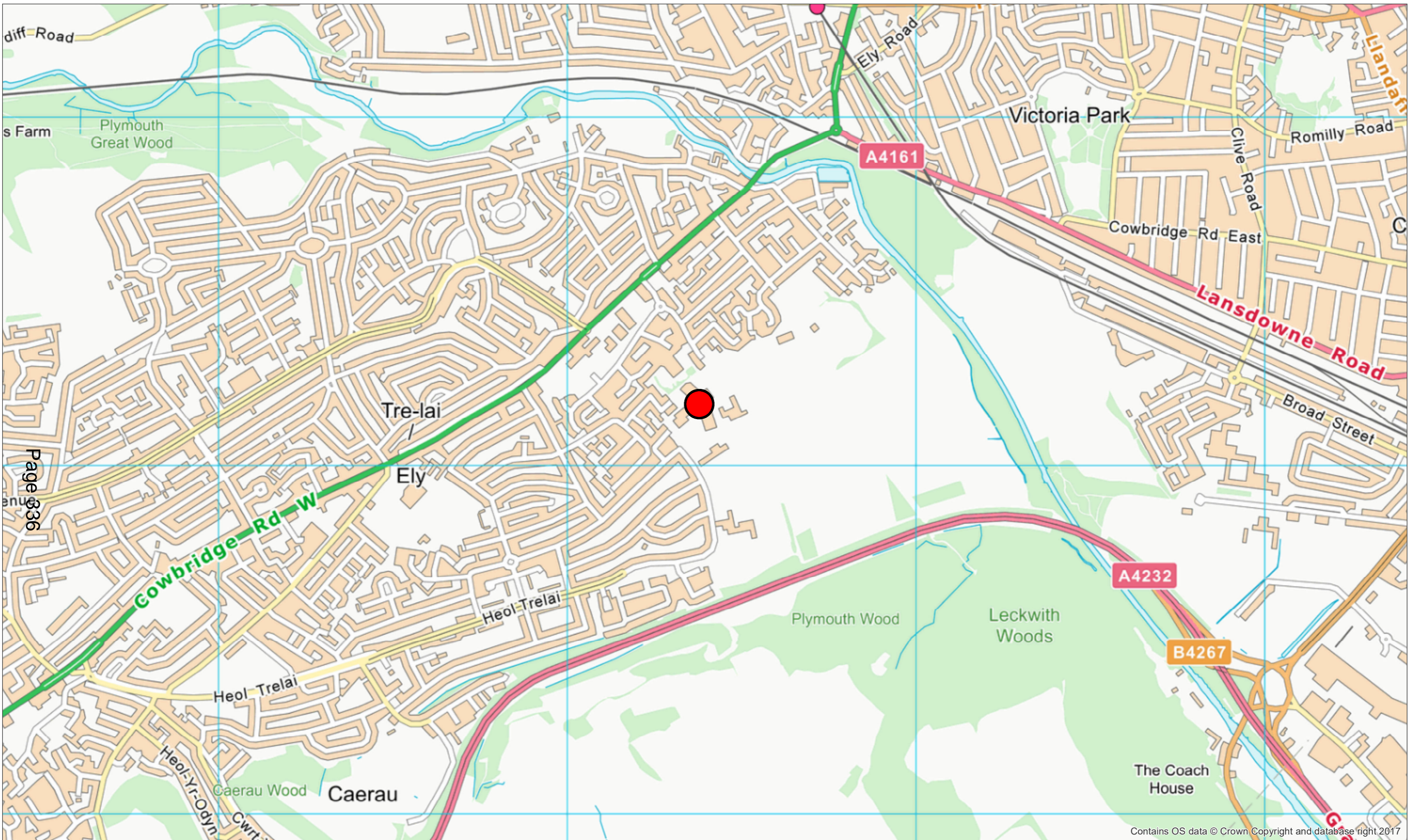
The site location is described as well as an assessment of the existing site conditions and Vincent Road. The planning history of the site is also summarised.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. One collision was reported on Vincent Road that was slight in nature and four serious collisions have been reported in the vicinity of the site. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed extension to Tŷ Gwyn Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan

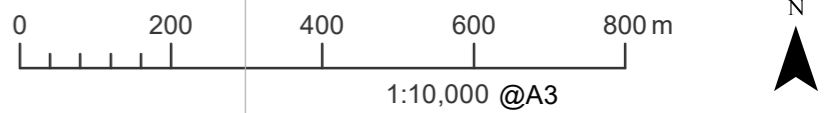


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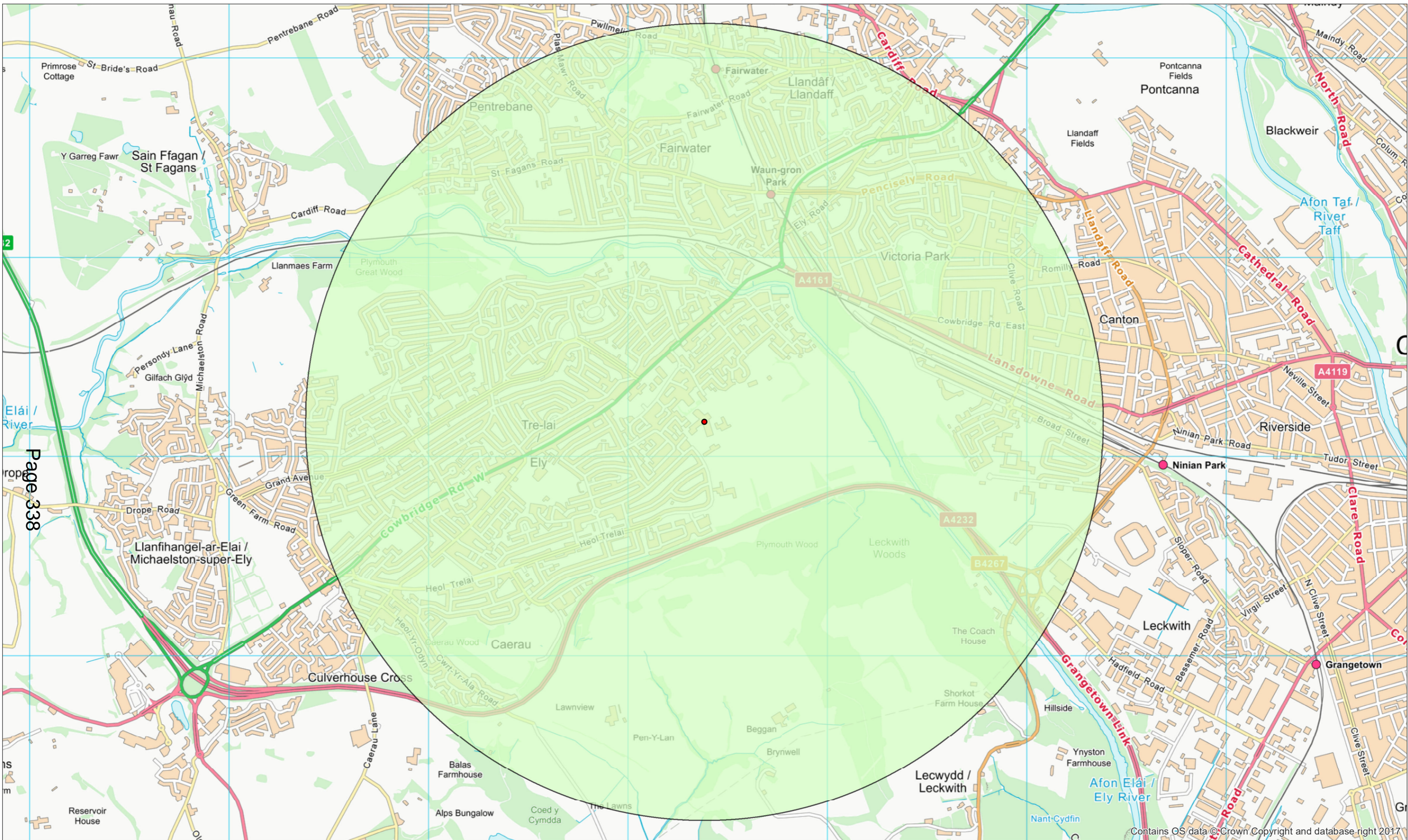
Site Location

Legend
 Site Location



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Appendix B – Walking Isochrone

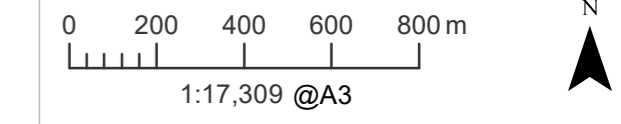


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 Project No:

Walking Isochrone

Legend

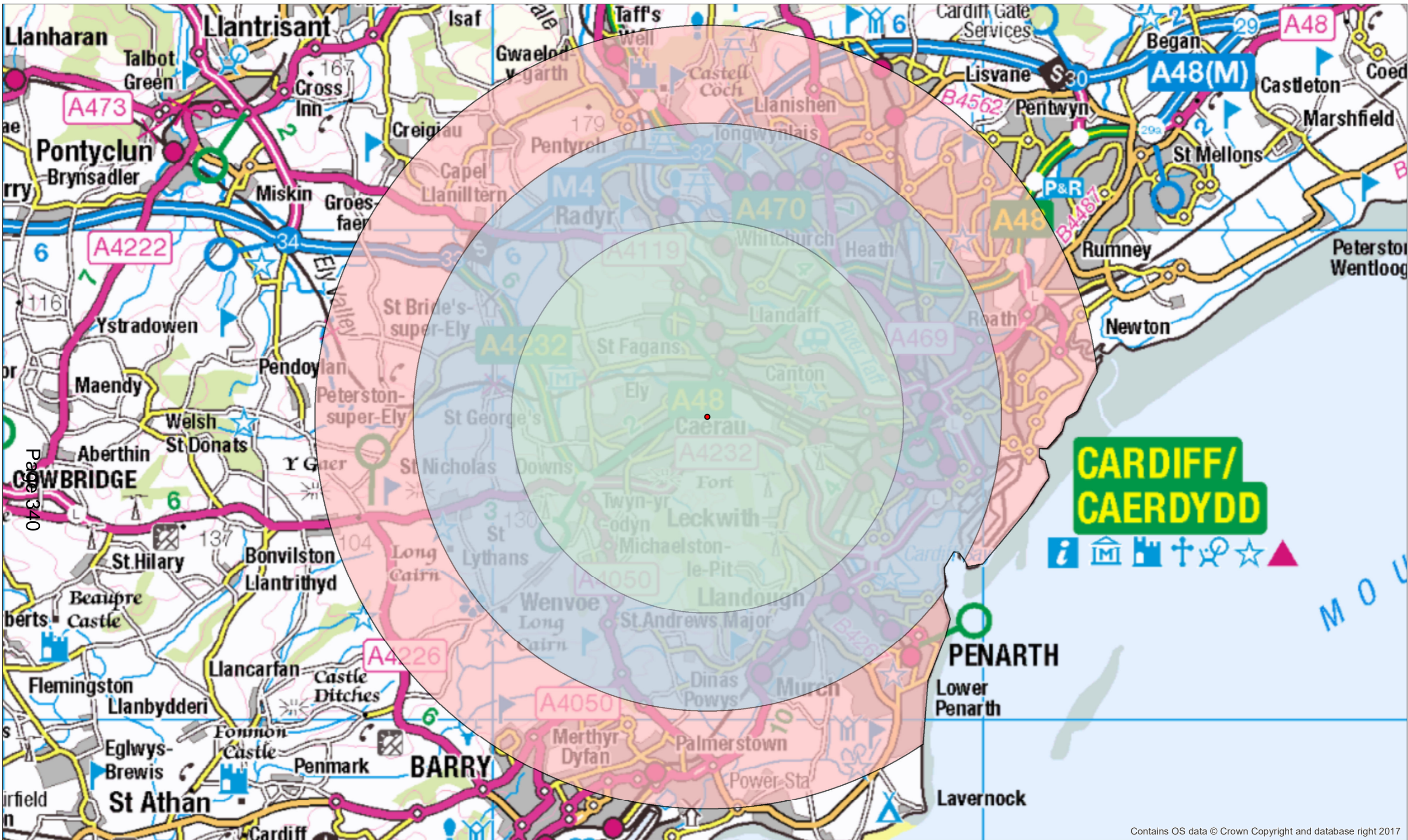
 2km Walking Isochrone



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Appendix C – Cycling Isochrones



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Cycling Isochrones

- Legend**
- 4km Cycling Isochrone
 - 6km Cycling Isochrone
 - 8km Cycling Isochrone

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British National Grid
| Date: 01/02/2018 | Revision: 0 |



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Ysgol Glan Morfa

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the refurbishment of Ysgol Glan Morfa to increase the capacity of The Hollies Special School from 90 pupils to 138. The age range of the school will also be extended from 4-11 to 4-14. The operation of The Hollies Special School will be split over the existing Hollies Special School Site and the refurbished Ysgol Glan Morfa. The existing operations of Ysgol Glan Morfa is due to transfer to a new build in August 2018.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the proposed changes on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the proposed changes, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The existing Ysgol Glan Morfa site is located south of Hinton Street in the Splott area of Cardiff, approximately 2km east of Cardiff City Centre. The site is bordered by Hinton Street to the north, the ‘Old Library’ to the west, Moorland Street to the east and Moorland Primary School to the south. The surrounding roads and other streets are residential in nature with a large recreational area provided to the west of the site by ‘Moorland Park’. The location of Ysgol Glan Morfa is shown in Figure 1 and is also provided in **Appendix A**.

The existing site of The Hollies Special School is approximately 5km north of Ysgol Glan Morfa.

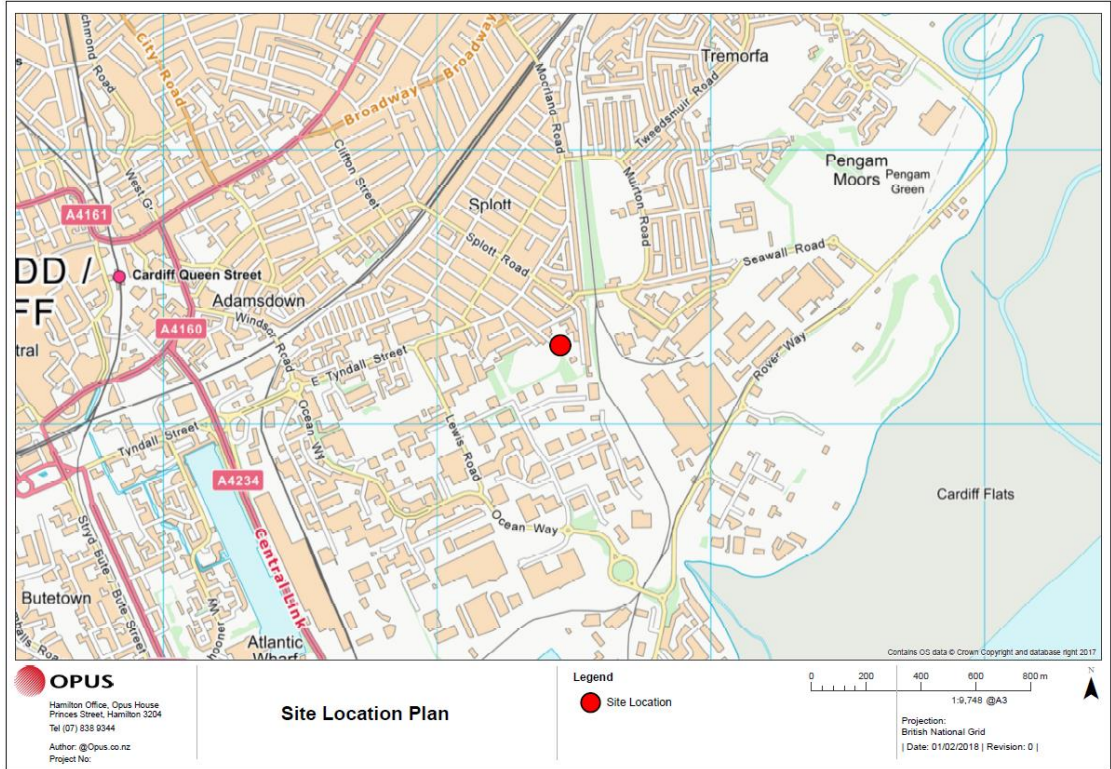


Figure 1 – Site Location Plan

3.2. Existing Site

Ysgol Glan Morfa is a single school building with pedestrian access from Hinton Street to the north. Separate access points are provided to the site, one access provides access directly to the school reception with the other located to the west providing access to the school playground. As of September 2017, the school had 230 children enrolled including 32 part-time nursery pupils. A total of 31 members of staff are employed at the school including support staff and caretakers.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
09/00613/E	Single Storey Extension	Granted	April 2009
10/011296/DCI	Flat to Pitch roof conversion	Granted	July 2010

The existing Hollies Special School site is located off Bryn Heulog in the Perntwyn Cardiff. Parking is provided on site. The school currently has 90 pupils aged 3-11.

3.3. Local Highway Network

3.3.1. *Hinton Street*

Hinton Street is a local access road subject to a 30mph speed limit. Hinton Street is a no through road with no access provided to Moorland Road to the east, bollards are in place to prevent vehicles driving over the footway to access Moorlands Road. Hinton Street forms a junction with Singleton Road to the west. Hinton Street has an approximate width of 7.5m and has no parking restrictions with the exception of a keep clear section marked outside the school and double yellow lines at the Hinton Street / Moorland Street and Hinton Street / Singleton Road junctions. The keep clear marking outside of the school prevent stopping between the hours of 08:00 and 16:30. A disabled / ambulance bay is provided opposite to the pedestrian access to Ysgol Glan Morfa reception.

Footways are provided on both sides of the carriageway and have a width of approximately 2m in most locations. The footways are of a good condition and lighting is provided for the extent of the street. Pedestrian access through to Moorland Street is available from the east end of the street.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2km (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

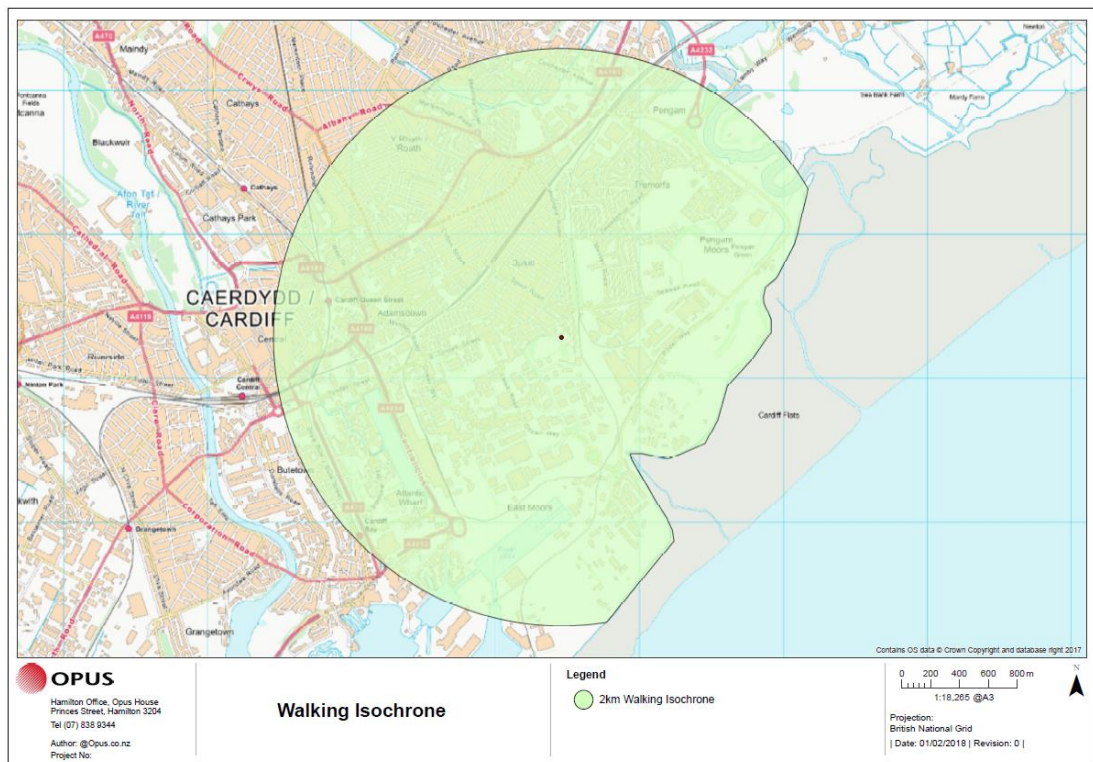


Figure 2 – Walking Isochrone

The isochrone shows that the site is within walking distance of nearby residential areas such as Splott, Tremorfa and Plasnewydd. Ysgol Glan Morfa is also within walking distance of Cardiff City Centre and the associated services and amenities. Cardiff Central Railway Station and Bus Station are slightly beyond comfortable walking distance of the site however the school is within walking distance of Cardiff Queen Street Railway Station.

Good quality footways are provided in the vicinity of the site with a dedicated pedestrian route provided through to Moorland Road. Footpaths are also provided through Moorland Park to the south west of the site. The surrounding area is also of a generally level gradient which along with the pedestrian infrastructure results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site. This revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

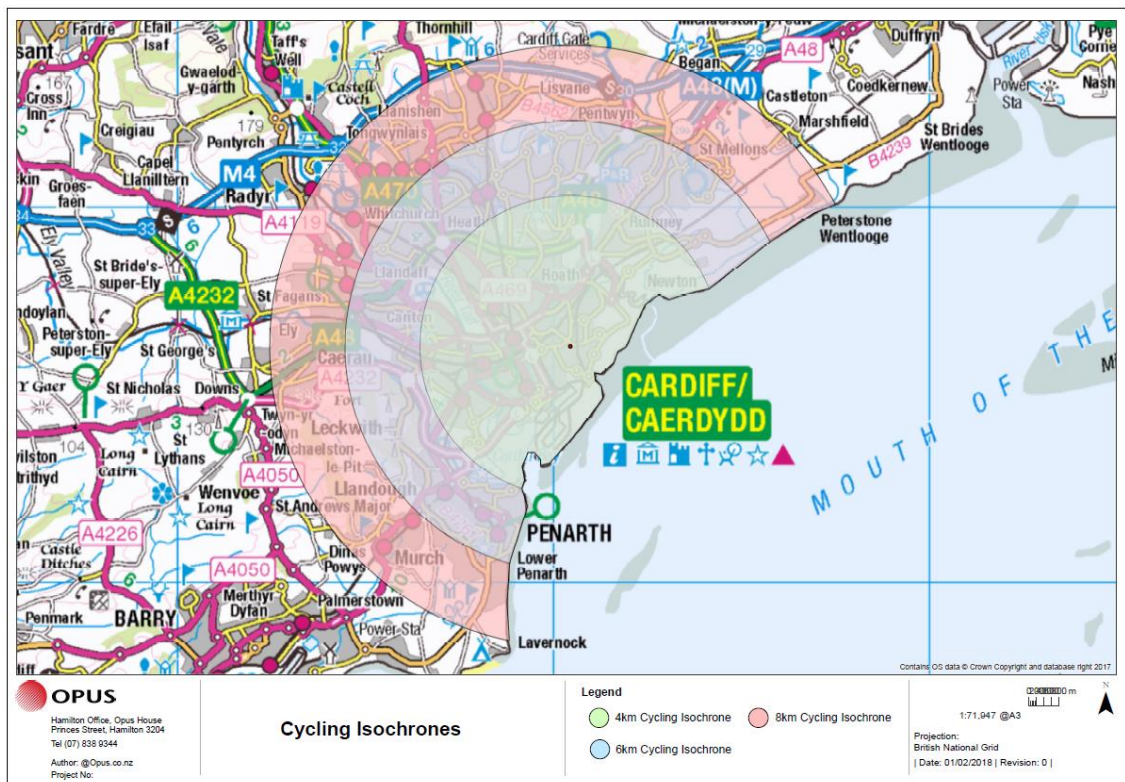


Figure 3 – Cycling Isochrones

The isochrones show that the entire city is accessible via bicycle, this included residential areas of Cardiff on the outskirts of the city such as Pontprennau and Llanrumney. The existing Hollies Special School site is also within walking distance of the proposed second site at Ysgol Glan Morfa.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

The nearest National Cycle Route to the site is Route 8 approximately 2.5km to the west. The fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

The nearest bus stops to the site are located to the north of the site on Splott Road and South Park Road. The northbound stop is situated on Splott Road a 170m (1-minute) walk and consists of flagpole and timetable information and easy access kerbing. The stop on South Park Road provides east bound services and is a 150m (2-minute) walk from the site. The stop

consists of a flagpole, timetable information and easy access kerbing. Additional stops are available along Splott Road and Habershon Street to the north.

Table 2 provides a summary of the services that can be access from stops in the vicinity of the site.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
612	Cardiff Bus	Virgil Street	St Teilo's High School	Commences 07:39 from Virgil Street. Commences 15:05 from St Teilo's High School
613	Cardiff Bus	Adamsdown Square	St Teilo's High School	Commences 08:00 from Adamsdown Square Commences 15:05 from St Teilo's High School
61	Cardiff Bus	Pengham Green Tesco	Fors Avenue, Pentrebane	Approximately every 10 minutes. More regular buses are provided at peak times.
805	NAT Group	Sanquhar Street	St Illtyds School	Commences at 07:35 from Sanquhar Street Commences at 14:55 from St Illtyds School

Table 2 shows that there are a variety of bus routes provided throughout Cardiff, accessible from stops in the vicinity of the site. Services are provided throughout the day with additional services available during peak times.

Services are provided to Cardiff City Centre in the vicinity of the existing Hollies Special School site. This would ensure that the proposed second site at Ysgol Glan Morfa is easily accessible for students and staff who may live in the vicinity of the existing Hollies Special School.

4.1.4. Public Transport – Rail Services

Cardiff Queen Street Railway Station is located to the west of the site. The station is an approximate 2km (28-minute) walk from the site or a 2.4km (9-minute) cycle from Ysgol Glan Morfa. The station includes facilities such as a shop, café, toilets, waiting rooms as well as cycle parking. The station is managed by Arriva Trains Wales and provides regular services to local destinations such as Barry Island, Penarth and Pontypridd.

Cardiff Central Railway Station is slightly further away from the site at an approximate 32-minute walk or 11-minute cycle. The station is also managed by Arriva Train Wales and provides services to popular destinations such as London and Swansea. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance

or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. *Conclusion*

Based on the above, it is evident that the public transport provision in the vicinity of the site is of a good standard and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops located on Splott Road, South Park Road and Habershon Street within comfortable walking distance. Cardiff Queen Street Station is also within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.1.6. *Collision Data*

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site. The only collision along Hinton Street is at the Hinton Street / Singleton Road junction. The collision was slight in severity and involved one vehicle resulting in one collision. Four collisions occurred on Splott Road in the vicinity of the Splott Road / South Park Road Junction. Three of these collisions were slight in severity and one serious. The serious collision involved one vehicle and resulted in one casualty.

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network that would be exacerbated by The Hollies Special School establishing a second site at Ysgol Glan Morfa.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Ysgol Glan Morfa and The Hollies Special School, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Glan Morfa

To meet the demand for primary and secondary school special school places for learners with Autism Spectrum Conditions, it is proposed to:

- Extend the age range of The Hollies School from 4-11 to 4-14; and,
- Increase the capacity of the school to allow for up to 138 places.

In order to achieve this, it is proposed that an additional site is provided for the school through the refurbishment of Ysgol Glan Morfa which is due to be vacated by the current school in August 2018. The additional 48 pupils are expected to travel by minibus with 4/5 pupils per vehicle, resulting in a worst-case scenario of 12 vehicle trips.

5.2. Impacts on Highway Network

Due to the proposed minimal increase in pupil numbers from 90 to 138, it is considered that the proposals will not have a material impact on the operation of the local highway network. In the context of existing operations at Ysgol Glan Morfa and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are two schools located within close proximity, both of which are accessed from Singleton Road / Marion Street. This results in a large concentration of movements within the area around the start and end of the school day.
- Currently, to drop-off at the school gate on Hinton Street would require a u-turn to be performed on a street which has on-street parking along both sides.
- Lack of designated staff parking, staff currently required to park on residential streets in the vicinity of the school.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- New through-road between Hinton Street and Singleton Road close to the existing Moorland Primary School access. This one-way system would allow drop-off / pick-up within the school site and relieve pressure along Hinton Street. The increase in pupil numbers would result in additional minibuses serving the site, the amended internal site layout and access arrangements would help to accommodate this increase.
- Utilise the existing drop-off zone and turning area for Moorland Primary School which is located to the south west of the site on Singleton Road. A secure pedestrian walkway would need to be provided connecting the drop-off point to the school entrance.
- Some staff parking provision could be provided at the north of the site near the school gate.
- Consult Moorland Primary School and stagger the start times for pupils in order to minimise stress on the highway during peak times.

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed development of a second site for The Hollies High School at the existing Ysgol Glan Morfa site located in Splott, Cardiff.

The proposal is to increase the capacity of the school to allow for up to 138 places through the refurbishment of Ysgol Glan Morfa which is due to be vacated by the current school in August 2018.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

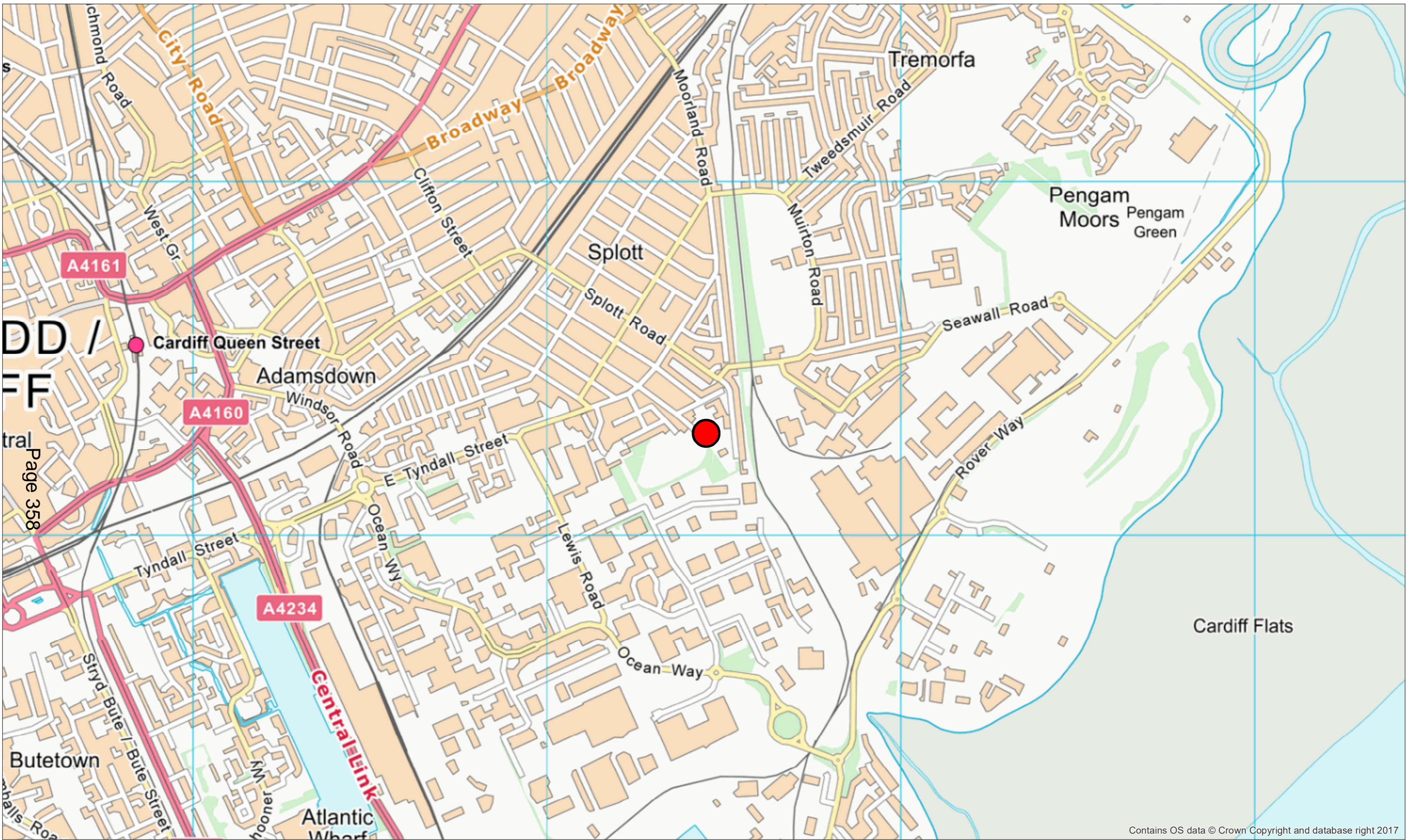
The site location is described as well as an assessment of the existing site conditions and surrounding highway conditions. The planning history of the site is also summarised, only two planning applications have been made on the site, both were for minor works.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred, with one on Hinton Street. All of the collisions were slight in severity with the exception of one serious collision. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Glan Morfa and The Hollies Special School will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan



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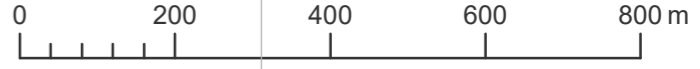
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Tel (07) 838 9344

Author: @Opus.co.nz
Project No:

Site Location Plan

Legend

 Site Location

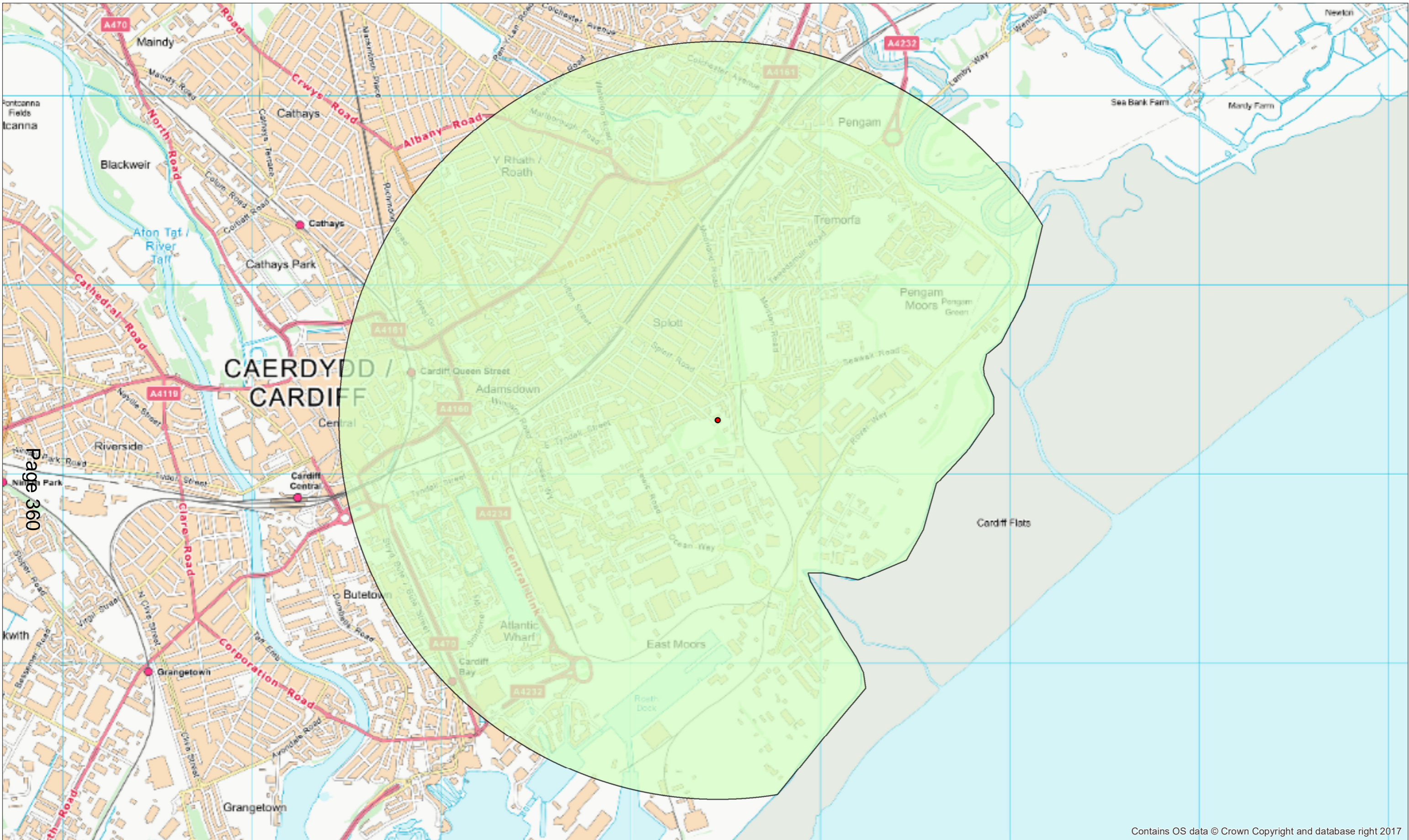


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Appendix B – Walking Isochrone



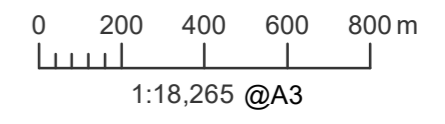
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Walking Isochrone

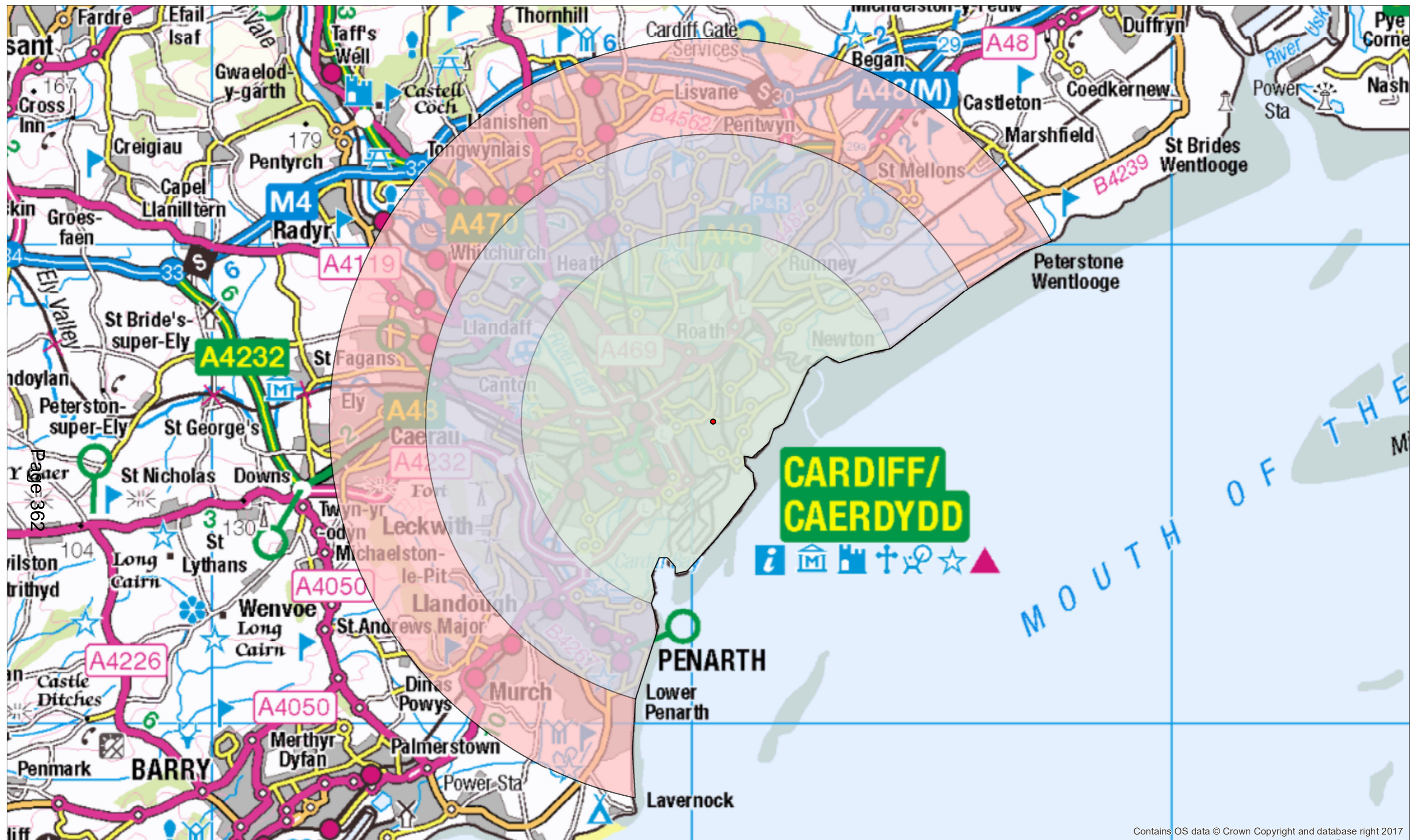
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 2km Walking Isochrone



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Appendix C – Cycling Isochrones



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Cycling Isochrones

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- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone

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Ysgol Gymraeg Glantaf

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment for the Specialist Resource Base (SRB) within Ysgol Gymraeg Glantaf, a community high school located in Llandaff, Cardiff. The SRB is attended by pupils with complex learning disabilities and autism spectrum conditions.

There are currently 14 students enrolled at the Ysgol Gymraeg Glantaf SRB. The proposal is to extend the designated number of pupils at the SRB up to 30 places. It is proposed that the accommodation is extended and improved to facilitate the additional pupils.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the proposed changes on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

Ysgol Gymraeg Glantaf is located to the east of Bridge Road, in the Llandaff area of Cardiff. The site has two vehicular access points on Gabalfa Road and one vehicular access point on the A4054 Bridge Road. The streets surrounding the school are of a residential nature. Cardiff City Centre is located approximately 4km south-east of the site and Cardiff Railway Station is approximately 4.3km to the south-east.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

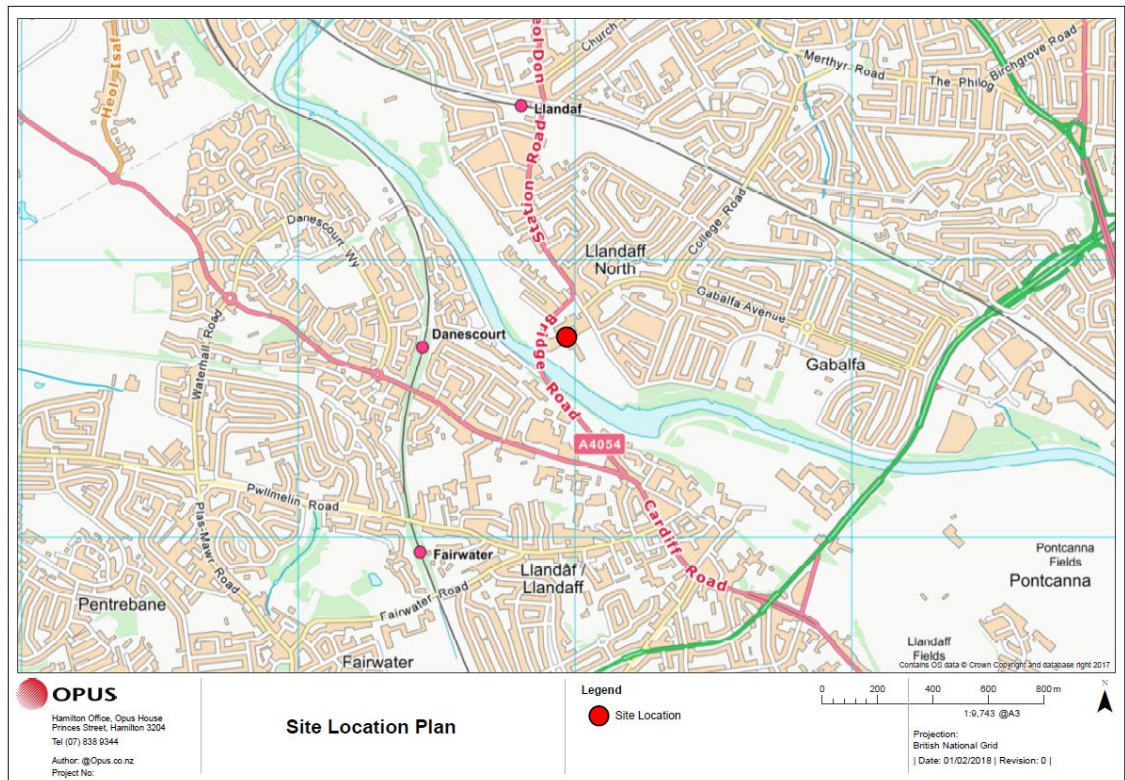


Figure 1 – Site Location Plan

3.2. Existing Site

The existing high school site which the SRB is located within covers an area of approximately an area of approximately 54,255m². The high school is made up of several two-storey school buildings and ancillary buildings, playing fields and a sports court. There are currently 1178 pupils enrolled at the high school. There are 14 pupils enrolled at the SRB.

There are currently three vehicular access points to the site. The south-west arm of the Gabalfa Road / Gabalfa Avenue mini-roundabout provides direct access to the school. The access is gated and is used for access to staff parking only. Approximately 74 metres south-east of the mini-roundabout, a simple priority junction on the west side of the highway also provides access to the school. This access is used for reception, visitors and deliveries. Vehicular access to the site is also available from the A4054 Bridge Road. The access point is gated and provides access into the car parking area on the north side of the school.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 - Planning History

Application Reference	Proposal	Decision	Date
97/00130/W	New science block – two storey extension	Granted	09/05/1997
97/01426/W	New two storey classroom block/extension providing performing arts accommodation	Granted	03/10/1997
98/01684/W	Two storey science block, additional parking	Granted	15/01/1999
01/02004/W	Extensions to school 'gymnasium 1' to provide additional changing room accommodation, a school mini bus garage and equipment store	Granted	15/11/2001
09/01221/W	Construction of new sports hall	Granted	27/11/2009
09/01932/W	Construction of extension block providing improved facilities for sixth form, classrooms and dining	Granted	08/03/2010
10/00459/W	Construction of a new synthetic turf pitched together with associated fencing and floodlights	Granted	10/06/2010

3.3. Local Highway Network

3.3.1. A4054 Bridge Road

The A4054 Bridge Road runs along the western boundary of the site from north to south. It is a single highway road with an approximate width of 7.5m. A vehicular access to the site is available from the A4054 Bridge Road, which is gated and has signage stating, 'no access to site traffic'. The access connects to the car park on the north side of Ysgol Gymraeg Glantaf.

To the immediate north-east of the school, the A4054 Bridge Road forms a mini-roundabout with Station Road and Gabalfa Road. Approximately 85 metres south-east of the mini-roundabout, a lay-by is provided on the southbound side of the highway. The lay-by is approximately 76 metres long and is not subject to any parking or waiting restrictions. There are no parking restrictions along the A4054 Bridge Road.

Footways are provided on both sides of the A4054 Bridge Road with an approximate width of 2m. Approximately 18 metres south-west of the A4054 Bridge Road / Station Road / Gabalfa Road mini-roundabout, a zebra crossing is provided on the A4054 Bridge Road. Street lighting is provided along both sides of the highway, with dropped kerbs and tactile paving provided at crossing points, the tactile paving is in need of upgrading in places. The highway surface is generally in a good condition.

3.3.2. Gabalfa Road

Gabalfa Road runs along the north-east boundary of the site for approximately 398 metres. There are two vehicular access points to the site from Gabalfa Road. The school can be

accessed from the Gabalfa Road / Gabalfa Avenue mini-roundabout and from a simple priority junction that is 74 metres south along Gabalfa Road.

Gabalfa Road is a single highway road with an approximate width of 7 metres, however vehicles were observed to park along both sides of the highway which significantly reduces the available width. There are no parking restrictions along Gabalfa Road. 'Keep clear' markings are provided along the southernmost vehicular access to the school.

Footways are provided on both sides of the highway with an approximate width of 2 metres. Approximately 50 metres south-east of the southernmost vehicular access to the school on Gabalfa Road, a pedestrian access point is provided. The access is gated and provides access to the playground at the school. Street lighting is provided on both sides of the highway. The highway surface is generally in a good condition.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2 kilometres (1.24 miles). Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

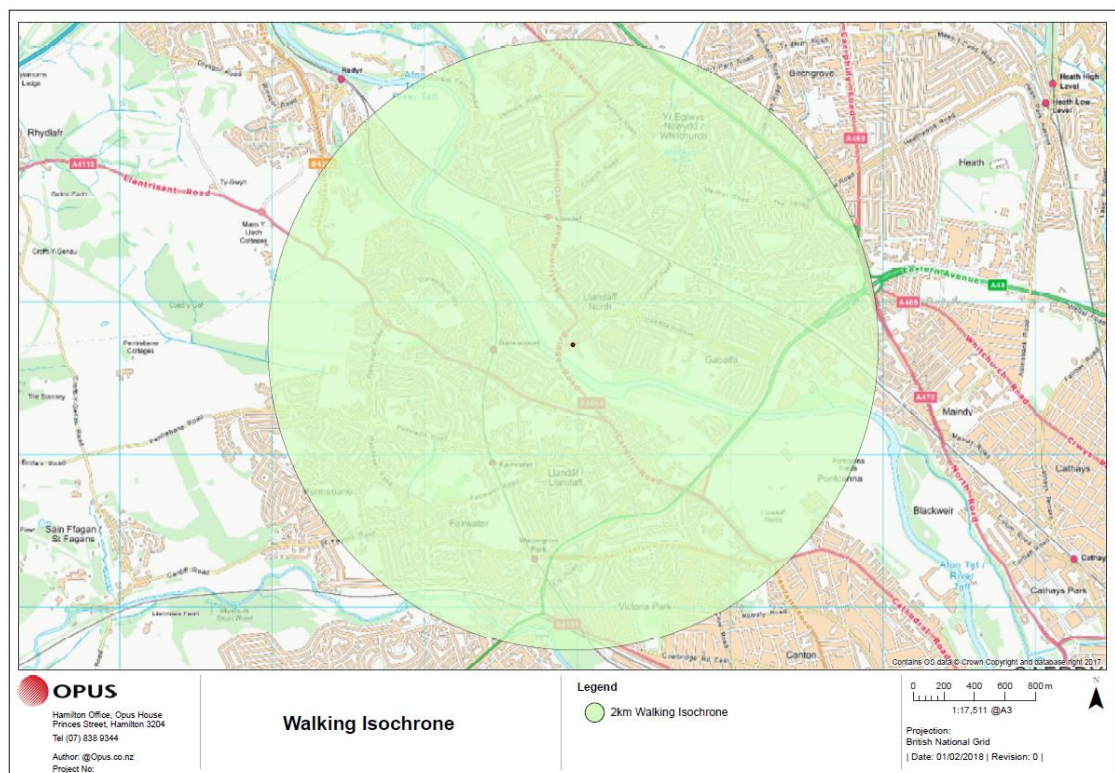


Figure 2 – Walking Isochrone

The isochrones show that the site is within walking distance of several nearby residential areas, including Llandaff, Llandaff North and Gabalfa. The A4054 Station Road to the north-west of the site offers access to local services and facilities, including a supermarket and petrol station. Cardiff Central Railway Station is located just beyond the realistic walking distance; however, Llandaff Railway Station is within the 2km distance.

Footways are provided along both sides of the highway in the vicinity of the site as well as pedestrian crossing facilities. A zebra crossing is provided near the site on the A4054 Bridge Road. The gradient is generally level in the area surrounding the site, which results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. *Cycling*

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

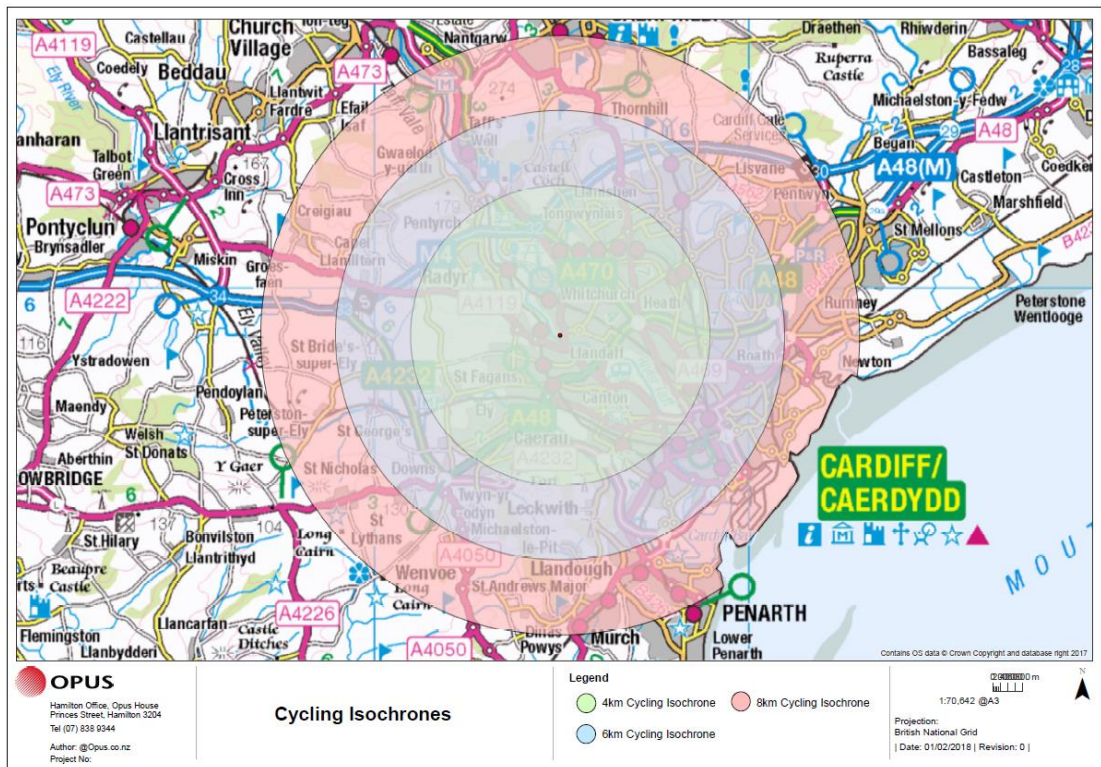


Figure 3 – Cycling Isochrones

The isochrones show that the majority of the city is accessible via bicycle, including commuter settlements on the outskirts of Cardiff such as Llandough to the south-east/

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling.

National Cycle Network Route 8 can be accessed from approximately 300 metres south-east of the site along Gabalfa Road. Route 8 runs in an east – west direction along the banks of the River Taff. The route is predominantly traffic free in the vicinity of the site and can be used to reach Cardiff city centre. The route is also known as ‘Lôn Las Cymru’ and is fully signed between Cardiff and Holyhead.

4.1.3. Public Transport – Bus Services

The closest bus stops to the site area located on the A4054 Bridge Road, approximately 240 metres north-west of the site. The north-eastbound bus stop comprises of easy access kerbing, a flagpole and timetable information. Buses pull into the lay-by for the south-westbound bus stop, which is located directly opposite. This bus stop does not have a flag pole or timetable.

Table 2 provides a summary of the bus services that are available from these stops.

Table 2 - Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
25 (north-eastbound only)	Cardiff Bus	Cardiff City Centre	Whitchurch	Every 20 minutes
24 (south-westbound only)	Cardiff Bus	Cardiff City Centre	Llandaff	Every 20 minutes
64	Cardiff Bus	Cardiff City Centre	Llanrumney	Every 2 hours
65	Cardiff Bus	Llanrumney	Cardiff City Centre	Every 2 hours
615	Cardiff Bus	Roath	Ysgol Glantaf	One service daily in each direction
806	New Adventure Travel	Llanishen	Ysgol Glantaf	One service daily in each direction
813	New Adventure Travel	Lisvane	Ysgol Glantaf	One service daily in each direction
823	New Adventure Travel	Newport Road	Ysgol Glantaf	One service daily in each direction

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city. A number of school bus services are also provided.

4.1.4. Public Transport – Rail Services

Cardiff Central Station is located approximately 5km to the south-east of the site. This equates to a 60-minute walk or 18-minute cycle via National Cycle Route 8. The station includes facilities such as a shop, café, toilets, waiting rooms and cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

Llandaff Railway Station is located within closer proximity of Ysgol Gymraeg Glantaf than Cardiff Central Railway Station. The station is located approximately 850m to the north of the school, which equates to an 11-minute walk. The Station is managed by Arriva Trains Wales and has a limited range of facilities, however ticket machines and step free access are available. Five services per hour to Cardiff Queen Street Railway Station and Radyr Railway Station are available from Llandaff Railway Station.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that a good range of public transport services are available in the vicinity of Ysgol Gymraeg Glantaf. These services can be used to reach Cardiff and beyond. The site is within walking distance of the bus stops on the A4054 Bridge Road and Llandaff Railway Station. While there are no PROW within the vicinity of the site, it is within close proximity of National Cycle Network Route 8.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred, one of which was serious in severity. The other four collisions were slight in severity.

Table 3 summarises the collisions that have occurred in the vicinity of the site in the latest five-year period.

Date	Location	Severity	Number of Vehicles	Number of Casualties
16/04/2016	A4054 Bridge Road / Radyr Court Road junction	Slight	3	1
28/11/2013	Gabalfa Road / Gabalfa Avenue roundabout	Slight	2	1
04/04/2017	Gabalfa Road / Gabalfa Avenue roundabout	Slight	2	1
13/01/2016	Station Road	Slight	1	1
03/08/2013	Station Road	Serious	1	1

There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to the SRB at Ysgol Gymraeg Glantaf, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Gymraeg Glantaf

To meet the demand for secondary SRB places for complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to extend the designated number at Ysgol Glantaf SRB up to 30 places.

The current SRB accommodation would be extended and improved to facilitate the additional pupil numbers. The increase in pupil numbers could, in a worst-case scenario, result in an increase of 16 additional trips assuming that all pupils are travelling individually by private vehicle.

In the context of the school as a whole, an increase of 16 pupils is considered minimal and it is expected that the existing internal site layout and access arrangements, including extensive staff parking to the north and a pick-up / drop-off area on Gabalfa Road will comfortably accommodate this minor increase.

5.2. Impact on the Highway Network

There are currently 14 pupils enrolled at the SRB. The proposals would extend the designated number at the SRB to 30, which is an increase of 16 pupils. Due to the small increase in pupil numbers, the proposals are not expected to have a material impact on the operation of the surrounding highway network. Any additional trips generated by the increase in pupil numbers could be accommodated on the roads surrounding the site. In the context of existing operations at Ysgol Gymraeg Glantaf, the increase in vehicle movements is expected to have a negligible impact.

5.3. Recommendations

This section aims to provide high-level recommendations that promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed changes to the SRB within Ysgol Gymraeg Glantaf, a community high school located in Llandaff, Cardiff.

The proposal is to increase the designated number at the SRB to 30 places. Given that 14 pupils are currently enrolled, this would result in a maximum increase of 16 pupils. This is not expected to have an impact on the operation of the surrounding highway network.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

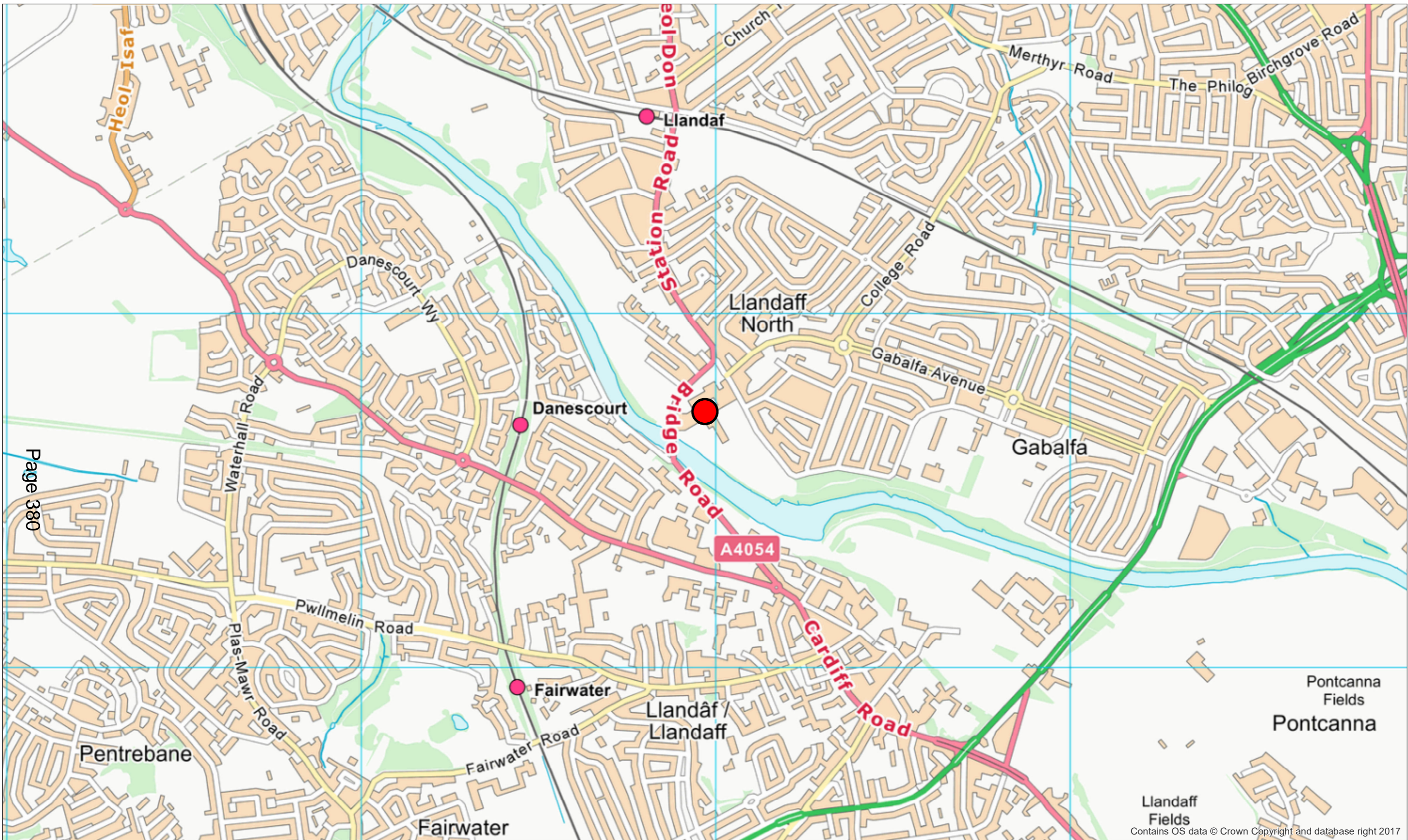
The site location has been described as well as an assessment of the existing conditions on the A4054 Bridge Road and Gabalfa Road. The planning history of the site has also been summarised. A number of planning applications have been submitted for the school over the past 30 years, notably the construction of a new science block and changes to the car parking provision.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of five collisions have occurred within the latest five-year period, four of which were slight in severity and one of which was serious in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Gymraeg Glantaf will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan



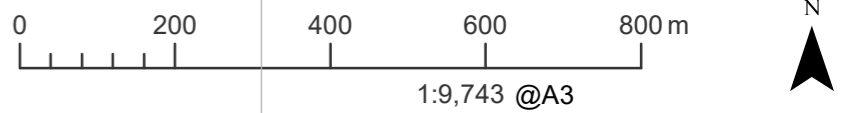
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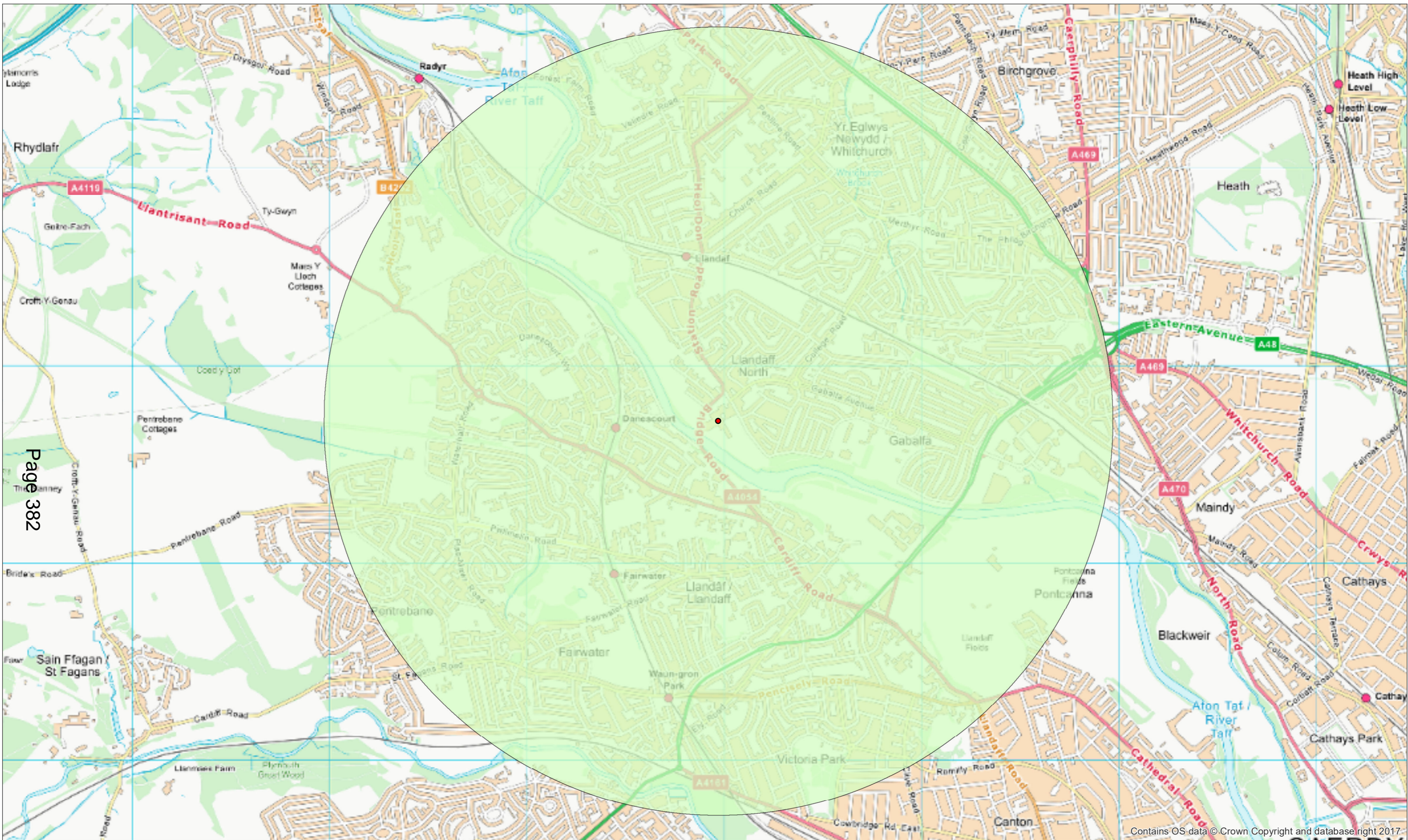
Site Location Plan

Legend
 Site Location



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Appendix B – Walking Isochrone



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 2km Walking Isochrone

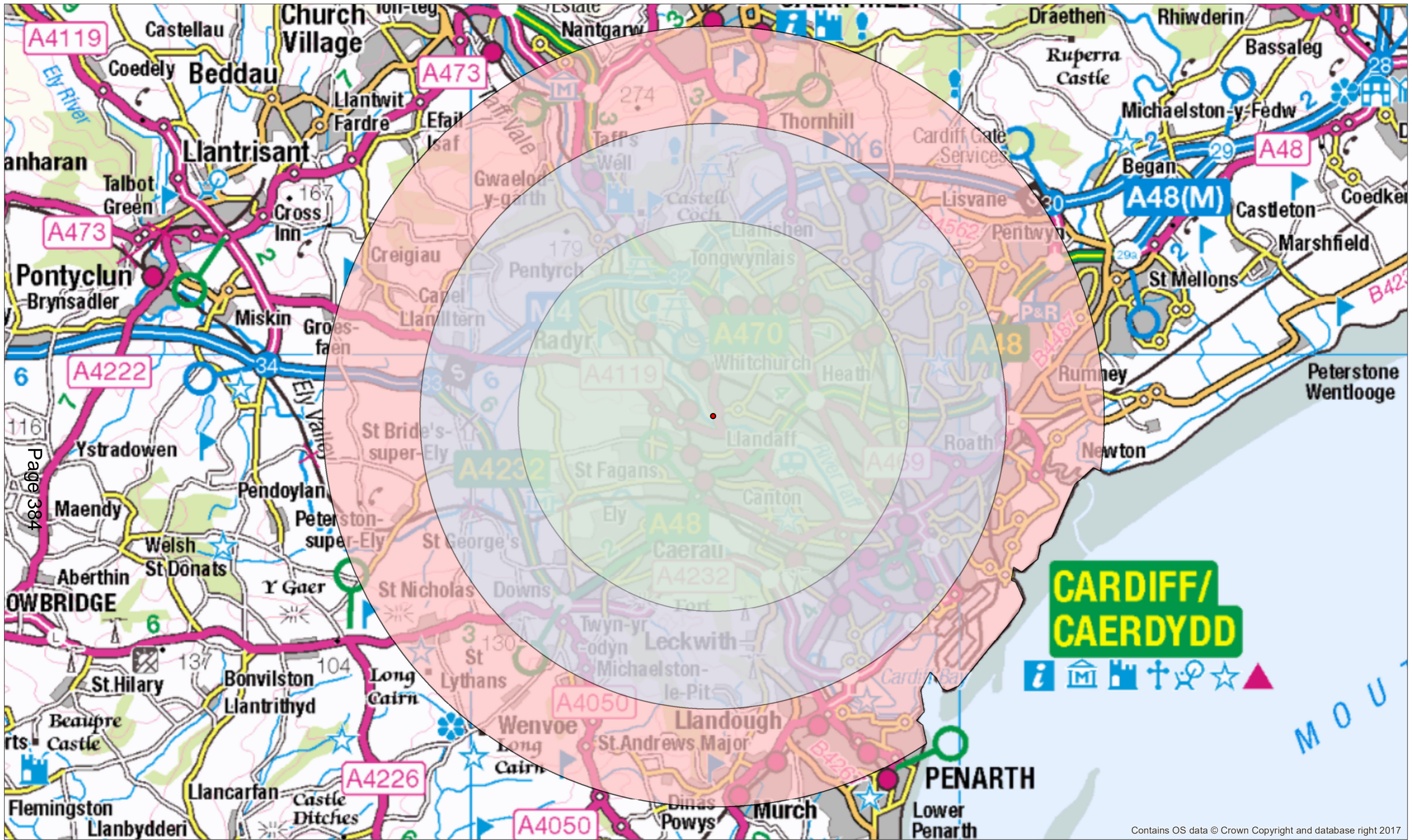
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Appendix C – Cycling Isochrones



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Cycling Isochrones

Legend

- 4km Cycling Isochrone
- 6km Cycling Isochrone
- 8km Cycling Isochrone



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Ysgol Gymraeg Pwll Coch

Transport Assessment



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1. Introduction

1.1. Introduction

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for Ysgol Gymraeg Pwll Coch a community primary school located in the Canton area of Cardiff. The school currently has 430 pupils enrolled aged 4-11. There is no existing specialist provision at the school.

The proposal is to open a Specialist Resource Base at (SRB) at Ysgol Gymraeg Pwll Coch initially providing up to 10 places to pupils with complex learning disabilities and autism spectrum conditions. The SRB would have the scope to provide up to 20 places in the future.

The TA has been prepared to take account of national planning policy including Planning Policy Wales, Edition 8 (2016). Local Planning Policy has also been taken into account, including the Cardiff Local Development Plan 2006-2026. The scope of the TA has been agreed with Cardiff Council through email correspondence and a meeting held at Cardiff County Hall on 7th February 2018.

The report has been prepared in response to a request by the client and the report will evaluate the impacts of the extension works on the surrounding highway network. The report has been based on Opus' understanding of Cardiff Council's requirements and our specialist experience of undertaking TAs for similar developments.

1.2. Report Structure

The TA investigates the highway and transportation issues associated with the development proposals, the report will be structured in the following way:

- Chapter 2: will summarise the relevant national and local planning policy;
- Chapter 3: presents the existing site conditions;
- Chapter 4: focuses on the accessibility of the site by different travel modes;
- Chapter 5: presents the proposed changes to the school; and
- Chapter 6: summarises and concludes the report.

2. Planning and Policy Context

Relevant national and local planning policy documents have been reviewed and adopted within the Transport Assessment.

2.1. Legislation

2.1.1. *Town and Country Planning Act, 1990*

The Town and Country Planning Act 1990 (TCPA 1990) and the Planning and Compulsory Purchase Act 2004 (PCPA 2004) establish the legislative basis for town planning in England and Wales. These Acts establish a plan-led system which requires Local Planning Authorities (LPAs) to determine planning applications in accordance with the development plan unless material considerations indicate otherwise.

2.2. National Planning Policy

2.2.1. *Planning Policy Wales, Edition 8 (2016)*

Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government, which is supplemented by a series of Technical Advice Notes (TANs). PPW sets out Wales' commitment to sustainable development, ensuring it plays an appropriate role in the planning system.

The Welsh Government aims to extend transportation choices in a way that supports sustainable development and helps tackle the causes of climate change. The Welsh Government is committed to enabling more people to undertake and enjoy the benefits of active travel.

It is stated that the proposed access to a development is likely to reflect the travel patterns that are involved. People should be able to reach the development by walking, cycling and public transport as well as by car. Walking and cycling should be promoted for shorter trips and as a substitute for shorter car journeys.

2.2.2. *Planning Policy Wales Technical Advice Note 18: Transport (March 2007)*

Technical Advice Note 18 (TAN18) was published in March 2007 and is a supplement of Planning Policy Wales. TAN18 provides advice on transport related issues when planning for new development, such as the integration between land use planning and transport, parking and the design of the development.

The importance of new developments promoting walking is highlighted in TAN18. It is stated that new developments should be situated close to main footways, public transport stops and pedestrian desire lines. Cycling also has the potential to act as a substitute for shorter car journeys. Cycling can be encouraged through the provision of secure cycle parking that is easy to access for everyday use.

2.2.3. *Active Travel (Wales) Act, 2013*

The Active Travel Act was adopted in 2013 and makes provision for maps of existing active travel routes and related facilities in a local authority's area. The Act requires Welsh Ministers and local authorities to take reasonable steps to enhance the provisions made for walking and cycling.

2.2.4. *Wales National Transport Plan (March 2010)*

The Wales National Transport Plan was published in March 2010 and establishes a framework for the creation of an integrated transport system. By joining together proposals for road, rail and public transport, people will be able to move more efficiently and sustainably throughout the country.

2.3. Local Planning Policy

2.3.1. Cardiff Local Development Plan (LDP) 2006-2026

The adopted LDP provides the statutory framework for the development and use of land within Cardiff over the Plan period (2006-2026). This fulfils the requirements of The Planning and Compulsory Purchase Act 2004 which requires the Council to prepare a LDP. It replaces existing Structure Plans and Local Plans relating to Cardiff and will be used by the Council to guide and control development and provide the statutory local policy context for determining planning applications.

In terms of transport the LDP highlights the following key points and objectives:

- The overall approach seeks to minimise travel demand and provide a range of measures and opportunities which reduce reliance on the car.
- New development in Cardiff must be integrated with the provision of new transport infrastructure which can help contribute to this objective by putting in place sustainable transport solutions which also provide improved travel choices for the wider community.
- This approach is fully consistent with on-going work at a city-region scale which seeks to develop a more effective public transport network across the region as a whole, helping people travel from where they live to work and thereby helping to spread prosperity around the entire city-region.

The LDP also highlights the key transportation trends and issues, including the following:

- Traffic on Cardiff's roads grew by 9% between 2002 and 2012.
- 56% of Cardiff's residents travel to work by car.
- Nearly 77,900 people commute into Cardiff each day by all modes (37% of Cardiff's workforce). The 2001 Census indicates that approximately 80% of commuters travel to Cardiff by car.
- Travel on rail services has increased considerably - the use of Cardiff Central and Queen Street Stations has risen by 82% between 2001 and 2011.
- Cycle use has increased 10% between 2001 and 2011 but bus use has fallen slightly over the same period.

3. Existing Conditions

3.1. Site Location

The site is located south of Lawrenny Avenue, towards the south of the Canton Area of Cardiff, approximately 2.3km west of Cardiff City Centre. The site is situated north of the Cardiff Internationals Sports Campus and the A432 and west of Cardiff City Football Stadium and the associated amenities. West of the site is a Goals Football Centre and Sanatorium Park. Residential developments and Fitzalan High School are north of the site.

The location of the site is shown in Figure 1, which is also contained in **Appendix A**.

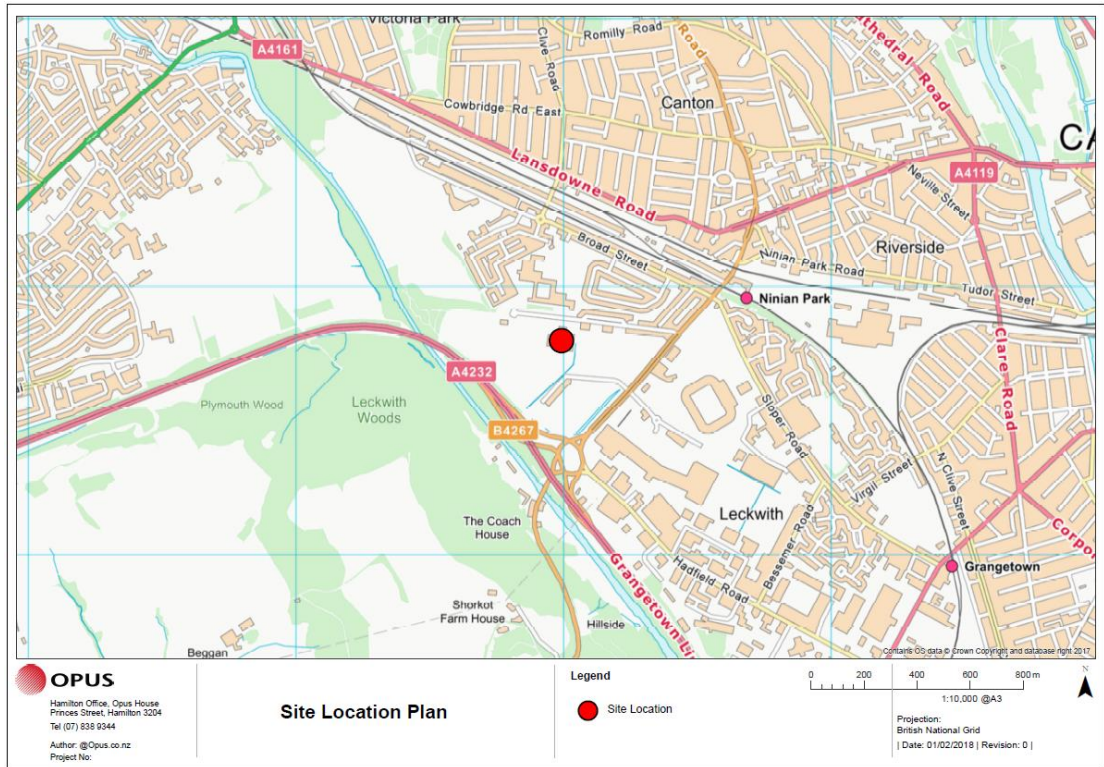


Figure 1 – Site Location Plan

3.2. Existing Site

The existing school is accessed from Lawrenny Avenue, a designated pedestrian access point is located at the northwest of the site, this access point is also conveniently located opposite a bus stop. A second vehicular access point is located to the northeast of the site which provides access to the staff car park. Footways are also provided at this crossing point and pedestrian crossing points are provided in the staff car park to ensure the safe movement of pedestrians.

The main school building is located at the centre and southeast of the site with the playground located to the south. Additional outbuildings are situated at the southwest of the site.

Cardiff Council’s planning application portal has been interrogated to determine the relevant planning history of the site, a summary of the relevant planning applications is found in Table 1 below.

Table 1 – Planning History

Application Reference	Proposal	Decision	Date
03/01414/R	Provision of a demountable classroom	Granted	June 2003
98/00840/R	New Single Storey School	Granted	July 1998
03/02957/R	De-mountable classroom	Granted	December 2003
04/00688/R	Single Storey Extension to east of school	Granted	March 2005
05/00033/W	Provision of single demountable classroom for short term hire	Granted	May 2005
11/00724/DCO	Installation of 2 double demountable classroom units	Granted	April 2011

3.3. Local Highway Network

3.3.1. Lawrenny Avenue

Lawrenny Avenue borders the north of site with no through road to the west and junction with Leckwith Road B4267 to the east. The road is subject to 20mph and there are many measures in place to increase pedestrian safety. Signage provided approximately 110m east of the site to warn motorists that they are entering a school safety zone, a speed hump and road narrowing feature is also provided at this point. Speed humps are provided at intervals within the school safety zone. A zebra crossing is also provided in the school safety zone approximately 10m west of the vehicular access point to the school. A 115m long stretch of the eastbound lane of the highway is occupied by a bus stop. A layby for bus stops is also provided on the south side of the highway. A roundabout is provided to the west of Lawrenny Avenue which acts as a turning point for buses and other vehicles dropping off and picking up pupils. There are two separate areas where cycle lanes are provided, the cycle lanes are provided for a length of approximately 40m in both locations.

The pedestrian infrastructure in the vicinity of the site is of good quality. Footways of approximately 2m are provided on both sides of the highway and are set back from the highway by grass verges. As previously mentioned a zebra crossing is provided to the north of the site, this crossing comprises a raised table and tactile paving. Street lighting is provided along the entirety of Lawrenny Avenue and the gradient is level.

4. Accessibility

The sustainability of a site is inherently linked to its location and access to facilities for active travel and public transport.

4.1.1. Walking

The aim of land use and transport policy is to promote and encourage the choice of walking and cycling above all else where the need to travel exists. Therefore, it is reasonable to assume that walking is a viable and growing means of transport, and that new development should be designed to promote and encourage it.

In practice, the distance that an individual is likely to choose to walk depends on the individual circumstances, but it is reasonable to assume that over time, given current policies to encourage active travel, the propensity for individuals to walk, and to walk further, will increase.

The Institution of Highways and Transportation in their document ‘Guidelines for Providing Journeys on Foot’ state that “walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile”.

PPG13 ‘A Guide to Better Practice’ (2001) stated that people are prepared to walk up to 2km. Whilst PPG13 has been superseded, it is considered that this distance is still relevant and appropriate as a guide to what is acceptable and reasonable to many people.

The isochrone shown in Figure 2 displays a 2km walking area from the site, this is also contained in **Appendix B**.

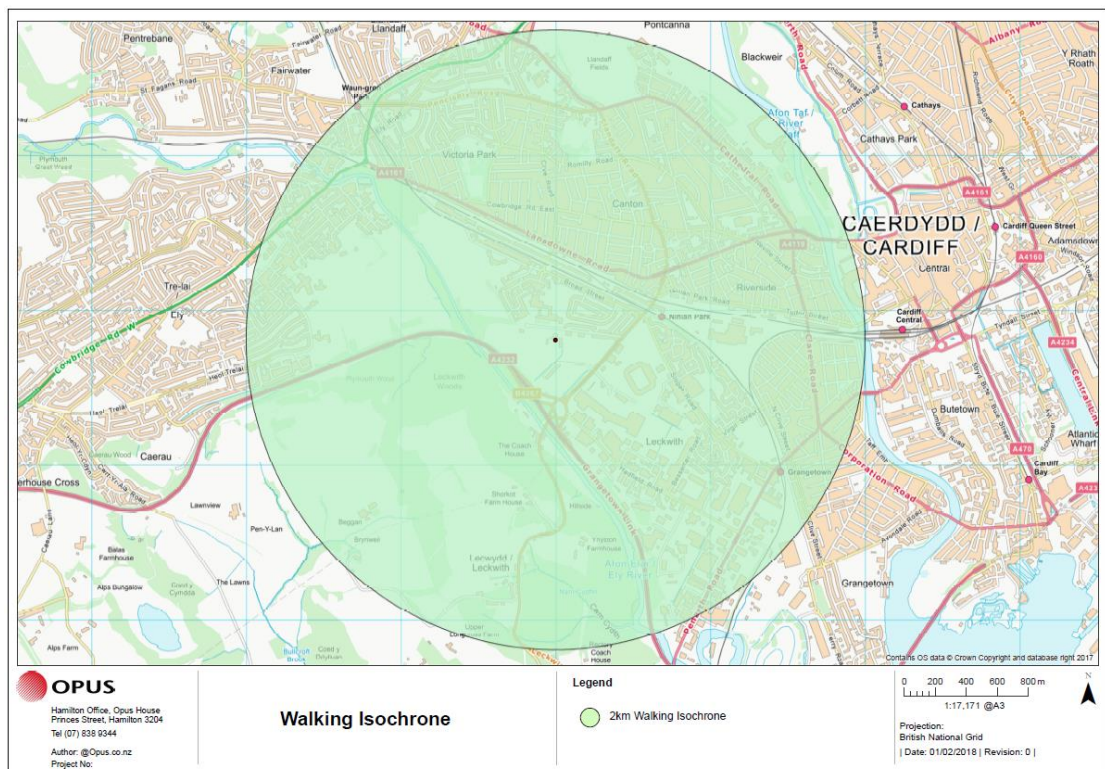


Figure 2 – Walking Isochrone

The isochrones shows that Ysgol Gymraeg Pwll Coch is within walking distance of several residential areas of Cardiff such as Saltmead, Taffs Mead and Riverside. Cardiff City Football Stadium and the surrounding amenities and services such as Asda superstore, Costco and Lidl are all within comfortable walking distance of the site. Cardiff Central Railway Station is slightly beyond comfortable walking distance of Ysgol Gymraeg Pwll Coch; however, Ninian Park Railway Station is located just 600m north east of the site.

In the vicinity of the site there are footways provided as well as pedestrian crossing facilities, this along with factors such as the generally level gradient results in an environment which is conducive to walking.

A review has been undertaken of any Public Rights of Way (PROW) in the area surrounding the site, this revealed that there are no PROW in the vicinity of the site.

4.1.2. **Cycling**

The DfT in their ‘Transport Statistics on Cycling in Great Britain’ state that the average length of a cycle journey is 3.84km (2.4 miles). PPG13 ‘A Better Guide to Practice’ (2001) identified that people were prepared to cycle up to 8km (5 miles); which, although the guidance has been superseded, is still considered appropriate. The DfT’s LTN 2/08 ‘Cycle Infrastructure Design’ (October 2008) states that “in common with other modes, many utility cycle journeys are over short distances under three miles (4.8km), although for commuter journeys, a trip distance of up to five miles (7.2km) is not uncommon”.

It is therefore considered that a distance of 4km (2.5 miles) represents a reasonable cycling distance and that 8km (5 miles) is a maximum realistic range for cycle trips. The isochrones shown in Figure 3 display a 4km, 6km and 8km cycling area from the site, this is also contained in **Appendix C**.

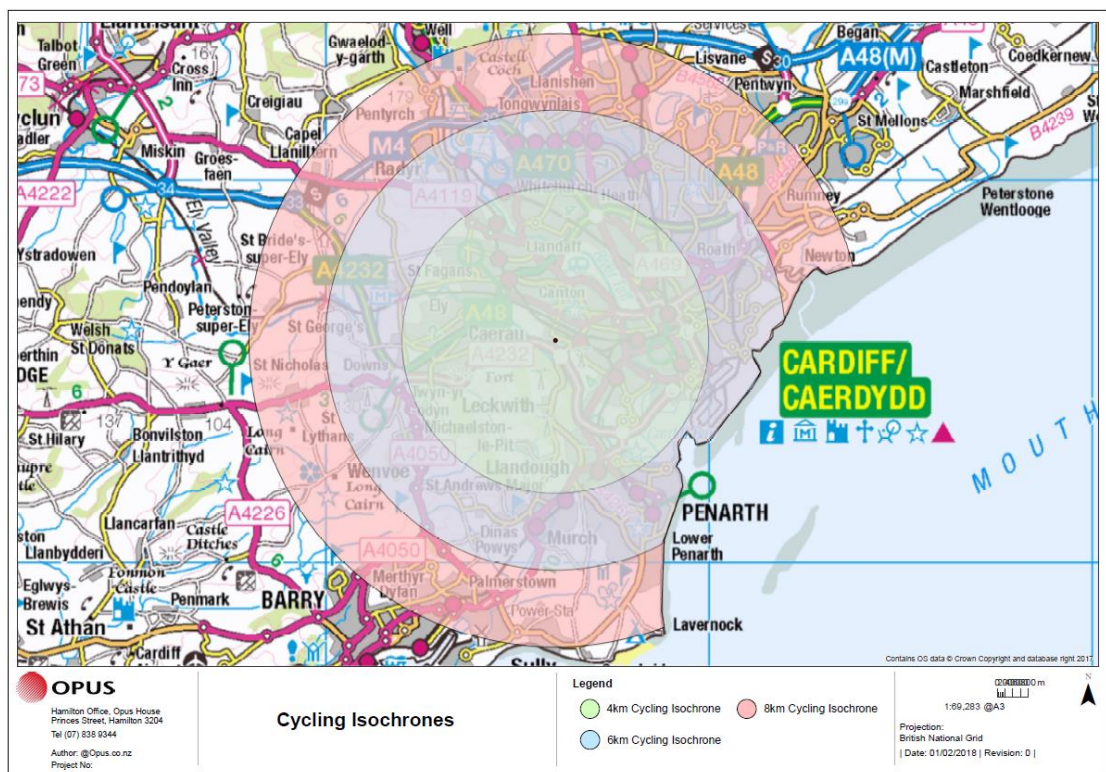


Figure 3 – Cycling Isochrones

The isochrones shows that the entire city is accessible via bicycle, as well as other settlements such as Penarth, Dinas Powys and the outskirts of Barry.

Due to the generally level gradient and factors such as the low traffic speeds associated with city streets and residential areas, the environment is deemed to be conducive to cycling. Cycle lanes are also provided in some locations of Lawrenny Avenue.

National Cycle Network Route 8 is located approximately 2km east of the site. The fully open and signed route connects Cardiff to Holyhead, via Brecon, Builth Wells, Machynlleth, Porthmadog and Bangor. The route is a combination of traffic-free and on-road sections.

4.1.3. **Public Transport – Bus Services**

Bus stops are provided outside of the school which are utilised by the 627 school bus for Ysgol Gymraeg Pwll Coch. The public bus stops are provided approximately 550m (7-minute) walk from the school. Both the northbound and southbound stops comprise of a shelter, seating, timetable information and easy access kerbing. Additional bus stops are provided on Broad Street north of the site and Sloper Road to the east. A summary of the services available from

the stops in the vicinity of the site is provided in Table 2. Other services shown in Table 2 do utilise the bus stops on Lawrenny Avenue; however, these services are intended primarily for students at Fitzalan High School.

Table 2 – Summary of Bus Services

Service Number	Operator	Starts	Destination	Frequency Mon - Fri
627	Wheadon's Coaches	Llandaff Road	Ysgol Gymraeg Pwll Coch	Commences from Llandaff Road 08:05 Commences from Ysgol Gymraeg Pwll Coch at 15:25
1 Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
2 Anti-Clockwise	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	2 per hour
12	Cardiff Bus	Leckwith Retail Park	Mansell Avenue	6 daily services between 08:44 and 14:02
95	Cardiff Bus	Heath Hospital	Barry Island	2 per hour
95a	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	1 per hour
95b	Cardiff Bus	City Centre Canal Street	City Centre Canal Street (Circular)	1 per hour
95C	Cardiff Bus	City Centre Canal Street	Cardiff City Stadium	2 per hour
X91	Cardiff Bus	Customhouse Street JL	Llantwit major Bus Station	Approximately every 2 hours
4	Cardiff Bus	Wood Street	Bus Depot (SE)	Services every 20 minutes between 05:20 – 07:20 and 18:30 – 21:10

Table 2 shows that there are a variety of regular services available from these stops which provide access throughout the city throughout the day with additional services provided during peak times.

4.1.4. Public Transport – Rail Services

The closest station to the site is Ninian Park Railway Station a 750m (10 minute) walk from the site. The station has facilities such as cycle parking and ticket machines. Access to the station is available via ramps however, the ramps are steeper than the maximum recommended gradient of 1:20 for wheelchair users. The station is managed by Arriva Trains Wales and provides regular services to local destinations such as Cardiff Central, Coryton and Radyr.

Cardiff Central Railway Station is slightly beyond the maximum recommended walking distance of 2km. The station is a 2.4km (30-minute) walk from Ysgol Gymraeg Pwll Coch or alternatively a 2.4km (9-minute) cycle. The station includes facilities such as a shop, café, toilets, waiting rooms as well as cycle parking. The station is managed by Arriva Trains Wales and provides regular services to popular destinations such as London to the east and Swansea to the west. There are 2 direct services per hour to London Paddington (calling at other popular destinations such as Bristol Parkway) and up to 3 direct services per hour to Swansea.

It is acknowledged that specialist Additional Learning Needs provision has a city-wide catchment and therefore pupils may not live in the immediate vicinity of the school. Therefore walking, cycle routes, bus services or rail services may not be suitable either due to distance or pupil needs. Furthermore, whilst some pupils are able to travel independently with support it is acknowledged that others are not and therefore Schools Transport will work with pupils, schools and parents/carers to look at the most appropriate form of transport for the pupil and their needs.

4.1.5. Conclusion

Based on the above, it is evident that the public transport provision is adequate and provides a variety of regular services throughout Cardiff and beyond. The site is considered to be in a sustainable location as there is a dedicated school bus provided for Ysgol Gymraeg Pwll Coch as well as bus stops available on Leckwith Road, Broad Street and Sloper Road. Ninian Park Railway Station is within a comfortable walking distance and Cardiff Central Railway Station is within a comfortable cycling distance. There are no PROW in the vicinity of the site.

4.2. Collision Data

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of three collisions have been recorded on Lawrenny Avenue including one at the Lawrenny Avenue / Leckwith Road junction. All three of the recorded collisions are slight in severity. There were no obvious trends or clusters of incidents which suggests that there aren't any fundamental issues with the highway network. No fatal incidents have been reported within the vicinity of the site.

5. Proposed Changes

This chapter aims to summarise the proposed changes to Ysgol Gymraeg Pwll Coch, as well as its impact on the highway network.

5.1. Proposed Changes to Ysgol Gymraeg Pwll Coch

To meet the demand for primary SRB places for pupils with complex learning disabilities and autism spectrum conditions in the Welsh medium sector, it is proposed to:

- Open a specialist resource base at Ysgol Pwll Coch, providing up to 10 places initially, but with scope to extend to 20 places in future, as demand grows.

Accommodation for the SRB would be established within current facilities however some refurbishment would be required. The increase in pupil numbers could result, in a worst-case scenario, in 10 additional trips assuming all pupils travel individually by private vehicle.

In the context of existing operations at the school and neighbouring sites, the existing internal site layout and access arrangements will comfortably accommodate the minor increase in pupils and vehicles accessing the site.

5.2. Impacts on the Highway Network

The increase in student numbers proposed as part of the changes to Ysgol Gymraeg Pwll Coch is considered to be negligible when compared to the number already attending the school. It is anticipated that the proposals will not have a material impact on the operation of the surrounding network. In the context of existing operations at Ysgol Gymraeg Pwll Coch and neighbouring sites, the increase in vehicle movements is expected to have a negligible impact.

5.3. Limitations

This section will summarise the limitations of the school site in terms of transport and accessibility and these are as follows:

- There are two schools located within close proximity, both of which are accessed from Lawrenny Avenue. This results in a large concentration of movements within the area around the start and end of the school day.

5.4. Recommendations

This section aims to provide high-level recommendations to counteract some of the site's limitations and promote active travel and sustainable transport options. This will help mitigate the limited impact which is expected to arise as a result of the proposals. The recommendations are as follows:

- Aim to stagger the start times for SRB pupils so that they differ from the rest of the school in order to minimise stress on the highway during peak times.
- Promote active travel as a viable means of transport to the school, by implementing measures such as providing secure cycle parking and lockers to store walking / cycling equipment.
- If the school does not currently have an adopted Travel Plan, one should be produced with the aim of minimising single occupancy vehicle trips to the school.

6. Summary

Opus International Consultants (UK) Ltd. have been commissioned by Cardiff Council to produce a Transport Assessment (TA) for the proposed development of an SRB at Ysgol Gymraeg Pwll Coch, a community primary school located in the Canton area of Cardiff.

The proposals are for the provision of an SRB at Ysgol Gymraeg Pwll Coch with an initial 10 places for pupils with complex learning disabilities and autism spectrum conditions. The SRB would have the scope to extend to 20 places in the futures. The start and finish time of the SRB will be staggered to minimise congestion on Lawrenny Avenue.

A review of relevant local and national planning policy documents has been carried out, including PPW Edition 8 (2016), TAN 18: Transport (March 2007), the Active Travel (Wales) Act (2013) and the Wales National Transport Plan (March 2010), as well as Cardiff LDP (2006-2026).

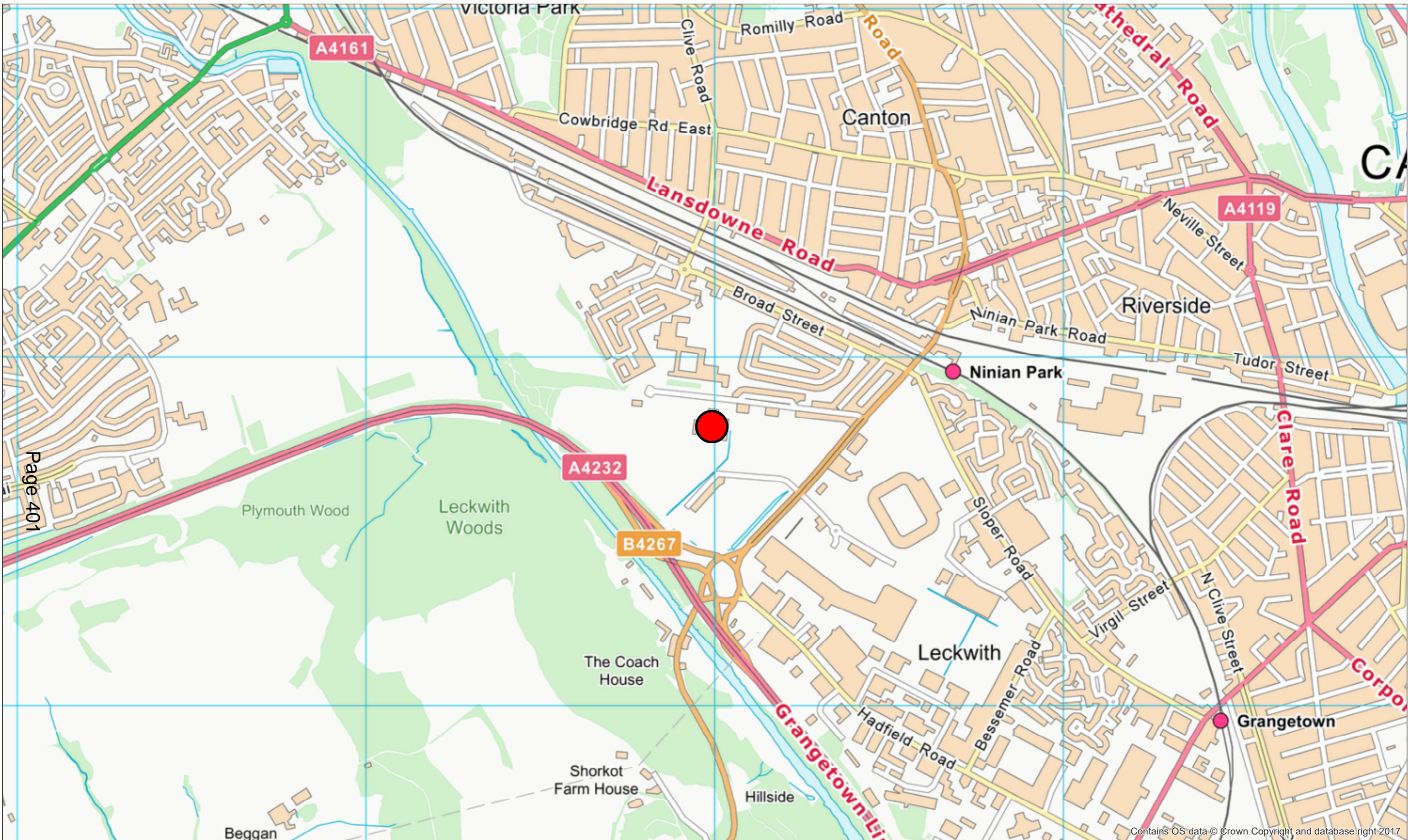
The site location is described as well as an assessment of the existing site conditions and surrounding highway conditions. The planning history of the site is also summarised, six planning application have been made on the site including extension works and provisions of demountable buildings.

The accessibility of the site has been assessed by sustainable travel modes, including walking, cycling and public transport. It is evident that the public transport provision is adequate and provides a variety of regular services from the site to destinations throughout Cardiff and beyond. The site is considered to be in a sustainable location as there are bus stops and railway stations within comfortable walking and cycling distances, the environment is also conducive to walking and cycling.

A review of www.crashmap.co.uk has been undertaken to identify any collisions within the vicinity of the site within the last five years. A total of three collision have been recorded on Lawrenny Avenue all of which are slight in severity. No obvious trends or clusters of incidents were observed.

It is the view of the TA that, in highway and transportation terms, the proposed changes to Ysgol Gymraeg Pwll Coch will not have a severe impact on the surrounding highway network. This is due mainly to the minimal increase in pupil numbers. The uptake of sustainable travel can be encouraged and monitored through the recommendations set out in Chapter 5.

Appendix A – Site Location Plan



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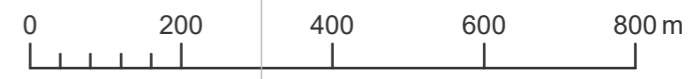


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Site Location Plan

Legend

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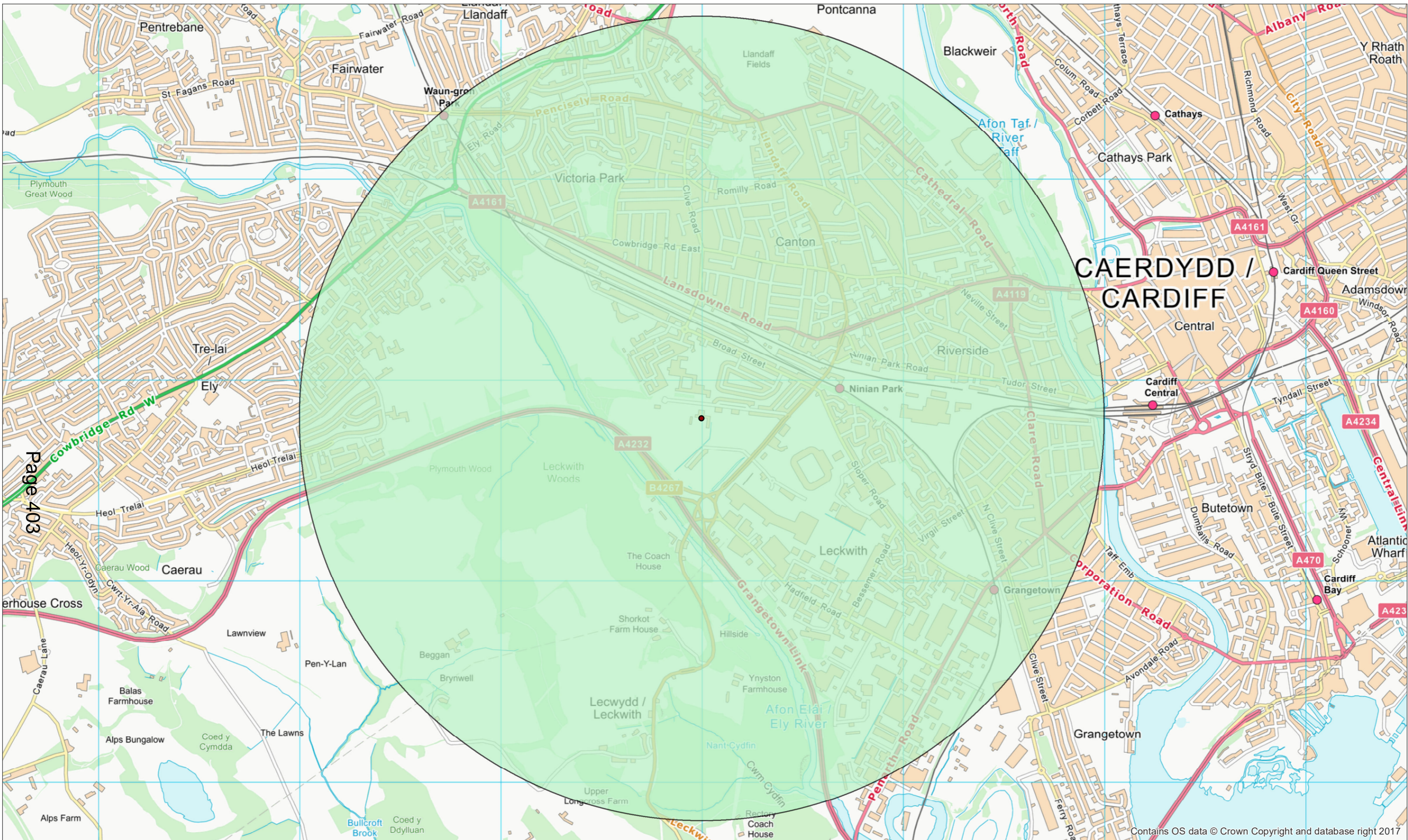


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Appendix B – Walking Isochrone



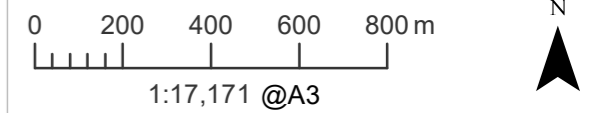
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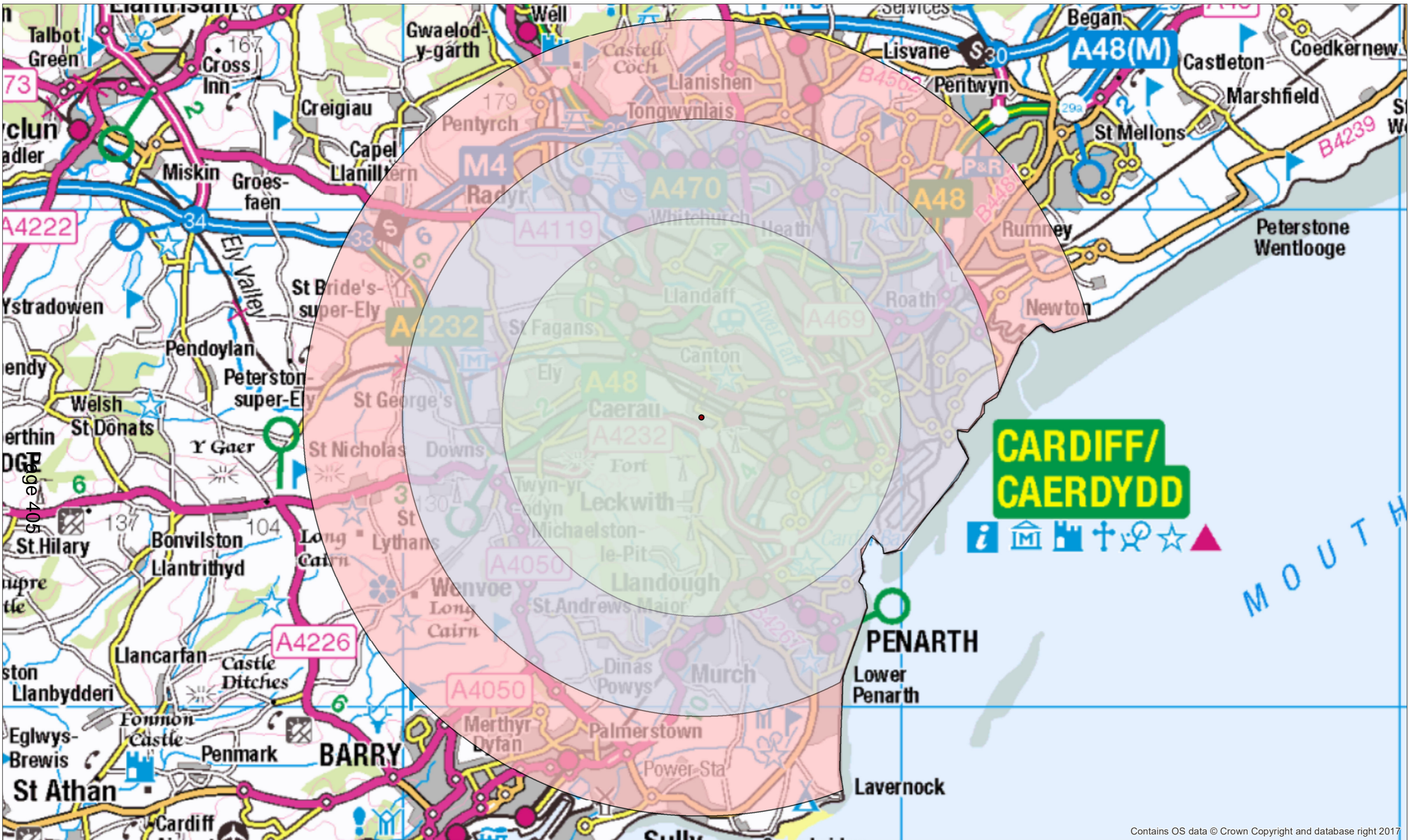
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 2km Walking Isochrone



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Appendix C – Cycling Isochrones



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 Project No:

Cycling Isochrones

- Legend**
- 4km Cycling Isochrone
 - 6km Cycling Isochrone
 - 8km Cycling Isochrone

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Teitl y Polisi/Strategaeth/Project/Gweithdrefn/Gwasanaeth/Swyddogaeth: Gwella'r ddarpariaeth i blant a phobl ifanc ag anghenion dysgu ychwanegol (ADY) 2018-22
Newydd/Bodoli'n barod/Diweddaru/Diwygio

Pwy sy'n gyfrifol am ddatblygu a gweithredu'r Polisi/Strategaeth/Project/ Gweithdrefn/Gwasanaeth/Swyddogaeth?	
Enw: Nick Batchelar	Teitl y Swydd: Cyfarwyddwr
Tîm Gwasanaeth: Addysg a Dysgu Gydol Oes	Cyfarwyddiaeth: Addysg a Dysgu Gydol Oes
Dyddiad Asesu: Ebrill 2018	

1. Nodau ac Amcanion

**Beth yw amcanion y
Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth?**

Gwella canlyniadau ar gyfer plant a phobl ifanc sydd ag ADY drwy sicrhau digonolrwydd o lefydd addas mewn ysgolion arbennig a chanolfannau adnoddau arbenigol.

2. Gwybodaeth Gefndirol

**Rhowch wybodaeth gefndirol am y
Polisi/Strategaeth/Weithdrefn/Gwasanaeth/Swyddogaeth ac
unrhyw waith ymchwil sydd wedi'i wneud [e.e. data
defnyddwyr gwasanaeth yn erbyn ystadegau demograffig,
AEGau tebyg wedi'u gwneud ayyb.]**

CYNGOR CAERDYDD
Asesiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

Mae nifer y llefydd ysgol arbennig neu ganolfannau adnoddau arbenigol a ariennir yng Nghaerdydd wedi cynyddu 103 o lefydd dros bum mlynedd.

Er gwaetha'r cynnydd mewn llefydd, mae tystiolaeth i awgrymu na fu hyn yn ddigonol i ateb yr angen sy'n bodoli. Er enghraifft, mae'r cynnydd o 63% yng nghost datganiadau prif ffrwd, a dibyniaeth gynyddol ar lefydd yn y sector annibynnol yn awgrymu fod disgyblion yn ein ysgolion prif ffrwd ac mewn lleoliadau 'y tu allan i'r sir' a fyddai'n cael budd o allu gael lle mewn ysgol arbennig neu ganolfan adnoddau arbenigol yng Nghaerdydd.

Dros y 5-10 mlynedd nesaf, bydd gofyn cael arian refeniw a buddsoddiad cyfalaf i sicrhau digon o gymorth arbenigol addas i boblogaeth sy'n tyfu o ddysgwyr ag anghenion dysgu ychwanegol, ac i leihau dibyniaeth ar y sector annibynnol.

Disgwylir galw cynyddol ar gyfer dygwyr ag:

- Anghenion iechyd emosiynol a llesiant
- Anableddau dysgu cymhleth
- Cyflyrau ar y sbectrwm awtistig

Bydd methu â buddsoddi yn y ddarpariaeth a gynhelir yng Nghaerdydd dros y 3-4 blynedd nesaf yn arwain i'r Cyngor ddod yn gynyddol ddibynnol ar ddarparwyr ysgol yn y sector annibynnol er mwyn ateb cyfrifoldebau statudol y Cyngor.

Byddai gorddibyniaeth ar lefydd annibynnol yn arwain at yr oblygiadau a'r risgiau canlynol:

- costau refeniw uwch i'r Cyngor
- anallu i gynnig llefydd yn unol â dewis rhieni

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3 Aseu Effaith ar y Nodweddion a Ddiogelir

3.1 Oedran

A fydd y
Polisi/Strategaeth/Project/Gweithdrefn/Gwasanaeth/Swyddogaeth
dan sylw yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar
bobl iau/hŷn?

	Bydd	Na Fydd	Dd/B
Hyd at 18 oed			Dd/B
18-65 oed			Dd/B
Dros 65 oed			Dd/B

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Mae blaenoriaethau strategol ADY yn ymwneud â darparu addysg i blant a phobl ifanc o oed ysgol, a dim ond ar y gr?p oed hwn y byddai disgwyl iddo gael effaith. Does dim effeithiau gwahaniaethol o safbwynt cydraddoldeb.

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Asesiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.2 Anabledd

A fydd y Polisi/Strategaeth/Project/Gweithdrefn/Gwasanaeth/Swyddogaeth dan sylw yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar bobl anabl?

	Bydd	Na Fydd	Dd/B
Nam ar y clyw	Bydd		
Nam Corfforol	Bydd		
Nam ar y Golwg	Bydd		
Anabledd Dysgu	Bydd		
Salwch neu Gyflwr Iechyd Hirdymor	Bydd		
Iechyd meddwl	Bydd		
Dibyniaeth ar Sylwedd		Na Fydd	
Arall	Cyflyrau ar y sbectrwm awtistig		

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Bydd yr effaith yn gadarnhaol: y nod yw sicrhau y bydd unrhyw blentyn neu berson ifanc ag anabledd neu gyflwr iechyd hirhoedlog yn gallu cyrchu darpariaeth arbenigol briodol os oes angen.

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

Nid yw mwyafrif y plant a phobl ifanc ag anableddau angen lleoliad arbennig er mwyn gallu cael mynediad at addysg a chyflawni eu potensial. Mae ystod o wasanaethau cymorth a systemau, a ffrydiau cyllido yn eu lle i sicrhau y gall holl ysgolion Caerdydd nodi ac ateb anghenion yr holl dysgwyr yn eu hysgolion. Mae blaenoriaethau Strategol ADY yn cynnwys amcanion i ddatblygu a chryfhau y systemau hyn ymhellach.

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.3 Ailbennu Rhywedd

A fydd y
 Polisi/Strategaeth/Project/Gweithdrefn/Gwasanaeth/Swyddogaeth
 yma yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar bobl
 drawsryweddol?

	Bydd	Na Fydd	Dd/B
<p>Pobl Drawsryweddol (Pobl sy'n bwriadu dechrau, sydd ynghanol, neu sydd wedi cwblhau'r broses o ailbennu eu rhyw (neu ran o broses i wneud hynny) trwy newid nodweddion ffisiolegol neu nodweddion eraill rhyw)</p>			Dd/B

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Dd/B

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Aseu Corfforaethol

3.4. Priodas a Phartneriaeth Sifil

A fydd y
 Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth
 yma yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar briodas
 a phartneriaeth sifil?

	Byd d	Na Fyd d	Dd/ B
Priodas			Dd/ B
Partneriaeth Sifil			Dd/ B

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Dd/B

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

Dd/B

3.5 Beichiogrwydd a Mamolaeth

A fydd y
 Polisi/Strategaeth/Project/Gweithdrefn/Gwasanaeth/Swyddogaeth
 yma yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar
 feichiogrwydd a mamolaeth?

	Byd d	Na Fyd d	Dd/ B
Beichiogrwydd			
Mamolaeth			

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Dd/B

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Aseu Corfforaethol

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3.6 Hil

A fydd y
 Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth
 dan sylw yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar y
 grwpiau canlynol?

	Byd d	Na Fydd d	Dd/ B
Gwyn		Na Fydd	
Grwpiau Cymysg/Aml-ethnig		Na Fydd	
Asiaidd/Asiaidd Prydeinig		Na Fydd	
Du/Affricanaidd/Caribiaidd/Du Prydeinig		Na Fydd	
Grwpiau Ethnig Eraill		Na Fydd	

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Mae cyfartaledd uwch na'r arfer o boblogaeth pobl dduon a lleiafrifoedd ethnig yn ysgolion arbennig Caerdydd i blant ag anableddau dysgu cymhleth neu gyflyrau ar y sbectrwm awtistig.

Bydd pob disgybl, o bob tras ethnig, yn parhau i gael mynediad at ddarpariaeth arbenigol, ym mhob lleoliad, ar sail gyfartal.

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

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CYNGOR CAERDYDD
Asesiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.7 Crefydd, Cred neu Ddiffyg Cred

A fydd y

Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth hwn yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar bobl â chrefyddau a chredoau gwahanol neu ddiffyg credoau ?

	Bydd	Na Fydd	Dd/B
Bwdhaidd		Na Fydd	
Cristion		Na Fydd	
Hindŵ		Na Fydd	
Dyneiddiwr		Na Fydd	
Iddewig		Na Fydd	
Moslemaidd		Na Fydd	
Sîc		Na Fydd	
Arall		Na Fydd	

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Mae pob lle mewn ysgol arbennig neu ganolfan adnoddau arbenigol yn lefydd cymunedol. Mae derbyn yn cael ei reoli gan yr awdurdod lleol yn unol â'r fframwaith statudol ar gyfer anghenion addysgol arbennig.

Un cynnig yn yr adroddiad yw i agor CAA yn ysgol Yr Eglwys yng Nghymru y Forwyn Fair. Er y byddai'r CAA wedi ei chynnal mewn ysgol wirfoddol a gynorthwyir, yr awdurdod lleol fyddai'n rheoli'r derbyniadau ar yr un sail ag ar gyfer pob CAA.

Byddai pob disgybl, o bob cefndir crefyddol neu ddi-gred, yn parhau i gael mynediad at ddarpariaeth arbenigol, ym mhob lleoliad, ar sail gyfartal.

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.8 Rhyw

A fydd y
 Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddoga
 eth yma yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar
 ddynion a/neu fenywod?

	Byd d	Na Fyd d	Dd/ B
Dynion			Dd/ B
Menywod			Dd/ B

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Dd/B

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Asesiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.9 Tueddfryd Rhywiol

A fydd y
Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth
dan sylw yn cael effaith wahaniaethol [cadarnhaol/negyddol] ar y
bobl ganlynol?

	Bydd	Na Fydd	Dd/B
Deurywiol			Dd/B
Dynion Hoyw			Dd/B
Menywod Hoyw/Lesbiaid			Dd/B
Heterorywiol/Syth			Dd/B

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Dd/B

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

CYNGOR CAERDYDD
Asesiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

3.10 Y Gymraeg

A fydd y Polisi/Strategaeth/Project/Weithdrefn/Gwasanaeth/Swyddogaeth dan sylw yn cael effaith wahaniaethol [gadarnhaol/negyddol] ar y Gymraeg?

	Bydd	Na Fydd	Dd/B
Y Gymraeg	Bydd		

Rhowch fanylion/oblygiadau'r effaith wahaniaethol, a rhowch dystiolaeth ategol, os yw ar gael.

Mae'r camau a gynigir yn cynnwys ehangu nifer y llefydd canolfannau adnoddau arbenigol i blant a phobl ifanc yn y sector Gymraeg.

Mae amllder anghenion dysgu ychwanegol, a'r galw am lefydd arbenigol yn is yn y sector Cymraeg nag mewn ysgolion Saesneg. Fodd bynnag, mae'r galw yn cynyddu a disgwylir iddo gynyddu ymhellach.

Pa gam(au) y gallwch chi ei gymryd (eu cymryd) i fynd i'r afael â'r effaith wahaniaethol?

Bydd yr effaith yn gadarnhaol a bydd yn helpu i sicrhau fod plant a phobl ifanc ag anghenion dysgu ychwanegol a chyfle cyfartal i ddewis addysg drwy gyfrwng y Gymraeg.

Caiff gwaith ei wneud hefyd i wella ansawdd ac argaeledd gwybodaeth i rieni/gofalwyr ac eraill am yr ystod o gymorth arbenigol, adnoddau a darpariaeth arbenigol sydd ar gael yn y Gymraeg.

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Aseu Corfforaethol

4. Ymgynghori a Chysylltu

Pa drefniadau sydd wedi eu gwneud i ymgynghori/gysylltu â'r amryw Grwpiau Cydraddoldeb?

Mae ymgynghoriad cyhoeddus llawn wedi ei wneud. Gellir gweld manylion hwn yn yr Adroddiad cabinet Gwella Darpariaeth i Blant a Phobl Ifanc ag Anghenion Dysgu Ychwanegol (ADY) 2018-22 – Adroddiad Wedi Ymgynghoriad (Ebrill 2018)

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

**5. Crynodeb o Gamau Gweithredu i'w cymryd [o'r
Camau Gweithredu a nodir yn yr Adrannau
uchod]**

Dylai'r camau gweithredu hyn gael eu cynnwys yng Nghynllun Gweithredu Cydraddoldeb eich Cyfarwyddiaeth eleni. Dylent gael eu monitro'n rheolaidd a'u hadrodd yn Adroddiad Blynyddol ar Gydraddoldeb eich Cyfarwyddiaeth.

Grwpiau	Camau Gweithredu
Oedran	
Anabledd	
Ailbennu Rhywedd	
Priodas a Phartneriaeth Sifil	
Beichiogrwydd a Mamolaeth	
Hil	
Crefydd/Cred	
Rhyw	
Tueddfryd Rhywiol	
Y Gymraeg	
Trosgynnol Cyffredinol [yn berthnasol i'r holl grwpiau uchod]	

CYNGOR CAERDYDD
Aseiad o'r Effaith ar Gydraddoldeb
Templed Asesu Corfforaethol

6. CAMAU GWEITHREDU I'W HYSTYRIED YN Y DYFODOL

Rhestrwch yma unrhyw gamau gweithredu na allwch eu cymryd yn unionsyth ond sydd wedi codi fel materion i'w hystyried i ddatblygiadau gwasanaeth yn y dyfodol.

7. Awdurdodi

Dylai Prif Swyddog y Polisi/Strategaeth/Project/Swyddogaeth gwblhau'r Templed a dylai Rheolwr pob Gwasanaeth ei gymeradwyo.

Cwblhawyd gan: Jennie Hughes	Dyddiad: Ebrill 2018
Swydd: Uwch Arweinydd Cyflawniad, Cynhwysiant	
Cymeradwywyd Gan: Nick Batchelar	
Swydd: Cyfarwyddwr	
Gwasanaeth: Gwasanaeth Addysg a Dysgu Gydol Oes	

7.1 Ar ôl cwblhau'r Aseiad hwn anfonwch ef i timcydraddoldeb@caerdydd.gov.uk a fydd yn ei gyhoeddi ar wefan y Cyngor.

I gael rhagor o wybodaeth neu gymorth, cysylltwch â'r Tîm Cydraddoldeb drwy ffonio 029 2087 2536 neu e-bostiwch timcydraddoldeb@caerdydd.gov.uk

Cyngor Dinas Caerdydd

Canllaw Offeryn Sgrinio Statudol



Os ydych yn datblygu strategaeth, polisi neu weithgarwch sy'n debygol o effeithio ar bobl, cymunedau neu ddefnydd tir mewn unrhyw ffordd, mae nifer o ofynion statudol sy'n berthnasol. Gall methiant i gydymffurfio â'r gofynion hyn, neu ddangos ystyriaeth, amlygu'r Cyngor i her gyfreithiol neu ffurfiau eraill o gerydd.

Er enghraifft, bydd hyn yn berthnasol i strategaethau (h.y. Strategaeth Tai neu Strategaeth Chwarae Anabl), polisiau (h.y. Polisi Caffael), neu weithgarwch (h.y. datblygu ardal chwarae newydd).

Bydd Cwblhau'r Offeryn Sgrinio Statudol yn sicrhau bod strategaethau, polisiau a gweithgareddau Cyngor Dinas Caerdydd yn cydymffurfio â goblygiadau a chyfrifoldebau statudol perthnasol. Pan fo angen ystyried mater yn fwy manwl, bydd yr Offeryn Sgrinio Statudol yn nodi bod angen asesiad effaith llawn, fel sy'n berthnasol.

Mae'r prif ofynion statudol y mae'n rhaid i strategaethau, polisiau neu weithgareddau eu hadlewyrchu yn cynnwys:



- **Deddf Cydraddoldeb 2010 – Asesiad o Effaith ar Gydraddoldeb**
- **Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015**
- **Canllaw Statudol Llywodraeth Cymru – Cydamcanu – Cydymdrechu**
- **Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn**
- **Egwyddorion y Cenhedloedd Unedig ar gyfer Pobl hŷn**
- **Mesur yr Iaith Gymraeg (Cymru) 2011**
- **Asesiad o Effaith ar Iechyd**
- **Asesiad Rheoliadau Cynefinoedd**
- **Asesiad Amgylcheddol Strategol**

Mae'r Offeryn Sgrinio Statudol yn caniatáu i'r Cyngor ddiwallu gofynion yr holl ddeddfwriaeth uchod fel rhan o ddull sgrinio integredig ac ni ddylai gymryd mwy nag awr i'w gwblhau.

Gall yr Offeryn Sgrinio Statudol gael ei gwblhau fel hunan asesiad neu fel rhan o sesiwn a hwylusir, pe bai angen cymorth pellach. Am ragor o wybodaeth neu os hoffech sesiwn a hwylusir, cysylltwch â'r Rheolwr Gweithredol – Polisi, Partneriaethau a Chyswllt Cymunedol ar (029) 2078 8561 neu ar e-bost: Gareth.Newell@caerdydd.gov.uk

Cofiwch:

- **Mae'n rhaid i'r Offeryn Sgrinio wedi ei gwblhau gael ei gyflwyno fel atodiad gydag adroddiad y Cabinet.**
- **Caiff yr Offeryn Sgrinio wedi ei gwblhau ei gyhoeddi ar Ryngrwyd y Cyngor.**

Yr Offeryn Sgrinio Statudol

Enw'r Strategaeth / Polisi / Gweithgaredd: Gwella'r Ddarpariaeth i Blant a Phobl Ifanc sydd ag Anghenion Dysgu Ychwanegol (ADY) 2018-2022	Dyddiad y Sgrinio: 26/3/18
Gwasanaeth / Adran: Addysg	Swyddog Arweiniol: Jennie Hughes
Mynychwyr: Jennie Hughes, Carly Davies, Jackie Turner	

Beth yw amcanion y Polisi / Strategaeth / Project / Gweithdrefn / Gwasanaeth / Swyddogaeth	Rhowch wybodaeth gefndirol ar y Polisi / Strategaeth / Project / Gweithdrefn / Gwasanaeth / Swyddogaeth ac unrhyw ymchwil a wnaed [e.e. data defnyddwyr gwasanaeth yn erbyn ystadegau demograffig, Asesiadau o Effaith ar Gydraddoldeb ac ati.]
<p>P S G R A D</p> <p>Mae angen i ddarpariaeth ADY yng Nghaerdydd gynyddu mewn ymateb i ffer gynyddol o ddysgwyr sydd angen lle mewn Ysgol Arbennig neu Ganolfan Adnoddau Arbenigol fel a nodir yng Nghynllun Datblygu ADY 2018 – 2022.</p> <p>Ymgynghorwyd ar nifer o gynlluniau i gyflawni'r amcan hwn yn unol ag adran 44/48 Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013 gan fod angen "diwygiadau wedi eu rheoleiddio" arnynt.</p> <p>Ni fydd y cynigion a amlinellir yn ymdrin yn llawn ag anghenion digonolrwydd ar gyfer y cyfnod 2018 - 2022 ac mae'r Cyngor wedi cymryd amrywiaeth o gamau i gynyddu darpariaeth yn ôl anghenion a bydd yn parhau i wneud hynny.</p> <p>Mae'r cynigion fel a ganlyn:</p> <p>Tŷ Gwyn</p> <p>Y CYNNIG: Er mwyn ateb y galw am leoedd ysgol arbennig cynradd ac uwchradd i ddysgwyr ag anabledau dysgu cymhleth neu CSA cynigir</p> <ul style="list-style-type: none"> • Cynyddu nifer y lleoedd dynodedig yn Nhŷ Gwyn i 198; 	<p>Achos Busnes ar gyfer Buddsoddi mewn Cynigion ADY</p> <p>Bydd methiant i fuddsoddi mewn darpariaeth yng Nghaerdydd dros y 3-4 blynedd nesaf yn arwain at y Cyngor yn dod yn fwy dibynnol ar ddarparwyr ysgolion arbennig annibynnol er mwyn diwallu cyfrifoldebau statudol y Cyngor. Byddai gor-ddibyniaeth ar leoedd annibynnol yn arwain at y goblygiadau a'r risgiau canlynol:</p> <ul style="list-style-type: none"> • Costau refeniw uwch i'r Cyngor • Anallu i gynnig lleoedd yn ôl dewis rhieni <p>Mae cost lleoedd ysgol arbennig annibynnol yn amrywio o £39K i £77K y flwyddyn, o gymharu â chostau yn ysgolion arbennig Caerdydd o £14K i £25K y flwyddyn. Anaml iawn mae er lles y disgybl i newid ysgol ar ganol cyfnod felly ar ôl cael lle nid yw'n debygol y bydd disgyblion yn dychwelyd i ddarpariaeth a gynhelir pe bai lleoedd ar gael yn y dyfodol. Felly, byddai'r costau'n parhau dros 7-8 mlynedd ar gyfer lleoedd sy'n dechrau ym Mlwyddyn 7, ac am fwy o amser o bosibl ar gyfer lleoedd cynradd.</p> <p>Mae mwyafrif rhieni Caerdydd yn mynegi dewis am leoedd yn ysgolion arbennig neu ganolfannau adnoddau arbenigol Caerdydd i'w plentyn. Gallai cynnig lleoedd mewn ysgolion annibynnol roi enw gwael i Gaerdydd. Dylid nodi nad oes sicrwydd y gall y sector annibynnol gynnig digon o leoedd</p>

- sefydlu 3 ystafell ddosbarth ychwanegol drwy addasu hen adeilad Canolfan Ieuencid Trelái, sydd wedi ei leoli y tu ôl i'r ysgol

Greenhill

Y CYNNIG: Er mwyn ateb yr angen am leoedd ôl-16 ar gyfer iechyd emosiynol a llesiant cynigir

- ymestyn ystod oed Greenhill o 11-16 i 11-19 a
- cynyddu capasiti'r ysgol i hyd at 64 o leoedd.

Meadowbank

Y CYNNIG: Er mwyn ateb y galw am leoedd ysgol arbennig cynradd i ddysgwyr ag anableddau dysgu cymhleth, cynigir

- newid dynodiad Ysgol Meadowbank o: 'amhariadau ieithyddol penodol', i: 'anghenion iaith lleferydd a chyfathrebu ac anableddau dysgu cymhleth'

Allensbank

Y CYNNIG: I ateb y galw am leoedd ymyrraeth gynnar ar gyfer anghenion iaith a lleferydd, cynigir

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- Dirwyn y Ganolfan Adnoddau Arbenigol yn Ysgol Allensbank i ben yn raddol, gan gau'r dosbarth fis Gorffennaf 2020, neu pan fydd yr holl ddisgyblion presennol wedi cwblhau eu lleoliad, os yn gynt na hynny.
- Agor dosbarth ymyrraeth gynnar 8-llie i blant ag anghenion iaith a lleferydd yn Ysgol Allensbank, gan dderbyn y cohort cyntaf fis Medi 2019.

Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair

Y CYNNIG: Er mwyn ateb y galw am leoedd canolfan adnoddau arbenigol cynradd i ddysgwyr ag anableddau dysgu cymhleth, cynigir

- Agor canolfan adnoddau arbenigol (CAA) yn Ysgol Gynradd yr Eglwys yng Nghymru y Forwyn Fair, ar gyfer hyd at 20 lle.

Ysgol Pwll Coch

Y CYNNIG: Er mwyn ateb y galw am lefydd CAA ar gyfer plant ag anableddau dysgu cymhleth a chyflyrau ar y sbectrwm awtistig yn y sector Cymraeg, cynigir

- Agor canolfan adnoddau arbenigol yn Ysgol Pwll Coch yn cynnig hyd at 10 lle i ddechrau, ond gyda modd cynyddu i 20 yn y dyfodol,

mewn ysgolion arbennig i ddiwallu anghenion digonolrwydd Caerdydd, yn enwedig ar gyfer disgyblion cynradd. Gallai gorddibyniaeth ar y sector felly olygu nad yw Caerdydd yn cyflawni cyfrifoldebau statudol.

Deddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysg (Cymru) (ALNET)

Cafodd Deddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysg (Cymru) (ADYTA) ei phasio gan Gynulliad Cymru yn 2017. Bydd y ddeddfwriaeth yn trawsnewid y fframwaith statudol ar gyfer y maes cyfrifoldeb hwn, ac yn cyflwyno newidiadau sylweddol o ran sut y bydd rhaid i awdurdodau lleol weithio gyda dysgwyr, teuluoedd a phartneriaid i gefnogi plant a phobl ifanc ag anghenion dysgu ychwanegol.

Cynllun Datblygu ADY 2018 – 2022

Sefydlwyd Gweithgor ADY yn 2016 gyda chynrychiolwyr o ysgolion, swyddogion, iechyd, gwasanaethau plant ac oedolion, rhieni a Choleg Caerdydd a'r Fro. Daeth y grŵp at ei gilydd gydol blwyddyn academaidd 2016-17, i nodi'r blaenoriaethau strategol i wella canlyniadau i ddysgwyr ag anghenion dysgu ychwanegol. Nododd y gweithgor dair blaenoriaeth strategol:

- Blaenoriaeth Un: Gwellu canlyniadau i ddysgwyr ag anghenion ychwanegol drwy weithredu'r Ddeddf Anghenion Dysgu Ychwanegol a'r Tribiwnlys Addysg yn llwyddiannus
- Blaenoriaeth Dau: Gwellu canlyniadau i ddysgwyr ag anghenion ychwanegol drwy gryfhau ein capasiti ar y cyd i ddiwallu'r holl anghenion
- Blaenoriaeth Tri: Gwellu canlyniadau i ddysgwyr ag anghenion ychwanegol drwy sicrhau darpariaeth dysgu ychwanegol digonol o ansawdd uchel

Ymgynghoriad ar Gynigion – Crynodeb o'r ymatebion cyffredinol a dderbyniwyd

Ymgynghorwyd ar y cynigion rhwng 31 Ionawr a 13 Mawrth 2018. Mae manylion yr ymgynghoriad a'r ymatebion a dderbyniwyd wedi'u nodi yn yr adroddiad Gwellu Darpariaeth i Blant a Phobl Ifanc ag Anghenion Dysgu Ychwanegol (ADY) 2018 – 2022

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wrth i'r galw gynyddu.

Ysgol Glantaf

Y CYNNIG: Er mwyn ateb y galw am lefydd CAA uwchradd ar gyfer disgyblion ag anableddau dysgu cymhleth a chyflyrau ar y sbectrwm awtistig yn y sector Cymraeg, cynigir:

- cynyddu nifer y lleoedd dynodedig yn CAA Ysgol Glantaf i hyd at 30 o leoedd
- ehangu a gwella ar leoliad presennol y CAA

Yr Hollies

Y CYNNIG: Er mwyn ateb y galw am lefydd ysgol arbennig cynradd ac uwchradd i ddysgwyr â chyflyrau'r sbectrwm awtistig cynigir:

- Ehangu'r ystod oed yn Ysgol Hollies o 4-11 i 4 -14
- Cynyddu nifer y lleoedd dynodedig i 138
- Drwy ailwampio'r adeiladau ysgol sydd i'w gwagio gan Ysgol Glan Morfa

Mae gwaith penodol hefyd wedi'i wneud ag amrywiaeth o randdeiliaid fel sail i gynigion. Mae grwpiau yn cynnwys y Gweithgor ADY, Grŵp Cyfeirio Iaith a Lleferydd yn ogystal â Chyrff Llywodraethu, Penaethiaid, staff, rhieni/gofalwyr ac Athrawon Arbenigol.

Hefyd, cynhaliodd Canolfan Ymchwil Caerdydd ymgynghoriad gyda disgyblion er mwyn cynnwys plant a phobl ifanc yn y broses. Gan adlewyrchu ymhellach ymrwymadau addysgol Partneriaid Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn.

Mae'r ymgynghoriad â rhanddeiliaid wedi pennu pa gynigion fydd yn cael eu datblygu a pha rai na fydd yn cael eu datblygu ac mae'r broses wedi sicrhau cynrychiolaeth lawn a chyfle i randdeiliaid gymryd rhan.

Cyfeiriadau eraill:

Grŵp Cyfeirio Iaith a Lleferydd

Cynllun Strategol Cymraeg mewn Addysg

Fforwm Addysg Gymraeg

Grŵp Strategol ADY

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Rhan 1: Effaith ar ganlyniadau ac ystyriaeth i Ddatblygu Cynaliadwy

Defnyddiwch y raddfa ganlynol wrth ystyried pa gyfraniad a wna'r gweithgaredd:		
+	Cadarnhaol	Cyfraniad cadarnhaol i'r canlyniad
-	Negyddol	Cyfraniad negyddol i'r canlyniad Cyfraniad niwtral i'r canlyniad
ntrl	Niwtral	Ansicr os gwneir unrhyw gyfraniad i'r canlyniad
Ansicr	Ddim yn siŵr	

	Ydy'r Strategaeth / Polisi / Gweithgaredd wedi ystyried sut y bydd yn effeithio ar un neu fwy o 7 Canlyniad Caerdydd sy'n canolbwyntio ar y Dinesydd?	Ticiwch				Tystiolaeth neu awgrym ar gyfer gwella / lliniaru
		+	-	ntrl	Ansicr	
Page 426	<p>1.1 Mae pobl yng Nghaerdydd yn iach; <i>Ystyriwch yr effaith posibl ar</i></p> <ul style="list-style-type: none"> • <i>hyrwyddo iechyd da, atal ymddygiad difrodol, hyrwyddo bwyta'n iach / ffordd o fyw actif ac ati,</i> • <i>dinasyddion agored i niwed ac ardaloedd o amddifadedd lluosog</i> • <i>Ymdrin ag achosion o anghydraddoldeb o ran iechyd</i> 	✓				<p>Mae'r Cyngor yn cydnabod unrhyw bryderon a godwyd ynghylch darpariaeth iechyd yn yr ymarfer ymgynghori, ac mae mewn trafodaethau â'r Bwrdd Iechyd i fynd i'r afael â hyn. Bydd y Cyngor yn ystyried ariannu rhywfaint o waith datblygiadol, i alluogi ysgolion arbennig Caerdydd i sicrhau mynediad gwell i hyfforddiant a chynghor ymgynghorol gan wasanaethau iechyd.</p> <p>Hefyd, cydnabyddir bod nifer y disgyblion ag Anghenion Dysgu Ychwanegol yn cynyddu yng Nghaerdydd ac felly ni fyddai methiant i ddatblygu cynigion yn ateb o ran darpariaeth iechyd, ar gyfer disgyblion presennol neu arfaethedig. Fodd bynnag, byddai'n cael effaith negyddol ar ddisgyblion arfaethedig, na fyddai'n gallu cael mynediad i Ddarpariaeth ADY.</p> <p>Hefyd, yn dilyn gwaith y Gweithgor ADY, sefydlwyd y Grŵp Strategol ADY i oruchwylio'r gwaith o weithredu a hyrwyddo ymwybyddiaeth ac ymgysylltiad rhanddeiliaid gyda'r Strategaeth ADY. Bydd y lefel ymgysylltu gwell yma â Bwrdd Iechyd Prifysgol Caerdydd a'r Fro a Swyddogion Addysg yn sicrhau bod gwasanaethau wedi'u halinio'n well wrth symud ymlaen.</p>
	1.2 Mae gan bobl yng Nghaerdydd amgylchedd glân, deniadol					Mae Asesiadau Trafnidiaeth wedi eu cwblhau ar bob cynnig a

	Ydy'r Strategaeth / Polisi / Gweithgaredd wedi ystyried sut y bydd yn effeithio ar un neu fwy o 7 Canlyniad Caerdydd sy'n canolbwyntio ar y Dinesydd?	Ticiwch				Tystiolaeth neu awgrym ar gyfer gwella / lliniaru
		+	-	ntrl	Ansic r	
Page 427	a chynaliadwy; <i>Ystyriwch yr effaith bosibl ar</i> <ul style="list-style-type: none"> <i>achosion a chanlyniadau Newid yn yr Hinsawdd a chreu dinas carbon isel</i> <i>annog cerdded, beicio, a'r defnydd o drafnidiaeth gyhoeddus a gwella mynediad i gefn gwlad a mannau agored</i> <i>lleihau llygredd amgylcheddol (tir, aer, sŵn a dŵr)</i> <i>lleihau creu ac annog lleihau, aildefnyddio, ailgylchu ac adfer gwastraff</i> <i>annog bioamrywiaeth</i> 	✓				<p>mynediad pob safle wedi ei asesu. Mae'n amlwg fod y ddarpariaeth trafndiaeth gyhoeddus yn ddigonol ac ystyrir fod safleoedd mewn lleoliadau cynaliadwy gan eu bod gerllaw safleoedd bysus a gorsafoedd rheilffyrdd, o fewn pellter cerdded a beicio cyfforddus ac mae'r amgylchedd hefyd yn ffafriol i gerdded a beicio. Barn gyffredinol yr Asesiadau Trafndiaeth yw, yn nhermau priffyrdd a thrafndiaeth, ni fydd y cynigion yn cael effaith wael ar y rhwydwaith briffyrdd o'u cylch. Mae hyn oherwydd y cynnydd bychan yn niferoedd y disgyblion.</p> <p>Fodd bynnag, cydnabyddir fod i ddarpariaeth ADY ychwanegol ddalgylch ledled y ddinas ac felly efallai na fydd disgyblion yn byw gerllaw'r safle. O ganlyniad, efallai na fydd llwybrau cerdded, beicio, gwasanaethau bysus na rheilffyrdd yn addas o ran pellter nac anghenion disgyblion. Ar ben hynny, tra bod rhai disgyblion yn gallu teithio yn annibynnol gyda chymorth cydnabyddir na all eraill ac felly bydd gofyn i Gludiant Ysgolion weithio gyda disgyblion, ysgolion a rhieni/gofalwyr i edrych ar y ffyrdd mwyaf priodol o gludo disgyblion a'u hanghenion.</p>
	1.3 Mae pobl yng Nghaerdydd yn ddiogel ac yn teimlo'n ddiogel; <i>Ystyriwch yr effaith bosibl ar</i> <ul style="list-style-type: none"> <i>lleihau trosedd, ofn trosedd a chynyddu diogelwch unigolion</i> <i>mynd i'r afael ag ymddygiad gwrthgymdeithasol</i> <i>amddiffyn oedolion a phlant agored i niwed yng Nghaerdydd rhag niwed neu gamdriniaeth</i> 	✓				<p>Mae gan Ysgol Arbennig Greenhill ddynodiad ar gyfer y disgyblion hynny ag anghenion lechyd a Lles Emosiynol. Mae data ar gyfer Caerdydd yn dangos bod y mwyafrif o ddisgyblion Greenhill yn cael trafferth i bontio'n llwyddiannus i addysg, cyflogaeth neu hyfforddiant ar ddiwedd Blwyddyn 11, er gwaetha'r cymorth helaeth ar gyfer pontio. Mae data 2015-17 yn dangos</p> <p>Bod 50% neu fwy o'r rheiny sy'n gadael Greenhill ddim mewn addysg, cyflogaeth neu hyfforddiant ar 31 Hydref. Mae disgyblion tra yn Greenhill ac wrth adael Greenhill yn fwy tebygol o ymwneud â'r Gwasanaethau Troseddu Ieuenctid ac</p>

	Ydy'r Strategaeth / Polisi / Gweithgaredd wedi ystyried sut y bydd yn effeithio ar un neu fwy o 7 Canlyniad Caerdydd sy'n canolbwyntio ar y Dinesydd?	Ticiwch				Tystiolaeth neu awgrym ar gyfer gwella / lliniaru
		+	-	ntrl	Ansic r	
						<p>o'r herwydd mae'r cynnig hwn yn ceisio lleihau nifer y rheiny nad ydynt mewn addysg, cyflogaeth neu hyfforddiant drwy ymestyn y ddarpariaeth i ddisgyblion ôl 16 oed.</p> <p>Bydd dosbarth ôl-16 yn cynnig 'blwyddyn bontio' i ddisgyblion Greenhill nad ydynt eto'n barod i bontio i'r coleg neu gyflogaeth ar ddiwedd Blwyddyn 11. Caiff disgyblion eu cefnogi i bontio'n llwyddiannus i'r coleg, hyfforddiant neu gyflogaeth erbyn diwedd Blwyddyn 12.</p> <p>Cynigir hyn fel cam interim tuag at ddatblygu adran ôl-16 mwy cynhwysfawr fel rhan o gynllun Band B i sefydlu ysgol uwchradd fwy i bobl ifanc ag anghenion iechyd a lles emosiynol.</p>
Page 428	<p>Mae gan Gaerdydd economi ffyniannus a llewyrchus; Ystyriwch yr effaith bosibl ar</p> <ul style="list-style-type: none"> cystadleugarwch economaidd (gweithgareddau menter, mentrau cymdeithasol, enillion ar gyfartaledd, gwella cynhyrchiant) Cynorthwyo'r rheiny Nad Ydynt Mewn Addysg, Cyflogaeth neu Hyfforddiant denu a chadw gweithwyr (cyfleoedd cyflogaeth a hyfforddiant newydd, cynyddu gwerth cyflogaeth) hyrwyddo cyfleoedd caffael lleol neu wella capasiti cwmnïau lleol i gystadlu 	✓		✓ ✓ ✓		Fel uchod.
1.5	<p>Mae pobl yng Nghaerdydd yn cyflawni eu llawn botensial; Ystyriwch yr effaith bosibl ar</p> <ul style="list-style-type: none"> hyrwyddo a gwella mynediad i ddysgu gydol oes yng Nghaerdydd codi lefelau sgiliau a chymwysterau rhoi'r dechrau gorau i blant gwella'r ddealltwriaeth o gynladwyedd ymdrin â thlodi plant (tlodi ariannol, tlodi mynediad, tlodi 	✓ ✓		✓ ✓		<p>Diben y cynigion ADY yw cynyddu darpariaeth i'r rheiny ag ADY, gan wella eu cyfleoedd bywyd a chyfleoedd trwy Ddarpariaeth Ymyrraeth Gynnar, darpariaeth Canolfan Adnoddau Arbenigol well, darpariaeth Ysgol Arbennig well a Darpariaeth Ôl-16 well. Hefyd, mae darpariaeth ADY Cyfrwng Cymraeg yn cael ei chynyddu mewn ymateb i angen ac anghenion disgwylid fel y nodir yn y Cynllun Strategol Cymraeg mewn Addysg a gan y Fforwm Addysg Gymraeg.</p>

	Ydy'r Strategaeth / Polisi / Gweithgaredd wedi ystyried sut y bydd yn effeithio ar un neu fwy o 7 Canlyniad Caerdydd sy'n canolbwyntio ar y Dinesydd?	Ticiwch				Tystiolaeth neu awgrym ar gyfer gwella / lliniaru
		+	-	ntrl	Ansic r	
	<p><i>cyfrannu)</i></p> <ul style="list-style-type: none"> <i>Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn ac Egwyddorion i Bobl Hŷn</i> 			✓		Mae Asesiad Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn wedi'i gynnal ac mae'r cynigion yn diwallu pob un, ac eithrio wyth o'r Erthyglau gan sicrhau bod y cynigion yn mynd i'r afael â mwyafrif yr hawliau sydd gan blant a phobl ifanc er mwyn bod yn ddiogel, iach a hapus.
1.6	<p>Mae Caerdydd yn Lle Gwych i Fyw, Gweithio a Chwarae ynddo</p> <p><i>Ystyriwch yr effaith bosibl ar</i></p> <ul style="list-style-type: none"> <i>hyrwyddo amrywiaeth diwylliannol Caerdydd</i> <i>annog cyfranogiad a mynediad i bawb i weithgareddau corfforol, hamdden a diwylliant</i> <i>cyfleoedd chwarae i blant a phobl ifanc</i> <i>amddiffyn a gwella tirlun a threftadaeth hanesyddol Caerdydd</i> <i>hyrwyddo cysylltiadau rhyngwladol y ddinas</i> 			✓ ✓ ✓ ✓ ✓		Ddim yn berthnasol i'r cynigion
	<p>Mae Caerdydd yn gymdeithas deg, cyfiawn a chynhwysol.</p> <p><i>Ystyriwch yr effaith bosibl ar</i></p> <ul style="list-style-type: none"> <i>dileu gwahaniaethu, aflonyddwch neu erledigaeth i grwpiau cydraddoldeb</i> <i>yw'r gymuned neu'r rhanddeiliaid wedi bod yn rhan o'r gwaith o ddatblygu'r strategaeth/polisi/gweithgaredd?</i> <i>sut fydd cyfranogiad dinasyddion yn cael ei annog (annog camau sy'n ystyried gwahanol ffurfiau o ymgynghori, trwy ymgysylltu mwy manwl i gyfrannu'n llawn mewn gweithgareddau datblygu a darparu gwasanaethau)?</i> 	✓ ✓		✓		<p>Mae gwaith penodol hefyd wedi'i wneud ag amrywiaeth o randdeiliaid fel sail i gynigion a gyflwynwyd i gynyddu darpariaeth ADY. Mae grwpiau yn cynnwys y Gweithgor ADY, Grŵp Cyfeirio Iaith a Lleferydd yn ogystal â Chyrff Llywodraethu, Penaethiaid, staff, rhieni/gofalwyr ac Athrawon Arbenigol.</p> <p>Hefyd, cynhaliodd Canolfan Ymchwil Caerdydd ymgynghoriad gyda disgyblion er mwyn cynnwys plant a phobl ifanc yn y broses. Gan adlewyrchu ymhellach ymrwymadau addysgol Partneriaid Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn.</p> <p>Mae'r ymgynghoriad â rhanddeiliaid wedi pennu pa gynigion fydd yn cael eu datblygu a pha rai na fydd yn cael eu datblygu ac mae'r broses wedi sicrhau cynrychiolaeth lawn a chyfle i randdeiliaid gymryd rhan.</p>

	Ydy'r Strategaeth / Polisi / Gweithgaredd wedi ystyried sut y bydd yn effeithio ar un neu fwy o 7 Canlyniad Caerdydd sy'n canolbwyntio ar y Dinesydd?	Ticiwch				Tystiolaeth neu awgrym ar gyfer gwella / lliniaru
		+	-	ntrl	Ansic r	
Page 430	<i>Fydd y Polisi / Strategaeth / Project yn cael effaith wahaniaethol ar unrhyw un o'r canlynol:</i>					<i>Rhowch fanylion / canlyniadau'r effaith wahaniaethol (cadarnhaol a negyddol), a pha gam(au) allwch chi eu cymryd i ymdrin ag unrhyw oblygiadau?</i>
	• Oedran (gan gynnwys plant a phobl ifanc rhwng 0 a 25 oed a phobl hŷn dros 65 oed yn unol â Chonfensiwn y Cenhedloedd Unedig)	✓				<i>Mae'r cynigion a gyflwynwyd yn cynyddu Darpariaeth ADY i blant a phobl ifanc ledled Caerdydd mewn ymateb i anghenion a nodir trwy'r Gweithgor ADY. Bydd y cynigion yn cael effaith gadarnhaol ar grwpiau penodol sydd wedi'u nodi fel rhai sydd angen cymorth ychwanegol. Mae ystyriaeth wedi'i rhoi i ADY a nodwyd ymysg disgyblion cyfrwng Cymraeg a chaiff darpariaeth ei chynyddu yn unol â hynny.</i>
	• Anabledd	✓				
	• Ailbennu Rhywedd	✓				
	• Priodas a Phartneriaeth Sifil	✓				
	• Beichiogrwydd a Mamolaeth	✓				
	• Hil	✓				
	• Crefydd / Cred	✓				
	• Rhyw	✓				
	• Cyfeiriadedd Rhywiol	✓				
• Yr Iaith Gymraeg	✓					
		Oes	Nac oes			
	Oes angen Aseiad o Effaith ar Gydraddoldeb llawn?	✓				
	Oes angen Aseiad o Effaith ar Hawliau'r Plentyn?		✓			
1.8	Mae'r Cyngor yn sicrhau canlyniadau cadarnhaol i'r ddinas a'i dinasyddion trwy bartneriaethau cryf. <i>Ystyriwch yr effaith bosibl ar</i> <ul style="list-style-type: none"> <i>cryfhau partneriaethau gyda'r sectorau busnes a gwirfoddol</i> <i>yr agenda cydweithredu a'r potensial ar gyfer gwasanaethau a rennir, gwaith trawsffiniol ac arbedion effeithlonrwydd</i> 					Ddim yn berthnasol

CRYNODEB O'R GWERTHUSIAD (amlygwch effeithiau cadarnhaol a negyddol y polisi / cynllun / project sy'n cael ei asesu, gan ddangos sut mae'n cyfrannu at gynnalwydd economaidd, cymdeithasol ac amgylcheddol y ddinas):

Gwelwyd twf sylweddol yn niferoedd y bobl ifanc ag Anghenion Dysgu Ychwanegol (ADY) ers 2012, fel y gwelwyd gyda'r angen cynyddol am lefydd mewn ysgolion arbennig a chanolfannau adnoddau arbenigol dros y pum mlynedd diwethaf. Disgwylir i'r duedd hon barhau am y 5-10 mlynedd nesaf.

Tra bydd y Rhaglen Band B Ysgolion yr 21ain Ganrif yn cynnig cyfleoedd i fynd i'r afael â phroblemau digonolrwydd ysgolion arbennig o 2021 neu 2022, bydd angen cymryd camau i ymestyn y ddarpariaeth i ateb y galw yn y cyfnod rhwng nawr a hynny, 2018-2022.

Bydd methiant i fuddsoddi mewn darpariaeth yng Nghaerdydd dros y 3-4 blynedd nesaf yn arwain at y Cyngor yn dod yn fwy dibynnol ar ddarparwyr ysgolion arbennig annibynnol er mwyn diwallu cyfrifoldebau statudol y Cyngor.

Byddai gor-ddibyniaeth ar leoedd annibynnol yn arwain at y goblygiadau a'r risgiau canlynol: Costau refeniw uwch i'r Cyngor; anallu i gynnig lleoedd yn ôl dewis rhieni

Mae cost lleoedd ysgol arbennig annibynnol yn amrywio o £39K i £77K y flwyddyn, o gymharu â chostau i ysgolion arbennig Caerdydd o £14K i £25K y flwyddyn. Anaml iawn mae er lles y disgybl i newid ysgol ar ganol cyfnod felly ar ôl cael lle nid yw'n debygol y bydd disgyblion yn dychwelyd i ddarpariaeth a gynhelir pe bai lleoedd ar gael yn y dyfodol. Felly, byddai'r costau'n parhau dros 7-8 mlynedd ar gyfer lleoedd sy'n dechrau ym Mlwyddyn 7, ac am fwy o amser o bosibl ar gyfer lleoedd cynradd.

Mae mwyafrif rhieni Caerdydd yn mynegi dewis am leoedd yn ysgolion arbennig neu ganolfannau adnoddau arbenigol Caerdydd i'w plentyn. Gallai cynnig lleoedd mewn ysgolion annibynnol roi enw gwael i'r ddarpariaeth. Dylid nodi nad oes sicrwydd y gall y sector annibynnol gynnig digon o leoedd mewn ysgolion arbennig i ddiwallu anghenion digonolrwydd Caerdydd, yn enwedig ar gyfer disgyblion cynradd. Gallai gor-ddibyniaeth ar y sector felly olygu nad yw Caerdydd yn cyflawni cyfrifoldebau statudol.

Bydd y cynlluniau a gynigir isod yn ymdrin yn llawn â'r anghenion digonolrwydd ar gyfer y cyfnod 2018-22. Mae'r Cyngor wedi cymryd amrywiaeth o gamau i gynyddu darpariaeth yn yr adeiladau presennol a niferoedd dynodedig lle bo'n bosibl, a bydd yn parhau i wneud hynny. Nid oes angen ymgynghoriad ffurfiol ar gamau o'r fath oni bai bod angen 'diwygiad wedi ei reoleiddio' arnynt. Rhagwelir hefyd y bydd angen datblygu a chynnig cynlluniau pellach yn 2019, i agor canolfannau adnoddau arbenigol ychwanegol yn y cyfnod cynradd ac uwchradd.

Mae angen 'diwygiadau wedi eu rheoleiddio' ar y cynlluniau a gynigir. Dan Ddeddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013, gall awdurdod lleol wneud cynigion i wneud diwygiadau wedi eu rheoleiddio ac mae gofyn iddo gwblhau ymgynghoriad ar y cynigion hynny, cyn eu cyhoeddi, yn unol ag adran 48 y Ddeddf a'r Cod Trefniadaeth Ysgolion. Rhaid i unrhyw gynigion fod yn destun ymgynghoriad llawn a theg a dylid rhoi ystyriaeth deilwng gan y Cabinet i'r ymatebion cyn i unrhyw benderfyniad terfynol gael ei wneud.

PA GAMAU SYDD WEDI'U NODI NEU NEWIDIADAU SYDD WEDI'U GWNEUD I'R POLISI / CYNLLUN / PROJECT O GANLYNIAD I'R GWERTHUSIAD HWN:

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Gallai Asesiad o Effaith ar Gydraddoldeb fod yn ofynnol er mwyn nodi mwy o awgrymiadau neu gamau manwl ar y papur.

Rhan 2: Asesiad Amgylcheddol Strategol (AAS)

		Ydy	Nac ydy
2.1	Ydy'r cynllun neu'r rhaglen yn gosod y fframwaith ar gyfer caniatâd datblygu yn y dyfodol?		✓
2.2	Ydy'r cynllun neu'r rhaglen yn debygol o gael effaith amgylcheddol sylweddol, cadarnhaol neu negyddol?		✓

Oes angen Offeryn Sgrinio Asesiad Amgylcheddol Strategol Llawn?		Oes	Nac oes
<ul style="list-style-type: none"> ▪ Os ateboch 'Ydy' i gwestiynau 2.1. a 2.2. uchod, yr ateb yw 'Oes' ▪ Os oes angen offeryn sgrinio AAS llawn cysylltwch â'r Uned Datblygu Cynaliadwy i drefnu (manylion isod) 			✓

Os oes gennych unrhyw amheuaeth am eich atebion i'r cwestiynau uchod, cysylltwch â'r Uned Datblygu Cynaliadwy am gyngor ar (029) 2087 3228 neu e-bostiwrch: datblygucynaliadwy@caerdydd.gov.uk

Rhan 3: Asesiad Rheoliad Cynefinoedd (ARhC)

		Bydd / Oes	Na fydd / Nac oes	Ddim yn siŵr
3.1	Fydd y cynllun, project neu'r rhaglen yn arwain at weithgarwch a fydd yn effeithio ar safle Ewropeaidd, megis Aber Hafren neu Goedlannau Ffawydd Caerdydd?		✓	
3.2	Fydd y cynllun, project neu'r rhaglen sy'n llywio datblygiad tuag at ardal sy'n cynnwys safle Ewropeaidd, megis Aber Hafren neu Goedlannau Ffawydd Caerdydd neu'n effeithio'n anuniongyrchol ar safle Ewropeaidd?		✓	
3.3	Oes angen ARhC llawn?		✓	

Caiff manylion y strategaeth eu hanfon i Ecolegydd y Sir ar ôl cwblhau'r broses neu i bennu os oes angen Asesiad Rheoliad Cynefinoedd. I gael rhagor o wybodaeth, ffoniwch (029) 2087 3215 neu ebostiwrch: bioamrywiaeth@caerdydd.gov.uk

Rhan 4: Mesur yr Iaith Gymraeg (Cymru) 2011

		Ydw / Ydy	Nac ydw / Nac ydy	Ddim yn siŵr
4.1	Ydych chi wedi ystyried sut y gallai'r polisi gael ei ffurfio er mwyn i benderfyniad y polisi gael effeithiau cadarnhaol, neu effeithiau cadarnhaol cynyddol ar gyfleoedd i bobl ddefnyddio'r iaith Gymraeg?	✓		
4.2	Ydy'r polisi'n sicrhau nad yw'r iaith Gymraeg yn cael ei thrin yn llai ffafriol na'r Saesneg?	✓		

Os oes gennych unrhyw amheuaeth am eich atebion i'r cwestiynau uchod, cysylltwch â'r tîm Caerdydd Ddwieithog am gyngor ar (029) 2087 2527 neu ebostiwch: Caerdydd-Ddwieithog@caerdydd.gov.uk

Atodiad 1 – Gofynion Statudol

Mae'n bosibl y bydd yr Offeryn Sgrinio Statudol yn nodi'r angen i gyflawni asesiadau statudol penodol:

- **Asesiad o Effaith ar Gydraddoldeb:** Mae'r asesiad hwn yn ofynnol gan Ddeddf Cydraddoldeb 2010 a Rheoliadau Cydraddoldeb 2011 Llywodraeth Cymru.
- **Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru):** Mae'r Ddeddf yn nodi bod rhaid i ddatblygu cynaliadwy fod yn egwyddor trefnu canolog i'r sefydliad. Mae hyn yn golygu bod dyletswydd i ystyried datblygu cynaliadwy mewn prosesau gwneud penderfyniadau strategol.
- **Canllaw Statudol Llywodraeth Cymru – Cydamcanu-Cydymdrechu:** Mae Llywodraeth Cymru yn nodi bod angen i awdurdodau lleol gynhyrchu cynllun integredig unigol i ddiwallu gofynion statudol dan ystod o ddeddfwriaeth. Felly rhaid i Gyngor Dinas Caerdydd ddangos ei gyfraniad tuag at gynllun integredig Caerdydd: "Beth sy'n Bwysig".
- **Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn:** Mae canllaw Cymru Deddf Plant 2004 yn nodi bod rhaid i awdurdodau lleol a'u partneriaid ystyried Confensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn.
- **Egwyddorion y Cenhedloedd Unedig ar gyfer Pobl hŷn:** Mae'r egwyddor yn nodi bod angen ystyried annibyniaeth, cyfranogiad, gofal, hunan-fodlonrwydd ac urddas.
- **Mesur yr Iaith Gymraeg (Cymru) 2011:** Mae'r Mesur yn nodi statws swyddogol ar gyfer yr iaith Gymraeg, Comisiynydd Iaith, a rhyddid i siarad Gymraeg.
- **Asesiad o Effaith ar Iechyd:** Mae (AEI) yn ystyried polisiau, rhaglenni neu brojectau ar gyfer eu heffeithiau posibl ar iechyd poblogaeth.
- **Asesiad Rheoliadau Cynefinoedd:** Mae Rheoliadau Cadwraeth (Cynefinoedd Naturiol, ac ati) (Diwygiad) 2007 yn nodi gofyniad i gyflawni Asesiad Rheoliadau Cynefinoedd (ARhC) o gynlluniau defnydd tir.
- **Asesiad Amgylcheddol Strategol:** Cyfarwyddyd Ewropeaidd yw Asesiad Amgylcheddol Strategol (AAS) ar gyfer cynlluniau, rhaglenni a pholisiau gyda goblygiadau defnydd tir ac effeithiau amgylcheddol sylweddol.

Mae'r dudalen hon yn wag yn fwriadol

Ymateb Estyn i'r ymgynghoriad

Paratowyd yr adroddiad hwn gan Arolygwyr Ei Mawrhydi dros Addysg a Hyfforddiant yng Nghymru.

O dan delerau Deddf Safonau a Threfniadaeth Ysgolion (Cymru) 2013 a'i Chod cysylltiedig, mae'n ofynnol i gynigwyr anfon dogfennau ymgynghori i Estyn. Fodd bynnag, nid yw Estyn yn gorff y mae'n ofynnol iddo weithredu yn unol â'r Cod ac nid yw'r Ddeddf yn gosod unrhyw ofynion statudol ar Estyn o ran materion trefniadaeth ysgolion. Felly, fel corff yr ymgynghorir ag ef, bydd Estyn yn rhoi eu barn ar rinweddau cyffredinol cynigion trefniadaeth ysgolion yn unig.

Mae Estyn wedi ystyried yr agweddau addysgol ar y cynnig ac mae wedi llunio'r ymateb canlynol i'r wybodaeth a ddarparwyd gan y cynigiwr, a gwybodaeth ychwanegol arall fel data gan Lywodraeth Cymru a barnau'r Consortia Rhanbarthol sy'n darparu gwasanaethau gwella ysgolion i'r ysgolion yn y cynnig.

Crynodeb/ Casgliad

Mae'r cynigiwr wedi nodi'n briodol fanteision ac anfanteision posibl y cynnig i wella darpariaeth arbenigol ar gyfer plant a phobl ifanc ag anghenion dysgu ychwanegol yng Nghaerdydd (2018-2019). Mae Estyn o'r farn fod y cynnig yn debygol o wella'r ddarpariaeth a'r adnoddau presennol sydd ar gael i blant a phobl ifanc ag anghenion dysgu ychwanegol yng Nghaerdydd.

Disgrifiad a manteision

Nod y cynlluniau arfaethedig yw ymateb i nifer gynyddol y plant a'r bobl ifanc ag anghenion dysgu ychwanegol sydd angen lle mewn ysgol arbennig neu ganolfan adnoddau arbenigol er mwyn cyflawni eu potensial addysgol, trwy:

- *Gynyddu nifer y lleoedd mewn ysgolion arbennig a chanolfannau adnoddau arbenigol sydd ar gael yng Nghaerdydd*
- *Sefydlu dwy ganolfan adnoddau arbenigol newydd yn ysgolion Caerdydd, ac un dosbarth ymyrraeth gynnar newydd ar gyfer disgyblion ag anghenion lleferydd, iaith a chyfathrebu*
- *Cau un ganolfan adnoddau arbenigol ar gyfer disgyblion y dynodwyd bod ganddynt nam penodol o ran iaith*
- *Newid y meysydd arbenigedd a gynigir yn rhai o ysgolion arbennig a chanolfannau adnoddau arbenigol Caerdydd*

Mae'r cynnig yn ymwneud â chynlluniau yn yr wyth ysgol ganlynol:

- *Ysgol Gynradd Allensbank*
- *Ysgol Greenhill*
- *Ysgol Arbennig The Hollies*
- *Ysgol Arbennig Meadowbank*
- *Ysgol y Santes Fair yr Wryf – Ysgol Gynradd yr Eglwys yng Nghymru*
- *Ysgol Arbennig Tŷ Gwyn*
- *Ysgol Glantaf*
- *Ysgol Gymraeg Pwll Coch*

Yn gyntaf, bydd Estyn yn disgrifio'r cynnig a'i fanteision posibl yn gyffredinol, ac wedyn, bydd yn disgrifio'r cynigion a'r manteision posibl sy'n gysylltiedig â phob ysgol unigol.

Mae'r cynigiwr wedi rhoi rhesymeg glir ar gyfer y cynnig yn gyffredinol. Mae'r cynigiwr yn nodi galw cynyddol ar hyn o bryd ac yn y dyfodol ar gyfer darpariaeth anghenion dysgu ychwanegol ledled Caerdydd. Er enghraifft, dangosant fod y galw am leoedd mewn dosbarthiadau mewn ysgolion arbennig a chanolfannau adnoddau arbenigol wedi codi 103 o leoedd dros y 5 mlynedd ddiwethaf, ac yn datgan nad yw'r ddarpariaeth bresennol yn ddigon i fodloni'r angen ar hyn o bryd, nac yn y dyfodol. Mae'r cynigiwr yn dadlau'n synhwyrol y dylai'r cynnig helpu mwy o ddisgyblion ag anghenion dysgu ychwanegol i gwblhau eu haddysg o fewn yr awdurdod lleol, a dylai leihau'r angen i ddisgyblion gael eu haddysgu mewn ysgolion arbennig annibynnol yng Nghaerdydd a thu hwnt.

Mae'r cynigiwr wedi rhoi ystyriaeth addas i'r effaith ar ysgolion eraill yn yr ardal a allai gael eu heffeithio gan y cynigion. Mae wedi amlinellu'r modd y gallai pob ysgol yng Nghaerdydd elwa ar y cynnig trwy gynyddu lefel arbenigedd staff wrth ddarparu ar gyfer disgyblion ag anghenion dysgu ychwanegol ledled y ddinas.

Mae'r cynigiwr wedi ystyried y priffyrdd a'r goblygiadau cludiant sy'n gysylltiedig â phob un o'r wyth cynllun, ac effaith y cynnig ar drefniadau teithio dysgwyr. Mae'r cynigiwr yn bwriadu parhau i gefnogi teithio rhwng y cartref a'r ysgol yn unol â pholisi'r cyngor ar gludiant o'r cartref i'r ysgol. Mae'r cynigiwr wedi cwblhau asesiad cychwynnol o'r effaith ar gydraddoldeb a ddaeth i'r casgliad na fyddai'r cynnig yn cael effaith niweidiol ar grŵp penodol mewn cymdeithas. Mae'r cynigiwr hefyd yn ystyried effaith y cynigion ar yr iaith Gymraeg ac yn dod i'r casgliad rhesymol y bydd yn cael effaith gadarnhaol ar yr iaith Gymraeg neu'r ddarpariaeth cyfrwng Gymraeg yn y ddinas.

Mae'r cynigiwr yn datgan nad oes cyllid wedi cael ei sicrhau ar gyfer pob cynllun, a dywed pe na bai cyllid ar gael, yna byddai angen ail-flaenoriaethu'r wyth cynllun yn y cynnig. Nid yw'n glir sut byddai'r ail-flaenoriaethu hyn yn digwydd na'r meini prawf y byddai'r cynigiwr yn eu defnyddio.

Mewn tua hanner o'r wyth cynllun, mae'r cynigiwr yn datgan mai anfanteision posibl y cynigion yw'r goblygiadau i wasanaethau iechyd a ddarperir mewn partneriaeth â'r ysgolion. Nid yw'r cynigiwr yn datgan yn glir beth yw'r goblygiadau hyn, er eu bod yn ymrwymo i weithio gyda Bwrdd Iechyd Prifysgol Caerdydd a'r Fro, i barhau i sicrhau bod anghenion asessedig plant yn cael eu bodloni, a datblygu dulliau cydweithredol ymhellach i hyrwyddo lles a deilliannau cadarnhaol ar gyfer disgyblion.

Cynlluniau unigol yn y cynnig

Ysgol Gynradd Allensbank

Y cynnig yw cau'r ganolfan adnoddau arbenigol presennol sydd â lle i 16-20 o ddisgyblion rhwng 4 ac 11 oed sydd ag anghenion lleferydd, iaith a chyfathrebu yn 2020, ac agor dosbarth lleferydd, iaith a chyfathrebu ymyrraeth gynnar ar gyfer 8 o ddisgyblion rhwng 4 a 7 oed ym mis Medi 2019.

Mae'r cynnig yn cyfeirio'n briodol at y cyngor a ddarparwyd gan y Grŵp Cyfeirio Lleferydd ac Iaith. Mae'r cynigiwr yn nodi bod lleoedd dros ben yn y ganolfan adnoddau arbenigol bresennol a bod rhagamcaniadau'n dangos na fydd dros hanner yr holl leoedd a gynigir ar hyn o bryd wedi'u llenwi erbyn 2022. Mae'r cynigiwr yn amlinellu llwyddiant rhaglenni ymyrraeth iaith gynnar Caerdydd ac yn awgrymu mai dyma un o'r rhesymau dros y lleoedd dros ben yng nghyfnod allweddol 2. Mae'r cynigiwr yn cadarnhau y bydd darpariaeth ar gyfer disgyblion cyfnod allweddol 2 sydd ar ddatganiad sydd ag anghenion lleferydd, iaith a chyfathrebu yn cael ei chynnig yn Ysgol Arbennig Meadowbank neu drwy ddatganiad prif ffrwd.

Mae'r cynigiwr yn nodi'n briodol y bydd disgyblion yn mynychu'r dosbarth ymyrraeth gynnar am gyfnod rhwng blwyddyn a thair blynedd, yn dibynnu ar gynnydd unigol pob disgybl. Bydd gan ddisgyblion gofrestrriad deuol yn eu hysgol leol ac yn Ysgol Gynradd Allensbank, a byddant yn cynnal cysylltiadau â'u hysgol gynradd leol trwy fynychu'r ysgol honno am o leiaf ddiwrnod yr wythnos. Mae'r cynigiwr yn awgrymu'n briodol y byddant yn parhau i gysylltu â'r Gwasanaeth Lleferydd ac Iaith ar y Cyd i ragweld angen yn y dyfodol.

Ysgol Greenhill

Y cynnig yw ymestyn ystod oedran yr ysgol o 11 i 16 oed i 11 i 19 oed, a chynyddu nifer y lleoedd sydd ar gael o 56 i 64.

Mae'r cynnig yn cyfeirio'n briodol at ddata sy'n dangos bod tua 50% o ddisgyblion Greenhill yn mynd yn bobl ifanc nad ydynt mewn addysg, cyflogaeth na hyfforddiant ar ôl Blwyddyn 11 dros y tair blynedd ddiwethaf. Mae'r cynigiwr yn nodi bod pobl ifanc ag anghenion iechyd a lles emosiynol yn ei chael yn eithriadol o anodd trosglwyddo o'r ysgol, ac y bydd darparu cymorth ychwanegol â throsglwyddo ym Mlwyddyn 12 yn eu helpu i fynd ymlaen yn haws i addysg bellach neu waith. Mae'r cynigiwr yn nodi'n briodol bod gan y staff yn Greenhill arbenigedd presennol i gynorthwyo'r bobl ifanc hyn. Mae'r cynigiwr wedi ystyried aros i gyflwyno'r cynnig nes bydd cyllid Band B wedi'i sicrhau i wella cyflwr yr ysgol. Fodd bynnag, mae'r penderfyniad i weithredu nawr yn bendant o ganlyniad i lefel bresennol yr angen a nodwyd.

Ysgol Arbennig The Hollies

Y cynnig yw ymestyn ystod oedran yr ysgol o 4 i 11 oed i 4 i 14 oed, a chynyddu nifer y lleoedd sydd ar gael o 90 i 138.

Mae'r cynigiwr wedi nodi'r angen i gynyddu'r ddarpariaeth ar gyfer cyflwr y sbectrwm awtistig i fodloni'r galw arfaethedig am leoedd yng nghyfnod allweddol 2 a chyfnod allweddol 3 yn y dyfodol. Mae'r cynigiwr yn amlinellu tri opsiwn ar gyfer cynyddu'r ddarpariaeth, ac mae pob un o'r rhain yn ymwneud â safle'r ysgol bresennol a defnyddio'r ddarpariaeth gynradd wag yn Ysgol Glan Morfa. Mae'r cynigiwr yn archwilio'n briodol fanteision ac anfanteision pob un o'r tri opsiwn ac yn darparu rhesymu cadarn ar gyfer yr opsiwn y maent yn eu ffafrio. Mae'r cynigiwr yn nodi bod yr arweinwyr a'r staff presennol yn yr ysgol yn meddu ar yr arbenigedd i ymdopi'n dda â'r ystod oedran estynedig ac y dylai hyn eu galluogi i adeiladu ar yr arfer dda yn yr ysgol.

Er bod y cynnig yn amlinellu ystod y lleoliadau y gall disgyblion drosglwyddo iddynt yng nghyfnod allweddol 4, mae diffyg eglurder cyffredinol yn glŷn â sut bydd y galw am gyfnod allweddol 4 yn y dyfodol yn cael ei fodloni. Yn ychwanegol, nid yw'r cynigion yn rhoi sicrwydd digonol y gall disgyblion â chyflyrau'r sbectrwm awtistig barhau i elwa ar ddarpariaeth arbenigol briodol yng nghyfnod allweddol 4.

Ysgol Arbennig Meadowbank

Y cynnig yw ymestyn dynodiad yr ysgol i gynnwys anabledau dysgu cymhleth, yn ogystal ag anghenion lleferydd, iaith a chyfathrebu. Dynodwyd yr ysgol yn wreiddiol ar gyfer disgyblion â nam penodol o ran iaith, ond ni ddefnyddir y diagnosis hwn mwyach ac mae wedi cael ei ddisodli gan y term mwy cyffredin anghenion lleferydd, iaith a chyfathrebu.

Mae'r cynigiwr yn darparu rhesymeg glir ar gyfer y cynnig. Mae lle i 40 o ddisgyblion yn Ysgol Gynradd Meadowbank, ond mae'r niferoedd ar y gofrestr wedi gostwng i 15. Mae hyn o ganlyniad i ostyngiad yn nifer y ceisiadau am leoedd i ddisgyblion sydd â nam penodol o ran iaith. I sicrhau hyfywedd ariannol yr ysgol yn y dyfodol, mae'n ymddangos bod awgrym y cynigiwr i ymestyn y ddarpariaeth i gynnwys lleoedd ar gyfer disgyblion ag anabledau dysgu cymhleth, yn ogystal â pharhau i ddarparu lleoedd ar gyfer disgyblion ag anghenion cyfathrebu yn synhwyrol. Mae'r cynigiwr yn nodi'n briodol yr angen arfaethedig am leoedd ychwanegol ar gyfer disgyblion ag anabledau dysgu cymhleth. Mae'r cynigiwr wedi ystyried yn ofalus y cyngor gan y Grŵp Cyfeirio Iaith Penodol ac mae'n creu dadl resymol yn glŷn â pham y dylid lleoli'r dosbarth ymyrraeth gynnar ar gyfer disgyblion ag anghenion lleferydd, iaith a chyfathrebu mewn ysgol gynradd prif ffrwd, yn hytrach na mewn ysgol arbennig.

Ysgol y Santes Fair yr Wryf – Ysgol Gynradd yr Eglwys yng Nghymru

Y cynnig yw agor canolfan adnoddau arbenigol â 20 o leoedd ar gyfer disgyblion ag anabledau dysgu cymhleth. Gofynnodd corff llywodraethol yr ysgol am y ddarpariaeth hon fel rhan o gynnydd adeilad ysgol newydd Band B 2015. Cytunwyd ar gyllid Band B yn 2015.

Mae'r cynigiwr yn nodi'n briodol y galw cynyddol am leoedd ar gyfer disgyblion ag anabledau dysgu cymhleth yn ardal canol de Dinas Caerdydd. Mae'r cynigiwr yn nodi y byddai'r ddarpariaeth newydd hon yn lleihau'r pwysau ar y pedair canolfan adnoddau arbenigol gynradd arall ar gyfer anabledau dysgu cymhleth, a byddai hefyd yn lleihau'r amser teithio a'r pellterau ar gyfer disgyblion ag anabledau dysgu cymhleth yn ardal canol de y ddinas.

Ysgol Arbennig Tŷ Gwyn

Mae Ysgol Arbennig Tŷ Gwyn ynghyd ag Ysgol Arbennig Glan yr Afon ac Ysgol Arbennig Woodlands yn ffurfio Ffederasiwn Campws Dysgu'r Gorllewin. Mae Ysgol Arbennig Tŷ Gwyn wedi'i dynodi i ddarparu ar gyfer disgyblion rhwng 3 ac 19 oed ag anabledau dysgu cymhleth neu gyflyrau'r sbectrwm awtistig. Y cynnig yw cynyddu capasiti'r ysgol i 198 o leoedd.

Mae'r cynigiwr yn darparu rhesymeg glir ar gyfer y cynnig ac mae'n darparu rhagamcaniadau sy'n dangos cynnydd flwyddyn ar ôl blwyddyn yn y galw am leoedd hyd at 2022. Mae'r cynigiwr yn amlinellu opsiynau a ystyriwyd i gynyddu capasiti'r

ysgol ac mae'n llunio dadleuon cadarn ar gyfer addasu adeilad Canolfan Ieuencid Trelái er mwyn darparu tair ystafell ddosbarth newydd yn y brif ysgol trwy goridor caeedig. Mae'r cynigiwr yn cyfeirio'n addas at sut byddai'r prosiect hwn yn gweithio ochr yn ochr â'r prosiect amlasiantaethol a sefydlwyd o dan y Rhaglen Dyfodol Anabledd a sut byddai'n cyfrannu ymhellach at ymagwedd amlasiantaethol at gynorthwyo plant a phobl ifanc ag anghenion dysgu ychwanegol.

Ysgol Glantaf

Y cynnig yw cynyddu nifer y lleoedd yn y ganolfan adnoddau arbenigol ar gyfer disgyblion cyfrwng Cymraeg sydd ag anableddau dysgu cymhleth neu gyflyrau'r sbectrwm awtistig o 20 lle i 30 lle.

Mae'r cynigiwr yn darparu rhesymeg glir ar gyfer y cynnig, ac mae'n darparu rhagamcaniadau sy'n dangos galw cynyddol am y ddarpariaeth yn y dyfodol. Mae'r cynigiwr yn egluro'n briodol sut byddai'r safle presennol yn cael ei ymestyn a'i wella i hwyluso nifer gynyddol y lleoedd a gynigir. Mae'r cynigiwr yn dangos y byddai'r cynnydd mewn darpariaeth ddysgu ychwanegol cyfrwng Cymraeg arbenigol yn darparu manteision ar gyfer disgyblion cyfrwng Cymraeg ledled y ddinas.

Ysgol Gymraeg Pwll Coch

Y cynnig yw agor canolfan adnoddau newydd arbenigol cyfrwng Cymraeg â 10 o leoedd ar gyfer disgyblion ag anableddau dysgu cymhleth neu gyflyrau'r sbectrwm awtistig. Mae'r cynnig yn dangos y byddai cyfle i gynyddu nifer y lleoedd a gynigir o 10 i 20 pe bai'r angen yn codi.

Mae'r cynigiwr yn darparu rhesymeg glir ar gyfer y cynnig, gan ddweud bod yr awdurdod lleol wedi nodi rhwng 5 a 10 o ddisgyblion mewn ysgolion cyfrwng Cymraeg a allai elwa ar le mewn canolfan adnoddau arbenigol ar hyn o bryd. Mae'r cynigiwr yn rhagweld y bydd y nifer hon yn cynyddu dros y 3 i 5 mlynedd nesaf. Mae'r cynigiwr wedi ystyried opsiynau eraill ac mae'n cynnig dadleuon cadarn ynglŷn â pham y dylid lleoli'r ddarpariaeth newydd yn Ysgol Gymraeg Pwll Coch. Er enghraifft, mae'r ysgol yn yr un clwstwr ag Ysgol Glantaf sy'n lletya'r ganolfan adnoddau arbenigol uwchradd ar gyfer disgyblion ag anableddau dysgu cymhleth neu gyflyrau'r sbectrwm awtistig, a gallai hyn helpu disgyblion y ganolfan adnoddau arbenigol i drosglwyddo'n haws i'r ysgol uwchradd tra'n cynnal eu perthynas â chyfeillion.

Agweddau addysgol ar y cynnig

Nid yw'r cynigiwr wedi darparu data am berfformiad disgyblion ar gyfer unrhyw un o'r ysgolion sydd wedi'u cynnwys yn y cynnig.

Ceir tabl isod sy'n dangos canlyniadau'r arolygiadau diweddaraf, lefel y gweithgarwch dilynol, os yw'n berthnasol, a chategoreiddiad Llywodraeth Cymru 2017 ar gyfer yr wyth ysgol sy'n gysylltiedig â'r cynnig.

<i>Enw'r ysgol</i>	<i>Blwyddyn yr arolygiad</i>	<i>Perfformiad presennol</i>	<i>Rhagolygon gwella</i>	<i>Lefel y gweithgarwch dilynol</i>	<i>Dyddiad y tynnwyd o'r categori gweithgarwch dilynol</i>	<i>Categori Llywodraeth Cymru 2017</i>
<i>Ysgol Gynradd Allensbank</i>	<i>2013</i>	<i>Digonol</i>	<i>Digonol</i>	<i>Gwelliant Sylweddol</i>	<i>2015</i>	<i>Ambr</i>
<i>Ysgol Greenhill</i>	<i>2013</i>	<i>Da</i>	<i>Da</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Gwyrdd</i>
<i>Ysgol Arbennig The Hollies</i>	<i>2013</i>	<i>Da</i>	<i>Da</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Melyn</i>
<i>Ysgol Arbennig Meadowbank</i>	<i>2013</i>	<i>Da</i>	<i>Digonol</i>	<i>Monitro gan Estyn</i>	<i>2015</i>	<i>Gwyrdd</i>
<i>Ysgol y Santes Fair yr Wryf – Ysgol Gynradd yr Eglwys yng Nghymru</i>	<i>2012</i>	<i>Rhagorol</i>	<i>Rhagorol</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Ambr</i>
<i>Ysgol Arbennig Tŷ Gwyn</i>	<i>2012</i>	<i>Rhagorol</i>	<i>Rhagorol</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Gwyrdd</i>
<i>Ysgol Glantaf</i>	<i>2017</i>	<i>Da</i>	<i>Da</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Ambr</i>
<i>Ysgol Gymraeg Pwll Coch</i>	<i>2011</i>	<i>Da</i>	<i>Da</i>	<i>dd/b</i>	<i>dd/b</i>	<i>Melyn</i>

Mae Llywodraeth Cymru yn dosbarthu ysgolion yn unol â lefel y cymorth y barnwyd bod ei hangen ar yr ysgol.

Mae ysgol werdd yn ysgol hynod effeithiol, sy'n cael ei rhedeg yn dda, mae ganddi arweinyddiaeth gref ac mae'n glir ynglŷn â'i blaenoriaethau ar gyfer gwella.

Mae ysgol felen yn ysgol effeithiol, sydd eisoes yn gwneud yn dda ac yn gwybod pa feysydd y mae angen eu gwella.

Mae ysgol ambr yn ysgol sydd angen ei gwella, sydd angen cymorth i nodi'r camau i wella neu wneud i newidiadau ddigwydd yn gyflymach.

Mae'r cynigiwr wedi amlinellu'n briodol sut bydd yn gweithio gydag arweinwyr ysgol a chyrrff llywodraethol, a'u cynorthwyo, wrth iddynt roi'r newidiadau arfaethedig ar waith.

Mae'r cynigiwr wedi amlinellu'n briodol sut bydd y cynnig yn debygol o wella'r ddarpariaeth ar gyfer disgyblion ag anghenion dysgu ychwanegol a sut bydd y cynnig yn debygol o wella ansawdd yr addysgu a'r dysgu ac yn hwyluso rhannu adnoddau ac arfer yn well ledled Caerdydd.

Gwerthusiad o'r safbwyntiau a fynegwyd

Mae'r Cyngor yn cydnabod y safbwyntiau a fynegwyd

Mae'r dudalen hon yn wag yn fwriadol

**CARDIFF COUNCIL
CYNGOR CAERDYDD****CABINET MEETING: 19 APRIL 2018**

WELSH GOVERNMENT 30 HOUR CHILDCARE OFFER**EDUCATION, EMPLOYMENT & SKILLS (COUNCILLOR SARAH MERRY)****CHILDREN & FAMILIES (COUNCILLOR GRAHAM HINCHEY)****AGENDA ITEM 5**

REPORT OF DIRECTOR OF EDUCATION AND LIFELONG LEARNING**Reason for this Report**

1. The purpose of this report is:
 - To inform Cabinet of the Welsh Government's 30 Hour Childcare Offer for 3 and 4 year olds ("the Childcare Offer");
 - To seek Cabinet approval for Cardiff to become an Early Implementer Local Authority (EILA) for the offer;
 - To seek Cabinet approval of the proposed approach and rationale for the prioritisation of wards for rolling out the offer across Cardiff.

Background

2. The Welsh Government's 2016-2021 Programme for Government, "Taking Wales Forward"¹, identifies the provision of free childcare as one of its main pledges.
3. Implementation of the offer is on a phased basis within and across local authorities. This means that as each Local Authority adopts the scheme it will initially only operate in a part of that Authority area, with expansion on a phased basis to include the whole Local Authority area. The Welsh Government intends to achieve full coverage across all local authority areas by the end of the Assembly term (2020-2021).
4. The Childcare Act 2006 places a duty on local authorities to "secure as far as is practically reasonable, sufficient childcare for working parents in their area"².

¹ <http://gov.wales/about/programme-for-government/?lang=en>

² <http://gov.wales/topics/people-and-communities/people/children-and-young-people/publications/wagc1308childcareact06/?lang=en>

5. The Childcare Offer provides eligible working parents of 3 and 4 year olds³ with 30 hours of funded early years education (Foundation Phase Nursery - FPN) and childcare per week, for up to 48 weeks a year. For Cardiff, this will consist of 12.5 hours of FPN and 17.5 hours of childcare per week during term time and 30 hours of childcare (9 weeks) non-term time.
6. The Welsh Government's primary policy aims of the offer are to:
 - enable more parents, particularly mothers to return to work;
 - increase the disposable income of those in work and help counteract poverty for those in low-paid jobs; and
 - increase child development and school readiness.
7. Parental eligibility during the early implementation stages is defined by two factors:
 - **Employment and Income** (set by Welsh Government).
 - Beneficiaries must be employed or self-employed and permanently reside in Wales;
 - Both parents must be working in a two parent family, or the sole parent in a lone parent family;
 - Earn a weekly minimum equivalent of 16 hours at the national minimum wage (NMW) or national living wage (NLW) and be able to prove they are working through their earnings;
 - Beneficiaries need to be resident in the wards designated for the roll out of the offer.
 - **Location** (for local decision).
 - Early Implementer Local Authorities (EILAs) are required to define the rationale for phasing in the offer over time across the authority, in consultation with the Welsh Government.
8. Only childcare providers registered with the Care Inspectorate Wales (CIW) who agree to the terms and conditions of the offer are able to provide places.
9. There is no requirement for the childcare to be located within the eligible wards or within the same local authority area. The selection of childcare is down to parental choice.
10. The funding level paid directly to participating childcare providers is set nationally at £4.50 per child per hour.
11. The Welsh Government rate enables participating providers flexibility to charge parents for additional services such as transportation, food and trips. Providers cannot charge additional fees to increase their hourly rate.
12. The role of the local authority in delivering the offer is set out in Annex A.

³ Children will receive the childcare element of the offer from the term after their third birthday, until offered a full time education place, usually the September after their fourth birthday
<http://gov.wales/docs/dsjlg/publications/cyp/170612-guidance-note-en.pdf>

13. The Welsh Government has invited Cardiff to become an EILA from April 2018. This is with a view to commence phased delivery of the offer by September this year.
14. As the capital city, one of the reasons for Cardiff's invitation to become an EILA is to test the levels of engagement of childcare providers who charge fees higher than the national rate. This is in case the rate is a barrier to achieving the offer across Wales.
15. The Welsh Government's approach includes exploring the possibility of regional working, with one local authority taking on the administrative role, with the other taking on the engagement responsibilities.
16. Early indications are that Cardiff could act as the administrative authority on behalf of the Vale of Glamorgan. This would involve Cardiff checking eligibility, processing applications and making payments to childcare providers from the Vale, as well as Cardiff. The Vale of Glamorgan Council would retain responsibility for promoting the offer to parents and engaging childcare providers in their area.

Rationale for prioritisation of wards for phasing in the offer

17. In line with the phased roll out of the offer, EILA's are required to develop an approach for implementation which can be used as the basis for initial delivery and further expansion as funding becomes available.
18. Data that shows the percentage of dependent children and number of three and four year olds living in working households claiming Working Tax Credits has been identified as a basis for phasing in the offer across Cardiff. This rationale would target families that are in work and who would be potentially eligible for the offer, but who are on lower incomes and due to this are able to claim Working Tax Credits.
19. Use of this data aligns with the Council's 'Capital Ambition'. It also supports the Welsh Government's aim "To increase the disposable income of those in work and help counteract poverty for those in low-paid jobs".
20. Annex B shows all wards in Cardiff ranked by the percentage of dependent children and number of three and four year olds living in working households claiming Working Tax Credits.
21. Subject to the amount of funding made available, the proposal is to start by working through this list in rank order. Using this approach would allow Cardiff to begin implementation in the 'southern arc', an area of deprivation but with significant numbers of in-work but low-income families.
22. The Welsh Government's request that Cardiff also tests the levels of engagement of childcare providers who charge fees higher than the national rate, requires a separate and diametrically opposed approach to that identified in paragraph 18. This approach requires focusing on the fee levels charged by

childcare providers, rather than the economic status of beneficiaries. Therefore, Cardiff requires two different approaches to phasing in the offer.

23. Applying the following rationale in addition to that stated in paragraph 18, would allow Cardiff to identify additional wards to test this out in the second phase of implementation (from January 2019). This would run in parallel to any further funded expansion using the Working Tax Credit rationale.

Available data was used to identify wards that:

- contain childcare providers who have reported fees above the national hourly rate of £4.50 per child per hour;
- contain high levels of childcare provision (supply of places and providers);

24. Annex C shows all wards in Cardiff ranked by the number of childcare settings reporting fee levels above the national rate together with the level of childcare places and providers.

Timescales

25. The Welsh Government has invited Cardiff to be an EILA for a proposed roll out from September 2018.
26. In order to offer childcare places from September, the application process will need to be open to eligible parents from June 2018. This only allows 3 to 4 months to establish the necessary systems for processing applications, checking eligibility, arranging payments and promoting the offer.

Local Member consultation

27. All elected members have received a briefing on the offer and the two rationales recommended for phasing this in across Cardiff. Of the responses received (4) all members are supportive of Cardiff becoming an EILA and the two rationales proposed for phasing in the offer. One member enquired about the sufficiency of childcare provision across Cardiff to meet demand for the offer in the longer term and two were interested in the likely number of beneficiaries in their specific ward.

Reason for Recommendations

28. To support the Capital Ambition in supporting families, by approving the two proposed rationales for implementing the offer.

Financial Implications

29. This report outlines a new initiative whereby eligible working parents will be able to access free childcare provision for up to 30 hours per week. Cardiff has been invited to be an early implementer authority in the next round of the roll out and the Welsh Government have confirmed that the costs of this provision, including support for children with special educational needs, will be fully funded from a specific revenue grant.

30. In addition to the cost of paying service providers, revenue costs will be incurred in relation to the significant administrative duties that the Council will need to fulfil. The Welsh Government have confirmed that these costs will also be fully funded via a specific grant, however it is critical that the full costs incurred are recovered and that the initiative does not result in the need for the Council to fund costs for which it does not have budget provision.

Legal Implications

31. The Childcare Act 2006 places a duty on local authorities to secure as far as is reasonably practicable, sufficient childcare for working parents in their area. In addition the Education (Nursery Education and Early Years Development and Childcare Plans (Wales) (Amendment) Regulations 2005 place a duty for local authorities to provide a free part time, good quality education place the term following a child's third Birthday. This initiative will assist in meeting this duty.
32. The Council also has to satisfy its public sector duties and obligations under the Equality Act 2010 (including the specific Welsh public sector duties). Pursuant to these legal duties, Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. The Council must also not directly or indirectly discriminate against any pupil in its admission arrangements, this means that no pupil or group of pupils may be treated less favourably based on a protected characteristic. Protected characteristics are:
- Age
 - Gender reassignment
 - Sex
 - Race – including ethnic or national origin, colour or nationality
 - Disability
 - Pregnancy and maternity
 - Marriage and civil partnership
 - Sexual orientation
 - Religion or belief – including lack of belief
33. The Equality Impact Assessment specifically considers how the proposals may affect children with protected characteristics. The purpose of the Equality Impact Assessment is to ensure that the Council has understood the potential impacts of the proposal in terms of equality so that it can ensure that it is making proportionate and rational decisions having due regard to its public sector equality duty. The Council must have due regard to these obligations when this decision is taken to determine the admission arrangements.
34. In accordance with the Welsh Language (Wales) Measure 2011 and the Welsh Language standards, the Council also has to consider the impact upon the Welsh language any decision that it makes and in accordance with the Welsh in Education Strategic Plan, the Council must consider how it can promote Welsh medium education. This report reflects those requirements.

35. The Council must also consider its legal obligations under the Well-being of Future Generations (Wales) Act 2015 to think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach.
36. If the Council agrees to operate the scheme in the ways outlined in Annex A, the Council will be required to comply with the Data Protection Act 1998 and any subsequent legislation relating to processing data including the General Data Protection Regulation. Although Childcare Providers will be required to register with the Council to be part of the scheme, they will still be required to comply with all of the requirements under the Children and Families (Wales) Measure 2010 and related regulations for their registration with Care Inspectorate Wales.
37. No formal grant documentation has been sent from Welsh Government at this stage. This will be scrutinised by legal when it is received. Any form of joint working with or on behalf of any other local authority will require a further decision to be made by the Council.

Equality Impact Assessment

38. An Equality Impact Assessment is attached as Annex D.

HR Implications

39. The resource requirements to support the implementation of the pilot will need to be fully assessed and the Council's Job Evaluation process will be used to determine the grades for any new posts that are required to support the delivery of the pilot.
40. Full consultation with trade unions will be required as part of the post creation process. Staff appointments will need to be supported by a thorough induction process with ongoing training and development opportunities for employees in the new roles.

RECOMMENDATIONS

The Cabinet is recommended to:

1. Approve Cardiff as an Early Implementer Local Authority for the 30-hour childcare offer.
2. Approve the two rationales cited in paragraphs 17-24 as the agreed approach to identifying the wards in which to phase in the offer, as funding is made available;
3. Delegate authority to the Director of Education to implement the offer using the two rationales cited in paragraphs 17-24.

Nick Batchelar

Director

13 April 2018

The following appendices are attached:

Appendix A: Local Authority Functions for Childcare Offer Pilot

Appendix B: List of Cardiff wards ranked by families with dependent children claiming Working Tax Credit

Appendix C: Data: Cardiff wards ranked by number of childcare settings reporting fee levels above national rate

Appendix D: Equality Impact Assessment

The following background papers have been taken into account

Childcare Offer Early Implementers

Guidance for Early Implementer Local Authorities

Technical Note of the funding rate for the Early Implementation of the Childcare Offer in Wales 2017/18

Capital Ambition

Cardiff 2020

The Well-Being of Future Generations (Wales) Act 2015

Appendix A: Local Authority Functions for Childcare Offer Pilot

Function	Requirements
Communications and promotion	Promote to and engage with childcare providers and potential eligible parents. Respond to enquiries via the Family Information Service
Pre-application Eligibility Check	Online assessment/self-assessment for potentially eligible parents to check if they can benefit from the offer based on their income and postcode
Application process	Online and paper application process. Welsh Government will set some information requirements to be collected via application
Self-declaration/Fair processing notifications	Will need to be checked to ensure compliance with the General Data Protection Regulation (GDPR)
Eligibility checking	Local authorities are required to check: <ul style="list-style-type: none"> - Proof of residency - Proof of earnings/Proof of employment - Proof of child's age and date of birth
Contractual guidance	Local authorities are required to produce guidance clarifying: <ul style="list-style-type: none"> - Details of the offer; FPN/childcare split - Full eligibility criteria including exemptions, exceptions, etc. - Applications processes for FPN and childcare - Clarification that the hours requested may not be available from or provided by the parents preferred provider - Clarification of where liabilities lie in respect of the contract between the parent and the provider - Confirmation that the parent is liable for childcare costs for provision outside of the parameters or over and above those provided by the offer
Information management	Local authorities will need to ensure data obtained through the application process is handled, received, stored, retained and ultimately disposed of
Database	Local authorities will need to develop a database to store, process and extract information required by Welsh Government for monthly and quarterly reports
Notifying parents	Local authorities are responsible for notifying parents in a timely manner of the outcome of their application; how to identify a participating provider; what to do if their provider is not participating in the offer; the process following confirmation of eligibility; the cost elements included in the offer; the contractual relationship between the parent and the provider

Provider contract	Providers are required to register as a participating provider with the local authority and agree to the terms and conditions of the offer. As this contract will define and govern the relationship between the local authority and the provider, including responsibilities; monitoring and evaluation requirements (including explicit reference to reporting to both the local authority and the independent evaluator as a pre-requisite of meeting the terms and conditions of the contract); liabilities; payments and reclaims, Legal and Audit colleagues as a minimum should be involved in their development
Provider processes	Establish processes by which providers can register, agree to the terms and conditions and advertise their delivery of the offer via the FIS. The processes must also be able to confirm the number of Welsh Government funded hours for each individual child and be able to reconcile this with the hours claimed by the parents ensuring this matches with and does not exceed the hours provided through the offer.
Provider payment	A system and process to pay providers will need to be established to register as a supplier, and submit invoices for monthly payment in advance and monthly monitoring information in arrears. The system must also allow the reconciliation of these to the satisfaction of internal audit mechanisms.
Re-checking eligibility	Systems are to be established to re-check the eligibility of existing beneficiaries on a termly basis. Although the majority of claimants will not be expected to re-submit a full application, or re-submit documentary evidence, a random spot check should be undertaken on a minimum of 20% of parents who re-confirm their eligibility. The timing of re-confirmations should take into account the 8 week temporary exemption period which would apply should a parent fall out of employment.
Re-claim process	Local authorities are the accountable body in respect of the grant and payments to providers (third party providers) and are responsible for ensuring that it is used for approved purposes and should take appropriate action to safeguard the funding provided through the grant. The local authority is responsible for retrieving funding in any case where the grant funding has not been used for approved purposes, where a parent who is not eligible/no longer eligible claims government funding under the offer or where a provider claims government funding under the offer incorrectly or inappropriately. A process for re-claiming any funds wrongly administered/fraudulently claimed under the offer will need to be established.
Code of practice on ethical employment in supply chains	Local authorities will be required to sign up to the Code, but there is no requirement for childcare providers to do so as the childcare contract is negotiated between the parent and the provider
Appeals	Agree a process for appeals. Welsh Government guidance identifies that this should be at officer level. If an appeal requires a policy decision not covered in the guidance, advice can be sought from Welsh Government
Audit requirements	Systems and procedures should be established to meet local audit requirements

Due diligence	Systems to safeguard the appropriate use of public money which satisfy themselves and the Welsh Government in terms of due diligence
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Appendix B: Cardiff wards ranked by % of dependent children living in a family claiming Working Tax Credit

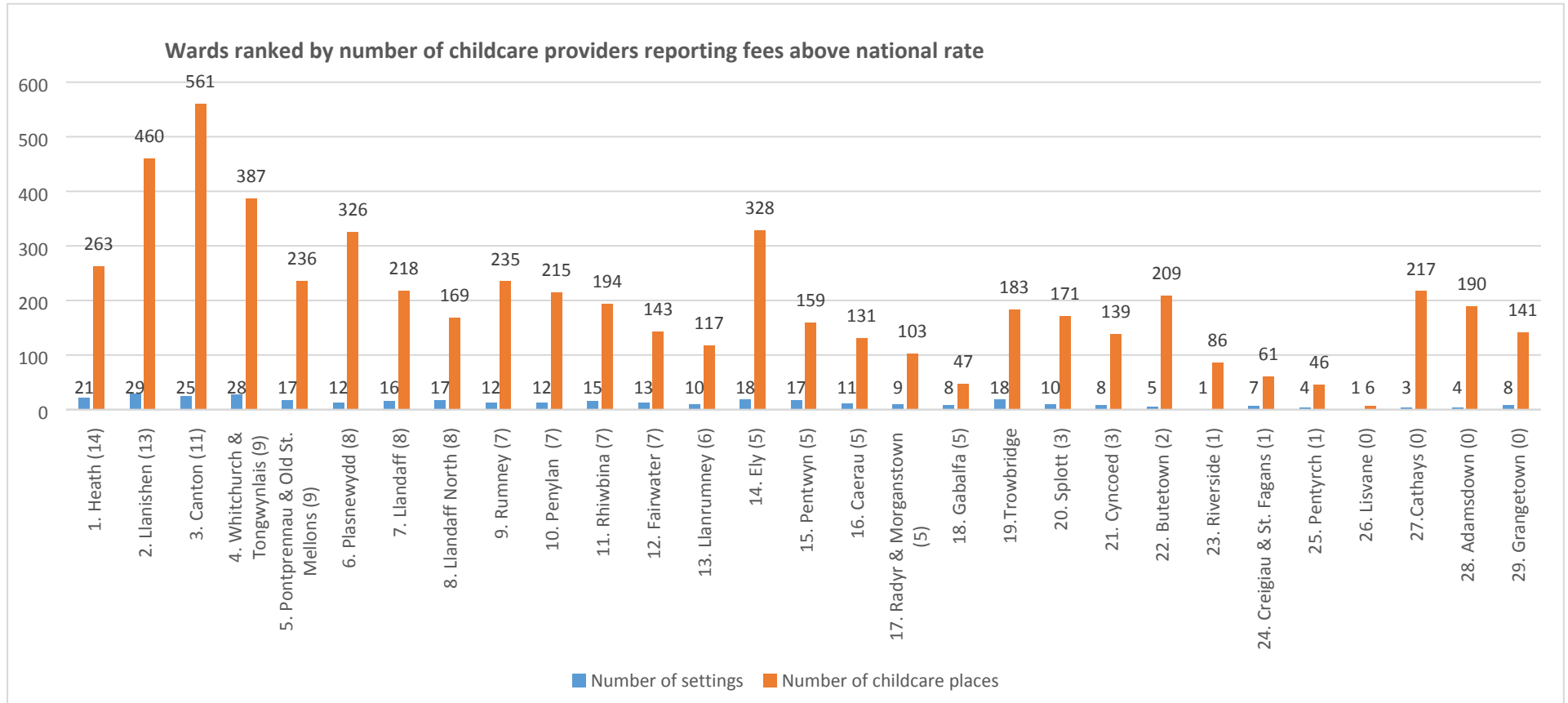
Estimated No. Children Aged 3-4 Living Within an In-work Family Claiming Working Tax Credit

Ward	% of Children that are living within an in-work family claiming WTC, 2015-16 [1]	Rank	Aged 3-4, Mid-2016	Estimated No. Aged 3-4 living within an in-work family claiming WTC	Cumulative No. Children Aged 3-4 living within an in-work family claiming WTC, Mid-2016
Grangetown	43.5	1	655	285	285
Butetown	40.4	2	235	95	380
Riverside	38.0	3	353	134	514
Adamsdown	36.4	4	262	95	610
Cathays	33.5	5	147	49	659
Plasnewydd	32.4	6	309	100	759
Caerau	32.1	7	395	127	886
Splott	30.9	8	441	136	1,022
Ely	30.6	9	596	183	1,204
Llanrumney	30.2	10	353	107	1,311
Fairwater	28.6	11	379	108	1,420
Gabalfa	28.5	12	144	41	1,461
Pentwyn	28.1	13	477	134	1,595
Trowbridge	27.9	14	581	162	1,757
Llandaff North	27.5	15	228	63	1,820
Rumney	26.3	16	234	62	1,881
Canton	23.6	17	365	86	1,968
Llanishen	20.1	18	449	90	2,058
Penylan	18.6	19	305	57	2,115
Pentyrch	16.2	20	77	13	2,127

Ward	% of Children that are living within an in-work family claiming WTC, 2015-16 [1]	Rank	Aged 3-4, Mid-2016	Estimated No. Aged 3-4 living within an in-work family claiming WTC	Cumulative No. Children Aged 3-4 living within an in-work family claiming WTC, Mid-2016
Pontprennau/Old St. Mellons	15.7	21	281	44	2,171
Whitchurch & Tongwynlais	14.6	22	386	56	2,227
Cyncoed	13.9	23	244	34	2,261
Heath	13.6	24	359	49	2,310
Radyr & Morganstown	13.4	25	210	28	2,338
Creigiau/St. Fagans	12.9	26	107	14	2,352
Llandaff	12.5	27	178	22	2,374
Rhiwbina	11.4	28	273	31	2,406
Lisvane	8.4	29	65	5	2,411

Appendix C: Cardiff wards ranked by number of childcare settings reporting fee levels above national rate

Graph 1: Wards ranked by number of settings reporting fee levels above the national rate



Key for each ward on the horizontal axis:

Format indicates: Rank: Ward Name: (Number of settings reporting fees above national rate). Where wards have the same number of settings reporting charging fees above the national rate, ranking is based on the number of childcare places in the ward

Appendix D: Equality Impact Assessment

CARDIFF COUNCIL
Equality Impact Assessment Corporate Assessment Template



Project: Welsh Government 30 Hour Childcare Offer (“the Offer”)
New Policy/Strategy/Project/Procedure/Service/Function

Who is responsible for developing and implementing the Policy/Strategy/Project/Procedure/Service/Function?	
Name: Andy Senior	Job Title: Senior Childcare Business Support Officer
Service Team: Childcare Business Support Team	Service Area: Education/Achievement and Inclusion
Assessment Date: 27/03/2018	

1. What are the objectives of the Policy/Strategy/Project/ Procedure/ Service/Function?

<p>The Welsh Government’s (WG) 2016-2021 Programme for Government, “Taking Wales Forward”⁴, identified the provision of free childcare as one of its main pledges. The Childcare Offer will provide eligible working parents of 3 and 4 year olds⁵ with 30 hours of funded early years education (Foundation Phase Nursery - FPN) and childcare per week, for up to 48 weeks per year by the end of the current government term (2020/21)</p> <p>For Cardiff, this will consist of 12.5 hours of FPN and 17.5 hours of childcare per week during term time and 30 hours of childcare (9 weeks) non-term time.</p> <p>The intention of the Welsh Government is a staged roll out across Early Implementer Local Authorities (EILAs), with partial coverage in most EILAs</p> <p>The primary policy aims of the offer are:</p> <ul style="list-style-type: none">- To enable more parents, particularly mothers to return to work;- To increase the disposable income of those in work and help counteract poverty for those in low-paid jobs; and- To encourage child development and school readiness.
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⁴ <http://gov.wales/about/programme-for-government/?lang=en>

⁵ Children will receive the childcare element of the offer from the term after their third birthday, until offered a full time education place, usually the September after their fourth birthday
<http://gov.wales/docs/dsjlg/publications/cyp/170612-guidance-note-en.pdf>

2. Please provide background information on the Policy/Strategy/Project/Procedure/Service/Function and any research done [e.g. service users data against demographic statistics, similar EIAs done etc.]

Parental eligibility during the early implementation stages is defined by two factors:

- Employment and Income (set by Welsh Government).

- Beneficiaries must be employed or self-employed and permanently reside in Wales;
- Both parents must be working in a two parent family, or the sole parent in a lone parent family;
- Earn a weekly minimum equivalent of 16 hours at the national minimum wage (NMW) or national living wage (NLW) and be able to prove they are working through their earnings.

- Location (for local decision).

Early Implementer Local Authorities (EILAs) are required to define the rationale for phasing in the offer over time across the authority, in consultation with the Welsh Government.

As the capital city, one of the reasons for Cardiff's invitation to become an EILA is to test the levels of engagement of childcare providers who charge fees higher than the national rate. This is in case the rate is a barrier to achieving the offer across Wales.

Cardiff is one of a number of local authorities working with the Welsh Government to test out implementation of the national policy. Cardiff officers have been monitoring the implementation of the policy in other local authorities that have been identified in the first phase of the national roll out. This has included researching levels and patterns of uptake of the offer by both families and providers and the impact of the offer on children with additional needs.

In developing rationales for phasing in the offer across Cardiff that both fits with the Capital Ambition and Welsh Government objectives, data has been sought on;

- the percentage of dependent children living in families claiming working tax credit by ward, and
- the distribution of childcare providers reporting charging above the national rate set for the offer.

Data from the most recent Childcare Sufficiency Assessment and the Family Information Service has also been used to identify current levels of childcare provision across Cardiff.

3 Assess Impact on the Protected Characteristics

3.1 Age

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative/]** on younger/older people?

	Yes	No	N/A
Up to 18 years	✓		
18 - 65 years	✓		
Over 65 years	✓		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

This policy has specifically been developed by the Welsh Government to benefit working parents with children aged 3 – 4. This initiative does not support parents with younger or older children, nor those with children aged 3-4yrs where the parent is not working or those parents who are working insufficient hours to meet the set eligibility criteria.

The requirement from the Welsh Government to phase in the rolling out of this initiative across local authority areas, with a view to full coverage by 2020, will mean that not all eligible families will be able to benefit from the offer from the start. The differential effect is not age related.

What action(s) can you take to address the differential impact?

As the Welsh Government sets the criteria for eligibility and provides the funding to implement the offer, it is not possible to address any differential impact through this initiative.

3.2 Disability

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on disabled people?

	Yes	No	N/A
Hearing Impairment		✓	
Physical Impairment		✓	
Visual Impairment		✓	
Learning Disability		✓	
Long-Standing Illness or Health Condition		✓	
Mental Health		✓	
Substance Misuse		✓	
Other		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Parents with a disability

The core eligibility criteria of the offer requires parents to be employed and earning the equivalent of 16 hours at the National Minimum Wage or National Living Wage.

The following statement is included in the guidance provided by the Welsh Government for local authorities, when judging eligibility of applications, as an exception to requiring both parents (in a two parent family) having to meet the earnings criteria:

“one parent is employed (and earning the equivalent of at least 16 hours at NLW or NMW per week) and one parent is disabled or incapacitated based on receipt of specific benefits;”

Lone disabled parents who are unable to work would not meet the exception above, and therefore would not be eligible for the offer

Children with a disability

The Welsh government has made available funding to support eligible children who have been identified as having additional needs.

Childcare providers delivering the offer will be able to access additional support via training, awareness raising, specialist equipment and/or additional staffing to ensure that they can offer a service to meet the identified needs of children with identified additional needs.

Parents will also be signposted to the Disability Index, which highlights a range of support services for families with a child with a disability

What action(s) can you take to address the differential impact?

A separate funding mechanism is available to support access to the offer for children with ALN and/or disabilities.

3.3 Gender Reassignment

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on transgender people?

	Yes	No	N/A
Transgender People (People who are proposing to undergo, are undergoing, or have undergone a process [or part of a process] to reassign their sex by changing physiological or other attributes of sex)		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Access criteria are based around income/employment and location, regardless of gender.

What action(s) can you take to address the differential impact?

None required

3.4. Marriage and Civil Partnership

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on marriage and civil partnership?

	Yes	No	N/A
Marriage		✓	
Civil Partnership		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The guidance recognises many forms of relationships between ‘parents’.

In the guidance the term working parent refers to;

“parents and guardians, step-parents and long-term live in partners within a household.”

This is irrespective of their marital status.

What action(s) can you take to address the differential impact?

Non required

3.5 Pregnancy and Maternity

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on pregnancy and maternity?

	Yes	No	N/A
Pregnancy		✓	
Maternity		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The guidance recognises and specifically identifies that in situations where both parents are employed (and earning the equivalent of at least 16 hours at NLW or NMW per week) but one or both parents are temporarily away from the workplace on parental, maternity, paternity or adoption leave, such families will be classed as eligible to benefit from the offer

What action(s) can you take to address the differential impact?

Non required

3.6 Race

Will this Policy/Strategy/Project//Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
White		✓	
Mixed / Multiple Ethnic Groups		✓	
Asian / Asian British		✓	
Black / African / Caribbean / Black British		✓	
Other Ethnic Groups		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Research (e.g. Caring and Earning Among Low Income Caribbean Pakistani and Somali Families; Joseph Rowntree Foundation; 2014) indicates that attitudes towards childcare vary significantly across minority communities.

The role of cultural or religious preferences may have an impact on the uptake of formal childcare opportunities but not on whether families are eligible.

What action(s) can you take to address the differential impact?

Data routinely collected and submitted to the Welsh Government will be reviewed to assess uptake from BME families.

3.7 Religion, Belief or Non-Belief

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on people with different religions, beliefs or non-beliefs?

	Yes	No	N/A
Buddhist		✓	
Christian		✓	
Hindu		✓	
Humanist		✓	
Jewish		✓	
Muslim		✓	
Sikh		✓	
Other		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

All childcare settings are required to operate in a manner that is sensitive to religious, cultural and language needs. Parents are able to select childcare providers that meet their personal needs and preferences.

What action(s) can you take to address the differential impact?

None required

3.8 Sex

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on men and/or women?

	Yes	No	N/A
Men		✓	
Women		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

The offer is available to all parents who meet the eligibility criteria (income, location) irrespective of sex

What action(s) can you take to address the differential impact?

None required

3.9 Sexual Orientation

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on the following groups?

	Yes	No	N/A
Bisexual		✓	
Gay Men		✓	
Gay Women/Lesbians		✓	
Heterosexual/Straight		✓	

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

All settings are required to operate in a non-discriminatory manner

What action(s) can you take to address the differential impact?

None required

3.10 Welsh Language

Will this Policy/Strategy/Project/Procedure/Service/Function have a **differential impact [positive/negative]** on Welsh Language?

	Yes	No	N/A
Welsh Language	✓		

Please give details/consequences of the differential impact, and provide supporting evidence, if any.

Positive: Parental choice of setting will allow eligible parents to utilise any Care Inspectorate Wales registered Welsh medium childcare provision that has signed up to deliver the offer.

What action(s) can you take to address the differential impact?

The local authority will work alongside Mudiad Meithrin as the National umbrella body for Welsh medium childcare, to seek opportunities to develop more Welsh medium childcare provision to meet any unmet demand.

4. Consultation and Engagement

What arrangements have been made to consult/engage with the various Equalities Groups?

The Welsh Government has launched a ‘Talk Childcare’ campaign on behalf of local authorities, aimed at engaging all stakeholders in the conversation about the offer, eligibility criteria and implementation, TalkChildCare@gov.wales

5. Summary of Actions [Listed in the Sections above]

Groups	Actions
Age	As the Welsh Government sets the criteria for eligibility and provides the funding to implement the offer, it is not possible to address any differential impact through this initiative.
Disability	A separate funding mechanism is available to support access to the offer for children with ALN and/or disabilities.
Gender Reassignment	None required
Marriage & Civil Partnership	None required
Pregnancy & Maternity	None required
Race	Data routinely collected and submitted to the Welsh Government will be reviewed to assess uptake from BME families.
Religion/Belief	None required
Sex	None required
Sexual Orientation	None required
Welsh Language	The local authority will work alongside Mudiad Meithrin as the National umbrella body for Welsh medium childcare, to seek opportunities to develop more Welsh medium childcare provision to meet any unmet demand.
Generic Over-Arching [applicable to all the above groups]	Data routinely collected and submitted to the Welsh Government will be reviewed to assess uptake of the offer and any barriers to access.

6. Further Action

Any recommendations for action that you plan to take as a result of this Equality Impact Assessment (listed in Summary of Actions) should be included as part of your Service Area’s Business Plan to be monitored on a regular basis.

7. Authorisation

The Template should be completed by the Lead Officer of the identified Policy/Strategy/Project/Function and approved by the appropriate Manager in each Service Area.

Completed By : Andy Senior	Date: 27/03/2018
Designation: Senior Childcare Business Support Officer	
Approved By: Avril Hooper	
Designation: Operational Manager	
Service Area: Education	

- 7.1 On completion of this Assessment, please ensure that the Form is posted on your Directorate's Page on CIS - *Council Wide/Management Systems/Equality Impact Assessments* - so that there is a record of all assessments undertaken in the Council.

For further information or assistance, please contact the Citizen Focus Team on 029 2087 3059 or email citizenfocus@cardiff.gov.uk

**SUPPLEMENTARY PLANNING GUIDANCE****TRANSPORT, PLANNING AND SUSTAINABILITY (COUNCILLOR
CARO WILD)****AGENDA ITEM: 6**

REPORT OF DIRECTOR PLANNING, TRANSPORT & ENVIRONMENT**Reason for this Report**

1. To advise on the outcome of consultation on the following draft Supplementary Planning Guidance (SPG) which help to deliver the Council's vision set out in the Capital Ambition Report, bring about positive improvements to neighbourhoods, and to recommend their approval, as amended, by the Council:
 - Archaeology and Archaeologically Sensitive Areas
 - Managing Transport Impacts (incorporating Parking Standards)

Background

2. The Council has a number of SPGs which were prepared to supplement the policies contained in previous adopted plans. In order to ensure conformity with the recently adopted Cardiff Local Development Plan (LDP) policies, a review of these is underway and a programme of SPG to support and amplify the policies in the LDP is currently being produced. These SPG's are the fourth tranche of this programme and further tranches will be brought before Cabinet and Council in next 12 months.
3. Welsh Government guidance encourages local planning authorities to prepare SPG to provide advice on how LDP policies will be implemented. This should help those involved in the development and planning process understand the purpose and objectives of policies and assist the submission of permissible planning applications.
4. SPG must be consistent with planning legislation, Welsh Government guidance and the LDP. It should be prepared in consultation with the public and appropriate interests, and their views should be taken into

account before formal Council approval. SPG may be given weight as a material consideration when making decisions on planning applications.

5. Consultation was undertaken between 9th November and 21st December 2018 on the SPGs is in line with the LDP Community Involvement Scheme. Consultation included the following:
 - A 6 weeks public consultation period
 - A public notice in the local press to notify anyone with an interest
 - Copies of the documents were made available to view in all Cardiff Libraries, County Hall and on the Council website.
6. In addition to this Councillors were notified about the current SPG consultation and an email/letter notification was sent out to consultees on the SPG Consultation List – this list included the formal LDP consultees and anyone else who has requested to be kept informed of SPG consultations, including businesses, interested groups and individuals. Each of the SPG appended to this report contains appendices outlining the specific consultation undertaken, a summary of the representations submitted and the changes made in response.
7. Most of the comments received were minor and technical in nature and a summary of the content of each of the SPG's together with a summary of any significant comments received and any proposed changes is included below. All of the amendments made to the SPG are relatively minor in nature and do not alter the main thrust of the documents.

Archaeologically and Archaeologically Sensitive Areas

8. This SPG sets out how archaeology will be addressed within the planning process. It details relevant national and local policies; how the known archaeological resource is registered and the data managed; how the planning process deals with archaeology and historic assets and defines the Archaeologically Sensitive Areas and the nature of archaeology. When adopted, this document will replace the existing SPG approved in 2006.
9. Representations were received from 1 consultee. A summary of this representation is identified within appendices of the document, together with associated responses, and where relevant, details of associated amendments that have been made to the document.

Managing Transport Impacts (Incorporating Parking Standards)

10. This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's Local Development Plan 2006-2026. It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use.

11. The SPG provides detailed guidance with regard to:
- How the Council will consider the impacts of development on the routes that make up the local highway network.
 - The detailed information that applicants for planning permission should include with their submissions to enable the Council to make a fully informed assessment of transport impacts.
 - The Council's approach to quantifying and assessing the transport impacts of development proposals as part of its determination of planning applications.
 - The types of transport infrastructure and other mitigation measures which may be sought to address transport impacts.
 - How the Council will seek to secure the transport infrastructure and other transport measures required to mitigate transport impacts, enable development to proceed and support the implementation of Transport policies in the Local Development Plan.
 - The scope and content of Travel Plans required as part of the overall package of measures to mitigate impacts and support the implementation of LDP transport policies.
 - The parking standards which apply to different types of development in specific areas of the city
 - How the impacts of developments upon Public Rights of Way will be considered and the likely requirements for mitigation.
12. Representations were received from 17 consultees, providing around 100 individual comments. These representations are identified within the appendices of the document, together with associated responses, and where relevant, details of associated amendments that have been made to the document.
13. The amendments proposed to the SPG include clarification of the requirements for garages, where these are also used to provide cycle parking (6.32) and ensuring that the use 'must'/'will' as opposed to 'should'/'can' is consistent and appropriate for the requirements being set out in the guidance. The Junction Assessment Tool (formerly Appendix 3) has also been removed from the appendices as it may be necessary to amend this periodically. It will be publically available and remains a recommended tool.

Reason for the Recommendation

14. To comply with Welsh Government guidance on the process for preparing Supplementary Planning Guidance.

Legal Implications

15. The Cardiff Local Development Plan (LDP) was adopted on 28 January 2016 and contains policies and proposals which provide the basis for deciding planning applications. The policies in the adopted Cardiff LDP

have special status under section 38(6) of the Planning and Compulsory Purchase Act 2004 which means that planning decisions must be taken in accordance with it unless material considerations indicate otherwise.

16. Whilst the LDP contains policies and proposals which provide the basis for deciding planning applications supplementary planning guidance (SPG) can be used as a means of setting out more detailed guidance on the way in which those policies will be applied in particular circumstances or areas. SPG may be taken into account as a material consideration when determining planning applications.
17. In order for a SPG to be given as much weight as possible as a material consideration it must be formulated, prepared and adopted in the proper manner.

Powers and Duties

18. The Council has a duty to seek to continually improve in the exercise of its functions (which includes where appropriate powers) in terms of inter alia strategic effectiveness, service quality and availability, sustainability, efficiency and innovation pursuant to the Local Government (Wales) Measure 2009.
19. Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 imposes a duty on public bodies to carry out sustainable development in accordance with the sustainable development principle to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs (section 5).
20. In considering this matter the decision maker must have regard to the Council's duties under the Equality Act 2010. Pursuant to these legal duties Councils must, in making decisions, have regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: (a) Age, (b) Gender reassignment (c) Sex (d) Race – including ethnic or national origin, colour or nationality, (e) Disability, (f) Pregnancy and maternity (g) Marriage and civil partnership, (h) sexual orientation (i) Religion or belief – including lack of belief.
21. The LDP was subjected to an Equalities Impact Assessment. The SPGs supplement and provide guidance on the policies which were prepared within this framework.

Financial Implications

22. No direct financial implications are expected to arise for the Council following the approval of the specific Supplementary Planning Guidance included in this report.

RECOMMENDATION

Cabinet is recommended to recommend that Council approve the Archaeology and Archaeological Sensitive Areas and Managing Transportation Impacts (Incorporating Parking Standards) SPG, appended to this report.

ANDREW GREGORY

Director

13 April 2018

The following Appendices are attached:

Appendix 1: Supplementary Planning Guidance: Archaeology and Archaeological Sensitive Areas

Appendix 2: Supplementary Planning Guidance: Managing Transportation Impacts (Incorporating Parking Standards)

Mae'r dudalen hon yn wag yn fwriadol

Archaeology & Archaeologically Sensitive Areas

Supplementary Planning Guidance



April 2018

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- A: How do I find an archaeologist?
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- C: Consultation on Draft SPG
- D: Consultation Representations and Responses on the Draft SPG
- E: Bibliography Legislation and Guidance

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

1 Introduction

- 1.1 This Supplementary Planning Guidance (SPG) provides guidance on the city's archaeological heritage within the planning process.
- 1.2 Welsh Government support the use of SPG to set out detailed guidance on the way in which development plan policies will be applied in particular circumstances or areas. SPG must be consistent with development plan policies and national planning policy guidance. Before it is adopted, an SPG undergoes a period of public consultation and must be approved by the council. Upon adoption, SPG becomes a material consideration in the determination of relevant planning applications.
- 1.3 This document provides further guidance on how Policies KP17 and EN9 of the Cardiff Local Development Plan (LDP) 2006-2026 are to be implemented and to set out how archaeology will be addressed within the planning process. It details relevant national and local policies; how the known archaeological resource is registered and the data managed; how the planning process deals with archaeology and historic assets and defines the Archaeologically Sensitive Areas and the nature of archaeology.
- 1.4 Cardiff Council's area includes a wide variety of many historic and archaeological remains. These vary in age, extent and importance, but all are a finite resource. In some areas where there is a greater potential for archaeological remains to survive, Archaeologically Sensitive Areas (ASA) have been delineated.
- 1.5 All data is correct at the time of compilation (July 31st 2017). It is normal for figures to change on a regular basis and therefore for an up to date dataset of figures, GGAT HER should be contacted.
- 1.6 When adopted, this document will replace the existing SPG approved in 2006.

2 Defining Archaeology

- 2.1 Archaeological remains are an important finite source of information about the past. Their investigation and, where appropriate, preservation is important in its own right and can provide an invaluable educational and tourism resource. It is important to preserve this resource and to ensure that remains that maybe present are not destroyed through ignorance of their location and importance or through careless development. The effect of many types of development on these can be mitigated by a variety of means, and depend both on the type of development and the type of archaeological resource.
- 2.2 Archaeology means the study of human history through its physical remains; these remains include both above ground as well as below ground features. These remains tell how people in the past lived, worked, ate and drank, travelled and died. Evidence of this past activity can be represented by large or small scale remains; buildings, ruins, open landscapes, parks and gardens, single finds, scatters of finds such as at flint working sites.

- 2.3 Buried remains can include often ephemeral artefacts preserved in anaerobic conditions, organic materials such as leather and fabrics, as well as plant material. Identification of these remains can be made by physically intrusive, such as trial trenching, open excavation, sampling of soil, plants and archaeological finds, or non-intrusive intervention, such as geophysical survey, LiDAR, reviewing aerial photographs, historic maps regression, walk-over surveys, 3D laser scanning and modelling.

3 Roles and Responsibilities

- 3.1 In Wales, where local planning authorities do not have in house archaeological planning expertise, this is provided by the four regional Welsh Archaeological Trusts. In south east Wales, Glamorgan Gwent Archaeological Trust provide planning advice relating to non-designated archaeological remains.
- 3.2 Cadw, the Welsh Government's historic environment service gives advice on the protection and conservation of designated and statutorily protected sites such as scheduled monuments, listed buildings, historic landscapes, parks and gardens, World Heritage Sites, and battlefields.

4 Archaeology in Cardiff

- 4.1 The variety of archaeological remains in Cardiff's local authority area encompasses dates that range from the Palaeolithic period, the period prior to the end of the last ice age, Neolithic, the era of settled farming c5,000 to 2,500 years BC; through to modern 20th century military, and industrial sites. The nature of the remains differs hugely with Mesolithic and Neolithic finds scattered across the area, but with concentrations of activity at the Levels, with little evidence of structures or settlement, to extensive and heavily landscaped sites with large structures such as those around the docks and the 20th century civic centre and planned formal open areas.
- 4.2 Some sites such as the munitions works cannot be examined in isolation, forming part of a wider war effort. The same is important for the interlinked industrial infrastructure, dating from the late 18th century, with mineral extractive and metallurgical landscapes in the valleys to the north being transported to the docks by canal and rail. These latter systems are representative of and contributed to south Wales becoming a world leader in metallurgical industries such as iron, steel and copper, with international links for the export of coal and finished metals around the world.
- 4.3 Dense clusters of settlement such as in the centre of Cardiff city represent continuous settlement for over two thousand years, from the Roman period, and the archaeological resource will be a combination of upstanding buildings and deeply stratified (layered) below ground evidence of earlier settlement. Villages, including those now included in the urban area, with Medieval origins such as St Fagans, Llanishen and Llanederyn may also have shrunken in size following plague an economic decline, leaving buried remains of settlement.
- 4.4 Areas of greater archaeological potential or sensitivity may, therefore, have numerically few data points. For example, Medieval granges (farms owned by monastic communities and farmed by lay people) which were extensive in area of land, would have had relatively few buildings and are now preserved as place names, such as Grangetown, although Llystalybont, and Roath also had granges.

- 4.5 The nature of the remains differs hugely with the prehistoric pollen remains dated from deeply stratified deposits at Trident Park, scattered evidence of Mesolithic and Neolithic flint tools, and no evidence of structures, to extensive and heavily landscaped sites such as Cardiff Docks, and modern rail and canal infrastructure.

5 Processing of Archaeological Planning Enquiries

- 5.1 **Consultation with GGAT** archaeological planning, as the archaeological planning advisors to the local planning authority, **at the earliest stage of a development proposal is strongly recommended.**
- 5.2 If archaeological work is required, **it is important for the developer to employ an archaeological consultant or archaeological contractor at an early stage** to ensure work is undertaken to standard, avoiding delays.
- 5.3 Early consultation will help to determine if there is a significant constraint that may prevent development, or if there is an archaeological impact to a development. Supplying a red line outline boundary of the development area, to include any access tracks or roads, utilities connections and site compounds, plus a brief written description of the proposed development will be the first step. It is important to provide either an accurate grid reference or a georeferenced plan; also to quote any planning reference number.
- 5.4 The planning team will consult the Historic Environment Record, and where archaeological remains are known to exist or there is a potential for them to survive, there are initially two ways to proceed: pre-determination work, or post-determination as a condition.

6 National Policy Context

- 6.1 National Planning Policy for Wales is set out in Planning Policy Wales (Edition 9, November 2016): this is the land use policy for Wales and includes the historic environment, and is supplemented by Technical Advice Notes (TANs), and particularly in respect of the historic environment TAN 24: The Historic Environment.

Historic Environment (Wales) Act 2016

- 6.2 The Historic Environment (Wales) Act 2016 makes important improvements to the existing systems for the protection of the Welsh historic environment; giving more effective protection to listed and scheduled structures and enhancing existing mechanisms for the sustainable management of the historic environment.
- 6.3 New measures include the creation of a statutory register of historic parks and gardens and of an independent panel to advise on historic environment policy and strategy; powers for local authorities to act swiftly if listed or historic buildings are under threat and for halting unauthorised works and works that damage scheduled monuments. It also secures a more stable future for the Historic Environment Records in Wales. Link to the Act: www.legislation.gov.uk/anaw/2016/4/section/1

Planning Policy Wales

- 6.4 Chapter Six of Planning Policy Wales, Conserving the Historic Environment, deals with the protection of the historic environment in Wales. Its objectives recognise the importance of the historic environment, archaeological remains and historic buildings as a finite and non-renewable resource, also as a resource for future generations. It notes the importance of the role of local planning authorities in securing this as part of their wider remit, and importance of collaborative and partnership working. The most recent to date (as of 31 July 2017) is Edition 9, published in November 2016. Link to current Chapter Six of Planning Policy Wales: gov.wales/docs/desh/publications/161117ppw-chapter-6-en.pdf

Technical Advice Note (TAN) 24: The Historic Environment

- 6.5 This is the Welsh Government TAN which supplements the Historic Environment (Wales) Act 2016, in respect of the historic environment and replaces the two Welsh Office Circulars 60/96 and 61/96. It should be read in conjunction with Planning Policy Wales, and the Welsh Government's Historic Environment Service (Cadw) best practice guides, all of which should be taken into account by local planning authorities in the preparation of their development plans and during the determination of planning applications.
- 6.6 The TAN's purpose is to provide guidance on how the planning system considers the historic environment during both the development plan preparation and decision making on planning and Listed Building consent applications. It provides specific guidance on:
- World Heritage Sites, their Outstanding Universal Value and setting
 - Scheduled Monuments, and their setting
 - Archaeological remains, all of which are a material consideration in determining a planning application, and their setting
 - Listed buildings
 - Conservation areas
 - Historic parks and gardens
 - Historic landscapes
 - Historic assets of special local interest.
- 6.7 In using the TAN for creating development plans via Sustainability Appraisals and Strategic Environmental assessments, the historic environment must be considered. It also contributes to the needs of a modern and accountable system for considering how changes affecting the historic environment are managed through the planning system.
- 6.8 The TAN also includes advice on Supplementary Planning Guidance (SPG) which may be developed and adopted by local planning authorities to assist them in delivering local development plan policies. Specific guidance relating to the historic environment might include:
- World Heritage Sites, and the preservation of the Outstanding Universal Value
 - Archaeologically Sensitive Areas
 - List of historic assets of special local interest
 - Characterisation to inform regeneration or enhancement of town centres
 - Design guidance for development briefs containing significant historic assets
 - Conservation Area management plans

- 6.9 TAN 24 also includes a glossary of terms, explanatory for reference to the historic environment: gov.wales/docs/desh/policy/170531tan-24-the-historic-environment-en.pdf

Wales Spatial Plan 2008

- 6.10 The Wales Spatial Plan (2008 Update) provides a shared strategic direction, a plan upon which investment and development can be considered; it states and recognises that Wales as a whole and each of the regions is rich in archaeology and history, which is an integral part of its cultural identity. It provides context and direction for Local Development Plans and therefore for the management of the historic environment. Link to the 2008 Update: gov.wales/docs/desh/publications/130701wales-spatial-plan-2008-update-en.pdf

Well-being of Future Generations (Wales) Act 2015

- 6.11 The Well-being of Future Generations (Wales) Act 2015 places duties on public bodies that include promotion and protection of heritage for sustainable futures. To enable this, it sets out seven goals for a sustainable improvement to the well-being of Wales' population, which are: a prosperous Wales, a resilient Wales, a healthier Wales, a more equal Wales, a Wales of cohesive communities, a Wales of vibrant culture and thriving Welsh language, and a globally responsible Wales.
- 6.12 Within this, it is acknowledged that the contribution made by understanding of the historic environment, the protection and promotion of culture to the well-being of Welsh life. As part of the Act, the Public Bodies listed are required to produce measurable outcomes relating to objectives and culture and historic assets re part of this. Link to the Act: www.legislation.gov.uk/anaw/2015/2/pdfs/anaw_20150002_en.pdf

7 Cardiff Local Development Plan 2006-2026

- 7.1 Local policies complement the national and in the case of historic assets further set out how the local planning authority will address archaeology within the planning process.

Cardiff Council Local Development Plan 2006-2026

- 7.2 The Local Development Plan acknowledges the importance of the built heritage and the archaeological heritage within Cardiff, and briefly expands on the range in date and type of the protected areas that give distinctiveness to Cardiff. The council seeks to address the issues of pressure or impact upon these by having two thematic policies within the Local Development Plan which relate to archaeological and heritage, and this Supplementary Planning Guide (SPG) which focuses on Archaeologically Sensitive Areas and containing measures to protect, manage and enhance the area's heritage assets and historic environment.

Policy KP17: Built Heritage (paragraphs 4.173 to 4.179)

Cardiff's distinctive heritage assets will be protected, managed and enhanced, in particular the character and setting of its Scheduled Ancient Monuments; Listed Buildings; Registered Historic

Landscapes, Parks and Gardens; Conservation Areas; Locally Listed Buildings and other features of local interest that positively contribute to the distinctiveness of the city.

EN9: Conservation of the Historic Environment (paragraphs 5.152 to 5.168)

Development relating to any of the heritage assets listed below (or their settings) will only be permitted where it can be demonstrated that it preserves or enhances that asset's architectural quality, historic and cultural significance, character, integrity and/or setting.

- i. Scheduled Ancient Monuments;*
- ii. Listed Buildings and their curtilage structures;*
- iii. Conservation Areas;*
- iv. Archaeologically Sensitive Areas;*
- v. Registered Historic Landscapes, Parks and Gardens; or*
- vi. Locally Listed Buildings of Merit and other historic features of interest that positively contribute to the distinctiveness of the city.*

8 Historic Environment Records

- 8.1 The Historic Environment Record (HER) is a national Wales database containing information on all known archaeological and historical sites. Provision for HERs and their maintenance is detailed in the Historic Environment (Wales) Act 2016, Part 4, Sections 35-37.
- 8.2 Cardiff Council does not have its own in house specialists to curate and maintain a HER itself, but has adopted the HER curated by Glamorgan Gwent Archaeological Trust. The HER is not, and will never be, a complete register as new sites, finds and archaeological information is being added regularly, ranging in date from the Neolithic through to Modern civic, military and industrial.
- 8.3 HER data concerning sites and find spots may occur in clusters, although this is dependent on period and type, some may be more widespread and related to landscape use and current understanding. A data point may refer to a single find or a building, but also to a larger area, for instance, scatters of flint tools, a Roman fort, a burial ground, or a linear feature such as a road, canal or railway.
- 8.4 Currently, recorded within the HER there are **28** Scheduled Ancient Monuments within Cardiff Council's administrative area, and **857** Listed Buildings and in excess of **1293** archaeological sites, including 298 events, which is information on archaeological work that has been undertaken.
- 8.5 However, it must be emphasised that the absence of a record on the HER does not mean that no archaeological interest exists in an area and Glamorgan Gwent Archaeological Trust will continue to monitor planning applications and advise the planning authority where proposed development could have an impact on unrecorded archaeological sites. The HER page on the Glamorgan Gwent Archaeological Trust website is at www.ggat.org.uk/her/her.html

9 Archaeology in the Planning Process

A: Early consultation at pre-planning stage

- 9.1 Early consultation regarding archaeology from the applicant/prospective developer to the local planning authority is encouraged within the planning system. In areas that are designated as ASAs or where archaeological material is suspected, early consultation and discussion with Glamorgan Gwent Archaeological Trust Archaeological Planning is recommended, who will make an initial search. Dependent on the results of this, a desk based assessment or field evaluation may be required to be undertaken prior to submitting a planning application (Planning Policy Wales, Chapter Six, Paragraph 6.5.6, TAN 24: The Historic Environment, Paragraphs 4.7 and 4.8). The results of these should be submitted as part of any planning application. Developers should note that the failure to submit information on the archaeological resource with the application could lead to significant delays in determining the application.
- 9.2 At this stage, any archaeological implications can then be identified and the appropriate mitigation strategy considered, if necessary, early within the consideration of the planning application. Planning Policy Wales (Paragraph 6.5.5) and TAN 24: The Historic Environment (Paragraphs 4.2 and 4.11) stress that there should be a presumption in favour of the physical preservation in situ of archaeological remains. However, if this is not justified given the circumstances of the case (PPW, Paragraph 6.5.7; TAN 24: The Historic Environment Paragraphs 4.12 to 4.15) then the developer should make appropriate and satisfactory provision for archaeological investigation and recording of the remains, and the results made available to the public.
- 9.3 They may also wish to submit details of any measures that have been incorporated into the design of the development in order to preserve the archaeological resource and any other strategies that will be in place to protect it. This will assist in the determination of whether an archaeological interest exists and, if so, whether the remains merit preservation *in situ* or “by record” (i.e. excavation) prior to development.
- 9.4 The local planning authority may require the applicant to commission a suitably qualified archaeologist to prepare an archaeological assessment of the site and/or to carry out an *archaeological evaluation* of the area (see Glossary of Terms for more details). The archaeologist should be either a Registered Organisation with the Chartered Institute of Archaeologists (CIfA) or have Member level membership (MCIfA); this ensures the appropriate experience, competence and expertise in dealing with complex archaeological projects. www.archaeologists.net/regulation/organisations.
- 9.5 If it is necessary to undertake an *archaeological or historic environment desk-based assessment* (see Glossary of Terms for more details), the work (both the project design and final assessment report) should meet the Standards and Guidance for Archaeological Desk-Based Assessments set by the Chartered Institute for Archaeologists www.archaeologists.net/sites/default/files/CIfAS%26GDBA_3.pdf. A desk-based assessment may provide sufficient information to preclude the need for field work prior to the submission of the planning application and it is recommended that GGAT are consulted on this. If sufficient information has been gathered, then an appropriate site strategy should be prepared for submission.

- 9.6 The results of an assessment, or initial search may show that a field evaluation involving intrusive trenching or open area excavation is required (Planning Policy Wales, Chapter 6, Paragraph 6.5.7, and TAN 24: The Historic Environment, Paragraph 4.8). This provides information on the depth and nature of any archaeological remains if there is insufficient information on the archaeological resource for the impact of the development on it to be determined.
- 9.7 Field evaluations should be undertaken to a brief supplied by Glamorgan Gwent Archaeological Trust Archaeological Planning; the evaluation should not be undertaken until a detailed specification prepared by the archaeological contractor undertaking the work has been approved by Glamorgan Gwent Archaeological Trust Archaeological Planning. The brief outlines the required works, and the specification details how the required works will be achieved.
- 9.8 All fieldwork and reports on the work will be monitored by Glamorgan Gwent Archaeological Trust Archaeological Planning and details of the monitoring policies can be found at www.ggat.org.uk/archplan/monitoring.html. **It should be noted that work that has not been undertaken in accordance with an approved project design and which has not been monitored may be rejected.**
- 9.9 Other field survey and recording elements that are usually undertaken as part of pre-planning to inform either further intrusive archaeological works or to fulfil recording of features are earthwork surveys (for example, field boundaries or ridge and furrow), field walking (either as part of the assessment or to record the extent and nature of finds scatters), and geophysical survey, which can allow intrusive trenching to be targeted on potential features, but it is important to note that results vary with differing geology.
- 9.10 Once the field work has been carried out the results will need to be analysed by the archaeological contractor and a report on the works produced. The information contained in the report should be sufficient for the importance and nature of the archaeological resource and its extent to be determined, and an appropriate mitigation strategy to be produced. This may be attached to a consent as a condition, but also may require further pre-determination field work.
- 9.11 *Regulation 4 of the Town and Country Planning (Applications) Regulations 1988 (SI 1812)*, allows the Council to require the submission of necessary details to allow a planning application to be determined. If the necessary information is not provided then permission can be refused. This would include failure to provide adequate archaeological information. If this were to be the case Glamorgan Gwent Archaeological Trust Archaeological Planning may recommend refusal or that a decision be deferred, an approach upheld by the Planning Inspectorate in appeals against non-determination.

B: Planning permission and attached conditions

- 9.12 The impact of the proposed development on the archaeological resource will be one of the material issues that the Authority will consider when they are determining the application, and whether or not the archaeological resource can be preserved in-situ on the site and be protected in the development. In cases involving less significant archaeological remains, the relative importance of the archaeological remains and their settings will be weighed against other factors, including the need for the proposed development.

- 9.13 As Paragraph 6.5.7 and 6.5.8 of Chapter 6 of Planning Policy Wales, and TAN 24: The Historic Environment Paragraph 4.12 state, where a local planning authority decides that physical preservation in situ is not justified, and development should proceed, in order to secure the appropriate archaeological investigation and recording, negative conditions may be imposed to prohibit the development being undertaken until the works and other actions, including organisation and deposition of the archive into an approved repository, have been carried out.
- 9.14 TAN 24: The Historic Environment, has replaced the two WO Circulars 60/96 and 61/96, and does not include conditions.
- 9.15 Conditions relevant to archaeology are included in WO Circular 16/2014: The Use of Planning Conditions for Development Management, described in Paragraphs 5.46, 5.47 and 5.48, and annexed as Sections 22, 23 and 24.

Section 24 is a negative condition:

No development shall take place until the applicant, or their agents or successors in title, has secured agreement for a written scheme of historic environment mitigation which has been submitted by the applicant and approved by the local planning authority. Thereafter, the programme of work will be fully carried out in accordance with the requirements and standards of the written scheme.

Section 22 is the condition for an archaeological watching brief:

No development or site clearance shall commence until the local planning authority have been informed in writing of the name of a professionally qualified archaeologist who is to be present during the undertaking of any excavations in the development areas so that a watching brief can be conducted. No work shall commence until the local planning authority has confirmed in writing that the proposed archaeologist is suitable. A copy of the watching brief report shall be submitted to the Local Planning Authority within two months of the fieldwork being completed by the archaeologist.

Prior to implementing any planning permission, the developer must prove that suitable provision has been made for the archaeological investigation of the site, the recording of archaeological remains, and publication of the findings of the archaeological work as necessary.

- 9.16 The negative archaeological condition may also include provision for differing types of written scheme, which may include, for example, building recording, or from a watching brief to full excavation. In normal circumstances Glamorgan Gwent Archaeological Trust Archaeological Planning will outline the programme of work that they envisage being carried out in their letter recommending that the condition is attached to the planning permission. In general the applicant should engage an archaeologist to inspect their proposed development plans and devise a suitable written scheme. Glamorgan Gwent Archaeological Trust Archaeological Planning will not prepare this but are willing to discuss its contents with the appointed archaeologist in order to ensure that a suitable scheme is devised and proposed. Occasionally, a programme could include contingency arrangements in case complex archaeology, or, for example, human remains, is discovered.
- 9.17 The implementation of the archaeological works may also be secured occasionally by legal agreement.

The archaeological investigation will normally be carried out in order to meet a condition; but in appropriate cases a Section 106 Agreement (Town and Country Planning Act, 1990, Section 106) may be entered into to formalise any voluntary agreements, thus making them legally binding, made between the applicant and the Authority. These agreements regulate development and may include provision for funding; means of investigation, i.e. excavation; and the subsequent recording of the site in question and the publication of results.

- 9.18 All the resultant archaeological information should be deposited with the appropriate HER for public use, which is in accordance with TAN 24: The Historic Environment, Paragraph 4.12, which requires the publication of results when archaeological remains are preserved by record. To ensure this all discussions with the developer/applicant must include an agreement to place copies with the HER.

C: Discharge of planning conditions

- 9.19 In most instances this requires the formal submission of details to the Local Authority. Recent case law (Henry Boot Homes v. Bassetlaw DC, 2002) has ruled that in most cases development which commences prior to the discharge of relevant planning conditions, is not lawful. Any development carried out in breach of condition **constitutes a breach of planning control**. As such, any enquiry received as a result of a local search relating to the property will show the development is unauthorised.

Partial discharge of planning conditions

- 9.20 A condition requiring a watching brief to be undertaken is partly met when the applicant informs the Council of the name of their appointed suitably qualified archaeologist. It is fully discharged once the watching brief has been carried out and a report on the work has been submitted and approved.
- 9.21 Discharging a condition requiring an archaeological programme of investigation is more complex. In the first instance, the programme of archaeological work designed by the applicant's archaeologist needs to be submitted to the Council. Once this has been approved the on-site works outlined in the document will need to be undertaken. On completion of these works, either a final report can be produced or, in the case of excavations, a post-excavation assessment will be produced. In the latter case the works outlined in the assessment will need to be undertaken and then the final report produced. This process can take some time and it is recommended that the applicant should submit information at the end of each of the above stages to the Council (and through them Glamorgan Gwent Archaeological Trust) in order for a partial discharge of condition notice to be issued. Only when the final report is submitted and, if deemed necessary, the publication of the results in a suitable medium has been agreed will full discharge of the condition be possible (TAN 24: The Historic Environment, Paragraph 4.14).

D: Breaches of planning condition; enforcement

- 9.22 **The discharge of conditions should be addressed early in the development process and serious consequences, including formal enforcement action by the Council, can result from undertaking work in breach of condition.**
- 9.23 The Council has powers under Section 187A of the Town & Country Planning Act 1990 to issue a Breach

of Condition Notice requiring steps to be taken to remedy this breach of planning control. Failure to comply with the requirements of a Breach of Condition Notice is a criminal offence, against which prosecution proceedings may be taken at the Magistrates' Court.

- 9.24 Further information is available from the Welsh Government's website and the documentation within *The Planning Series 7: Enforcement* and *Welsh Office Circular 24/97: Enforcing Planning Control: Legislative Provisions and Procedural Requirements*.
- 9.25 The maximum penalty for breach of enforcement notice is £20,000 and for a breach of condition is currently a fine of £1,000 or, upon conviction on indictment, an unlimited fine. The Historic Environment (Wales) Act 2016 Part 2 also includes details of enforcement action that can be taken, temporary stop notices and powers of entry.

E: Archaeological material discovered once development has commenced

- 9.26 It is a rare occurrence that archaeological remains only become apparent when a development has commenced. If it does occur, the policy advice for preserving archaeological material in situ stands (Planning Policy Wales, Paragraph 6.5.5 and TAN 24: The Historic Environment, Paragraphs 5.32 and 5.33) and as such the Authority will seek this outcome. Therefore if previously unrecorded and unexpected archaeological remains are discovered in an application area once development has commenced, the impact of the development upon it will be a material consideration in the planning process.
- 9.27 The preservation of material in situ does not necessarily preclude development as such deposits may be sealed or incorporated in to the design of a structure, as a mitigation strategy. If a developer will not accommodate important remains within their plans the Authority will have to consider refusing the proposal, but this would depend on the merits of the case, taking account of the importance of the remains and other material considerations. In exceptional circumstances, this may mean that the proposed development is inappropriate on a site and permission will be refused.

10 Statutorily Protected Sites

- 10.1 The protection of statutorily protected sites, which include scheduled ancient monuments, listed buildings, parks, gardens and landscapes, is required by legislation and the planning policy framework.
- 10.2 In Wales, these are given statutory protection under the provisions of The Historic Environment (Wales) Act 2016 Part 2 and Part 3, as well as nationally important archaeological sites currently given as scheduled ancient monuments under the Ancient Monuments and Archaeological Areas Act 1979.
- 10.3 A scheduled ancient monument is defined in Section 61(7) of the Ancient Monuments and Archaeological Area Act 1979 as:
- a) *any building, structure or work, whether above or below the surface of the land, and any cave or excavation;*
 - b) *any site comprising the remains of any such building, structure or work or of any cave or*

- excavation; and*
- c) any site comprising, or comprising the remains of, any vehicle, vessel, aircraft or other movable structure or part thereof which neither constitutes nor forms part of any work which is a monument within paragraph (a) above;*
 - d) any machinery attached to a monument shall be regarded as part of the monument if it could not be detached without being dismantled.*

- 10.4 The Historic Environment (Wales) Act 2016 Part 2; Planning Policy Wales Chapter 6, Paragraph 6.5.5 and TAN 24: The Historic Environment Paragraph 4.2 and 4.9 state that a monument and its setting, irrespective of it being scheduled or not, is a material consideration in determining an application for planning permission. When considering development proposals that affect scheduled monuments, or other statutorily protected or other nationally important remains there should be a presumption in favour of their physical preservation.
- 10.5 If works to a scheduled site, or which affect the setting of a monument, are considered, Cadw must be consulted. Works that directly affect scheduled sites require scheduled monument consent, the prior consent of Welsh Ministers, in addition to any planning permission required for development; an application for consent must be made to the Welsh Ministers via Cadw.
- 10.6 There are also ten class consents in place that allow specified types of work at scheduled sites; these are listed in the Cadw publication Scheduled Monument Consent (cadw.gov.wales/docs/cadw/publications/Scheduled_Monument_Consent_EN.pdf) and the TAN 24: The Historic Environment, Annex A.8.

11 Archaeologically Sensitive Areas

Defining Archaeologically Sensitive Areas

- 11.1 The designation as Archaeologically Sensitive Areas (ASA) highlights the archaeological significance of these areas, the need for potential developers to seek professional archaeological advice to ascertain the archaeological significance of a site, the possible impact of the development on the archaeological resource and how that effect might be mitigated.

ASAs are not the only areas within the city's boundary where archaeology will be a factor in the determination of planning applications, but show the most likely areas where this could occur.

- 11.2 ASA designation is not intended to introduce new policies or restrictions to development but to indicate to developers those areas where it is more likely that the effect of the development on the archaeological resource could become an issue prior to or during the determination of a planning application. Identification enables the developer, the LPA and its advisors, to identify where additional information may be required prior to the submission of a planning application, or is required to be submitted with a planning application, in order to establish the importance of the archaeological resource and the effect of the proposed development.
- 11.3 **Archaeological remains are not confined to the ASAs; the boundaries illustrate a core or cluster of data points and it should not be taken that areas outside a designated ASA do not contain archaeological**

and historical sites of importance and that these could be a factor in the determination of any planning application. It is strongly recommended that the archaeological advisors to the local planning authority, Glamorgan Gwent Archaeological Trust, are consulted early in the design process of any proposed development in Cardiff Council's area to check whether or not any archaeological sites are present or suspected of being located in the development area, and to check whether mitigation pre-determination or post-determination is necessary.

- 11.4 The ASAs have been designated following appraisal by the archaeological advisors to the local planning authority, Glamorgan Gwent Archaeological Trust, to define the most likely areas in which archaeology may become a component in the determination of planning applications and give potential developers early indications of such factors.
- 11.5 Core data refers to the number of sites and finds recorded on the HER from a variety of sources; event data relates to recorded archaeological intervention, for example, non-intrusive works such as archaeological or heritage assets assessments, appraisals, building recordings and geophysical surveys, and intrusive works such as excavations, field evaluations, and monitoring of intrusive development works, test-pits and sampling. Data points register the information within The Historic Environment Record and indicate the existence of remains but not necessarily their physical extent. Larger areas that form designed landscapes such as Registered Parks and Gardens; or Registered Landscapes and their constituent character areas, are delineated by polygons, as are scheduled ancient monuments.
- 11.6 Minor alterations to the boundaries have been made to all four of the Archaeologically Sensitive Areas; these are primarily due to updates and changes to the digital base mapping, but also have been made with the ability to view historic mapping as a digital layer. The ASAs are now more cohesive as a result.

ASA 1: The City Centre

Community: Castle

Principal Designations

Scheduled Monuments: GM171 Cardiff Castle and Roman Fort; GM173 Dominican Friary

Listed Buildings: 119, including three Grade I and eight Grade II*

Conservation Areas: Cathays Park, Queen Street, St. Mary Street, Churchill Way, Charles Street.

Register of Parks and Gardens of Special Historic Interest

Grade I: Cardiff Castle and Bute Park: GM22

Grade II: Cathays Park: GM26

Historic Environment Record Registers

Core Entries: 431

Event Records: 67

Significance

Important series of Roman forts and settlement, 1st to 3rd centuries; planned Medieval town, founded in the 11th century; expanded and received charters from the 12th century onwards. Core settlement was around the 11th century castle and St John's and St Mary's churches; monasteries of Blackfriars and Greyfriars. Major expansion from 19th century as a result of industry; docks, rail, canals and associated social features. Early 20th century planned parks and gardens, and civic buildings.

Reasons for Increased Archaeological Potential

During the second half of the 1st century AD, the first Roman fort was built of timber and earth, it had a short life and was replaced at the end of the first century by an auxiliary fort, also of earth and timber, to the north of the first fort. A third fort, built on a differing alignment during the 3rd century and a fourth fort, built in the later 3rd century was occupied until the later 4th century. Following archaeological excavation of some areas, evidence of roads, defensive walls, gatehouses and ditches, buildings, metalworking, bath-houses, and civilian settlements to the north and south of the forts that would also have included cemeteries, have been identified. The full extent of the Roman occupation is not known, although it must be noted that the low lying topography has shown that archaeological remains, particularly finds of organic origin, are well preserved.

During the 11th century, following the Norman invasion, the area of south Wales and the fertile coastal lowlands was settled quickly. The castle at Cardiff was established in approximately 1081 AD; the bailey walls followed the defensive lines of the last Roman fort. The motte raised in the north west corner of the castle bailey was the largest in Wales and was surrounded by a moat. The settlement around the castle was defended by a palisade

and later walls and the western side defended by the river Taff, the course of which until the 19th century flowed to the east of its current route.

The castle, motte, keep and bailey underwent development as a series of buildings, walls, pits, palisades and bridges were constructed and replaced between the 11th century and the 15th century. The line of the town defences is noted on 19th century Ordnance Survey maps, and the archaeological resource, particularly from this period, will be more concentrated within this area. St John's church is known by 1173 AD and the area was settled more densely in the 13th century. St Mary's church was located close to the south gate of the town, on the east side of the river. Noted in 1107 AD, it was abandoned in the 17th century.

The monastery of the Blackfriars (Dominicans) lay outside the defences of the town to the north of the castle, in the present Bute Park. The monastery is believed to have been founded by Richard de Clare in 1256 AD, and consolidation work on the remains of the Dominican Priory indicate an early 14th century date. The priory included a church, cloister, monastic cells and ranges of buildings. To the east of the castle, outside the town walls, the Greyfriars monastery was located; founded in 1289 AD by Gilbert de Clare, this would also have included a church, cloister cells and ranges.

During the post-medieval period (16th to 19th century) the town itself expanded beyond the East Gate along the line of Queen Street, as a suburb named Crockherbtown. The origins of this are in the Medieval period and may be related to the monks growing herbs for sale at the town gate. Modern and 19th century industrial developments created the significant expansion of the town; this important phase has great socio-cultural relevance as a major factor in South Wales being a world leader in minerals and metallurgy.

As the area has become developed and built up, superficial layers of archaeological material may have been lost or damaged, but deeply situated remains exist and have been encountered by deep enabling and construction works. As the process of redevelopment has occurred over centuries, the result is an area of concentrated, stratified remains where evidence of previous buildings, infrastructure and finds is preserved. The course of the river Taff, having been moved west and partly canalised in the 19th century changed the topography and meant that some parts of the area have been subject to alluvial action. Remains are sensitive to development pressures, and it must be noted that the boundary of this area indicates the concentration of archaeological activity, not the extent of historic activity, and that archaeological remains exist outside the boundary.

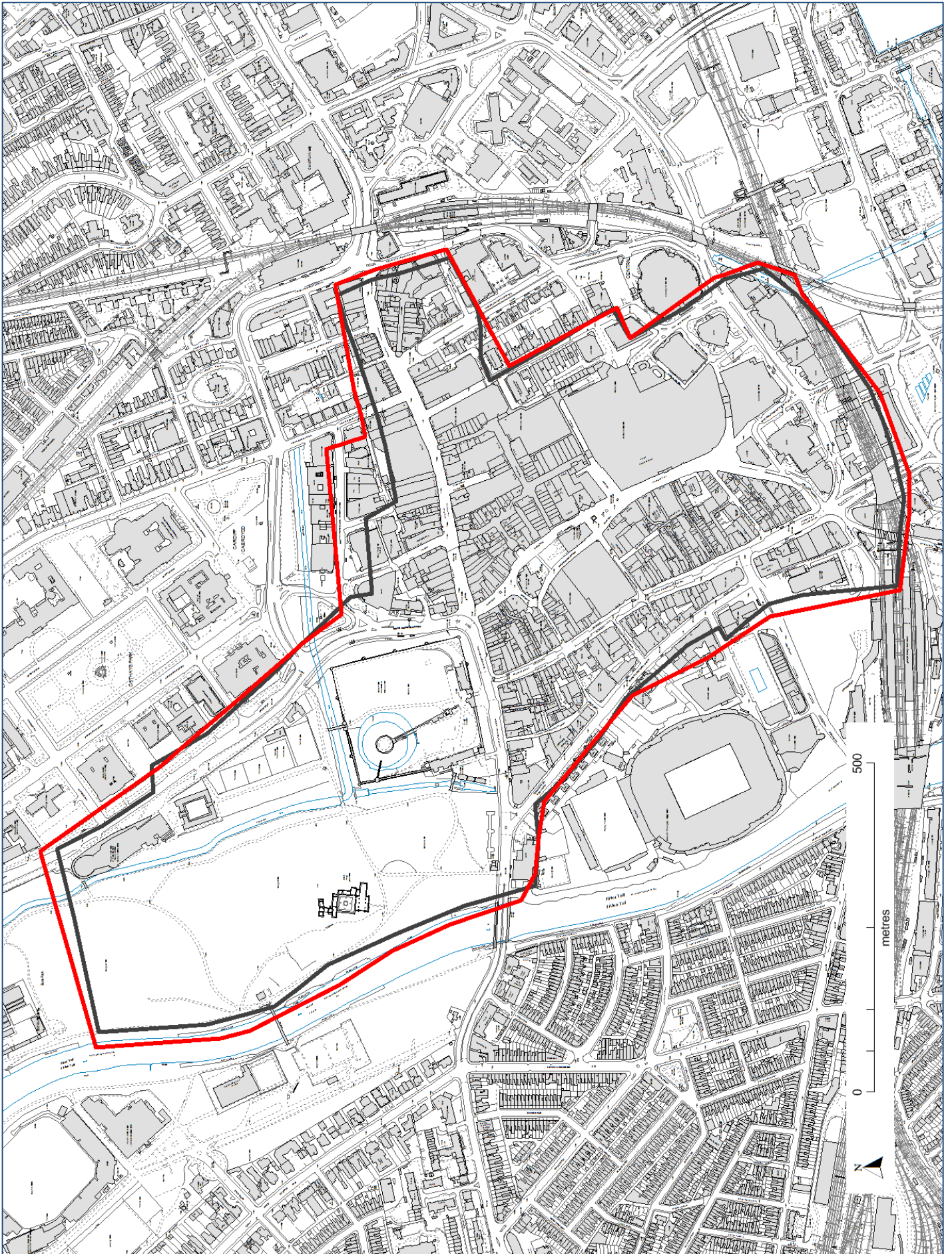


Figure 1: Cardiff City Centre Archaeologically Sensitive Area (existing black line – proposed new red line)

ASA 2: Llandaff

Community: Llandaff

Principal Designations

Scheduled Monuments: GM115 Cross in Llandaff Cathedral; GM073 Old Bishops' Palace; GM013 Llandaff Cathedral Bell Tower

Listed Buildings: 57, including two Grade I and two Grade II*
Conservation Areas: Llandaff

Register of Parks and Gardens of Special Historic Interest

Grade II*: Pontcanna Fields and Llandaff Fields GM59

Historic Environment Record Registers

Core Entries: 153

Event Records: 15

Significance

Important Early Medieval Christian religious foundation, Medieval cathedral, and Medieval and Post-Medieval religious and secular buildings; surrounding settlement. Located at the lowest fordable crossing point of the river Taff, on a rise between the Taff and Ely rivers, potential site of multi-period activity.

Reasons for Increased Archaeological Potential

The earliest known activity in the Llandaff area relates to a trackway of probable prehistoric origin, reused by the Romans, a route that allowed access across south Wales via the lowest crossing point of the Taff, just below the present cathedral, above an area of low lying marsh.

More permanent activity is recorded from the Roman period, and it is likely that there may be remains of settlement and burials. Burials of Romano-British date were revealed under the western part of the cathedral, and isolated finds of building material, pottery and coins have been retrieved from both the area around the cathedral and further south east. With evidence for a north-south Roman road crossing the east-west route in Llandaff, this also suggests there may have been a more permanent presence, although unlikely to have been enclosed or formally structured.

Significant Early Medieval occupation dates from the 6th century AD, when the *clas*, a Christian religious monastery, was established by Saint Teilo. This would have included a church, priests' and monks'

accommodation, as well as other claustral buildings, which were likely to have been enclosed, although the extent is not known. These were more likely to have been constructed of timber and remains may be ephemeral and not immediately obvious. A stone cross dating from the 10th century remains within the cathedral. Wider religious settlement is likely as place name evidence suggests; Radyr (*Yr Adur*, the chantry), and Mynachdy (Monastery) are both less than a mile from the cathedral, it was usual to have chapels and small religious houses on the approaches to a major religious pilgrimage destination. The importance of the settlement was recognised by the Normans, in constructing the cathedral at Llandaff rather than at Cardiff.

Historic activity following the Norman invasion was more extensive, with the early 12th century new stone-built cathedral and fortified bishops' palace in a walled enclosure forming the centre of a new Diocese and Lordship. The area was a centre for pilgrimage, and settlement would have been needed to accommodate pilgrims, and serve associated economic needs. 13th century taxation records show a manor, court, ploughlands, fisheries, mills, and free and villein tenants. The cathedral was rebuilt and extended over the next two centuries; and with the archdeacons' castle to the north of the cathedral and two water mills in the immediate area, the settlement was prosperous and important enough to be attacked by the Welsh forces during the early 15th century.

Further increases in population can be attributed to a weekly market and annual fairs being held in the borough of Llandaff during the later Medieval period.

After the dissolution of the monasteries, the reformation and political changes in the 16th century, the Mathew family gained the Manor of Llandaff. Llandaff cathedral and many of the buildings fell into disrepair and the area lost its prosperity. Maps of the early 17th century show a settlement of approximately sixty houses, with garden plots, regularly spread around the Green. During the mid-17th century, Parliamentary forces during the Civil War used the cathedral as stables and accommodation and the destruction of the area was comprehensive.

After the collapse of the cathedral tower in the mid-18th century, and a major rebuilding programme, the area gained in prosperity from the later 18th century and particularly during the 19th century. Large houses such as Insole Court (formerly Ely Court), Llandaff Court, Baynton House, and Rookwood (Hospital) were built by coal owners and Llandaff became a fashionable area to live. This is reflected in the number of listed buildings from this date.

The archaeological resource relates to the concentration of activity from the 6th century AD onward, which has been continuous therefore for 1500 years. Whilst most of this is likely to have been focussed around the cathedral and the area of the cathedral grounds, which in itself is unlikely to face major development threats, the settlement would have covered a wider area as depicted on 17th century maps. Remains of this may have been damaged or destroyed by late 19th and early 20th century development as that would have been more intensive, however, archaeological work during and ahead of development has shown that evidence does survive. However slight, such evidence helps to build understanding of the history. Any impact of development would be both on the buried archaeological resource, and also on the setting of listed buildings and scheduled monuments must be taken into consideration.

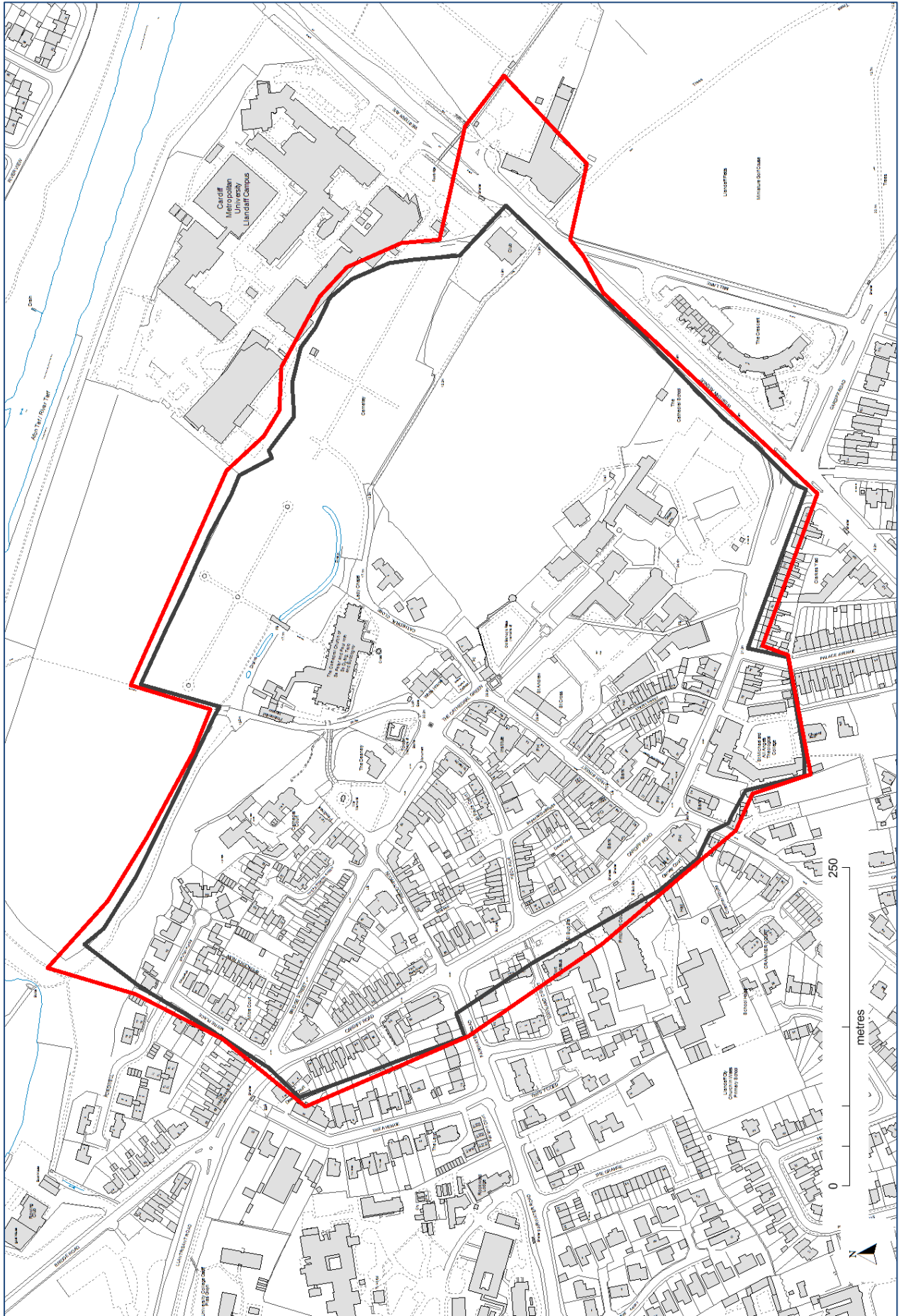


Figure 2: Llandaff Archaeologically Sensitive Area (existing black line – proposed new red line)

ASA 3: St Fagans and Michaelston-super-Ely

Community: St Fagans; Ely

Principal Designations

Scheduled Monuments: **None**

Listed Buildings: 96, including one Grade I and three Grade II*

Conservation Areas: St Fagans

Register of Parks and Gardens of Special Historic Interest

Grade I: St Fagans Castle GM31

Historic Environment Record Registers

Core Entries: 177

Event Records: 29

Significance

Two Medieval villages just under a kilometre apart; northern St Fagans centred on the castle, park, and estate, and church; Civil War Battle site; Michaelston-super-Ely primarily a deserted and shrunken settlement after the 17th century. Includes St Fagans National History Museum with more than forty historic buildings.

Reasons for Increased Archaeological Potential

St Fagans:

A D-shaped enclosure and castle was originally established on the high ground overlooking the river Ely during the late 11th or early 12th century by the le Sore family; St Fagans was a Knight's Fee within the Lordship of Glamorgan. It is suggested that the early ringwork castle of earth and timber was then converted to stone, possibly in the 13th century. The original church of St Fagan is noted as being north of the castle and being ruinous in the 16th century; it was excavated at the end of the 19th century. Much building material and finds dating primarily to the 13th century was recovered. The 11th century church of St Mary is east of the castle and has been altered, but retains some 11th and 12th century fabric. It is probable that the focus of the settlement changed to this southern aspect after the church was built, and there may have been two foci where settlement existed prior to the 16th century reworking of the castle itself.

Following the sale of the castle in the 16th century, when it was noted as ruined, a house was built on the site of the castle, retaining the curved curtain wall to the south.

The battle of St Fagans took place in the Second Civil War in 1648; when unpaid Parliamentary forces changed sides and became pro-Royalist, and met Parliamentary forces between St Fagans village and the Nant Dowlais (also known as Nant Rhych) to the west of the village. With the Royalist forces on the west of the brook and the Parliamentary forces on the east, a skirmish took place on 4th May, and a battle on 8th May, which resulted in a

success for the Parliamentarians.

The house and grounds fell into disrepair in the 19th century; and was passed from the Plymouth Estate into use as a national museum in 1946. The grounds are now the site of more than forty historic buildings from across Wales; these date from the Medieval period up to the later 20th century and account for a portion of the Listed Buildings within the ASA. The grounds are a Grade I Registered Park with four main phases of development identified: 11th century; 16th century; 19th century and 20th century. Varying styles of enclosed garden were restored in the later 20th century.

Michaelston-super-Ely:

Originally a nucleated village, dating from at least the 13th century, Michaelston-super-Ely lies to the south of the river Ely and extends to the west and east of the main road.

The church of St Michael located at the western end, is first mentioned in documentation of the mid-13th century, and has Roman building material included in its walls; remains of the deserted settlement cluster immediately surround the church. A sunken trackway is visible as the road which led through from Michaelston Road to the church, with the house sites and features including a pond surrounding what was a triangular shaped village green, a feature depicted on 18th century estate maps. Crofts, and the earthwork remains of raised platforms for houses, and low walls of stone with mortar can be seen upstanding in places, although obscured and overgrown by woodland. Ty Mawr (Great House) to the south-east of the green, is a Medieval two-unit house that has historically undergone extension and some modernisation. The trackway extended to the east of Michaelston Road and the settlement area included The Court (now Court Cottages), where the later post-medieval buildings possibly incorporate Medieval fabric. The Court is set within a rectangular enclosure overlooking the slope down to the north.

The Archaeologically Sensitive Area illustrates the relationship between the two villages as two parishes to the north and south of the river Ely, and within the Knight's Fee of the Manor of St Fagans. St Fagans as a village declined after the 14th century and grew in the 16th century at a time when Michaelston began to decline in prosperity. Maps dated to 1775 show the only house extant was Ty Mawr.

The current pressures vary in scale; the Michaelston area is subject to the pressure of residential development both from the western side where the late 20th century developments have encroached to the boundary of the village from the south; and the eastern area at the Court has been subject to major development from the north. St Fagans village may have some pressure from infill development, although the wider area is included in the larger scale developments. Efforts should be made to preserve in situ the archaeological remains which are upstanding and form the core area of the deserted settlement, in line with government policy.

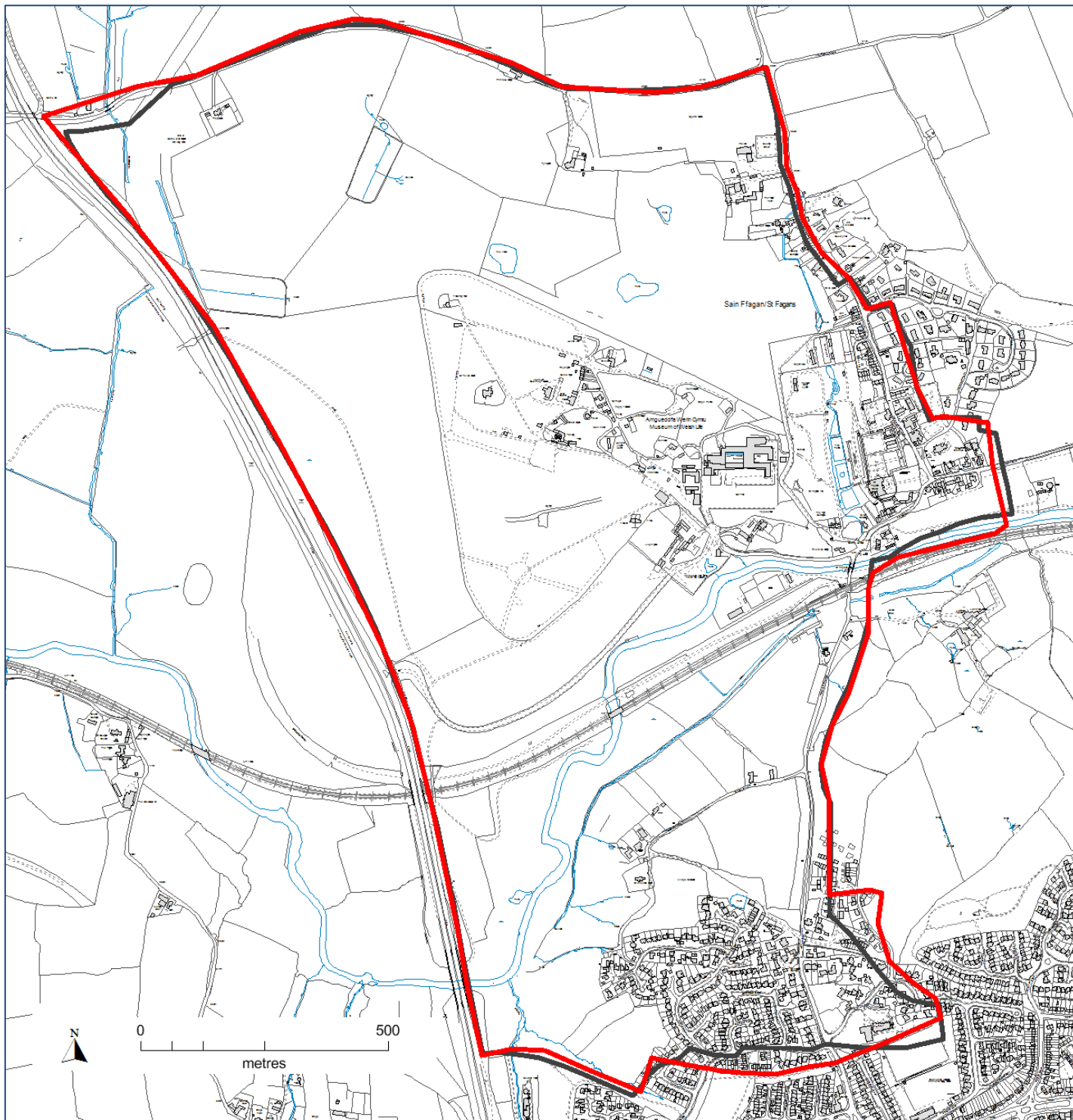


Figure 3: St Fagans and Michaelston-super-Ely Archaeologically Sensitive Area
(existing black line – proposed new red line)

ASA 4: The Wentloog Levels

Community: Trowbridge, Rumney

Principal Designations

Scheduled Monuments: GM474 Relict Seawall on Rumney Great Wharf

Listed Buildings: 4

Conservation Areas: None

Register of Parks and Gardens of Special Historic Interest

None

Register of Landscapes of Outstanding Historic Interest

The Gwent Levels HLW (Gt) 2: Character areas included in the area are: HLCA018 Rumney; HLCA019 Trowbridge

Historic Environment Record Registers

Core Entries: 133 (one of which includes 106 Roman pottery sherds)

Event Records: 70

Significance

Extensive low lying area of estuarine alluvium; reclaimed from the sea over various periods from the prehistoric onwards; distinctive patterns of settlement, enclosure and drainage; extremely high potential for extensive and significant buried, waterlogged archaeological and environmental deposits. Network of artificial drainage systems over the whole area. Deposits and activity from Mesolithic, Neolithic, Bronze Age; Iron Age and Roman; Medieval and post-medieval periods.

Reasons for Increased Archaeological Potential

The Wentloog Levels section of the Gwent Levels form the greater part of this area. Covering an area of 5.2 sq. km. within the Cardiff area, the Registered Landscape also forms a large part of the archaeologically sensitive area, and much of the archaeological importance relates to the Levels. Settlement from the Iron Age and Roman period onward is primarily along the interface between the solid and alluvial geology; occurring on average 10m above sea level.

The extent of the archaeological deposits is vast, as the network of the drainage system which involves ditches of varying sizes and layout covers the area of the levels and is a palimpsest of dates and types. Due to the nature of the phases of inundation and alluviation, whole landscapes have been preserved and extend beyond seawalls into the intertidal zone. This has resulted in layered deposits of peats and clays which preserve remains. These are both structural, as at Rumney Great Wharf, and also where usually ephemeral remains such as footprints of human and animal origin have been preserved in the clays.

Palaeochannels, also noted at Rumney Great Wharf and the Newton area, are relict watercourse channels that are buried by younger sediments, either by human or natural action, provide a vast resource of archaeological and environmental data that can inform about not only past phases of activity but also the nature and depth of deposits. Boats have been found such as those further east at Magor, emphasizing a remarkable state of preservation, and the well preserved waterlogged wood and associated material shows the streams were

navigable, and likely to have been used for transport. Whilst such finds are rare, they are likely to represent wider activity.

Reens, the larger drainage ditches, result from both natural and artificial actions, and are fed by ridge and furrow to grips, field ditches and via the gouts, where reens meet, and into pills where the water discharges into the sea. Archaeological deposits and palaeoenvironmental evidence allow recording of the development of the landscape and its management.

Along the geological interface, archaeological investigation in association with both development and research has shown that this area was settled more intensively during the Roman and Medieval periods, with the lower ground used for agriculture. Archaeological work at settlements such as Newton, Trowbridge, and particularly development at Areas 9-12 St Mellons has identified often complex deposits, in some cases significant and well preserved, dating to the prehistoric and Roman periods.

The risk to the archaeological remains is primarily by the impact of development of all types utilising and taking advantage of the flat ground, and the well placed communication network. Two forms of impact form a physical threat to the archaeology of the Levels. Firstly, there is the threat to the nature of the deposits that involves situations where large scale development, and/or penetration of the substrate peats, silts and clays and the subsequent drying out of these, leads to compression and dehydration of anaerobic deposits. Secondly, the wider impact that development may have on the landscape. As the character of the landscape is recognised and dated by styles of enclosures, fields, tracks and drainage, development of even small size may have the accumulative effect of unacceptable impact on the landscape itself.

ASIDOHL, an assessment of the significance of the impact of development on a historic landscape, can be triggered by the size or nature of a potential development within a registered landscape. It is a procedure which considers the physical and visual impact that the proposed development may have on the character areas of the landscape. This would not necessarily be triggered in the case of small developments, however increasing numbers of small developments have the effect of gradually eroding character areas and reducing the significance of the characteristics of the landscape.

Any development must also take into consideration both the visual and physical impact on the setting of the scheduled monuments.

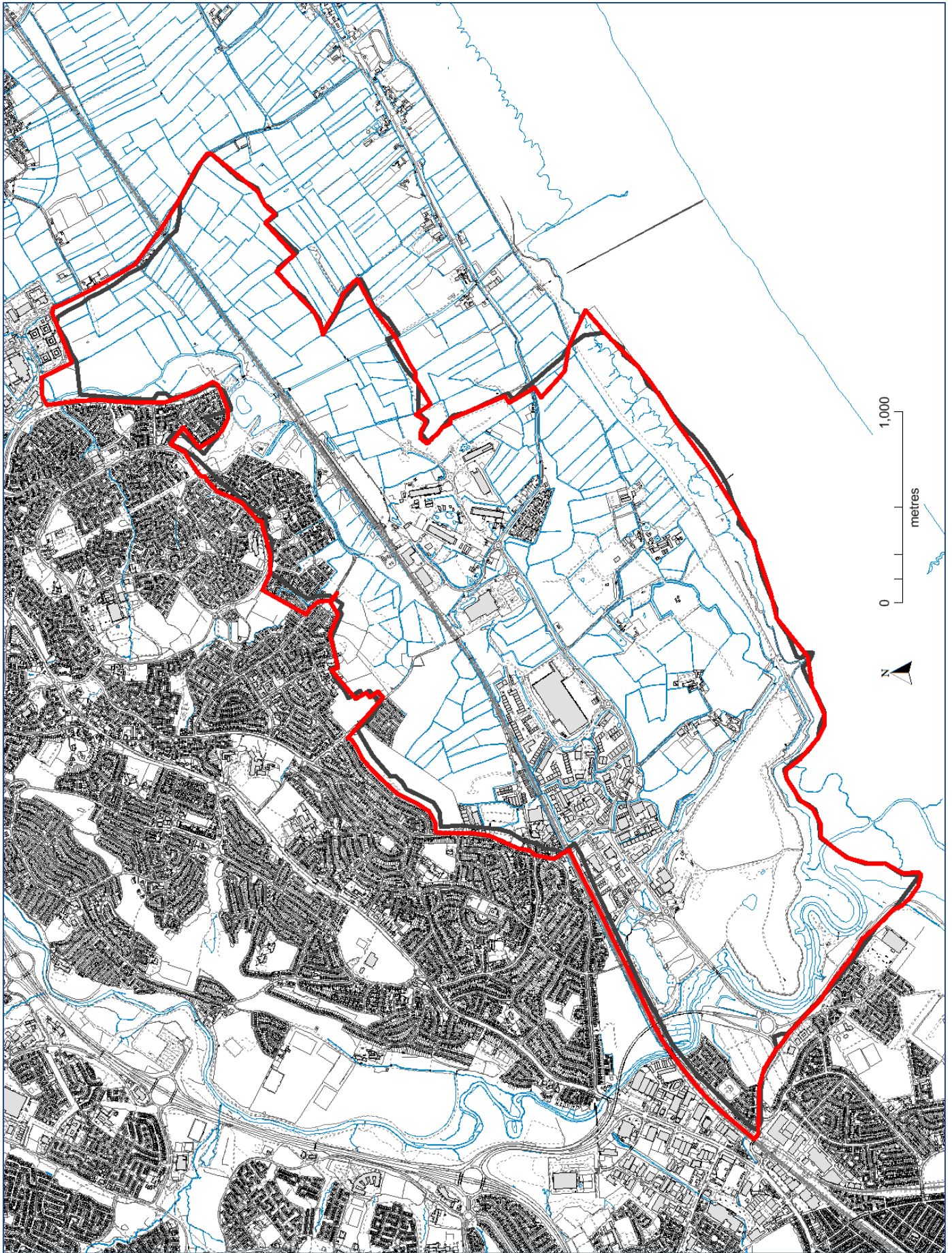


Figure 4: Wentloog Levels Archaeologically Sensitive Area

Appendix A: How do I find an archaeologist?

The Chartered Institute for Archaeologists (CIfA) advances the practice of archaeology and allied disciplines by promoting professional standards and ethics for conserving, managing, understanding and promoting enjoyment of heritage. CIfA is a professional organisation for all archaeologists and others involved in protecting and understanding The Historic Environment.

The Chartered Institute for Archaeologists has a link to a searchable list for Registered Organisations. These include both small and large companies with varying areas of expertise, and in differing geographical locations.

www.archaeologists.net/ro

Chartered Institute for Archaeologists

Miller Building, University of Reading RG6 6AB
0118 378 6446 admin@archaeologists.net



Appendix B: Glossary of terms

Archaeological Contractor

A professionally qualified individual or an organisation containing professionally qualified archaeological staff, able to offer an appropriate and satisfactory treatment of the archaeological resource, retained by the developer to carry out archaeological work either prior to the submission of a planning application or as a requirement of the planning process. A link to the CfA list of Registered Organisations can be found at www.archaeologists.net/ro.

Archaeological Curator

A person, or organisation, responsible for the conservation and management of archaeological evidence by virtue of official or statutory duties. In Wales the archaeological advisors to the Local Planning Authorities are the Archaeological Planning Services of the Regional Archaeological Trusts, all of whom work to the Welsh Archaeological Trust's *Curators' Code of Practice*. In south-east Wales the 12 Unitary Councils are served by the Archaeological Planning Service of the Glamorgan-Gwent Archaeological Trust.

Archive

The project archive refers to an ordered collection of all documents and artefacts from an archaeological project, which at the conclusion of the work should be deposited at an approved public repository, such as a museum. The written archive refers to an ordered collection of the documents and data produced by the project, and should be deposited with a suitable public repository, such as The Historic Environment Record.

Appraisal

An appraisal is a rapid reconnaissance of site and records to identify whether a development proposal has a potential archaeological dimension requiring further clarification.

Assessment

A desk-based assessment is a detailed consideration of the known or potential archaeological resource within a specified area or site (land-based, intertidal or underwater), consisting of a collation of existing written and graphic information in order to identify the likely character, extent, quality and worth of the known or potential archaeological resource in a local, regional or national context as appropriate.

Brief

An outline framework of the archaeological situation which has to be addressed, together with an indication of the scope of the works that will be required.

Bronze Age

A chronological division of the prehistoric period, which sees the introduction of copper and the eventual widespread adoption of bronze for use in weapons, jewellery etc. In Britain it is dated between circa 2300 and 700 BC.

Cadw

The Historic Environment service of the Welsh Government: Cadw are responsible for the planning issues which affect statutorily protected ancient monuments, buildings, and parks, gardens and landscapes. They also grant aid repairs to historic buildings and monuments and manage ancient monuments which are in direct State care.

Chartered Institute for Archaeologists

The Chartered Institute for Archaeologists (CIfA) advances the practice of archaeology and allied disciplines by promoting professional standards and ethics for conserving, managing, understanding and promoting enjoyment of heritage. CIfA is the professional organization for all archaeologists and others involved in protecting and understanding The Historic Environment.

Core Data

Core data numbers refer to the sites and finds recorded in the HER register from a variety of partnership sources.

Early Medieval

The period after the break down of Roman rule and the Norman invasion (circa 410 to 1070 AD), chronologically equivalent to the Anglo-Saxon period in England.

Evaluation

A limited programme of non-intrusive and/or intrusive fieldwork which determines the presence or absence of archaeological features, structures, deposits, artefacts or ecofacts within a specified area or site; ad, if present, defines their character and extent, and relative quality. It enables an assessment of their worth in a local, regional, national or international context as appropriate. The programme of work will result in the preparation of a report and ordered archive.

Event Data

Event data relates to recorded archaeological intervention, for example, non-intrusive works such as archaeological or heritage assets assessments, appraisals, building recordings and geophysical surveys, and intrusive works such as excavations, field evaluations, and monitoring of intrusive development works, test-pits and sampling.

Excavation

A programme of controlled, intrusive fieldwork, post-excavation analysis and interpretation intended to preserve the archaeological resource by record using appropriate methods and practices, and undertaken according to defined research objectives. The programme of work will result in the preparation of specialist reports, a final report and ordered archive, and the appropriate dissemination of the results through academic publication and public engagement.

Historic Environment Record (HER)

A documentary record of known sites in a given area. In south-east Wales the HER is curated by the Glamorgan-Gwent Archaeological Trust.

Medieval

The period after the Norman invasion nominally finishing at the Battle of Bosworth and the commencement of the reign of Henry VII (1066 to 1485 AD).

Mesolithic

A chronological division of the prehistoric period spanning the period from the end of the last ice age to the introduction of farming. It is dated between circa 10,000 and circa 4,000 BC.

Modern

The period since c1900 AD

Natural

Archaeological term for undisturbed natural geology on a site.

Neolithic

A chronological division of the prehistoric period during which agriculture and domestic animals were introduced to Britain. It is dated circa 4,500 to circa 2,300 BC.

NGR

National Grid Reference

Palaeolithic

The earliest division of the prehistoric period, from the first evidence of tool making by humans to the final retreat of glacial ice from Britain. It is dated circa 500,000 to circa 10,000 BC.

Post-Medieval

Period between 1485 and 1900 AD.

Risk Assessment

A document prepared to meet the requirements of *The Management of Health and Safety at Work Regulations 1992* assessing all risks to the health and safety of employees and others, arising from a work activity.

Roman

Period when Britain was ruled by Rome circa 45 - 410 AD

Romano-British

Term used to describe a fusion of indigenous late Iron Age traditions with Roman culture.

Specification

A written schedule of works required for a particular project (by a curator, planning archaeologist or client), set out in sufficient detail to be quantifiable, implemented and monitored. Normally prepared by or agreed with the relevant curator.

Watching Brief

An archaeological watching brief is defined as a programme of observation, investigation and recording conducted during any operation carried out for non-archaeological reasons within a specified area or site, where there is a possibility that archaeological deposits may be disturbed or destroyed. The programme of work will result in the preparation of a report and ordered archive.

Welsh Archaeological Trusts

There are 4 Welsh Archaeological Trusts, Clwyd-Powys, Dyfed, Gwynedd and Glamorgan-Gwent. The Trusts were established between 1974 and 1975 in order to carry out rescue archaeological work in Wales. The Trusts are now divided into Contracts and Curatorial Services. They are all charities but are also limited companies.

Appendix C: Consultation Draft SPG

Public consultation was undertaken between Thursday 9th November 2017 and Thursday 21st December 2017. A press notice was placed in a local newspaper on Wednesday 8th November 2017. Copies of the draft guidance was placed in all Cardiff libraries and at County Hall Reception. The draft guidance was also published on the Council website. Letters notifying that consultation was being undertaken on the draft guidance were sent to all Councillors, Welsh Government, Community Councils in Cardiff and any interested persons and the following organisations known to have general interest in planning in Cardiff or a potential interest in this guidance.

*** denotes consultees who have responded to consultation, in addition to members of the public and individual Councillors.

ACE - Action in Caerau and Ely	Caerphilly County Borough Council
Alder King	Campaign for the Protection of Rural Wales
ALDI	Cardiff & Vale Parents Federation
Alternatives for Transport	Cardiff & Vale University Health Board
AMEC Environment & Infrastructure UK Limited	Cardiff Access Group
Arts Council of Wales	Cardiff Against the Incinerator
Arup	Cardiff and Vale University Local Health Board
Asbri Planning Ltd	Cardiff Bus
Associated British Ports	Cardiff Bus Users
Association of Inland Navigation Authorities	Cardiff Civic Society
Atkins	Cardiff Community Housing Association
Austin-Smith: Lord	Cardiff Cycling Campaign
Barratt Homes	Cardiff Greenpeace
Barton Willmore	Cardiff Heliport
Bellway Homes	Cardiff International Airport Ltd.
Biffa	Cardiff Local Access Forum
Bilfinger GVA	Cardiff Metropolitan University
Black Environment Network	Cardiff Naturalists
Blake Morgan LLP	Cardiff Pedestrian Liberation
BNP Paribas Real Estate	Cardiff Transition
Bovis Homes	Cardiff University
Boyer Planning	Cardiff West Communities First
Bristol City Council	Carolyn Jones Planning Services
BT Group plc	CDN Planning
Business in the Community Wales	Celsa Manufacturing (UK) LTD
C2J	Cemex Uk Operations Ltd
Cadwyn Housing Association	CFW Architects

CGMS Consulting	Ethnic Business Support Project
Chartered Institute of Housing in Wales	Federation of Small Businesses
Chris Morgan	First City Limited
Chwarae Teg	FirstGroup plc
Civil Aviation Authority	Firstplan
Coal Authority	Freight Transport Association
Coleg Glan Hafren	Friends of Nantfawr Community Woodland
Communities First Adamsdown	Fulfords Land & Planning
Community Housing Cymru	G L Hearn
Community Land Advisory Service Cymru	G Powys Jones
Confederation of British Industry	Garden History Society
Confederation of Passenger Transport	Geraint John Planning Ltd
Connections Design	GL Hearn Planning Limited
Country Land and Business Association	Glamorgan - Gwent Archaeological Trust Ltd
CSJ Planning Consultants	Glamorgan Gwent Housing Association
Cymdeithas yr iaith gymraeg	GMA Planning
Danescourt Community Association	Graig Community Council
David Lock Associates	Graig Protection Society
Davies Sutton Architects	Great Western Trains Company Limited
DavisMeade Agricultural	Grosvenor Waterside
Derek Prosser Associates	GVA
Design Circle RSAW South	GVA Grimley
Design Commission for Wales	H O W Commercial Planning Advisors
Development Planning Partnership	Haford Housing Association Limited/ Hafod
Development, Land & Planning Consultants Ltd	Care Association Limited
Disability Arts Cymru	Halcrow
Disability Wales	Hammonds Yates
DLP Consultants	Hawkins
DLP Planning Ltd	Heath Residents Association
DPP Cardiff	Herbert R Thomas LLP
DTB Design	Home Builders Federation
DTZ	Hughes
Dwr Cymru Welsh Water	Hutchinson 3G UK
Edenstone Homes	Hyland Edgar Driver
EDP Consultants ***	Hywel Davies
Equality and Human Rights Commission	Interfaith Wales
	Jacobs Babbie

Jeremy Peter Associates	North West Cardiff Group
JLL	Novell Tullet
John Robinson Planning & Design	O2 UK
John Wotton Architects	Oakgrove Nurseries
Jones Lang LaSalle	Old St Mellons Community Council
JP Morgan Asset Management	Orange
Keep Wales Tidy	Origin3
Kelly Taylor & Associates	Pantmawr Residents Association
Kingsmead Assets Limited	Peace Mala
Knight Frank	Peacock & Smith
Landscape Institute Wales	Pegasus
Level Ltd	Pentyrch Community Council
Lichfield Planning	Persimmon Homes
Linc-Cymru	Peterson Williams
Lisvane Community Council	Peterstone Community Council
Llandaff Conservation Group	Phillippa Cole
Llandaff Society	Pitt
Lovell Partnership	Planning Aid Wales
Loyn & Co Architects	Planning Potential
LUC	Police & Crime Commissioner
Madley Construction	Powell Dobson
Mango Planning and Development Limited	Powergen
Marshfield Community Council	Prospero Planning
Martin Robeson Planning Practice	Public Health Wales
McCarthy & Stone	Quarry Products Association
Meadgate Homes Ltd	Quinco
Mineral Products Association	Quod
Morgan Cole	Race Equality First
Mott MacDonald	Radyr & Morganstown Association
National Federation of Builders	Radyr and Morganstown Community Council
National Youth Arts	Radyr and Morganstown Partnership and Community Trust (PACT)
Natural Resources Wales	Radyr Farm
Neame Sutton	Radyr Golf Club
Network Rail	Rapleys
Network Rail Infrastructure Ltd	Redrow Homes
Newport City Council	Reeves Retail Planning Consultancy Ltd
NFU Cymru	

Renplan	SWALEC
Reservoir Action Group (RAG)	Taff Housing Association
Rhiwbina Civic Society	Tanner & Tilley
Rhondda Cynon Taf County Borough Council	Taylor Wimpey
RICS Wales	Terry Nunns Architects
Rio Architects	The 20th Century Society
Riverside Communities First Team	The Boarding Centre Ltd
Robert Turley Associates	The Design Group 3
Roberts Limbrick	The Georgian Group
Robertson Francis Partnership	The Institute of Cemetery and Crematorium Management
Royal Commission on the Ancient & Historical Monuments of Wales	The Land Mark Practice
Royal National Institute for the Blind	The Planning Bureau
RPS Group Plc	The Royal Town Planning Institute
RSPB Cymru	The Urbanists
Save Creigiau Action Group	The Victorian Society
Savills	The Wildlife Trust of South & West Wales
Scope Cymru	Theatres Trust
Scott Brownrigg	T-Mobile (UK) Ltd
Sellwood Planning	Tongwynlais Community Council
Shawn Cullen	Torfaen County Borough Council
SK Designs	Turley
SLR Consulting	United Welsh Housing Association
South Wales Chamber of Commerce Cardiff	Urban City Ltd
South Wales Police	Urdd Youth Group
South Wales WIN	Velindre NHS Trust Corporate Headquarters
Splott and Tremorfa Communities First	Virgin Media
Sport Wales	Vodafone
SSE Energy Supply Ltd	Wales & West Housing Association
St Fagans Community Council	Wales Council for Voluntary Action
Stedman Architectural	Wales Women's Aid
Stewart Ross Associates	Walters
Stonewall Cymru	Watts Morgan
Stride Treglown Town Planning	Welsh Ambulance Services NHS Trust - South East Region
Stuart Coventry Scott Wilson	Welsh Government
Sullivan Land & Planning	Welsh Language Commissioner
Sustrans Cymru	Welsh Tenants Federation Ltd

Wentloog Community Council
White Young Green
Wimpey Homes
Wyevale Garden Centre

Appendix D: Consultation Representations and Responses on the Draft SPG

Page / para	Comment	Response
General comments	General comments relating to concern that the SPG extends the scope of the LDP Policy relating to ASAs and deviates from or replicates advice within Planning Policy Wales (PPW) and TAN 24.	<p>The SPG and ASA was first introduced in 1996 and was produced by Glamorgan Gwent Archaeological Trust Archaeological Planning Management (GGAT APM), then Curatorial Division, as one of the agreed services under the extant Memorandum of Understanding. The SPG and ASA was adopted after consultation in 1996 and has been part of the supporting suite of documents for the Local Authority's Policies since this time.</p> <p>The content and direction of the SPG and ASA have been agreed since 1996 between the Local Planning Authority and GGAT APM (then Curatorial Division). It has been updated on a regular basis in response to the changes in policy and legislation, the changes in 2017 were more significant and were made to recognise the introduction of the new hierarchy of historic environment legislation in Wales.</p> <p>The Welsh Archaeological Trusts (WATs) provide archaeological advice for the historic environment to the local authorities in Wales. The funding for this service, which covers the various elements of support for the management of the historic environment under a Memorandum of Understanding, comes from Welsh Government via Cadw and the local authorities, as they do not have the in-house expertise to provide this service. GGAT APM (then Curatorial Division) drew together the original SPG and ASA document as a result of local government reorganisation in Wales in 1996, being the retained archaeological advisors to the local authorities in south east Wales under the Memorandum of Understanding (MoU).</p> <p>Regarding the need for Supplementary Planning Guidance, it is properly the remit of the LPA to make the decision as to whether an SPG as well as ASA is required, a decision which has been made and has been established as a reasonable decision for the LPA to have made for 22 years. Planning Policy Wales 9 Chapter 2</p>

		<p>notes that the LDP process is a “fundamental part of a plan-led planning system” ... “planning applications must be determined in accordance with the adopted plan”. Within this, the provision of an SPG was determined to be required to provide the appropriate support for the Planning Department. As noted in the details in Section 2.3, the provision of this document is therefore appropriate, in that its contents relate to the historic environment in Wales and Cardiff, and explains the archaeological planning process and provision of advice. The various elements of this are detailed, as they were originally requested by the local authority to provide explanation and clarity, and were and are subject to internal consultation and comment. Phrasing regarding archaeology is not limited to specifically buried remains, but within the existing remit of the wider historic environment.</p> <p>The wording within the SPG and ASA derives its meaning from the relationship with the WATs, in this case GGAT APM, as advisors under the MoU. As the retained advisors to Cardiff Council, therefore, recommendations are made by GGAT APM to the local authority regarding archaeology and the historic environment in line with the current policies and legislation, in connection with LDP policy and candidate sites as well as planning casework. Consultation with the WATs, and in this case particularly with GGAT APM, are therefore appropriate, as is confirmed by agreement in the existing MoU.</p>
1.3	Reference should be to KP17 rather than KP7	Corrected
Appendix A	The Glamorgan Gwent Archaeological Trust Archaeological Planning Flowchart) is not required.	Agree – appendix removed
9.1	The statement “archaeology within the planning system requires early consultation....to the local planning authority” is considered contrary to policy which does not <i>require</i> such consultation.	Agree - changed to ‘ <i>encouraged</i> ’ to reflect the wording within the TAN
5.3	Paragraph 5.3 states that early consultation (with GGAT) will	Agree - changed to reflect the wording within the TAN.

	<p>identify if there is a significant constraint that may prevent development, or if there is an archaeological impact to a development. This is at odds with policy guidance outlined in TAN 24 which states that consultation “will help determine” if the proposal might impact on known archaeological remains, which in itself does not necessarily prevent development.</p>	
5.4	<p>Section 5.4 digresses from policy in a substantial way. Issues with definitions and purpose.</p>	<p>Agree – section amended accordingly.</p>
9.2	<p>Paragraph 9.2 of the draft SPG simplifies the purpose of archaeological evaluation, stating that ‘archaeological implications’ can be identified. By this it is assumed that the report refers to remains of such significance that they represent a constraint to development. This is considered to be unhelpful in the context of SPG, which is designed to support local planning policy, because it presents an inadequate description using imprecise terminology, which is different to that used in national policy.</p>	<p>Disagree. No alterations made to para 9.2.</p>
9.4	<p>Paragraph 9.4 misrepresents the purpose of archaeological evaluation further by confusing it with archaeological mitigation. Mitigation is not carried out though recourse to archaeological assessment or evaluation, as stated in the paragraph. These are pre-determination methods, and for reasons outlined in national policy (described above) are not intended to ensure that development impacts on archaeological remains are mitigated.</p>	<p>Agree. First sentence removed.</p>
9.5	<p>Paragraph 9.5 confuses the responsibility of GGAT with that of the LPA.</p>	<p>Disagree. This is a recommendation only.</p>
9.7	<p>Paragraph 9.7 states that field evaluation should be undertaken to</p>	<p>Disagree. This reflects the practice for dealing with such matters within this authority.</p>

	a brief supplied by GGAT. This is not a requirement that is derived from PPW or TAN 24.	
9.12	Wording deviates from PPW 6.5.5 in terms of reference to 'need'.	Agree. Wording changed
11.3	Even here, it is contended that Paragraph 11.3 misrepresents planning policy. In a similar way to other statement within the SPG, the paragraph strongly recommends that GGAT are consulted early in the planning process. For reasons already outlined above, this is considered to be an incorrect interpretation of policy, as consultation is advised for specific reasons with the LPA not with GGAT. GGAT are an advisory body to the LPA, an applicant is not obliged to contact them directly. Through consultation with the LPA their advice may be sought and the LPA is at liberty to agree or disagree with their advice accordingly.	Disagree. This is a recommendation only.

Appendix E: Bibliography: Legislation and Guidance:

Ancient Monuments and Archaeological Areas Act 1979

Town and Country Planning Act 1990

The Historic Environment (Wales) Act 2016

Planning Policy Wales (Edition 9, November 2016)

Well-being of Future Generations (Wales) Act 2015

The Wales Spatial Plan 2008 Update

Technical Advice Note (TAN) 24: The Historic Environment (2017)

Welsh Office Circular 60/96: *Planning and The Historic Environment: Archaeology*

Welsh Office Circular 016/2014 *The Use of Planning Conditions for Development Management*

Welsh Office Circular 24/97: *Enforcing Planning Control: Legislative Provisions and Procedural Requirements*

Welsh Assembly Government: Cadw: Scheduled Monument Consent 2007

Welsh Assembly Government: Cadw: Conservation Principles 2011



Managing Transportation Impacts (Incorporating Parking Standards)

Supplementary Planning Guidance



April 2018

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Appendix 1 UK and National Policies

Appendix 2 Transport Assessment Guidance and Checklist

Appendix 3 Travel Plans Guidance and Checklist

Appendix 4 Transport Statements

Appendix 5 Consultation on Draft SPG

Appendix 6 Consultation Representations and Responses on the Draft SPG

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

1. INTRODUCTION

Purpose of Guidance

- 1.1 The Welsh Government (WG) supports the use of Supplementary Planning Guidance (SPG) to set out detailed guidance on the way in which development plan policies will be applied in particular circumstances or areas. SPG must be consistent with development plan policies and national planning policies and guidance and may be taken into account as a material planning consideration in planning decisions.
- 1.2 This SPG sets out Cardiff Council's approach to assessing and managing the transport impacts of developments and supplements the transport and other related policies in Cardiff's Local Development Plan 2006-2026 (see Section 2). It applies to all categories of development for which planning permission is required, including new developments, extensions, redevelopments and material changes of use.
- 1.3 The SPG provides detailed guidance with regard to:
 - How the Council will consider the impacts of development on the routes that make up the local highway network.
 - The detailed information that applicants for planning permission should include with their submissions to enable the Council to make a fully informed assessment of transport impacts.
 - The Council's approach to quantifying and assessing the transport impacts of development proposals as part of its determination of planning applications.
 - The types of transport infrastructure and other mitigation measures which may be sought to address transport impacts.
 - How the Council will seek to secure the transport infrastructure and other transport measures required to mitigate transport impacts, enable development to proceed and support the implementation of Transport policies in the Local Development Plan.
 - The scope and content of Travel Plans required as part of the overall package of measures to mitigate impacts and support the implementation of LDP transport policies.
 - The parking standards which apply to different types of development in specific areas of the city.
 - How the impacts of developments upon Public Rights of Way will be considered and the likely requirements for mitigation.

2. POLICY FRAMEWORK

UK and National Policies

2.1 Relevant policies are summarised in Appendix 1.

Cardiff Local Development Plan (January 2016)

2.2 Cardiff's Local Development Plan (LDP) covers the period 2006 to 2026 and sets out:

- The Council's Strategy, objectives and key policies relating to land use;
- Policies to promote and control development;
- Allocations of land for housing, employment and other uses;
- Policies and proposals to protect sensitive areas; and,
- Maps showing proposals and constraints.

2.3 The LDP provides for substantial growth in Cardiff's population and employment up to 2026. This expansion will produce significant increases in transport movements that will exert additional pressures upon Cardiff's transport network.

2.4 Modelling work undertaken to quantify the impact of the LDP indicates that demand for travel by car would increase by 41%, with 10% of new demand unable to be accommodated on the highway network due to lack of capacity. This would result in a 32% net increase in traffic and associated decrease in journey speeds and increase in journey times (approximately 41% or 7 minutes).

2.5 The LDP explains that adding to the capacity of the highway network to accommodate this increase in the volume of transport movements is neither affordable nor sustainable. Therefore, in order that the additional movements generated by urban expansion can be accommodated, the proportion of journeys made by car needs to decrease and the share of trips by sustainable modes of transport must increase to a level where there is a 50:50 split between car-based and walking, cycling and public transport journeys.

2.6 The LDP outlines the approach the Council will take to increase the proportion of people travelling by sustainable modes and to achieve the 50:50 modal split target. This will involve:

- enabling people to access employment, essential services and community facilities by walking and cycling through, for example, high quality, sustainable design and measures to minimise vehicle speed and give priority to pedestrians and cyclists
- developing strategic bus and rapid transit corridor enhancements and facilitating their integration with the wider transport network
- facilitating the transfer between transport modes by, for example, improving existing interchanges and developing new facilities such as strategically located park and ride facilities
- maximising provision for sustainable travel within new developments and securing infrastructure investment which can support modal shift within existing settlements.

2.7 These requirements are reflected in the following key transport policies which will be applied in the Council’s assessment of the transport impacts of development proposals and determining mitigation measures required to make developments acceptable. The policies can be read in full in the LDP (www.cardiff.gov.uk/localdevelopmentplan).

Policy Reference	Policy Summary
EN13: air, noise, light pollution and land contamination	EN13 emphasises that development will not be permitted where it would cause or result in unacceptable harm to, for example, health, the quality of the countryside (see also EN5), because of air, noise, light pollution or land contamination. It also details the impact road traffic may have on levels of pollution and the effects of poor air quality on health, quality of life and amenity.
KP2 (A-H): LDP Strategic Sites	<p>KP2 (A-H) LDP Strategic Sites outlines the allocation of Strategic Sites A to H to “help meet the need for new dwellings and jobs”. In policies KP2 (A) to KP2 (H), a detailed breakdown is provided for each Strategic Site setting out the key infrastructure and masterplanning requirements relating to each site.</p> <p>It outlines that the infrastructure requirements for these sites will primarily be delivered through planning obligations/ Section 106 Agreements with policies KP6 and KP7 providing the policy framework.</p>
KP4: Master Planning Approach	<p>KP4 outlines masterplanning general principles for major developments. The principles with particular relevance to transport include the following:</p> <ul style="list-style-type: none"> • High density residential and mixed-use development is focused along public transport corridors and in neighbourhood centres with lower densities provided elsewhere to deliver an overall range and choice to meet different needs; • Dedicated sustainable transport corridors including provision for public transport, cycling and walking which will form key elements of the overall master plan and effectively link into the wider network; • Walking, cycling and public transport will be attractive, practical and convenient travel choices for all; • Provision of a full range of social and community facilities will be concentrated within mixed use neighbourhood centres located along public transport corridors and easily accessed by walking and cycling. <p>The masterplanning, good quality and sustainable design principles set out in KP4 and KP5 will be used to provide a framework to consider planning applications relating to all Strategic Sites along with other development as defined in the policies.</p>
KP5: Good Quality and Sustainable Design	<p>KP5 sets out requirements in relation to achieving high quality, sustainable design and making a positive contribution to the creation of distinctive communities, places and spaces. The principles with particular relevance to transport include the following:</p> <ul style="list-style-type: none"> • Providing legible development which is easy to get around and which ensures a sense of continuity and enclosure;

	<ul style="list-style-type: none"> • Creating interconnected streets, squares and spaces as distinctive places, which are safe, accessible, vibrant and secure and incorporate public art where appropriate; • Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities; • Accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles.
KP6: New Infrastructure	<p>KP6 outlines the provision and/or contributions which will be required from new developments and the necessary infrastructure required as a consequence of the proposed development. With regard to transportation and highways, this may include access, circulation, parking, public transport provision, walking and cycling. It highlights that requirements will vary in different locations and will be dependent upon the scale and nature of proposed development. Indicative elements of transport infrastructure may include:</p> <ul style="list-style-type: none"> • Routes and facilities for walking and cycling comprising both on-road and off-road improvements; • Rapid transit corridors, including heavy rail, light rail, tram train and bus rapid transit; • Key bus corridors and the wider bus network including bus priority measures and passenger facilities; • The rail network and rail services including new rail stations, station improvements and facilities for rail freight; • Transport interchanges to support integration between modes including bus and rail stations, facilities for bus and rail-based park and ride, park and share, passenger drop off, taxis, park and cycle, coach parking, overnight lorry parking and water transport; • Designated freight routes and freight transfer facilities; • The road network, particularly measures to make better use of existing highway capacity; • Transport by river (including Cardiff Bay); and • Port and shipping facilities. <p>It emphasises the need for early identification of infrastructure requirements and a commitment from developers and service providers to work in partnership to ensure that all necessary infrastructure can be planned, delivered and managed in an orderly and timely manner.</p>
KP8: Sustainable Transport	<p>KP8 emphasises the impact of the location and form of developments on travel choices and demand. It sets out that “Development in Cardiff will be integrated with transport infrastructure and services in order to:</p> <ol style="list-style-type: none"> Achieve the target of a 50:50 modal split between journeys by car and journeys by walking, cycling and public transport. Reduce travel demand and dependence on the car; Enable and maximise use of sustainable and active modes of transport;

	<p>iv. Integrate travel modes;</p> <p>v. Provide for people with particular access and mobility requirements;</p> <p>vi. Improve safety for all travellers;</p> <p>vii. Maintain and improve the efficiency and reliability of the transport network;</p> <p>viii. Support the movement of freight by rail or water; and</p> <p>ix. Manage freight movements by road and minimise their impacts”.</p> <p>KP8 also demonstrates that achieving the 50:50 split between travel by car and sustainable travel is “necessary for the transport network to accommodate movements associated with the growth envisaged within this plan in a way which avoids unmanageable levels of congestion on the highway network”. This has been demonstrated through local knowledge of the transportation network and research of travel behaviour, patterns and trends in combination with modelling work carried out by the Council.</p>
KP18: Natural Resources	KP18 highlights the need for development proposals to take full account of the need to minimise impacts on the city’s natural resources and minimise pollution, in particular air pollution from industrial, domestic and road transportation sources and managing air quality (iii).
T1: Walking and Cycling	The purpose of T1 is to exploit the potential for encouraging modal shift towards active travel by favouring developments which include design features and facilities that make it easy for people to walk and cycle for everyday journeys instead of travelling by car. Encouraging ‘active travel’ will help to minimise car use and support the Council in fulfilling its legal duty under the Active Travel (Wales) Act 2013 to develop, improve and maintain local walking and cycling networks.
T2: Strategic Rapid Transit and Bus Corridors	T2 requires development to be served by effective public transport through the development of new rapid transit routes, key strategic bus corridors and improvements to the wider city bus network.
T3: Transport Interchanges	Providing for interchange between transport modes is essential to the efficient functioning of the transport network and making sustainable travel options more practical and attractive. This is particularly important in relation to the public transport network. This Policy provides support for all forms of transport interchange that help meet these requirements and deliver the modal shift objectives of the LDP.
T4: Regional Transport Hub	T4 sets out the Council’s requirements with regard to the functionality and aesthetic quality of a central interchange and its integration with existing and future development within the Cardiff Central Enterprise Zone. The Policy will be implemented through a process of master planning undertaken in collaboration between the Council, developers, transport providers, the public and key stakeholders.
T5: Managing Transport Impacts	The purpose of this Policy is to ensure that all new developments for which planning permission is required: <ul style="list-style-type: none"> i. Properly address the demand for travel and its impacts; ii. Contribute to reducing reliance on the private car, in line with national planning policies and the strategic transport objectives and policies of the LDP;

	<p>iii. Make satisfactory provision for access, parking and circulation, particularly by pedestrians, cyclists, public transport users and disabled people with mobility impairments and particular access needs; and</p> <p>iv. Avoid unacceptable harm to safe and efficient use and operation of the road, public transport and other movement networks and routes.</p>
T6: Impact on Transport Networks and Services	The purpose of T6 is to protect the transport network and its users from developments which may otherwise cause unacceptable harm to the operation and use of key transport networks and routes.
T7: Strategic Transportation Infrastructure	T7 provides support for three key elements of strategic transport infrastructure which are illustrated on the Constraints Map ¹ with further detailed work informing the precise land take requirements.
T8: Strategic Recreational Routes	T8 sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside. It also accords with Planning Policy Wales which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.
T9: Cardiff City Region 'Metro' Network	The Cardiff City Region Metro is a proposal for a metropolitan-style, integrated public transport network extending across Cardiff and South East Wales. The 'Metro' is likely to be developed in phases over a number of years. Its purpose is to significantly enhance public transport accessibility across the region.

¹ www.cardiff.gov.uk/localdevelopmentplan

3. MANAGING IMPACTS ON THE HIGHWAY NETWORK

Impacts on highway function

- 3.1 Through introducing new access points, and increasing flows or turning movements, new developments can potentially impact on the function of the highway. This can impact on a route for different modes of travel by:
- Making traffic queues longer at junctions
 - Increasing bus journey times, making services less reliable and attractive
 - Reducing green time for pedestrians and cyclists at junctions and crossings
 - Making roads busier and less safe and attractive as places and for people cycling and walking
 - Worsening air quality impacts.
- 3.2 Such impacts can potentially impair the operation of the local highway network, add to congestion problems and conflict with the LDP's objectives to increase sustainable travel and achieve modal shift.
- 3.3 In considering development proposals, the Council will assess the impact of developments on the function of roads directly serving a development, within the immediate vicinity of the site and within the wider highway network.
- 3.4 For these reasons, it is essential that Transport Assessments provide all of information necessary to enable the Council to fully quantify and understand the impacts of development on the function of roads and wider highway network and to identify measures to mitigate these impacts and make the development acceptable in relation to the LDP's sustainable transport policies. Section 4 and Appendices 2, 3 and 4 provide detailed information on what is required from Transport Assessments, Travel Plans and Transport Statements submitted to the Council through the planning process.

Movement and Place Function

- 3.5 The highway network in Cardiff is comprised of a number of different types of roads which have different functions (see Table 3.2 below). Manual for Streets (MfS) and Manual for Streets 2 (MfS2) also make the important distinction between roads, which have a primary 'movement' function and streets where the 'place' function (the attributes that make the street function as a social space) are considered to take precedence over the 'movement' function.
- 3.6 Development-related trips can also impact on the 'place' function of streets. Increases in motorised traffic through residential streets can diminish their amenity and safety for walking and cycling and other activities such as children's play. These impacts potentially conflict with the sustainable neighbourhoods and modal shift objectives of the LDP. Transport Assessments should identify these impacts and suitable measures for mitigation.

- 3.7 Crucially, MfS recognises that even roads with a primary 'movement' function can include sections where a 'place' function predominates or moderates the movement function, depending on the adjacent land uses. For example, where a main or secondary distributor road passes through a district shopping centre or next to a school the 'place' function of the road may be accorded a greater degree of importance relative to the function of conveying through traffic.
- 3.8 In locations on a road where the 'movement' function is diminished by the 'place' function, this can present the opportunity to facilitate movement by other modes, particularly walking and cycling. For example, the introduction of new or improved crossing facilities for pedestrians and cyclists can help to reduce the severance effect of a road which carries high volumes of traffic and increase opportunities for walking and cycling.
- 3.9 In addition to other requirements, Transport Assessments should therefore assess the impacts of developments on the 'movement' and 'place' functions of affected roads and streets in accordance with the principles in MfS and MfS2.

User Hierarchy

- 3.10 Policy T5 of the Local Development Plan 'Managing Transport Impacts' states: "In assessing the transport and access aspects of proposals the Council will be more likely to give favourable consideration to developments which through their design and layout give priority to movements by sustainable travel modes and reflect the user hierarchy in Department for Transport Manual for Streets".
- 3.11 Transport Assessments (TAs) should explain how the MfS user hierarchy (see Figure 3.1) has been applied to the design of and layout of the development and the mitigation measures included in the Transport Implementation Strategy (TIS).

Figure 3.1: Manual for Streets User Hierarchy



Highway Network

- 3.12 The highway network in Cardiff is made up of roads defined within the Department for Transport (DfT) Carriageway Hierarchy (Well-maintained Highways Code of Practice for Highway Maintenance Management, London: DfT), shown in Table 3.2 below. The Hierarchy provides general definitions of the different types of roads within Cardiff's local highway network in terms of their function and characteristics. In addition to referencing the basic features of roads, the Hierarchy provides an indicative classification of each road category in terms of the 'movement' and 'place' functions as defined by Manual for Streets (MfS).
- 3.13 The Council will make reference to the Hierarchy when considering the impacts of development proposals on the characteristics and function of particular roads.
- 3.14 A flexible approach needs to be taken when using the Hierarchy to define the characteristics and function of particular roads/streets. This is because some roads may not wholly match all aspects of the description given within the Hierarchy. Furthermore, some routes which fall within the same category may actually differ in terms of the volumes of movements they experience, the number of trip attractors they serve or their relative importance as routes for buses, cycling or walking etc.

Table 3.2 The Carriageway Hierarchy

Carriageway Hierarchy				
Category	Hierarchy Description	Type of Road General Description	Type of Road Basic features	Examples of function (Manual for Streets classification)
1	Motorway	Limited access Motorway regulations apply	Routes for long distance traffic. Fully grade separated and restrictions on use.	Movement Function
2	Strategic Route	Trunk and some Principal 'A' roads between Primary Destinations	Routes for long distance traffic with little frontage access or pedestrian traffic. There are usually few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.	Movement Function
3a	Main Distributor	Major Urban Network and Inter-Primary Links Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas, parking may be restricted at peak times and there	Predominantly movement function, with some transitional areas where the place function is stronger e.g. Penarth Road

			are positive measures for pedestrian safety.	
3b	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have very high levels of pedestrian activity with some crossing facilities including zebra crossings. On street parking is generally unrestricted except for safety reasons	Rural areas: movement function between villages with stronger place function within village settlements e.g. Michaelston Road, St Fagans. Urban areas: place function. e.g. Merthyr Road, Cowbridge Road East
4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial interconnecting roads with random pedestrian movements and uncontrolled parking	Rural areas: movement function between villages with stronger place function within village e.g. Drope Road. Urban areas movement function e.g. Excalibur Drive
4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.	Rural: movement urban: place

Active Travel Network

- 3.15 Increasing the number of trips made by walking and cycling will make an important contribution towards achieving the 50:50 modal split target required by the LDP, as well as providing an opportunity for promoting health and wellbeing. The Planning for Health SPG provides more information on this. By providing a practical alternative to the car, particularly for short trips, active travel infrastructure and other supporting measures represent very important elements of the package of measures that the Council will seek to secure to mitigate development impacts, where appropriate.
- 3.16 LDP Policy T1 provides support for developments which enable daily travel by walking and cycling by combining high quality, sustainable design, permeable networks of routes, measures to manage vehicle speed, safe and convenient connections to the strategic cycle network and existing neighbourhoods and trip attractors and good supporting infrastructure.
- 3.17 Opportunities for travel by walking and cycling can be maximised through the master planning of development sites. Policies KP2(A) to KP2(H) of the Adopted Local Development Plan specify walking and cycling components of the 'essential/enabling' infrastructure that the Council will seek to secure when determining planning applications for those sites.
- 3.18 In considering proposals for development on smaller, non-strategic sites, the Council may also seek to secure development layouts and off-site improvements to routes and user safety which serve to maximise the ease of access by walking and cycling.
- 3.19 On-site active travel infrastructure will generally be secured by way of conditions of planning consent whilst off-site measures will be secured through S106 Planning Obligations, Section 278 agreements or Grampian conditions, as appropriate.

Strategic Bus Corridors and Wider Bus Network

- 3.20 Increasing the proportion of trips made by public transport is essential in order to manage demand for car travel and achieving the LDP 50:50 modal split target.
- 3.21 Policies KP2 (A) to KP2(H) identify the development of on-site and off-site bus and rapid transit infrastructure as infrastructure which is essential to enable the development of the strategic sites covered by those policies.
- 3.22 Policy T2 of the LDP identifies specific roads as strategic bus corridors and provides support for their development and enhancement as well as support for the development of future rapid transit routes and the development and improvement of the wider city bus network.
- 3.23 Where the Council's analysis of TAs and other relevant information provides evidence of negative transport impacts, the Council will seek to secure mitigation of those impacts through the following courses of action (either individually or in combination):

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- maximising the provision of public transport infrastructure including interchange facilities within the master plans and layout of development sites as required by Policies KP(A) to KP2(H);
 - securing infrastructure on and/or off-site as appropriate including bus lanes, bus gates and junction modifications that enhance the function of roads identified as strategic bus corridors in Policy T2 by maximising service frequencies, minimising journey times and achieving maximum journey time reliability;
 - securing improvements to the wider local bus network by way of bus priority measures, interchange facilities, junction and service improvements.
- 3.24 Where necessary, on-site infrastructure will be secured through the development and agreement of site layout plans, masterplans and parameter plans and by way of conditions of planning consent. Provision of off-site measures will generally be secured by way of S106 Planning Obligations or Section 278 agreements and 'Grampian' conditions where appropriate.
- 3.25 Accessibility should be a primary consideration when designing for public transport facilities and infrastructure (e.g. bus stops and bus shelters), for example, ensuring bus stops are located in close proximity to key services and trip generators. Passengers are also pedestrians and/or cyclists at either end of their public transport journey and so consideration also needs to be given to the wider physical environment and connectivity as well as the waiting environment. For example, appropriate infrastructure such as cycle parking should be co-located with public transport stops. Under the Equalities Act (2010) services must also be fully accessible for people with disabilities and consideration should also be given to users with other accessibility needs such as parents/carers travelling with young children and prams/buggies. Transport for London (TfL) guidance on Accessible Bus Stop Design is a useful reference document.

Operational Railway Network

- 3.26 Cardiff's rail network has seen a significant increase in trips and the growth is projected to continue. Policy KP6 provides for development of the rail network as required to enable new development. Policy KP8 highlights the need for developments to be integrated with transport infrastructure and services. Development can impact on the railway network by contributing to the ongoing growth in the number of journeys undertaken on the network but also, for example, through an increase in traffic using level crossings. Where TAs and other relevant information provides evidence of impacts, appropriate mitigation will be sought, particularly where safety may be compromised.

4. TRANSPORT ASSESSMENTS, TRANSPORT STATEMENTS AND TRAVEL PLANS

Transport Assessments and Transport Statements

- 4.1 Transport Assessments (TAs) provide the means of identifying, quantifying and understanding the scale of anticipated transport impacts of a proposed development, including potential air quality impacts. TAs should provide information to enable decision makers to understand how the proposed development is likely to function in transport terms. They should also provide a comprehensive and consistent review of all the potential transport impacts of a proposed development so that they are easily understood by the Local Authority and the public. TAs inform consideration of the physical infrastructure and other transport measures required to mitigate the impact to ensure that a development accords with LDP policies with an agreed plan to mitigate any adverse consequences.
- 4.2 The strategic sites set out in the LDP include major greenfield sites which could have significant impacts on already congested corridors. Therefore it is important that modelling included in TA's take account of likely background growth in traffic on the network and the potential impacts of a specific development in combination with the likely impacts of other neighbouring sites that will be brought forward during the plan period. This is to ensure that impacts are not overlooked and that appropriate mitigation can be provided.
- 4.3 The WG policies on TAs within the planning process are contained in Planning Policy Wales (Edition 9 November 2016) (PPW). PPW (paragraph 8.7.2, p 124) states: "The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA" (see Table 4.1 below).

Table 4.1: Thresholds for Transport Assessments and Travel Plans

Use Class	Use	Indicative Thresholds by Use Class for Transport Assessments and Travel Plans
A1	Retail (food and non-food)	>1,000 m ²
A2 & B1	Business	>2,500 m ²
B2	General Industrial	>5,000 m ²
B8	Warehousing & Distribution	>10,000 m ²
C1	Hotels	> 1,000 m ²
C2	Residential Institutions	>2,500 m ²
C3	Dwelling Houses	> 80 dwellings
D1	Non-residential institutions	>2,500 m ²
D1	Education	>2,500 m ² (All new and expanded school facilities)
D2	Cinemas & Conference Facilities and Leisure Facilities	>1,000 m ²
Other	Stadia	>1,500 seats
Sui Generis	Student Accommodation	> 25 students

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- 4.4 TAN 18 (2007) indicates that the output of the TA should be a **Transport Implementation Strategy (TIS)** that addresses relevant transport objectives for the site, guided by policies in the development plan and the issues identified in the analysis of movements. A TIS is required for all applications subject to a TA.
- 4.5 Requirements regarding the contents of the TA and the TIS are provided in TAN 18 Annex D. Annex D sets out that the TA should be based on the person and freight trips generated by a development. It gives the aims of undertaking the TA and producing a TIS as:
- understanding the transport impacts of the development;
 - clearly communicating the impacts to assist the decision making process;
 - demonstrating the development is sited in a location that will produce a desired and predicted output (for example in terms of target modal split);
 - mitigating negative transport impacts through the design process and secured through planning conditions or obligations;
 - maximising the accessibility of the development by sustainable modes;
 - contributing to relevant development plan objectives relating to accessibility of services and modal share.
- 4.6 The guidance in TAN 18 further explains that any mitigation should be proposed in a TIS which should "set objectives and targets relating to managing travel demand". It states that the TIS should also include "targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites" (p. 36/37). Appropriate planning conditions and obligations may be used in relation to monitoring where necessary and where fairly and reasonably related to developments.
- 4.7 Section 9 of TAN 18 states that SPGs should be used to provide additional detail on the requirement for TAs to be produced alongside planning applications. Accordingly, it is strongly recommended that this section be read in conjunction with the explanatory notes and checklist of requirements which are provided in the appendices to this document (Appendix 2) and the Junction Assessment Tool guidance which is available on the Council's website. These are intended to assist the progress of planning applications by providing guidance to assist applicants in producing Transport Assessments (TAs) required through the planning process which can be approved in a timely manner and to ensure that any TA which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application. A pre-application service is provided by the Council. Developers are encouraged to engage with the Council through this process as early as possible. The critical junctions to be included in the TA should be agreed with the Council.
- 4.8 Before submission to the Council, it is strongly recommended that all TAs are independently audited using the Transport Assessment Guidance and Checklist. The Checklist has been developed to assist developers in producing TAs and to ensure that a robust methodology is used which properly quantifies and analyses the transport impacts of a development and provides the evidence necessary to inform the identification of appropriate mitigation measures.

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- 4.9 Completed audit checklists should be submitted along with the TA and they will be reviewed by the Council. Where deficiencies in the TA have been found as a result of the audit, it is likely that amendments will be requested and this may delay the progress of the planning application.
- 4.10 In some cases, developments which fall below the size thresholds where a TA would be required may have transport impacts which warrant investigation and assessment. Examples of such developments could include developments which require direct access onto major arterial routes or strategic bus corridors or where they may affect parts of the highway network or specific junctions which experience particularly high volumes of traffic flows or other problems. In such instances, the Council will ask the applicant to prepare a Transport Statement (TS) providing a qualitative and quantitative assessment of the existing transport conditions in and around a development site and the transport impacts of the development in terms of trip generation. It should also set out in detail the measures that will be taken to address those impacts. Appendix 4 outlines what should be included in a Transport Statement.

Travel Plans

- 4.11 A Travel Plan is a long term management strategy for an occupier (or group of occupiers) of a site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed (Good Practice Guidelines: Delivering Travel Plans through the planning process DfT 2009). Travel Plans are now considered an essential part of transport policy. It is strongly recommended that the explanatory notes in Appendix 3 should be used in conjunction with the guidance and checklist of requirements to ensure that any Travel Plan which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application.
- 4.12 The thresholds at which Travel Plans will be required are outlined in Table 4.1. Travel Plans will also be required for:
- Smaller developments which could generate significant amounts of travel in, or near to, areas with air quality issues and in other locations where there are local initiatives or targets for the reduction of road traffic, or the promotion of public transport, walking and cycling
 - Developments where a Travel Plan would help address a particular local traffic problem associated with a planning application which might otherwise have to be refused on local traffic grounds, for example, where overspill parking might occur from developments with low or nil off-street parking provision
 - Smaller developments which may form part of incremental development, or be near to other developments and potentially contribute to an impact of overall area wide travel demand.
- 4.13 The Council will seek to secure travel plans and financial contributions towards their implementation through the planning process and using planning obligations where appropriate.

5. PLANNING CONDITIONS, PLANNING OBLIGATIONS AND TECHNICAL STANDARDS

Planning Conditions

- 5.1 Planning conditions may be imposed to secure on and/or off site transport measures and facilities as may be required by a proposed development, in line with paragraph 8.7.5 of Planning Policy Wales (November 2016) and Government standards set out in the Welsh Government Circular 016/2014 'The Use of Planning Conditions for Development Management'.
- 5.2 In relation to access, circulation and parking, conditions may be used to:-
- specify the number of parking spaces, their size and layout;
 - control the management and use of parking spaces, (for example) to limit the use to certain categories such as Blue Badge holders;
 - secure the removal of parking spaces after a specified period or when access to the site is improved by public transport, walking and cycling;
 - control the design of delivery areas, specifications for goods vehicle parking and manoeuvring;
 - secure the provision of cycle parking and changing facilities, and safe pedestrian and cycle routes;
 - secure the provision of on-site facilities for public transport, such as bus lanes, stops, shelters, boarders, real-time information units and CCTV;
 - require the preparation of a Travel Plan and/or aspects of a Travel Plan to be implemented;
 - restrict permitted development rights, where an otherwise permitted change of use could cause a material deterioration in local conditions;
 - Crime Prevention Through Environmental Design (CPTED) or community safety initiatives, such as improved street lighting, alley gating, ambassador schemes, provision of CCTV, etc.;
 - consideration/specification of surface finishes, including implications for sustainable drainage. Any works requiring new drainage will need consideration of the receiving drainage network and communication with the owner of that asset;
 - ensure the housing and other layouts are designed to allow refuse lorries to manoeuvre and to ensure that the collection vehicle is able to reach within 25m of all dwellings.
- 5.3 Conditions attached to a planning permission are enforceable against any developer who implements the permission and any subsequent occupiers of the development.

Planning Obligations

- 5.4 Guidance on Planning Obligations is set out in the Cardiff Planning Obligations SPG (2017).
- 5.5 The requirement to prepare a Travel Plan and the implementation of specific components of the Plan can be secured through Planning Obligations. Planning Obligations are normally the most appropriate means of securing the provision of physical measures outside the site boundary and financial contributions to support services or activities required for Travel Plan implementation. They are also likely to be the most effective mechanism for enforcing performance targets, for example, in relation to imposing sanctions and financial penalties where these are required to provide an incentive for Travel Plan delivery.

Section 38 and Section 278

- 5.6 Under section 38 of the Highways Act 1980, the highway authority² can enter into a legal agreement with a developer to adopt a highway provided the highway has been constructed to a specified standard and to the satisfaction of the local highway authority.
- 5.7 Under section 278 of the Highways Act 1980, the highway authority can enter into a legal agreement with a developer (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to, the public highway.
- 5.8 The approval process for Section 38 and Section 278s will vary as appropriate to the nature and scale of the development and a separate process will normally undertaken for both the Section 38 and Section 278 elements of the development. Guidance on these processes is provided in Section A – Typical Design Approval Process.
- 5.9 Where matters affected by the works forming part of S278s are subject to Planning Condition(s), the location and cross section for example, the Council expect the developer to have discharged those conditions prior to entering into a S278 agreement. Design of the works subject to 278 must thereafter accord with the details agreed through the planning permission and discharge of condition(s).

Technical Design Standards for roads and highways

- 5.10 Technical Design Standards have been developed for matters relating to roads and highways. These are live technical documents which will be updated by the Council from time to time, as necessary. It should be ensured that the most up to date information available is referred to and that other relevant design guidance is also referenced (see Section 8).
- 5.11 For residential streets, the general principle of the development should be in accordance with guidance in the Cardiff Residential Design Guide SPG and also informed by the expectations presented in the Liveable Design Guide³. The detailed design will require the application of the standards and guidance as set out in Section B – Residential Development Roads.
- 5.12 Industrial and Commercial Roads should be designed in accordance with guidance in Section C – Industrial and Commercial Estate Roads. Further reference should be made to Section B – Residential Development Roads, which provides guidance on design philosophy. Reference will also be required to Section D – Advice on Design Elements, which provides advice on implementing common highway features.
- 5.13 Standard details for construction of roads to an adoptable standard are set out in Section E – Highway Construction Details. The designer should seek guidance where it appears that there is a difference in the guidance between these standards and the principals set out in the Sections A to D or the requirements in documents referred to in those sections.

² Normally Cardiff Council except on Trunk Roads where this will be with the Welsh Government

³ <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/liveable-design-guide/Pages/default.aspx>
Cardiff Managing Transport Impacts (incorporating Parking Standards) SPG April 2018

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- 5.14 Where necessary designers may need refer to the standard details in the Manual for Construction of Highway Works – Volume 3: Highway Construction Details⁴, but any use of these details should be agreed with the Council.

Audits

- 5.15 A Design and Access Statement (DAS) can ask for accessibility and access information where this is material. Carrying out this review at the design stage through the use of a suitable and sufficient schematic Audit (accompanying a DAS) should resolve issues to avoid an additional cost impact.
- 5.16 All planning applications that include changes to the highway and new roads for adoption need to be accompanied by a Combined Audit (CA) in accordance with Cardiff Council's CA Manual or other similar, agreed, standard (for example, the DfT manual 'Quality Audit in the Street Design Process'). The CA should be embedded in a TA or TS where appropriate. There is an expectation that Stage 1 is required as part of the design process.

⁴ <http://www.standardsforhighways.co.uk/mchw/vol3/index.htm>

6. PARKING GUIDANCE AND STANDARDS

Parking Standards

- 6.1 The availability of parking spaces and their location can influence travel choices. Excessive provision can serve to stimulate demand for car travel and perpetuate reliance on the car. The application of parking standards to new developments is therefore an important tool in managing demand for travel by car and encouraging a shift to sustainable transport modes. These objectives are balanced against the need to manage pressures on on-street parking space and the negative impacts of oversubscription of space including congestion, hazards, visual intrusion and harm to residential amenity. Reference should also be made to the Council's Parking Strategy for further information on how parking is managed in Cardiff, including residents parking schemes.
- 6.2 The Council's parking standards are outlined in Tables P.1 to P.12 as follows. **The parking standards are maximum parking standards and should be used in conjunction with the guidance set out in this section.**

Table 6.1: Reference List

Table No	Use Class	Standards
P.1	A1	Retail and Wholesale: Shops, retail warehouses, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors.
P.2	A2	Financial and Business: Banks, building societies, estate and employment agencies, professional & financial services and betting offices, as well as call centres and conference facilities.
P.3	A3	Food, Drink, Entertainment: For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes. Public houses, wine bars or other drinking establishments (but not night clubs).
P.4	B1	Business: Offices, research and development, light industry appropriate in a residential area.
P.5	B2	General Industrial: Industrial process other than that falling within Class B1.
P.6	B8	Storage or distribution: General industrial, storage or distribution (including open air).
P.1	C1	Hotels, boarding and guest houses where no significant element of care is provided.
P.8	C2	Residential: Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.
P.9	C3	Dwelling houses: Family houses, or houses occupied by up to six residents living together as a single household, including a household where care is provided for residents.

P.9	C ₄	Houses in multiple occupation by unrelated residents with shared kitchen/bathroom amenities.
P.10	D1	Non-residential Institutions: Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law courts. Non-residential education and training centres.
P.11	D2	Parking Standards for Assembly and Leisure: Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used).
P.12	Sui Generis	Sui Generis e.g. garages, car sales, purpose built high density student housing, houses with multiple occupants with over 7 or more residents.

- 6.3 These SPG parking standards relate to specific land uses within the Town and Country Planning Use Classes Order 1995, but do not cover every possible land use or type of development. As such, any proposed land use or development not specifically mentioned will be considered on a site specific basis and on its individual merits. **The absence of parking standards for a specific use does not mean that no parking provision will be required or that there is no restriction on provision.**
- 6.4 Different standards are applied to the central area of Cardiff. The boundary for the Central Area is shown on figure 6.1.
- 6.5 The Central Area has been informed by two principal considerations:
- i. The need to encourage modal shift in order to achieve the 50:50 modal split target in the LDP
 - ii. Policies relating to the management of Council-controlled on-street and off-street car parking in the Council's Parking Strategy.
- 6.6 The Central Area includes the City Centre and Cardiff Bay Areas and the large residential areas which extend outwards from the core shopping centre into the wards of Grangetown, Canton, and Cathays. A number of the city's principal trip attractors are located in the area including the City Centre, Cardiff Bay the Cardiff Enterprise Zone, and the LDP Strategic Site focussing on Cardiff Central Station and Central Square. The Central Area also includes a number of existing industrial/business land uses including the employment areas around Penarth Road/Leckwith Road to the west of the City Centre and employment uses around Ocean Way and Tremorfa to the east/south East.
- 6.7 The Central Area broadly aligns with the boundary of the Cardiff Controlled Parking Area (CPA) and Residential Parking Areas as defined in the Council's Parking Strategy.
- 6.8 Limiting the provision of parking in these central areas of the city is necessary to manage the demand for travel by car to central Cardiff and encourage travel by public transport, walking and cycling in order to achieve the Local Development Plan target of a 50:50 modal split.
- 6.9 The Parking Standards support these objectives by requiring a lower quantity of car parking spaces within new developments in the Central Area than the standards for developments in the

Outer Area. In both the Central Area and Outer Area, the minimum level of cycle parking provision has been calculated using an analysis of TRICS in order to provide, where appropriate by use class, sufficient cycle parking for 30% of employees to travel by bike, in line with the 50:50 modal split target and aspirations for significantly increasing trips made by cycling.

- 6.10 For mixed use developments, the standards relating to each use should be used to calculate the overall total parking level.
- 6.11 There may be scope for applying standards flexibly in exceptional circumstances where the specific use or nature of development or its occupation or management warrants this. Where the standards are applied flexibly the Council may impose conditions to limit permitted development rights or to control management and occupancy.
- 6.12 Changes of use will generally be subject to the same standards as new development for the same use class. Reduced numbers of parking spaces will be sought where the proposed use is demonstrably less traffic intensive than the previously approved use.
- 6.13 Changes of use involving the subdivision of properties to create additional units can potentially result in the intensification of use and an increase in the level of demand for car parking. In areas where there is a high concentration of single dwellings that are in multiple occupation, or have been subdivided into multiple flat/bedsit/apartment units, levels of on-street parking may already be oversubscribed. In locations where these circumstances exist, proposals for the further subdivision of existing dwellings will need to be carefully considered in light of the likely impacts of any intensification upon existing parking pressures. In exceptional circumstances, the likely parking impacts of a proposal may warrant a flexible application of the standards in this SPG with the effect that permission may not be granted unless additional off-street parking space can be provided within the curtilage of the building.
- 6.14 For the avoidance of doubt, parking standards that relate to floor area are GROSS floor area (GFA), unless stated otherwise.
- 6.15 The **Residential parking standards** do not include a requirement for visitor parking. The design and layout of parking spaces will be reviewed and may not be considered in accordance with the maximum standards if dimensions are found to be able to accommodate parking above the maximum permitted. For example, where due to its proposed dimensions a driveway to a dwelling can be shown to have the capacity to accommodate a greater number of vehicles than permitted under the parking standards, a reduction in the dimensions may be required. For the purpose of the standards, garages are not counted with the parking provision for residences.
- 6.16 Standards for **non-residential development** include both the operational parking space required for servicing a development (e.g. loading/unloading)/HGV parking and non-operational parking (e.g. employee and visitor/shopper parking).

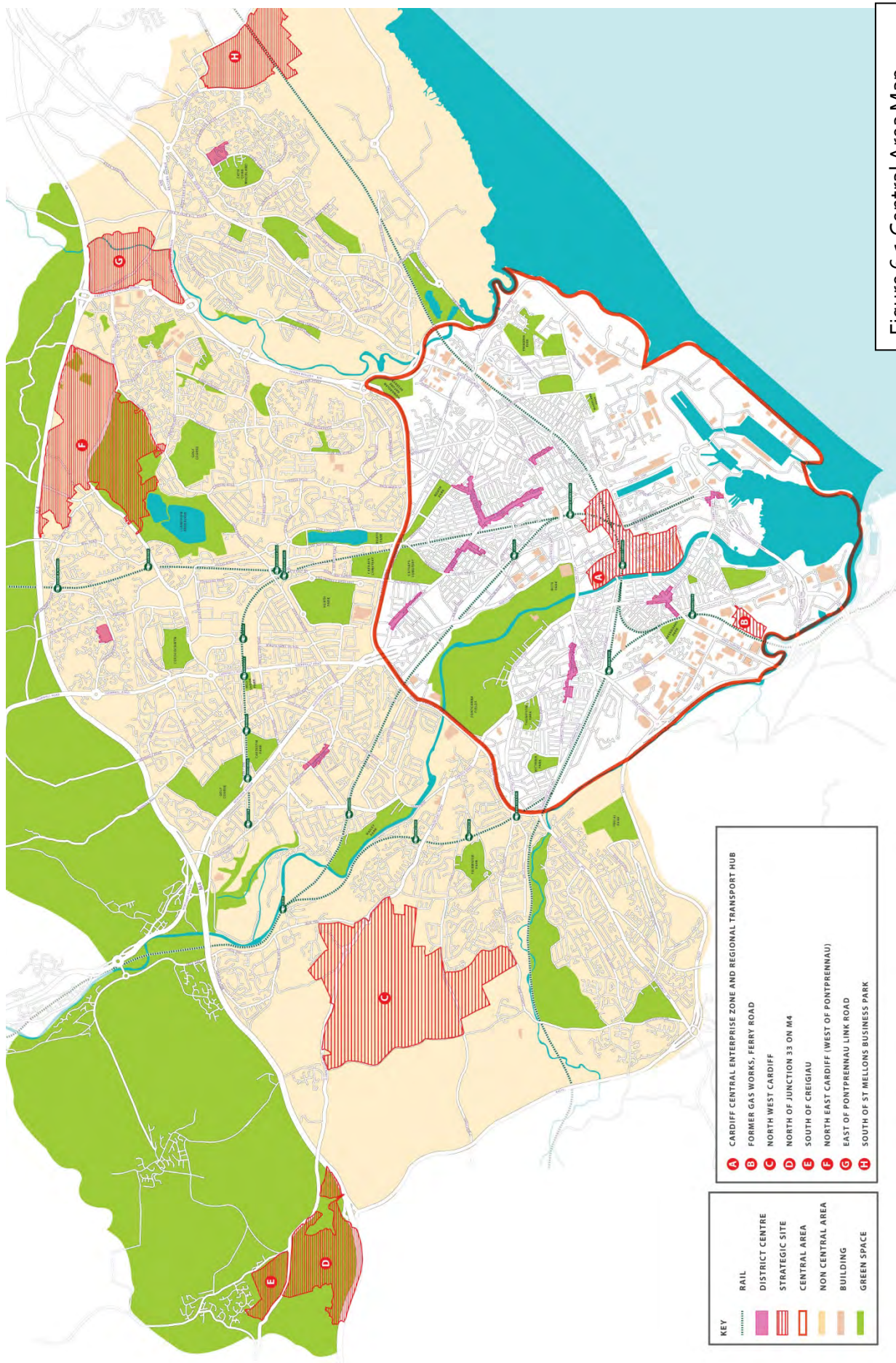


Figure 6.1 Central Area Map

Parking Standards by Land Use

Table P.1: A1 Retail							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking – undercover, secure and suitable for long term use	Minimum visitor cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	Retail	1 per 400sqm	2 per 100sqm	1 per 100sqm	1% - 5% of total parking spaces	6% of total parking spaces, and a further 6% of spaces should be enlarged standard spaces	4 spaces plus 4% of total capacity, and a further 4% of spaces should be enlarged standard spaces
Non central	Retail (<300sqm)	1 per 60sqm	2 per 100sqm	1 per 100sqm			
	Retail (301 – 1200 sqm)	1 per 40sqm	2 per 100sqm	1 per 200sqm			
	Retail (>1201sqm) Shopping malls addressed on individual unit size	1 per 20sqm	2 per 100sqm	1 per 250sqm			

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Table P.2: A2 Financial and Professional Services							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking – undercover, secure and suitable for long term use	Minimum visitor stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	Provision of; Financial, Professional and other services (public facing)	1 per 250sqm	2 per 100sqm	1 per 500sqm	1% - 5% of total parking spaces	5 % of total parking spaces, and a further 5% of spaces should be enlarged standard spaces	6 spaces plus 2% of total parking spaces , and a further 2% of spaces should be enlarged standard spaces
Non central	Provision of; Financial, Professional and other services (public facing)	1 per 50sqm	2 per 100sqm	Min. 4 plus 1 per 1000 sqm			

Table P.3: A3 Food and Drink							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking – undercover, secure and suitable for long term use	Minimum visitor stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All food and drink	0 Any dedicated drop off spaces must be within curtilage	2 per 100sqm	1 per 100sqm	1% - 5% of total parking spaces	6% of total parking spaces, whichever is greater, and a further 6% of spaces should be enlarged standard spaces	4 spaces plus 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces
Non central	All food and drink	1 per 10 sqm					4 spaces plus 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces

Table P.4: B1 Business							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking – undercover, secure and suitable for long term use	Minimum visitor stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	Offices. Highly technical and light industry. Offices for research and development processes.	1 per 250sqm	2 per 100sqm	4 plus 1 per 1000 sqm	1% - 5% of total parking spaces	5 % of total parking spaces, and a further 5% of spaces should be enlarged standard spaces	6 spaces plus 2% of total parking spaces, and a further 2% of spaces should be enlarged standard spaces
Non central	Offices. Highly technical and light industry. Offices for research and development processes.	1 per 50sqm	2 per 100sqm				

Table P.5: B2 General Industry							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking -- undercover, secure and suitable for long term use	Minimum visitor stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All industry	1 per 1000sqm	2 per 100sqm	1 per 200sqm	1% - 5% of parking spaces	5% of total parking spaces, and a further 5% of spaces should be enlarged standard spaces	6 spaces plus 2% of total capacity parking spaces, and a further 2% of spaces should be enlarged standard spaces
Non central	Industrial units (<500sqm)	1 per 50sqm	2 per 100sqm	1 per 1000sqm			
	Industrial units (501 - 1000sqm)	1 per 60sqm	2 per 100sqm	1 per 1000sqm			
	Industrial units (1001 >)	1 per 120sqm	2 per 100sqm	1 per 1000sqm			

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Table P.6: B8 Distribution							
Area	Development Type	Maximum car parking spaces	Minimum staff cycle parking – undercover, secure and suitable for long term use	Minimum visitor cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All wholesale warehousing	1 per 1000sqm	2 per 100sqm	1 per 200sqm	1% - 5% of total parking spaces	5% of total parking spaces, and a further 5% of spaces should be enlarged standard spaces	6 spaces plus 2% of total parking spaces, and a further 2% of spaces should be enlarged standard spaces
Non central	Wholesale warehousing (<500sqm)	1 per 50sqm	2 per 100sqm	1 per 1000sqm			
	Wholesale warehousing (501 - 1000sqm)	1 per 60sqm	2 per 100sqm	1 per 1000sqm			
	Wholesale warehousing (1001>sqm)	1 per 120sqm	2 per 100sqm	1 per 1000sqm			

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Table P.7: C1 Hotels, Hostels and All Other Lodgings					
Area	Maximum car parking spaces	Minimum cycle parking (all to be secure and undercover for overnight use)	Maximum Powered two-wheeler parking	Disabled parking provision	
				Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	0 Any dedicated drop off and servicing spaces must be within in curtilage	Minimum of 5 plus 1 per 20 beds	1% - 5% of total parking spaces	6% of total parking spaces, and a further 5% of spaces should be enlarged standard spaces. For hotels, there should be one designated car parking space per accessible bedroom.	4 spaces plus 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces. For hotels, there should be one designated car parking space per accessible bedroom.
Non central	1 space per 2 guest bedrooms				

Table P.8: C2 Residential institutions					
Area	Development Type	Maximum car parking spaces:	Minimum cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision
Central and Non central	Residential institutions (boarding schools, care homes, nursing homes)	1 per 4 beds	Min. of 5 plus 1 per 10 beds	1%-5% of total parking spaces	1 per disabled staff member plus 5% of the total parking, and a further 5% of spaces should be enlarged standard spaces.
	Hospitals	Operational vehicle space <u>AND</u> 1 per bed	Min. of 5 plus 1 per 20 beds		Up to 200 spaces 6% of total parking spaces, and a further 6% of spaces should be enlarged standard spaces Over 200 spaces - 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces.
	Sheltered housing	1 per 4 units	Min. of 5 plus 1 per 10 beds		Provided in car parking allocation

Table P.9: C3 and C4 Dwelling properties				
Area	Development type	Maximum car parking spaces per unit	Minimum cycle parking	Disabled parking provision
Central	All dwellings	1 per unit	1 per bedroom See also 6.23.	Provided in car parking allocation.
	Houses of multiple occupation (3 – 6 unrelated residents and 7+ unrelated residents)	1 per unit	1 per bedroom	
	Elderly person dwellings	1 per unit	1 per 10 units	
Non central	1 bedroom dwellings	1 per unit	1 per bedroom	
	2+ bedroom dwellings	2 per unit	1 per bedroom	
	Houses of multiple occupation (3 – 6 unrelated residents and 7+ unrelated residents)	1 per unit	1 per bedroom	
	Elderly person dwellings	1 per unit	1 per 10 units	

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Table P.10: D1 Non-residential institutions							
Area	Development Type	Maximum car parking spaces	Minimum long stay cycle parking	Minimum short stay cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
						Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All types	Nil	As non-central	As non-central	1% - 5% of total parking spaces	6% of total parking spaces, and a further 6% of spaces should be enlarged standard spaces	4 spaces plus 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces
	Schools/ places of education	1 per 30 pupils	1 per 10 pupils plus 1 per 10 pupils scooter parking for primary schools 1 per 5 for secondary schools	1 per 4 long stay spaces			
Non Central	Health centres and surgeries	2 per consulting room	1 per consulting room	1 per consulting room			
	Crèche, day centre, nursery	1 per 20 children	1 per 10 children	1 per 4 long stay spaces			
	Schools/ places of education	1 per 30 pupils	1 per 10 pupils plus 1 per 10 pupils scooter parking for primary schools 1 per 5 for secondary schools	1 per 4 long stay spaces			
	Museums/ Galleries/ Exhibition room	1 per 50sqm GFA	Min. 5 plus 1 per 50 sqm				
	Public hall/ Place of worship	1 per 10 capacity	Min. 5 plus 1 per 50 sqm				
	Library	1 per 75sqm GFA	Min. 5 plus 1 per 50 sqm				

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Table P.11: D2 Assembly and Leisure						
Area	Development Type	Maximum car parking spaces	Minimum cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
					Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All types	0	As Non-central	1% - 5% of total parking spaces	6% of total parking spaces, and a further 6% of spaces should be enlarged standard spaces. For sports facilities, levels may be determined according to the usage of the sports facility. For further information, see Accessible Sports Facilities (Sports England) and Guide to Safety at Sports Grounds (Green Guide).	4 spaces plus 4% of total parking spaces, and a further 4% of spaces should be enlarged standard spaces. For sports facilities, levels may be determined according to the usage of the sports facility. For further information, see Accessible Sports Facilities (Sports England) and Guide to Safety at Sports Grounds (Green Guide).
Non central	Cinema/ Concert hall/ Bingo/Casino	1 per 10 capacity	1 per 10 capacity			
	Sports and leisure facilities	1 per 20sqm	Min. 5 plus 1 per 20 sqm			

Table P.12: Sui Generis						
Area	Development Type	Maximum car parking spaces	Cycle parking	Maximum Powered two-wheeler parking	Disabled parking provision	
					Where car parking provision is up to 200 car parking spaces	Where car parking provision is over 200 car parking spaces
Central	All sui generis, except where otherwise detailed	Bespoke with a presumption of 0	Bespoke	Bespoke	5 % of total capacity, and a further 5% of spaces should be enlarged standard spaces.	6 spaces plus 2% of total capacity, and a further 2% of spaces should be enlarged standard spaces.
Non central Page 551	Garages and service stations Private hire and vehicle hire	2 per service bay + appropriate waiting spaces to cater for the facility	Min. of 2			
	Car sales premises	1 transporter space 1 per 50sqm				
	Driving schools, licensed taxis	1 space				
All areas	Purpose built, high density student housing	1 space per 25 beds for operational parking A condition will also be applied requiring the submission of a Parking and Traffic Management Plan.	1 per 2 beds	Bespoke	1 per disabled student room + 2 spaces	

Cycle Parking Standards

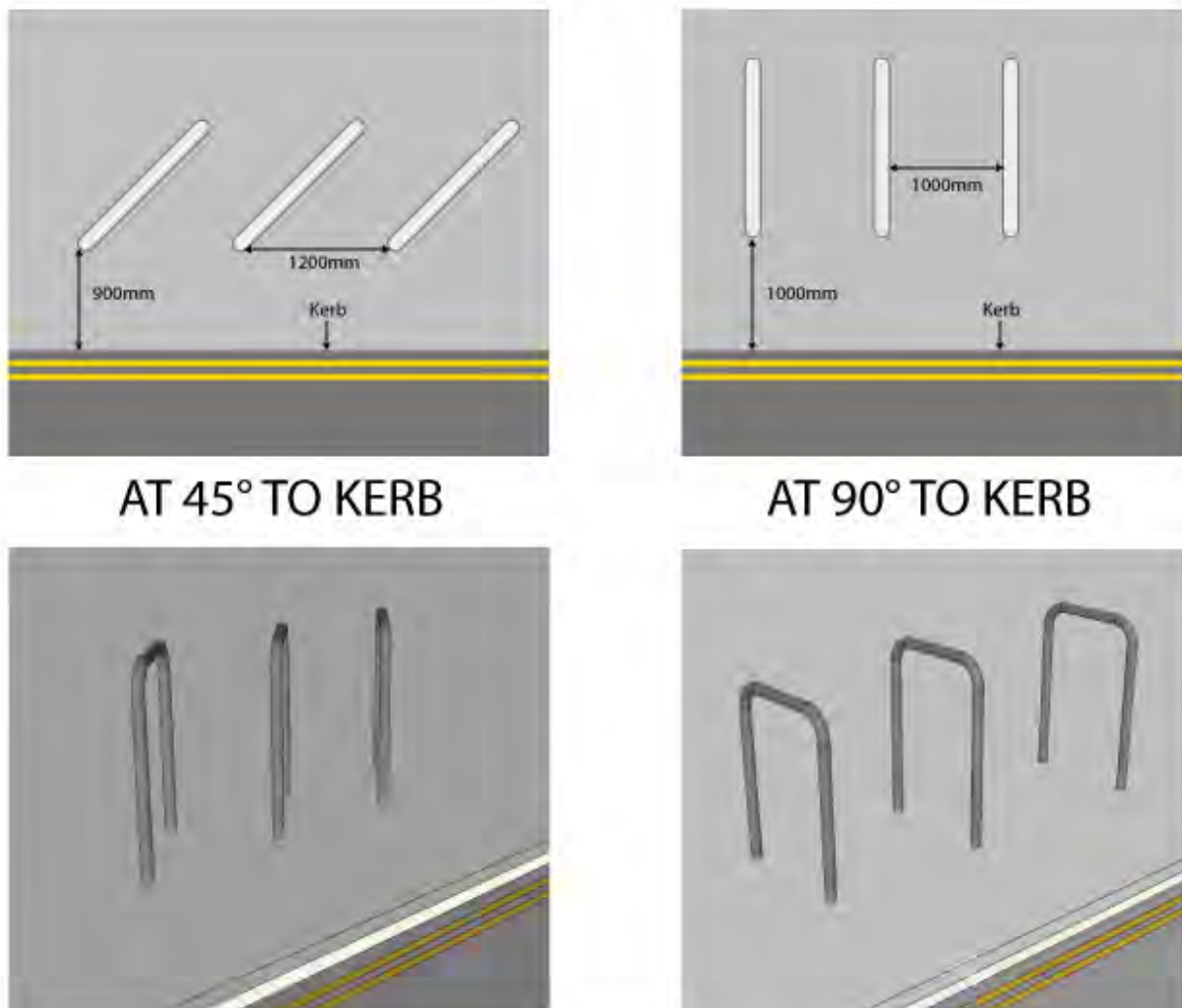
- 6.17 The importance of cycling facilities such as changing rooms, showers and lockers in encouraging more people to cycle cannot be underestimated. Such facilities will be sought in appropriate circumstances where long stay cycle parking is required, as determined by the land use above. At employment developments where the location makes it possible for employees to travel to work by active modes, the Council will seek to ensure that the development incorporates changing and shower facilities to facilitate anticipated levels of trips in the short term and sufficient to accommodate anticipated growth in these modes and modal shift in line with the 50:50 modal split. This approach is also supported by the Active Travel Act (Wales) 2013 and the Active Travel Design Guidance should be referred to⁵.
- 6.18 The standards for the provision of cycle parking for different types of development set out within Tables P.1 to P.12 represent minimum provision for all areas of Cardiff, which must be provided in addition to other vehicle parking.
- 6.19 Cycle parking should be provided in a safe, secure and convenient position and also be located close to the intended destinations. Wherever possible, it should be located within the curtilage of the development. Where appropriate, dropped kerbs provided adjacent to cycle parking can aid easy access for cyclists. Stands should be visible and positioned so they do not obstruct pedestrians or people with disabilities. They should be clearly signposted and highlighted by defined areas, such as the use of surface changes, colour or texture. In order to maximise security, cycle parking should be prominently located in places which maximise surveillance. They should be overlooked by passers-by, well lit and, where possible, viewed by CCTV or security guards.
- 6.20 Sheffield-type stands, which provide two cycle parking spaces and allow both the frame and wheels to be secured onto the 'n' shaped stand, are considered appropriate for short stay parking for most situations. Alternatives will be considered, but should offer at least the equivalent capacity, robustness and degree of protection for users. Stands which incorporate effective security and innovative design will be encouraged.
- 6.21 Short stay parking, which provides for the needs of visitors or customers to a building for a few hours, should be located as close as possible to the visitor entrances of a building and, ideally, within 30m. Long stay parking, which provides for the needs of employees, commuters and residents for longer periods, is more appropriately provided undercover and within a building where possible. All cycle parking should be overlooked or provided with surveillance.
- 6.22 Residential and long stay cycle parking should be secure and sheltered. The shelter may be in the form of accommodation within buildings, in cycle sheds or other sheltered structures and can include cycle lockers or cages located in close proximity to the main building access. For houses, where cycle parking is not specifically accommodated within individual dwellings (e.g. where garages are not available), appropriate alternative secure and sheltered provision should be made. Where communal cycle parking is provided, it is often better to have several small groups of stands rather than one large facility. Cycle provision should be designed into a scheme from the outset to ensure adequate provision is made available from first occupation. Reference

⁵ <http://gov.wales/topics/transport/walking-cycling/activetravelact/implementation>

should be made to the Cardiff Residential Design Guide and other relevant guidance. Innovative approaches to cycle storage and facilities, such as two tier storage systems and lockers for cycle helmets, are encouraged.

- 6.23 Stands should be positioned so that they can be properly used and do not cause a safety hazard. The diagram below outlines the positioning which is expected for on-street cycle parking. Reference should also be made to the Active Travel Design Guidance (for example, p.276) to ensure that the footway meets the minimum footway width requirements set out in the guidance.

Figure 6.2 Cycle Parking



Car Parking for People with Disabilities and Mobility Impairments

- 6.24 Standards on the number of designated parking bays for disabled people are set out in Tables P.1 to P.12. Previously these have been based on advice contained within the 'Parking Guidelines of the Standing Conference on Regional Planning in South Wales' (Revised Edition 1993) and the Department of Transport Traffic Advice Leaflet 5/95 'Parking for Disabled People' and have now been updated in line with BS8300, 'Design of buildings and their approaches to meet the needs of disabled people'.

-
- 6.25 The parking standards for people with disabilities represent minimum provision and should be provided in addition to the standard car parking provision. Where a reduced number of car parking spaces below the maximum level are provided, the level of car parking provision for disabled people should be maintained in the same proportion as if the overall number of spaces was up to the maximum level. At certain locations, and where the proportion of disabled people is known to be higher, the ratio of parking for disabled people may need to be increased. The needs of disabled people (including designated spaces) will also need to be considered in developments where no off-street car parking is proposed. Enlarged standard spaces are 3.6m by 6m. These spaces provide flexibility as they can be adapted to be parking spaces designated for use by disabled people.
- 6.26 Guidance on parking layout and appropriate streetscapes for use by disabled people can be obtained from *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* DfT (2002) and *Part M: Access to and use of buildings – Volume 2: Buildings other than dwellings* (2015). Such an approach is required by the *Equalities Act, 2010*.
- 6.27 Part M (*Access to and use of buildings*) provides technical guidance on *Buildings Regulations* about access to and use of buildings. Guidance on access in the planning system (*‘Planning and Access for Disabled People – A Good Practice Guide’* published by the Office of Deputy Prime Minister 2006; BS 8300: 2010 *‘Design of buildings and their approaches to meet the needs of disabled people - Code of Practice’* 2009 and *Design Commission for Wales, Design and Access Statements in Wales* 2017) recommends provision of an access statement to identify the philosophy and approach to inclusive design adopted, the key issues of the particular scheme, and the sources of advice and guidance used. An additional benefit of providing an access statement is that it should set out, at the time of the planning application, most of the information needed by a building control body, thereby assisting the dialogue between the applicants and building control. Design of disabled parking provision must comply with all current legislation.

Car Parking for People with Young Children

- 6.28 In shops and buildings to which the public have access and in public car parks, spaces should be reserved for people needing to transfer young children to and from the car. Parking for people with young children should be:
- Marked with a suitable symbol;
 - Provided at a medium width of 3.6m, to include 1.2m access zone between parking bays;
 - Located close to the main accessible entrance to the building.

Parking Layout and Design

- 6.29 The principles outlined in Chapter 8 of the *Manual for Streets* should be taken into account for the layout and design of parking areas. Through good design, car parking (public and private) must give consideration to safety for pedestrians, cyclists and vehicles, for example, through appropriate separation of vehicles/persons and lighting/CCTV as appropriate. Pedestrians should be considered first in the design process, in accordance with the user hierarchy set out in *Manual for Streets*. It should also address issues of security, visual amenity and access requirements. Access and circulation arrangements must accommodate the needs of all users

with a particular emphasis on vulnerable groups. Entrances and exits must not present a hazard to road users, pedestrians and cyclists or interfere with safety and the movement of traffic. It is important that the provision and design of car parking space is well integrated with a high quality public realm. The Park Mark standard may also be usefully referenced and applied where appropriate.

- 6.30 Alternative parking layouts with specific provision for car clubs and/or accommodation of shared use vehicles will be encouraged where appropriate.
- 6.31 All off-street car parking spaces should have minimum dimensions of 5.0m x 2.5m (Manual for Streets 2007), with a minimum manoeuvring space of 6.0m behind a car parking bay. Where car parking spaces are provided in a linear layout, a minimum bay length of 6.0m is required.
- 6.32 Garages should have a minimum internal width of 3.2m with an internal length of 6.0m. Where garages are provided, a minimum driveway length of 5.5m is required from the back edge of the adjacent footway (or highway/verge where there is no footway). Where garages are also used to provide cycle parking (see 6.22), an additional width of 0.75m plus additional length of 1m should be provided to allow cycles to be independently stored/removed without first moving any parked car.

Parking Standards for Motorcycles

- 6.33 Well-placed and designed motorcycle parking can help to improve the appearance of an area, reduce obstructions to pedestrians by reducing random parking, theft and damage to secured motorcycles.
- 6.34 Parking should be provided in a safe, secure and convenient position with good surveillance and, wherever possible, within the curtilage of the development. Standard spaces should be 2.5m by 1.5m. Parking must be positioned so as not to obstruct pedestrians and/or people with disabilities. Motorcycle parking should also be on a level surface and be clearly sign-posted and well-lit. Consideration should also be given to the provision of appropriate anchor points.
- 6.35 Best practice guidance on the design of Powered Two Wheeler parking is provided in the Department of Transport, Local Government and the Regions' Traffic Advice Leaflet 2/02.

Design for Refuse Collection

- 6.36 For guidance on access for refuse collection vehicles and refuse collectors please refer to the Council's current guidance on Waste Collection and Storage Facilities.

Car Clubs

- 6.37 Car club parking spaces can be provided at workplaces, residences and on-street. Car Clubs can contribute to mitigating transport related impacts and there are a number of advantages to developers in providing car clubs and their use in meeting parking standards and environmental mitigation. Existing planning guidance emphasises the benefits of high density housing development and for developments where a reduced amount of parking is sought, a developer

may be required to be provide on-site car club provision, including appropriate parking reserved for the scheme.

- 6.38 Carplus, a national charity promoting responsible car use and which seeks to establish a national network of car club providers, is a useful source of car club information.

Electric Vehicles

- 6.39 The availability of and demand for electric vehicles is projected to increase. Further to KP5 viii, provision to enable charging for electric vehicles will be encouraged, particularly within public and/or communal car parks. Electric Vehicle charging is a developing technology and Cardiff Council will seek to ensure that charging points are installed in line with the current technical requirements at the time of application. Where there is an opportunity for developments to include vehicle charging points the Council will encourage their provision and seek to secure an appropriate level of provision through the planning process. In view of the anticipated changes in the nature of EV technology and demand for EV provision, as well as forthcoming revisions to Planning Policy Wales which will reflect these changes, Cardiff Council will develop further guidance relating specifically to the implications of EV.

7. PUBLIC RIGHTS OF WAY

Introduction

- 7.1 Public Rights of Way (PRoW) have an important role as part of Cardiff's transport network and Strategic Recreational Routes, as set out in the LDP policies T5, T6 and T8 (see also Section 2 and Appendix 1).
- 7.2 This section provides advice on:
- How to identify whether a proposal affects a PRoW
 - What must be considered if PRoWs are within a development site
 - When existing paths should be retained and situations where diversions may be acceptable
 - When new paths are needed and how they should be located within a development
 - Issues to consider when designing paths.
- 7.3 These considerations are especially relevant for new housing developments, but may also need to be considered for other kinds of development if these are likely to affect the alignment of an existing PRoW or increase its usage.

Guidance on Policy Implementation

The need to identify paths at the outset

- 7.4 There are a number of categories of PRoW serving different user groups. Types of rights of way are set out below:
1. **Footpaths** for use by walkers
 2. **Bridleways** for use by horse riders, cyclists and walkers
 3. **Byways Open to All Traffic (BOATs)** have footpath, bridleway and vehicular rights (there are current no BOATs in Cardiff)
 4. **Restricted Byway (RBs)** have footpath and bridleway rights and rights for non-motorised (i.e. horse drawn) vehicles.
- 7.5 Existing PRoWs should be identified at an early stage of the development process, using the Definitive Map and Statement of Rights of Way. This is a legal record of all rights of way existing within Cardiff.
- The Definitive Map and statements are public documents which may be viewed by contacting the Highways Department within the Council.
 - The map and statement are conclusive proof as to the existence, status, width and position of a public right of way.
 - The fact that a legal right of way is shown on the Definitive Map but does not physically exist on the ground is not evidence that no right of way exists.
 - The map does NOT include paths the public have access to use on private land which the landowner allows (sometimes known as giving 'permissive access').
- 7.6 As the Highway Authority, the Council has a legal responsibility to protect highways maintainable at the public's expense as outlined in the Highways Act 1980. Their responsibility in relation to the PROW network is outlined briefly below:

-
- Under Section 130, protect the public's right for the use and enjoyment of the right of way network.
 - Maintain the rights of way network to ensure the paths are accessible for all to use (i.e. way marking; vegetation clearance; clear of obstructions, etc.).
 - Retain and update the Definitive Map and Statements as legal events are confirmed (i.e. Diversions; Extinguishments; Creation Orders, etc.).

Protecting existing paths

- 7.7 Under Section 130 of the Highways Act 1980, the Council has a duty to protect the public's right to use rights of way. Most PRowS are long-established and many provide an important local movement and recreational function as well as forming part of a larger strategic network of transport and recreational routes which includes Promoted Circular Walking Trails, River Corridor Trails, Permissive Bridle Routes and other paths.
- 7.8 For these reasons, the developer must make every endeavour to incorporate and maintain the legal alignment of an existing PRow within the layout of a development.

PRowS in development sites

- 7.9 When designing their proposals, developers should give consideration to whether any public paths or rights of way cross the development site and whether they could be affected by the proposed development. Policy T6 of the LDP seeks to protect PRowS from developments which would cause unacceptable harm to their function and use. Therefore, where a development is likely to affect the existing legal alignment of a PRow, developers should seek to minimise this impact. This may be achieved by either incorporating the legal alignment of the path within the development or by diverting it along an alternative alignment.
- 7.10 In determining applications for developments which would affect the existing legal alignment of a PRow and require its diversion, the Council will assess the merits of the alternative diverted route relative to the existing alignment in terms of its quality, safety, convenience and attractiveness. In some cases, the route proposed for the diversion may offer demonstrable advantages over the existing PRow for users in respect of these attributes. A development may also provide the opportunity to create a more convenient route or to enhance the quality of a route, particularly on large sites.

Diversions and stopping up – legal processes

- 7.11 In certain cases it will not be possible to incorporate the legal alignment of the PRow within the development or developers may not wish to do so. In such instances, the developer will need to demonstrate to the Council's satisfaction why retaining the existing alignment would prejudice an otherwise acceptable development or layout and why a diversion or stopping up of a PRow is necessary. Where having considered these matters, the Council accepts there is a valid case for not retaining an existing alignment, once planning permission has been granted, the developer must apply for a diversion or extinguishment (if proven necessary). This process is open to public consultation and changes may not be confirmed if objections are deemed reasonable.

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- 7.12 A diversion or stopping up may be acceptable where provision of an alternative alignment would offer a route of acceptable quality in terms of its quality, safety, convenience and attractiveness or otherwise offer demonstrable advantages.
- 7.13 When determining an application for a diversion or stopping up order, the Council will need to be satisfied that it is necessary (not just desirable or preferable) for the path to be altered in order for the planning permission to be granted.
- 7.14 Where a diversion or stopping up is deemed necessary, the Council can only use the powers of section 257 of the Town & Country Planning Act 1990 while the development is taking place and the following must be considered:
- Once Planning consent has been granted, the applicant must apply for the Section 257 order to be processed.
 - The full cost of making the order will be borne by the developer.
 - Until the legal order is completed and confirmed, the original definitive line must be retained.
 - Any additional changes made to the rights of way following completion of a development will require administration made under the *Highways Act 1980* legislation and open to public objection.
- 7.15 If changes to rights of way require re-alignment of an existing path, the developer will need adequate consideration for the time required to process the legal order to determine the outcome. Where a stopping up or diversion order are required it is likely to take up to a year to come into effect. Until that time the original definitive line must be kept open at all times.

Protecting Public Rights of Way during construction

- 7.16 Rights of Way must remain open and unobstructed at all times until the necessary statutory procedures, which authorise closure or diversion of the path/s, are completed as confirmed orders. Obstructions to the rights of way network, even in ignorance, may lead to enforcement action, prosecution and blighted property.
- 7.17 Temporary Diversions/Stopping up orders can be applied for from the Council, to allow works to be undertaken or prevent a danger to the public. This restriction is only temporary and the route must be reopened. These orders cannot be used in lieu of a permanent order and again the developer will be expected to pay the costs of producing and implementing the order. A temporary diversion/stopping up does not allow the original definitive path to be obstructed or damaged during the development.
- 7.18 Developers are responsible for ensuring PRoWs are managed and remain unobstructed throughout the construction process. Failure to meet this responsibility can result in the Council taking enforcement action:
- Even where planning permission has been granted, or is not required, this does not entitle a developer to obstruct, interfere with or move a Public Right of Way.
 - Under the Highways Act 1980 Section 131 clearly states "if a person, without lawful authority or excuse (b) removes any soil or turf from any part of a highway, except for the purpose of improving the highway and with the consent of the highway authority for the highway is guilty of an offence."

- The Council may take proceedings in a Magistrates' Court against any person obstructing a Public Right of Way. The Countryside Rights of Way Act 2000, Section 64 under section 137ZA of the Highways Act 1980, where there is penalty for wilful obstruction provides the court the power to order the offender to remove the obstruction.
- The Local Authority has the power to require the developer to reinstate the right of way, even where development has already occurred.
- Temporary Diversions/Stopping up orders can be applied for to allow works to be undertaken or prevent a danger to the public (see 7.9).

New paths

- 7.19 New paths may be needed to supplement the existing network. This is especially relevant for new housing developments where new path links will be required where they are necessary to create convenient access to work, services, leisure, through public open space and countryside primarily for those who live on the site. Such paths should be permanent and made up to adoptable standard i.e. constructed to conform to the requirements of the Council's *Highway Standards Manual*.
- 7.20 Under Section 25, Highways Act 1980, a public path creation agreement can be made when a local authority enters into 'an agreement with any person having the capacity to dedicate a footpath, bridleway or restricted byway over land in their area'. The public path creation agreement requires:
- The Council to consult with other local authorities or local members in whose area the land concerned is situated;
 - The full cost of making the order to be borne by the developer where it is agreed that a creation order under Section 25 is necessary;
 - Agreement of limitations or conditions affecting the right of way over it;
 - The Council to take necessary steps for securing that the footpath, bridleway or restricted byway is dedicated with the above agreements;
 - The dedication of the right of way to be advertised in at least one local newspaper in which the land to which the agreement relates is situated.
- 7.21 On larger sites, the public rights of way network should be considered in a comprehensive manner and as part of the network of off-road routes for moving round the site, and linking with surrounding communities and countryside. The builder/developer is required to follow guidance as outlined in the Green Infrastructure SPG to ensure new and existing paths are created cohesively within green spaces.

Design Considerations

Detailed design of paths

7.22 All paths whether existing or new should be designed to accommodate their intended use and to minimise the risk of disturbance to neighbours and opportunities for crime. Further guidance is set out in the Green Infrastructure SPG section specifically for Public Rights of Way.

Developer Contributions

7.23 There may be occasions where the Council requires a financial contribution from a developer for off-site works. This would be to ensure that proposed improvements and enhancements within a development site link effectively with the existing network of routes and are constructed to an appropriate standard for the increased use likely to result from the completion of the development.

7.24 Where paths contain an adjoining soft landscape area this strip will require a commuted sum for ongoing maintenance if it is to be transferred to the Council.

7.25 Paths which will require a legal order to divert, extinguish or create will require compensation to cover the legal fees, advertising and potential public enquiry costs.

Summary

7.26 For best practice follow the checklist below:

- Take account of all relevant national and local planning guidance, including the Green Infrastructure SPG.
- Check if a Public Right of Way, claim or anomaly affects the proposed development site.
- Design the layout to take account of any existing Public Rights of Way.
- Consider if a new Public Right of Way can be incorporated into the site following guidance from Green Infrastructure SPG, Public Rights of Way section.
- Leave sufficient time to implement temporary/permanent changes to the Public Rights of Way network.
- Liaise regularly with the Council's PROW Team to ensure problems are avoided and appropriate guidance can be provided.

Reference

Rights of Way Improvement Plan Guidance (Produced as part of the Council's statutory duty under the Countryside and Rights of Way Act 2000).

Right of Way: A Guide to Law and Practice, Fourth Edition by John Riddall and John Trevelyan

8. USEFUL PUBLICATIONS

Welsh Government

Design and Access Statements in Wales (June 2017)
Planning Policy Wales (Edition 9, November 2016)
Design Guidance Active Travel (Wales) Act 2013
Technical Advice Note 18: Transport (2007)

Cardiff Council

Cardiff Local Development Plan 2006-2026
Cardiff Local Development Plan Masterplanning Framework
Liveable Design Guide: Placemaking, urban design, architecture
Cardiff Cycle Design Guide
Cardiff Parking Strategy
Cardiff Public Art Strategy
Cardiff Public Realm Manual
Rights of Way Improvement Plan Guidance (Produced as part of the Council's statutory duty under the Countryside and Rights of Way Act 2000)
Technical Design Standards
Junction Assessment Tool Guidance

Supplementary Planning Guidance

Green Infrastructure
Planning for Health
Infill Sites Design Guide
Open Spaces
Planning Obligations
Trees and Development
Waste collection and storage facilities
Cardiff Residential Design Guide

UK Government

Webtag
Department for Transport (2013 revisions) Well-maintained Highways Code of Practice for Highway Maintenance Management, London: DfT
Department for Transport (2012) Quality Audit in the Street Design Process, London: DfT
Department for Transport (2010) Manual for Streets 2: Wider Application of the Principles, London: DfT
Department for Transport (2007) Manual for Streets, London: DfT
Department for Transport (2005) Inclusive Mobility, London: DfT
Part M (Access to and use of buildings) 2015
Planning and Access for Disabled People – A Good Practice Guide' Office of Deputy Prime Minister 2006
BS 8300: 2010 'Design of buildings and their approaches to meet the needs of disabled people - Code of Practice' 2009

Other Publications

Right of Way: A Guide to Law and Practice, Fourth Edition by John Riddall and John Trevelyan
Design Commission for Wales, Design and Access Statement 2008

Cardiff Managing Transport Impacts (incorporating Parking Standards) SPG April 2018

Appendix 1 UK and National Policies

- 1.1 **The Community Infrastructure Levy Regulations 2010** and subsequent Amendments allow Local Authorities to raise funds from developers who are undertaking new building projects in their area. The Levy (or 'CIL') is a charge per square metre of new development and is collected as development is implemented. The money can be used to pay for a wide range of infrastructure that is needed to support growth. This can include things like transport schemes, schools and community facilities. Detailed information is available through www.cardiff.gov.uk.
- 1.2 **The Active Travel Act (Wales) 2013 places a legal duty on** local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure and facilities for walking and cycling every year, as well as to promote walking and cycling as a mode of transport. Highways authorities are required to consider the needs of walkers and cyclists and make better provision for them.
- 1.2 **The Well-being of Future Generations (Wales) Act 2015** puts in place seven well-being goals. It requires public bodies to carry out sustainable development which is defined as the "...process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals." This means that public bodies must act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. To meet their well-being objectives, public bodies are required to take account of: the importance of balancing short term needs with the need to safeguard the ability to meet long term needs; how public bodies impact upon each other; involving people and considering the diversity of the population; collaborating and assisting other public bodies; and how deploying resources to prevent problems occurring or getting worse may contribute to meeting the well-being objectives.
- 1.3 **Planning Policy Wales (November 2016)** sets out the Government's planning policies as they apply in Wales. It includes guidance on car parking provision (paras 8.4.1 – 8.4.6), which is viewed as a: '*major influence on the choice of means of transport and the pattern of development*'. It outlines that local authorities should: '*ensure new developments provide lower levels of parking*'. Therefore, **minimum** parking standards are no longer seen as appropriate.
- 1.4 8.3.4 states that 'where development can only take place with improvements to public transport services, local authorities should consider the use of planning conditions and/or planning obligations'. Planning conditions 'may legitimately be imposed on the grant of planning permission to secure on-site transport measures and facilities as part of the proposed development. Planning obligations may also be used in appropriate circumstances to secure off-site improvements in public transport, walking and cycling, where such measures would be likely to influence travel patterns to the site involved'.

- 1.5 The importance of conducting Transport Assessments is identified as these can 'provide the basis for negotiation on schemes, including the levels of parking, and measures to improve public transport access, walking and cycling' (8.7.2).
- 1.6 Planning Policy Wales also encourages local authorities to collaborate with neighbouring authorities when considering parking issues in order to '*establish maximum levels of parking for broad classes of development*', together with a: '*threshold size of development above which such levels will apply*' (8.4.3).
- 1.7 **Planning Policy Wales - Technical Advice Note 12: Design 2016** [TAN 12, 2016] supplements Planning Policy Wales and provides additional guidance and detailed advice on promoting sustainability through good design and planning for sustainable buildings within the planning system. Good design has the potential to assist environmental sustainability, economic growth and social inclusion.
- 1.8 TAN 12 provides advice on the way in which areas function and the connections between people and places as well as aesthetic considerations and emphasises that design should take into account:
 - Movement – promoting sustainable modes of travel
 - Access – ensuring ease of access for all
 - Character – for example, promoting local character and legible development
 - Environmental Sustainability – for example, designing for change
 - Community Safety - for example, ensuring attractive, safe public spaces.
- 1.9 In relation to transport, elements of design and the planning of movement in developments, TAN 12 sets out that planning should be based on the understanding of the local context via an analysis of the needs and potential of the local area.
- 1.10 The document states that the siting, layout and detailed design of development will often be critically important to the success of efforts to provide genuine alternatives to car travel and to achieving quality in the environment as a whole: "Good site location, building and street design can play an important role in achieving a reduction in car traffic and speed and short distance motorised journeys, as well as encouraging a wider choice of more sustainable modes of travel" (5.9.1).
- 1.11 TAN 12 sets out that the emphasis should be on safe, accessible movement of people and goods along routes that are both attractive and appropriate to the environment through which they pass. The layout of infrastructure should contribute to the promotion of walking, cycling and public transport, including ensuring direct and attractive routes for pedestrians and cyclists and giving particular attention to the needs of disabled people, children and older people. This extends to larger developments where the potential for public transport interchanges should be considered and accommodated, as well as the benefits of locally based traffic management measures.
- 1.12 The guidance indicates the need to avoid severance and community fragmentation when design is considered, promoting permeable access for all. Issues such as

gradient, lighting and security are seen as important along with coherent, legible, direct, attractive, safe and unobstructed routes. It emphasises the need for early stakeholder involvement in transport and movement issues so that the needs of users and operators are understood and reflected in design solutions, with the needs of disabled people, children and older people given particular attention.

- 1.13 **Planning Policy Wales - Technical Advice Note 18: Transport 2007** [TAN 18, 2007] supplements Planning Policy Wales and provides additional guidance on achieving a sustainable and integrated land use planning and transport system. TAN 18 emphasises that local authorities should consider the need for introducing or reviewing parking standards and requirements, and the parking needs of disabled people. Car parking policies should address the provision and management of both on-street and off-street parking, and the standards to be applied to new developments, reflecting the differing needs of various land uses. Additionally, it states that neighbouring authorities should co-operate to achieve a more consistent regional approach.
- 1.14 TAN 18 also indicates that the extra traffic generated by a proposed development may produce the need for transport improvements in the vicinity, and beyond. It states that where improvements are necessary, local planning authorities may grant planning permission subject to a condition requiring that improvements are completed prior to the commencement/occupation of the development. Furthermore, it says that developers will be required to pay the cost of any highway improvements where the need is directly created by their development. Such improvements may be secured under section 278 of the Highways Act 1980, whilst the use of planning obligations may be appropriate in some circumstances.
- 1.15 TAN 18 sets out the position with respect to **Transport Assessments** and **Transport Implementation Strategies**. Transport Assessments are used to assess the likely impact of a development in transport terms. A Transport Implementation Strategy is the output of a Transport Assessment detailing the measures a developer will use to mitigate the transport impacts: *'The transport assessment process should include the production of a Transport Implementation Strategy for the development. This should set objectives and targets relating to managing travel demand for the development.'*
- 1.16 Paragraph 9.22 of TAN 18 states that 'planning authorities may use planning obligations to secure improvements in roads, walking, cycling and public transport, whether as a result of a proposal on its own or cumulatively with other proposals and where such improvements would be likely to influence travel patterns either on their own or as part of a package of measures'. Paragraph 9.25 makes clear that the objective of using planning obligations in relation to transport should be to 'secure satisfactory accessibility to sites by all modes with the greatest degree of access being achieved by public transport, walking and cycling'.
- 1.17 TAN 18 also sets out the most recent position with respect to **Travel Plans** in Wales and states (paragraph 9.14) 'The Assembly Government wishes to promote the

widespread adoption of Travel Plans by businesses, schools, hospitals, tourist attractions and other significant travel generating uses’.

- 1.18 **Welsh Office Circular 5/93 ‘Rights of Way’** provides advice on recording, maintaining, protecting and modifying the rights of way network.
- 1.19 **Manual for Streets (MfS, Department for Transport 2007)** states that ‘a clear distinction can be drawn between streets and roads. Roads are essentially highways whose main function is accommodating the movement of motor traffic. Streets are typically lined with buildings and public spaces, and while movement is still a key function, there are several others, of which the place function is the most important.’
- 1.20 **Manual for Streets 2 (MfS 2, Chartered Institution of Highways & Transportation 2010)** is endorsed by the Department for Transport (DfT), the Homes and Community Agency (HCA), the Welsh Government, the Commission for Architecture and the Built Environment (CABE), the Association of Directors of Environment Economy Planning and Transport (ADEPT) and English Heritage. MfS2 does not supersede MfS1 but rather it explains how the principles of MfS1 can be applied more widely.

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1.0 Introduction

1.1 Purpose of guidance

- 1.1.1 Transport Assessments (TAs) are an important mechanism for setting out the scale of anticipated impacts a proposed development, or redevelopment, is likely to have. They assist in helping to anticipate the impacts of development so that they can be understood and catered for.
- 1.1.2 The Welsh Government’s policies on TAs within the planning process are contained in Planning Policy Wales (Edition 9 November 2016) (PPW). This document expands on the available guidance, providing detailed guidance on all aspects of TAs including modelling. The checklist below is not exhaustive and adaptation may be required to reflect the type and scale of the proposed development. Webtag and other source references were correct at the time of writing.
- 1.1.3 The guidance is intended to expedite the progress of planning applications. Following the guidance should assist applicants in producing TAs required through the planning process which can be approved in a timely manner. The explanatory notes below should be used in conjunction with the checklist of requirements at the end of the document to ensure that any TA which is submitted to Cardiff Council contains all of the information which is required by the planning authority in assessing a planning application. Where essential information is omitted, this may result in a delay in determining an application as any outstanding material may be required through the determination period. A pre-application service (discretionary) is offered by the Council and it is recommended developers use this service to ensure engagement at the earliest possible opportunity.
- 1.1.4 Before submission to the Council, it is strongly recommended that all TAs are independently audited, using the below checklist. Where TAs are submitted for consideration at pre-application stage or with a planning application, the Council will also use the list to audit the submission to check that it contains all the appropriate details and information to enable the Council to properly assess and understand the transport impacts of development proposals and determine the transport mitigation measures necessary to address such impacts.

2.0 Transport Assessment Requirements

2.1 Baseline data, existing site information and proposed development

- 2.1.1 Baseline conditions need to be established accurately to understand fully the context of the development proposal. A full description of existing site information should be provided as well as a detailed description of the proposed use or uses of the site. The description should include the elements outlined in the checklist as a minimum.

2.2 Public transport and walking/cycling assessment

- 2.2.1 A key issue in seeking the most sustainable solution for a particular development is the need to encourage trips made by walking and cycling and the use of public transport. TAs should include but not be limited to the elements in the checklist.
- 2.2.2 Public Transport Network Assessment and Planning is an integral part of the TA process. For major developments, it is important to identify the spare capacity on buses and trains in order to establish the ability of the public transport network to accommodate any increase in demand associated with a proposed development, particularly for rail. Public transport journey times and reliability should also be referenced.
- 2.2.3 Such assessments should inform later stages in the TA process in respect of determining modal split, travel plan objectives and, in appropriate cases, public transport infrastructure enhancements and improvements to the local cycleway and footpath network as part of an overall mitigation package. The TA should also demonstrate the principles of design for the walking and cycling network and urban realm and how these principles follow guidance in Manual for Streets, Manual for Streets 2 and the Welsh Government's Active Travel Design Guidance.
- 2.2.4 A suggested methodology for assessing the capacity (i.e. the maximum number of people that can be accommodated on the route within the licensing laws of that particular mode) of the public transport network is set out in the checklist. Detailed guidance relating to all aspects of modelling can be found in Section 3.

2.3 Safety Considerations and Accident Analysis

- 2.3.1 The assessment should identify any significant highway safety issues and provide an analysis of the recent accident history of the study area. The extent of the safety issue considerations and accident analysis will depend on the scale of the proposed development

and its location. The need to minimise conflicts between vehicles and other road-user groups, particularly vulnerable users, should be adequately addressed. Where appropriate, this should also include consideration of impacts on the railway network.

2.4 Appraising the Impact of the Proposed Development - Weltag

- 2.4.1 It should be noted that in the Welsh context the Welsh Transport Planning Appraisal Guidance (Weltag) process should be used for larger scale developments with wider than local impacts. Weltag enables practitioners to set transport objectives and plan, evaluate and monitor initiatives in accordance with the Wales Transport Strategy. Appraisal is centred on three main impact areas, the pillars of sustainable development: Economy, Environment and Society (including Accessibility, Integration and Safety). The criteria in the checklist below should also be referenced by the appraisal. Where appropriate, and commensurate with the scale of a development, TAs should demonstrate that reference has been made to Weltag in carrying out the assessment of issues relating to the three impact areas. Weltag is recommended as a robust process for addressing problems which have been identified through the TA process and principles of the Weltag methodology can usefully be applied in this context. For example, Stage 1 provides a framework for identifying options where impacts have been identified; Stage 2 for options testing and Stage 3 for the development of a preferred option.
- 2.4.2 In line with the Weltag process, the environmental impacts of any significant development need to be addressed. Environmental impacts which are set out in an environmental impact assessment (EIA) should be cross-referenced in the TA. This will help ensure that the significance of the predicted impacts and the scope for mitigating them are properly addressed at the outset.
- 2.4.3 The Local Highway Authority and/or the Highway Agency would require assessment of the environmental impact from any increase of traffic on the highway network where statutory limits might be breached. The same is true if any highway mitigation measures were to be proposed as a result of the development.

2.5 Promoting Smarter Choices via Travel Plans

- 2.5.1 Smarter Choices are techniques for influencing people's travel behaviour towards more sustainable options. They include measures such as travel plans, individualised marketing, personalised journey plans, public transport information and marketing initiatives, car sharing schemes and car clubs, plus measures that reduce the need to travel, such as video conferencing and teleworking.
- 2.5.2 Travel Plan (TPs) should be tailored to address the site-specific issues relating to the proposed development. Whenever a site-specific TP is proposed, the developer should ascertain the existence of an area-wide TP and integrate the site-specific TP with this. Appendix 3 provides the Cardiff Council TP Guidance and Checklist for detailed information on TP requirements.

2.6 Transport Impacts and Mitigation Measures

- 2.6.1 Preference should be given wherever possible to sustainable travel solutions rather than the construction of new roads, for example through facilitating walking and cycling as well as accessibility to the local public transport infrastructure and improvements to the local public transport network.
- 2.6.2 Where mitigation is proposed, appropriate conditions may be attached to any planning permission granted. The conditions or obligations should specify the improvements required to accommodate the proposed development's trips by all modes. They should also ensure the safety of all road users, including non-motorised users or vulnerable users. Conditions or obligations may require that necessary mitigation measures be completed before first occupation of units on the site, or before work on the development site itself commences if construction traffic is a major issue.
- 2.6.3 As outlined in TAN 18, as a broad guide the Welsh Government regards an increase in turning movements in the order of 5% as material in most cases, that is, a 5% increase of traffic using any link of a junction. Where the capacity of a junction is near to, or is being, exceeded a smaller percentage increase on a link would normally be material, as would any additional turning movements which in the case of, for example, heavily laden slow moving vehicles, might have serious safety implications for road users. The critical junctions to be included in the TA should be agreed with the Council.
- 2.6.4 Where a development will have a material impact on the highway network, the level of impact at all critical locations on the network should be established as well as conditions which may be unique to the network in the local area. In respect of the strategic road network, the degree of impact on all junctions that would be affected by the movements generated by a development should be assessed. The impacts upon the functioning of the strategic network should also be assessed. In this regard, the functional attributes of the network to be assessed and measured should include queue lengths, delays caused by queuing, journey time impacts (all modes), the configuration of traffic signal cycle times at junctions and the level and quality of access afforded to pedestrians, cyclists and public transport at road junctions and along links between junctions. The additional vehicular movements generated by a development can potentially reduce the capacity of the road network and make journeys by sustainable modes less safe, convenient or attractive. Examples of this could include:
- where additional flows through junctions can only be accommodated by reducing the 'green time' for pedestrians and cyclists at junction crossings or modifications to junctions that introduce or increase the degree of staggered pedestrian/cycle movements or prevent the introduction of pedestrian/cycle crossings.
 - where additional flows prevent the reallocation of road space to sustainable modes.

2.6.5 Further to policy T6 of the LDP, the core principals required of a development are defined below, whereby the developer should demonstrate that these have been adhered to and propose any necessary mitigation measures accordingly –

- The development will not cause unacceptable harm to new or existing pedestrians, cyclists and public transport users, while larger developments will be expected to provide improvements to these modes;
- The development will not cause unacceptable harm to the safe and operation of the highway for example queuing back (maximum rather than average queue length) to an extent such as to affect access or block upstream junctions.

2.6.6 In line with TAN 18 (9.1), the TA process should also include the production of a Transport Implementation Strategy (TIS) which should “set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them”. The elements set out in the checklist should be included as a minimum.

3.0 Modelling Specific Requirements

3.1 Modelling Core Principles

3.1.1 As a general principle, all TAs should be compliant with the appropriate guidance, including TAN 18, ‘DfT WebTAG’ and ‘Design Manual for Roads and Bridges (DMRB)’.

3.1.2 The assessment should take into account the following core principles, as discussed in ‘TAG Unit M2 (Variable Demand Modelling)’ and should be considered part of an overall iterative process. Links to relevant discussion in relation to each of these aspects is provided below –

- Trip Generation [Ref: Par 3.6.1-3.6.2.]
- Mode Choice [Ref: Par 3.6.3.]
- Time Period Choice [Ref: Par 3.3.8.]
- Trip Distribution (Destination Choice) [Ref: Par 3.6.6-3.6.8.]
- Trip Assignment (Route Choice) [Ref: Sect 3.3.]

3.1.3 All assumptions and methodologies should be consistently applied and appropriately documented. All models, calculation spreadsheets and associated documentation, including the 'Appraisal Specification Report' and 'LMVR' as described in 'TAG Unit M3.1 (Highway Assignment Modelling)', should be made available to the Council, and submitted electronically (i.e. not simply scanned hard copies) along with the Transport Assessment; i.e. all aspects should be auditable.

3.1.4 All software used in the assessment process (e.g. models, TEMPRO, TRICS etc.) should be current, unless there is a valid reason otherwise. The applicant should adhere to best practice and any guidance specific to the use of each software application.

3.2 Scope of Study

3.2.1 The scope of the study area for the proposed development should be provided to the Council during the preliminary stages of the application, and should be based on the area of significant influence from the development. A balance needs to be sought between drawing the study boundary close to the scheme, with the need to provide sufficient information so as to be able to make robust decisions, as described in 'DMRB Vol.12 Sect.1 Pt.1 (Traffic Appraisal Manual)'.

3.2.2 Where a development is a component part of a future larger scale development, then suitable consideration should be made of the larger development as a whole, including approved developments within the study area, so as not to prejudice the delivery of the wider strategy for sustainable travel. TAN 18 provides further details regarding assessing the cumulative effects of development through TAs.

3.2.3 As a minimum, the study period for any assessment should be a midweek 'AM Peak' and 'PM Peak', typically 08:00-09:00 and 16:30-17:30, respectively; however this should be determined from in combination, the analysis of the development trip generation profile and flow profile on the adjoining network. Significant land uses other than residential may require the need to look at additional time periods such as the inter-peak or during the weekend.

3.2.4 The type of surveys undertaken will in part be determined by the type of analysis to be undertaken, as explored in 'TAG Unit M1.1 (Principles of Modelling and Forecasting)', however as a minimum requirement these should involve peak classified turning movements, recorded in at least 15 minute increments, and the applicant should demonstrate their detailed understanding of the issues from having undertaken specialist site visits.

3.2.5 The suggested categories for classified surveys are as follows – 'Lights' (Cars/LGV), 'OGV1', 'OGV2', 'PSV' (Buses/Coaches), 'Bicycles', as described in 'DMRB Vol.7 Sect.2 Pt.1 (Traffic Assessment)', and consistent with the 'DMRB Vol.13 COBA 11 Manual'. Numbers of pedestrians crossing at a junction should also be routinely surveyed, even if no formal crossing facility exists.

- 3.2.6 Queue Lengths (at 5 minute intervals), Journey Times by bus/car (minimum of 5 runs for statistical significance), ATC counts (to account for flow variations), Origin-Destination surveys (for matrix estimation), Public Transport surveys, Parking surveys, Stated Preference surveys, and other types of data may be required for model calibration and validation; especially for detailed modelling and for larger scale developments.
- 3.2.7 Signal timing data (e.g. LOTU, AVSP) and associated plans should be sought from the Council's Network Management Group (Contact: Dave Kinnaid – 029 2087 3321 / Paul Jones – 029 2087 3305) for all signalised junctions and crossing facilities within the study area. A copy of all survey data should be provided electronically to the Council.
- 3.2.8 All surveys should be conducted during neutral time periods, so as to be reflective of typical traffic conditions. Further guidance on data collection methodology is provided in 'TAG Unit M1.2 (Data Sources and Surveys)' and 'DMRB Vol.12 Sect.1 Pt.1. (The Application of Traffic Appraisal to Trunk Road Schemes) Ch.6'.

3.3 Analysis Approach

- 3.3.1 In essence, the extent and complexity of any analysis undertaken should be commensurate with the scale of development and its likely impacts. Fundamentally, the purpose of the modelling is to demonstrate mitigation of the impacts of the development, with a view to sustainability, as discussed in 2.6.6.
- 3.3.2 For situations where there is no interaction between junctions, then subject to the limitations below, these can be modelled in isolation using Junction Assessment Tools such as – OSCADY (signalised junctions), PICADY (priority junctions), ARCADY (roundabouts), TRANSYT or preferably LINSIG. Cardiff Council has produced a Junction Assessment Tool which is available on the Council website. Use of this tool is strongly recommended.
- 3.3.3 Where a series of junctions are to be modelled within comparatively close proximity on an urban or congested network, often within the same SCOOT UTC region, then a TRANSYT or preferably LINSIG Network Model should be used as a minimum.
- 3.3.4 Where there is likelihood in these situations for queues to extend back from a junction thereby interfering with other junctions downstream, or where there are complex interactions that cannot be adequately represented in any of the above programs, then a Micro-simulation Model should also be used, i.e. VISSIM or preferably S-PARAMICS.
- 3.3.5 Micro-simulation models are inherently data hungry, and will typically involve a significant data collection exercise. Matrices should be fully profiled in 5 minute increments, with use of suitable 'warm-up' periods. Bus services should be expressly modelled (NPTDR

and NaPTAN are useful data sources for this), together with all significant junctions and signalised crossing facilities within the study area. Account should also be taken of natural variation in traffic flow, ideally through running models a number of times using different/random seeds, then aggregating the results.

- 3.3.6 For larger scale developments, one or more of the above should be considered in conjunction. Furthermore, where a development is of sufficient scale such as to influence distribution, modal split and route choice on the wider network; then more Strategic Analysis methods should also be employed, such as the use of – WebTAG compliant ‘Logit’ or ‘Variable Demand Elasticity Assignment’ Models, and/or software such as – OmniTRANS, SATURN, VISUM, CUBE etc.
- 3.3.7 The above strategic analysis methods are based on iterative assignment, therefore the results of model convergence should be suitably monitored and documented, as discussed in ‘TAG Unit M3.1 (Highway Assignment Modelling)’.
- 3.3.8 Furthermore, for large scale developments, account should be made of more complex changes in travel behaviour in response to differences in travel cost, such as – Trip Suppression/Induction, Trip Redistribution, Modal-Shift, Peak Spreading, and Traffic Rerouting; as explored in ‘TAG Unit M2 (Variable Demand Modelling)’.
- 3.3.9 Whichever approach has been taken, due consideration should be made of non-car based modes, mindful of the need to encourage sustainable travel, in particular to account for public transport, as discussed in ‘TAG Unit M3.2 (Public Transport Assignment Modelling)’.
- 3.3.10 More detailed guidance is provided in ‘TAG Unit M1.1 (Principles of Modelling and Forecasting’, ‘TAG Unit M2 (Variable Demand Modelling)’, ‘TAG Unit M3.1 (Highway Assignment Modelling)’, ‘TAG Unit M3.2 (Public Transport Assignment Modelling)’ and ‘TAG Unit M4 (Forecasting and Uncertainty)’.

3.4 Calibration & Validation

- 3.4.1 A statement of validation should accompany all assessments, detailing the acceptability of a model for use in scenario testing, the core principles of which are discussed in ‘TAG Unit M3.1 (Highway Assignment Modelling)’, however in essence any model should strive to achieve the following targets –
- Modelled Screenline flows within 5% of observed counts in nearly all cases
 - Modelled Link/Turn flows (less than 700) within 100 vehicles of counts in 85% of cases
 - Modelled Link/Turn flows (700 to 2,700) within 15% of counts in 85% of cases
 - Modelled Link/Turn flows (more than 2,700) within 400 vehicles of counts in 85% of cases

- Modelled Link/Turn flows with a GEH of less than 5 in 85% of cases
- Modelled Journey Times within 15% (or 1 minute if higher) of surveyed times in 85% of cases.

- 3.4.2 In addition, where large-scale strategic models are required, calibration and validation should be undertaken and reported on for – Network, Trip Matrices and Route Choice.
- 3.4.3 As part of the calibration process, all departures from default program parameters and values should be clearly documented and justified. The model itself should be constructed and labelled properly, such as to avoid confusion and to aid interrogation by any third party.
- 3.4.4 Where a model is particularly complex, e.g. in the instance of a micro-simulation model, the applicant should be prepared to demonstrate the model in operation to Council officers and other relevant stakeholders. In such cases, a valid Base Model representative of existing conditions and agreed by the Council, is a prerequisite before undertaking any further analyses.

3.5 Forecasting

- 3.5.1 The scenarios required to be tested should be based on those discussed in 'TAG Unit M1.1 (Principles of Modelling and Forecasting)' and 'TAG Unit M4 (Forecasting & Uncertainty)', these are summarised below –
- **Base Year**
 - **Forecast Year: Do Minimum** Reference Case accounting for TEMPRO Growth and committed development
 - **Forecast Year: Do-Nothing** Development Case Without Intervention
 - **Forecast Year: Do-Something** Development Case With Intervention
- 3.5.2 The forecast year should be 10 years post completion unless specified otherwise by the Council. Background growth assumptions for use in forecast years should be calculated on the basis of factors derived from the transport planning software TEMPRO. The methodology, which should be specific to a given application, is discussed in detail below in Appendix 1. In some instances, observed historic local trends can provide a useful steer on likely future background growth.
- 3.5.3 However as a general principle, this should demonstrate that sufficient consideration has been given to committed development and development plan allocations, as identified by the Council, and should aim to ensure that background trips are neither double-counted nor under-counted. Larger scale developments, in particular those near the periphery of Cardiff, should also take into

account cross-boundary effects.

- 3.5.4 There is likely to be more than one 'Do-Something' in most instances, in order to represent different possible interventions. For sites where new associated infrastructure is required/proposed, then separate scenarios with different underlying assumptions should be established to represent these, and an iterative approach based on a multi-stage model should be adopted.

3.6 Trip Generation & Distribution

- 3.6.1 Vehicular Trips rates and Person Trips (where available) by time period, should be sought for each land-use/aspect of the development, ideally from surveys of existing local comparable sites, but otherwise through use of an industry standard database such as TRICS, which should be used in accordance with best practice, e.g. the 'TRICS Good Practice Guide'.
- 3.6.2 A balance should be sought between trying to select sites with comparable characteristics to the development (e.g. walking/cycling/PT accessibility, demographics, urban density etc.) and the availability of data, with a view to achieving representative samples. Where no comparable sites exist, in particular for large mixed-use developments, then where possible 85th percentile trip rates should be determined from a sample size of 20 or more sites. Alternatively, in the absence of this, an average trip rate should be determined on the basis of 5 or more sites.
- 3.6.3 The applicant should be mindful that non-vehicular trips are often under recorded in such surveys; and therefore while databases such as TRICS may provide some steer with regards modal-split, ultimately any assumptions on trips by mode should be viewed within the context of available local data, e.g. '2011 Census: Method of Travel to Work', 'Ask Cardiff Survey', 'TEMPRO' etc.
- 3.6.4 Data from TRICS and other similar databases provide no indication of what proportion of their reported trips for a given site will be new to the network. For exclusively residential developments it should be assumed that all trips are new to the network; but for other development types, or non-residential elements of a larger mixed-use site (i.e. where some trips may remain internal to within the site), then it may be necessary to make certain adjustments to vehicle trip rates.
- 3.6.5 Potential adjustments would be to account for the following – 'Pass-by' trips, 'Linked' trips, 'Diverted' trips and 'Transferred' trips, which are explored in more detail in relevant guidance. Any adjustments made should be reasonable/ appropriate and ideally be evidence-based.
- 3.6.6 For localised assessments of comparatively small developments, it may be sufficient to use turning movements as the basis for trip distribution, by utilising simple furnishing techniques against known trip-ends. Schemes of a more strategic nature, however, require a more detailed knowledge of trip origins and destinations, and should typically involve employing some form of Matrix

Estimation (ME2) in constructing demand matrices for modelling.

- 3.6.7 In the case of these larger developments, the '2001 Census: Origin-Destination Workplace Statistics' can provide a useful starting point, albeit that this dataset is now fairly old and only covers Home-Based Work (HBW) trips. Data from the National Trip End Model (NTEM), TEMPRO and the National Travel Survey (NTS) may also be of use. Ultimately however, it may be necessary to undertake local origin-destination surveys such as – Roadside Interview surveys (RSI), Household Interview surveys or ANPR/Registration Plate surveys; as discussed in 'TAG Unit M1.2 (Data Sources and Surveys)', and explored further in 'DMRB Vol.12. Sect.1 Pt.1' and 'DMRB Vol.5. Sect.1 Pt.4 TA 11/09 (Traffic Surveys by Roadside Interview)'.
- 3.6.8 The above in many instances however, may be prohibitively difficult to undertake, and provide no mechanism to forecast Trip Redistribution; in which case, some variation of a WebTAG compliant Gravity-based Trip-Distribution Model should be employed, as discussed in 'TAG Unit M2 (Variable Demand Modelling)'.

3.7 Model Outputs

- 3.7.1 Specific outputs will vary depending on the tools that have been used in the assessment. However as a general principle, there is a need to effectively demonstrate statistically robust comparisons of the following between the Base and Forecast models –
- Capacity (PRC/RFC/Saturation)
 - Journey Times/Delays (by mode)
 - Queue Lengths (average and maximum)
 - Traffic Flow comparisons, and
 - Traffic Signal Timings and Staging.
- 3.7.2 The above outputs should be clearly presented through the use of appropriate tables and diagrams, such that the Council can arrive at a balanced and robust decision as to the acceptability or otherwise of the development.

4.0 Cardiff Council TA Guidance: Checklist

Although not exhaustive, this checklist is provided as a means to demonstrate compliance with 'Cardiff Council Transport Assessment Guidance Note: Modelling'. It is strongly recommended applicants use this guidance. Furthermore, it provides a basis against which an assessment can be independently audited, and as a mechanism for evaluation by Council planning officers. Please complete the form below, by marking 'Y', 'N' or 'n/a' accordingly, providing explanatory comments where necessary.

GUIDANCE REQUIREMENT	Y / N	COMMENTS
2.1 Baseline data, existing site information and proposed development		
<ul style="list-style-type: none"> • For full applications - detailed location plan, showing proposed and existing uses and the scale of development • For outline applications - master plan with indicative layout, land uses and transport network/links and development phasing. 		
<p>Existing site access layout and access constraints:</p> <ul style="list-style-type: none"> • Public Transport facilities • Pedestrian and cycle routes • Local network classification • Vehicular capacity on road network in vicinity, including any abnormal load uses • Assessment of attractiveness of travel modes to and from the site e.g. journeys times, availability • AQMAs, NO₂, particulate matter , noise (including from Wales Noise Mapping resource) and carbon emissions information • Current personal injury records (3 – 5 years) • Planned transport improvements in the area 		

<ul style="list-style-type: none"> • Operating hours (weekly including weekends) • Proposed access and servicing arrangements • Traffic impact of construction work • Existing parking facilities and potential impact of development on these, with reference to the Cardiff Council Parking Strategy. 		
<p>2.2 Public Transport, Walking and cycling assessment</p>		
<p>Detailed assessment of public transport, walking and cycling, including:</p> <ul style="list-style-type: none"> • Existing services, capacity and patronage • Potential improvements to services/capacity • Indicative demand forecasts. <p>How target modal share and patronage are to be reached, to include:</p> <ul style="list-style-type: none"> • Provision of active travel infrastructure and facilities • Bus stop placement and walking access from 400m catchment • Journey times and trip distribution for bus and rail • Service frequencies and vehicle capacity required • On and off site bus infrastructure provision, including physical constraints e.g. corridor width, priority features • Bus provision in relation to the phasing of the development, where appropriate, including service levels at different stages and any risks to delivery • Compatibility with existing services including time tabling • Potential funding streams • How mixed modal transport use is to be encouraged; and cycling and walking infrastructure improved. 		
<p>Provides appraisal summary tables, having regard to Stage 1 WelTAG appraisal principles.</p>		
<p>Assesses the available capacity of the existing cycleway and footpath network in the area of the development and identifies any required walking and cycling</p>		

network enhancements, demonstrating how the design principles follow the relevant active travel and Manual for Streets/Manual for Streets 2 guidance.		
Demonstrates walking and cycling access to key local facilities.		
Provides door to door travel times, on-site and to key trip destinations by specific routes).		
2.3 Safety considerations and accident analysis		
Identifies any significant highway safety issues and provides an analysis of the recent accident history of the study area to determine if the proposed development will exacerbate existing problems or whether any proposed highway mitigation works or traffic management measures will help to alleviate the problems. Including a comparison with local/national statistics as appropriate, particularly where the Strategic Road Network (SRN) is involved.		
Site inspections have been conducted to determine if the proposed location and design of access roads (including visibility/sight distance restrictions) would create an increased potential for accidents.		
Road safety audit carried out where appropriate.		
2.4 Weltag: Economy, Environment and Society		
Assessment has followed Weltag guidance with regard to identifying and evaluating issues relating to each of the key strands – Economy, Environment and Society – and evidence of this is provided.		
2.5 Transport Impacts And Mitigation Measures		
<ul style="list-style-type: none"> • Identification of problems & mitigation. • Required walking and cycling improvements (on/off-site). • Current access to local public transport infrastructure. • Required public transport network improvements. • Timetable for implementation, in line with development phasing where appropriate. • Assesses whether is material impact. • Uses appropriate design guides and parameters. 		

2.6 Transport Implementation Strategy (TIS)		
Identifies what policy objectives and requirements are set by the development plan in terms of access to the development and movements in and around the site.		
Identifies what access arrangements are required for a successful development (meeting the needs of the developer, end user, addressing impacts on neighbours and existing movements surrounding the site).		
Specifies the package of physical, management and promotional measures needed to accommodate the requirements identified above, such as physical infrastructure, the design and location of buildings, parking management, financial incentives and dedicated Travel Plan Coordinators.		
Contributes to development plan, including any objectives to overcome particular localised difficulties, for example, for an area of particularly significant congestion, an historic area requiring protection or air quality and noise pollution.		
Transport objectives for the development should consider commercial requirements and environmental constraints and includes a package of measures needed to achieve its objectives. These should include physical measures including the site layout, management and promotional measures such as demand management through parking restrictions or the employment of a travel plan co-ordinator.		
Travel Plan, where appropriate, integrating smarter choices with the physical design of the development. See also the Travel Plan Checklist (Appendix 3).		
Suitable financial information relevant to the implementation of the strategy, including conditions/obligations to secure implementation.		
Sets out proposed scheme of monitoring.		
3.1.1. Key Modelling Guidance		
Has the assessment complied with key guidance (e.g. <i>TAN18</i> , <i>DMRB</i> , <i>WebTAG</i>)?		

3.1.2. Core Assessment Principles		
<ul style="list-style-type: none"> • Trip Generation? • Trip Distribution / Destination Choice? • Mode-Choice? • Trip Assignment / Route Choice? 		
3.1.3. Assumptions, Methods & Documentation		
<ul style="list-style-type: none"> • Have all assumptions & methodologies been consistently applied and documented? • Have all models, files and documentation been submitted electronically? • Is all software used up-to-date? • Has software best practice been applied? 		
3.2.1. Study Area and Time Periods		
<ul style="list-style-type: none"> • Is the study area as per provided previously to the Council? • AM Peak? (<i>specify time opposite</i>) • PM Peak? (<i>specify time opposite</i>) • Off-Peak? (<i>specify time opposite</i>) • Saturday Peak? (<i>specify time opposite</i>) 		
3.2.2. Constituent Sites		
If the development is a component part of a future larger site, then has the larger site been taken into account?		
3.2.4. Surveys & Data		
<ul style="list-style-type: none"> • Have Turning Movement Counts been undertaken? • Have Site Visits with observations been undertaken? • Have Cars, HGVs & Buses been surveyed? • Have Bicycles been surveyed? • Have Pedestrians been surveyed? • Queue Lengths? 		

<ul style="list-style-type: none"> • Journey Times by Bus /Car? • ATC Counts? • O-D Surveys? • Public Transport Surveys? • Parking Surveys? • Stated-Preference Surveys? • Other surveys? • Have Signal Timings been obtained from Telematics and used for the Base model? • Do the surveys reflect current typical traffic conditions? • Is the extent of analysis consistent with the scale of development? 		
3.2.5. Modelling		
<ul style="list-style-type: none"> • Have individual junctions been modelled, and if so which software has been used? (<i>specify opposite</i>) • Have nearby junctions been modelled as a network, and if so which software has been used? • Are junction interactions sufficiently complex such as to require a micro-simulation model, and if so which software has been used?(<i>specify opposite</i>) 		
3.3.1. Modelling Methodology		
<ul style="list-style-type: none"> • Are matrices fully profiled? (<i>specify interval opposite</i>) • Have suitable 'warm-up' periods been used? (<i>specify opposite</i>) • Have all bus services & stops within the modelled area been coded? • Have all junctions & crossings within the modelled area been coded? • Has account been taken of variability in flow (e.g. seeding)? • Has sufficient consideration been given to the modelling non-car modes, with a view to 'Sustainable Travel'? 		

<ul style="list-style-type: none"> Has <i>WebTAG</i> modelling guidance been followed? 		
3.3.2. Wider Strategic Effects		
Will the development influence wider distribution, mode-split and route choice, and if so then which tools have been used to model these effects? (<i>specify tools opposite</i>)		
3.3.3. Iteration & Convergence		
<ul style="list-style-type: none"> Has an iterative approach been employed? Has model convergence been documented? 		
3.3.4. Changes in Travel Behaviour		
<ul style="list-style-type: none"> Trip Suppression/ Induction? Trip Redistribution? Modal-Shift? Peak Spreading? Traffic Rerouting? 		
3.4.1. Model Validation		
<p>Please specify % opposite for the following:</p> <ul style="list-style-type: none"> Has a statement of validation been produced? Modelled Screenline flows within 5% of observed? Modelled Link/Turn flows (<700) within 100 of observed? Modelled Link/Turn flows (700-2,700) within 15% of observed? Modelled Link/Turn flows (>2,700) within 400 of observed? All Modelled Link/Turn flows with a GEH of less than 5? Modelled Journey Times within 15% or 1 minute of observed? 		
3.4.2. Strategic Validation Criteria		
<ul style="list-style-type: none"> Network Validation? Trip Matrix Validation? Route Choice Validation? 		
3.4.3. Model Parameters & Nomenclature		

<ul style="list-style-type: none"> • Have all departures from default model parameters been documented & justified? • Has the model been suitably labelled to avoid any confusion (e.g. filenames and annotation)? 		
3.4.4. Model Acceptance		
Have the models been demonstrated to the Council & relevant stakeholders?		
3.5.1. Baseline Scenarios, Background Growth and Committed Development		
Please specify opposite for the following: <ul style="list-style-type: none"> • 'Base Year'? • 'Do-Minimum' (DM)? • Has <i>TEMPRO</i> growth been accounted for? • Have observed local historic trends been considered? • Has committed development been accounted for? • Have plan allocations been accounted for? • Has growth in cross-boundary movement been considered? 		
3.5.2. Forecast Scenarios		
<ul style="list-style-type: none"> • 'Do-Nothing' / Development Scenario? <i>(specify residential units & jobs and GFA for employment, retail, education & leisure opposite)</i> • 'Do-Something' (DS) Scenarios? <i>(briefly summarise scenarios opposite)</i> 		
3.6.1. Development Trip Generation		
<ul style="list-style-type: none"> • Has <i>TRICS</i> been used to derive trip-rates? • Person Trip-Rates? <i>(specify trips arriving/departing for each period opposite)</i> • Vehicle Trip-Rates? <i>(specify trips arriving/departing for each period opposite)</i> 		
3.6.2. Representative Sample Size		
<ul style="list-style-type: none"> • Has a site/s been selected on the basis of similar characteristics to the development? 		

<ul style="list-style-type: none"> • Have 5 or more sites been used as a basis for calculating trip-rates? <i>(specify no. of sites opposite)</i> • Has an 85th percentile been used? 		
3.6.3. Modal-Split		
<ul style="list-style-type: none"> • Existing area mode-split for all journey purposes? • Development mode-split, <u>without</u> interventions? • Development mode-split, <u>with</u> interventions? <i>(specify source of mode-split data for each, and provide % split for each mode opposite)</i>		
What percentage of travel is by Sustainable Modes (i.e. walking, cycling, public transport)? <i>(specify % opposite)</i>		
3.6.4. New Trips		
What percentage of trips will be new to the network? <i>(specify % opposite)</i>		
3.6.5. Existing Trips		
Please specify opposite for the following: <ul style="list-style-type: none"> • 'Pass-by' trips <i>(specify % opposite)</i> • 'Linked' trips <i>(specify % opposite)</i> • 'Diverted' trips <i>(specify % opposite)</i> 'Transferred' trips <i>(specify % opposite)</i>		
3.6.6. Trip Matrix Construction		
<ul style="list-style-type: none"> • Have matrices been constructed from 'furnessing' turning count data? • Has Matrix Estimation (ME2) been used to construct matrices? 		
3.6.7. Origin-Destination Data Sources		
Has the '2001 Census O-D Workplace Statistics' data been used as the basis to assume trip distribution for the development? <i>(specify assumptions opposite)</i>		
Has data from NTEM/TEMPRO been used as the basis to assume trip distribution for the development?		

Have RSI surveys, ANPR counts or Household Interview data been used as the basis to assume trip distribution for the development? <i>(specify opposite)</i>		
3.6.8. Trip Distribution / Redistribution		
Has a Trip Distribution / Gravity Model been used?		
3.7.1. Model Outputs		
<ul style="list-style-type: none"> • Have the results been shown to be statistically robust? • Junction Capacity? • Journey Times / Delays? • Queue Lengths? • Traffic Flows? • Signal Timings (provided to Telematics)? 		
3.7.2. Development Impacts & Mitigation		
Have all necessary results been appropriately presented?		
What is the net effect of the development on: <ul style="list-style-type: none"> • General traffic? • Bus Services? • Cycling? • Pedestrians? <i>(specify 'Detriment', 'No Significant Impact' or 'Improvement' opposite)</i>		
Have the effects of the development been effectively mitigated? <i>(provide justification opposite)</i>		
4. TA Audit		
Has the TA been independently audited using this guidance/checklist? Is a copy of the audit available for submission with the TA as part of the relevant planning application?		

Cardiff Council Modelling Technical Note: Modelling Background Growth

Introduction

1. The process by which background traffic growth is typically forecast is through the use of the DfT's National Trip End Model (NTEM) dataset, which can be interrogated through use of the Trip End Model Presentation Program (TEMPRO). The current relevant procedures are discussed in detail within [Transport Analysis Guidance \(TAG\) UNIT M4 \(Forecasting and Uncertainty; November 2014\)](#).
2. The specific methodology to be utilised depends on whether a variable demand model (multi or uni-modal), fixed demand model or whether no model is to be used; the scale of the development to be assessed; and the scope of the study area (national, regional, local authority or NTEM zone).
3. Essentially TEMPRO provides separate estimates of growth by spatial area, year, journey purpose, mode and by time period/car availability, provided as origins/destinations or productions/attractions.
4. Traditionally, in the absence of a model and in order to calculate local growth factors on specific roads or junctions, published National Road Traffic Forecasts (NRTF) factors were manually applied to TEMPRO derived growth. NRTF has since been superseded by the published National Transport Model (NTM) growth factors.
5. However as of version 6.1, NTM has been incorporated within TEMPRO, and these calculations can now be done automatically within the software. It should be noted however that this is a "...very approximate approach which would not normally be used in forecasts for the appraisal of major transport schemes." (TAG Unit M4; Par 9.1.2).
6. For a fixed demand model, TEMPRO derived NTEM growth factors are required to be factored to account for income and fuel adjustment factors, as can be calculated using the published [WebTAG Data Book \(December 2015\)](#).
7. It should be noted that TEMPRO doesn't account for significant local or regional public transport or walking/cycling interventions such as the proposed Cardiff Metro, and the resulting likelihood for modal-shift to occur, but rather assumes that mode-choice will remain broadly the same in future as is existing.
8. Nor does it take into account the level of saturation on the local highway network; in recognition that simply applying unfettered NTEM growth to an already congested link/s or junction/s may yield unrealistic results, as to do this takes no account of resultant changes in travel behaviour in

order to minimise delay, such as the potential for rerouting, peak spreading, mode-shift, or even trip suppression. It also does little to inform the specific distribution of trips.

9. Similarly, TEMPRO “makes no assumptions about whether or not individual land use developments go ahead” (TAG Unit M4; Par 7.3.4), nor is it updated annually to accurately reflect the true number of households/jobs in recent years (the current NTEM dataset version being 6.2; April 2011).
10. TEMPRO therefore provides an ‘alternative assumptions’ facility, whereby the number of households and jobs can be adjusted in order to better reflect existing and future conditions based on more recently available local planning data.
11. This also provides a mechanism whereby the number of housing/jobs for selective major developments can be excluded from the calculations, in order to avoid double counting, which would otherwise occur by simply adding development traffic on top of TEMPRO factored flows. In other words, at least some of the future growth will already have been accounted for by development traffic and is implied within the NTEM forecasts.

Applying Background Growth to LDP Developments:

12. From the LDP Deposit Plan, we have it that over the plan period, if all developments are realised, then a potential 41,273 dwellings (42,363 households) and 40,000 jobs can be delivered between 2006 and 2026. The key figures are illustrated in the table below –

Table 1: LDP Planning Assumptions

	Dwellings	Jobs	Households	Population
2006 LDP Reference Year	138,735 ¹	193,600 ²	132,108 ³	323,766 ³
Land Bank, Adjustments & Allowances	26,775 ¹	-	-	-
LDP Strategic Sites	13,950 ¹	-	-	-
LDP Non-Strategic Sites	548 ¹	-	-	-
TOTAL (excl. 10% Flexibility)	41,273 ¹	40,000 ¹	42,363 ³	71,612 ³

2026 LDP Deposit Plan (Full Build-Out All Development)	180,008 ¹	233,600 ²	174,471 ³	395,378 ³
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Sources:

1 LDP Deposit Plan

2 LDP Background Technical Paper No. 4

3 LDP Background Technical Paper No. 1

13. By way of illustration of the previous discussion; for example as a basis for establishing unfettered background growth against which to assess the Churchlands development (1,200 households) within the context of the LDP, then by following current guidance as discussed in TAG Unit M4, the below methods should be employed.

Establishing Local Growth Factors in the Absence of a Model:

14. The limitations notwithstanding, the methodology for establishing local growth factors in the absence of a formal model is discussed within Chapter 9 of TAG Unit M4.
15. Comparing the assumptions underpinning NTEM 6.2 predictions within TEMPRO for Cardiff between 2006 and 2026, with those observed for 2006 and predicted for 2026 within the LDP evidence base, we have the following discrepancies –

Table 2: NTEM vs. LDP Planning Assumptions

	NTEM	LDP
Households (2006)	135,913	132,108
Households (2026)	161,049	174,471
Household Increase	25,136 (18%)	42,363 (32%)
Jobs (2006)	198,342	193,600
Jobs (2026)	222,065	233,600
Jobs Increase	23,723 (12%)	40,000 (21%)

16. It is not clear why the outturn for 2006 should be different between data sources, however the difference in the forecasts are unsurprising given that the NTEM 6.2 figure is based around 2007 planning data for Cardiff and 2003 dwelling trajectories, and is set within the context of no adopted LDP or UDP at that time.
17. For consistency with the LDP Deposit Plan, it is therefore necessary to amend NTEM planning assumptions as per the values above (albeit with the future households reduced by 1,200 to 173,271, in order to account for the Churchlands development). This is done by using the 'alternative assumptions' facility within TEMPRO, as discussed in Chapter 7.3.7 of TAG Unit M4.
18. From having made the above adjustments, through use of the NTM AFog dataset within TEMPRO, we are able to establish the following unfettered local car traffic growth factors by road type and time period; against which to assess the Churchlands development traffic –

Table 3: TEMPRO (NTM AFog) Local Growth Factors, 2006-2026

	AM Peak:		PM Peak:	
	Urban	Rural	Urban	Rural
Motorway	-	1.4902	-	1.4901
Trunk	1.4011	1.3699	1.4009	1.3697
Principal	1.3811	1.3766	1.3809	1.3765
Minor	1.3999	1.3643	1.3997	1.3641
All	1.3911	1.3867	1.3909	1.3865

Establishing Wider Area Growth for a Fixed Demand Model:

19. The methodology for establishing the wider area growth for Cardiff (trips to/from and within), in the absence of a demand model, is discussed in Chapter 7.4 of TAG Unit M4.
20. As per (17.) previous, the alternative assumptions are again applied. The resulting NTEM 6.2 growth rates generated by TEMPRO (AM: 1.2898; PM: 1.2897) are required to be multiplied by income and fuel adjustment factors; which for the period 2006-2026 are calculated to be 1.1000, using TAG Data Book Table M4.2.1 (December 2015).
21. The resulting unfettered wider area growth factors (averaged from origins and destinations), against which to assess the Churchlands development traffic, are given below –

Table 4: TEMPRO (NTEM 6.2) Wider Area Growth Factors, 2006-2026

AM Peak	PM Peak
1.4190	1.4188

Appendix 3 Cardiff Council Travel Plan Guidance and Checklist Contents

4.1 Purpose of guidance

- 4.1.1 Together with Transport Assessments, Travel Plans (TPs) are an important tool in anticipating the impacts of development so that they can be understood and catered for. It is strongly recommended applicants use this document, which can also be used with reference to the Council's Transport Assessments Guidance and Checklist which forms part of the suite of supporting documents for the SPG. The checklist is not exhaustive and adaptation may be required to reflect the type and scale of the proposed development.
- 4.1.2 The guidance set out in this document is intended to assist the progress of planning applications. Following the guidance below should assist applicants in producing Travel Plans required through the planning process and enable them to be assessed by the Council in a timely manner. The explanatory notes below should be used in conjunction with the checklist of requirements at the end of the document to ensure that any Travel Plan which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application.
- 4.1.3 The Welsh Government's policies on Transport Assessments and Travel Plans within the planning process are contained in Planning Policy Wales (Edition 9 November 2016) (PPW) and the Technical Advice Note 18 (TAN 18).
- 4.1.4 A number of resources are available to assist in the development of TPs. The checklist below is derived from the Transport for London ATTrBuTE web based application and sets out the Council's requirements for Travel Plans prepared to accompany planning applications.
- 4.1.5 Where essential information is omitted, this may result in a delay in determining an application as any outstanding material may be required through the determination period. A pre-application service is offered by the Council and it is recommended developers use this service to ensure engagement at the earliest possible opportunity.
- 4.1.6 Where TPs are submitted for consideration at pre-application stage or with a planning application, the Council will use the list to audit the submission to check that it contains all the appropriate details and information to enable the Council to properly assess and understand the necessary transport mitigation measures required to address the transport impacts of the development proposals.

- 4.1.7 Additional travel planning resources are available from www.keepingcardiffmoving.co.uk. The Department for Transport (DfT) guides 'Making Residential Travel Plans Work' (2005) and 'Delivering Travel Plans through the Planning Process' (2009) are also useful resources.

4.2 Travel Plans

- 4.2.1 A TP is a package of site-specific initiatives aimed at improving the availability and choice of travel modes to and from a development. It may also promote practices or policies that reduce the need for travel. The TP should be tailored to address the site-specific issues relating to the proposed development.
- 4.2.2 The use of area-wide travel plans for multiple organisations and/or sites is also an important mechanism in the underlying aim to manage vehicle trips at source. Whenever a site-specific TP is proposed, the developer should ascertain whether an area-wide TP exists and integrate the site-specific TP with this where appropriate.

4.3 Travel Plan Design and Contents

- 4.3.1 Travel Plans will vary according to the type of development. These specific requirements are addressed below.
- 4.3.2 **Organisational Travel Plans** - A Travel Plan should be specifically tailored to the needs of the organisation/site for which it is written, taking account of individual circumstances and requirements. It should describe proposed sustainable travel measures and measures to reduce the need to travel. For new developments, a full Travel Plan may not be possible prior to commencement of development, as appropriate information regarding the end user and their travel patterns will not be available. In this instance, an interim or 'Framework' Travel Plan should be produced, as outlined below.
- 4.3.3 **Framework Travel Plan** – The Framework Travel Plan should specify any measures to be implemented before occupation (for example, improvements for pedestrian and cycle parking facilities etc.). It should outline a firm commitment and timetable for production and implementation of the Final Travel Plan which should be submitted to the Council for approval within 6 months of the commencement of occupation. Delay in developing and implementing the Travel Plan following occupation should be mitigated by setting clear timescales for roll out and maintaining contact with the Council during this time.
- 4.3.4 **Multi-occupancy sites** - The cumulative transport impacts of a number of smaller organisations or developments within one site may justify an 'umbrella' Travel Plan for the whole site. This should be provided and administered by an appropriate contact, for example, the agent of the developer/site manager. Additional Travel Plans for individual organisations may be required in respect of the smaller 'units' which directly relate to and integrate with the umbrella Travel Plan. Where possible, it should include the requirement to produce an organisational Travel Plan (a Travel

Plan relating to an individual organisation that sits within an Umbrella Travel Plan) as a part of the lease.

- 4.3.5 **Residential Travel Plans** - These differ from other Travel Plans in that they deal with complex varied patterns of journeys and journey types from a place of origin. Residential Travel Plans require that an ongoing Travel Plan management and organisational structure be put in place to continue and coordinate Travel Plan implementation. The scope of Residential Travel Plans varies significantly with the type, location and scale of the residential development involved and how it integrates with the local area in which the Travel Plan is operating e.g. part of a mixed use development.
- 4.3.6 **School Travel Plans** – These are designed specifically to address the transport needs of pupils and staff. Each plan will vary according to the nature of the education provided and the catchment area of the school. Close liaison with school transport services is recommended.
- 4.3.7 **Travel Action Plans** - In smaller, less complex sites a Travel Action Plan can be sufficient to set out key measures, responsibilities, a communication plan and a timescale for implementation, as well as a strategy for monitoring and reporting results to the Local Authority.
- 4.3.8 All Travel Plans comprise a 'package' of measures and actions, as illustrated in the 'Travel Plan pyramid' below (Figure 1.1).

Figure 1.1: Travel Plan Pyramid



Cardiff Council TP Guidance: Checklist

Requirement	Yes/No	Comments
The development		
1. Does the travel plan include: a) full address of the development/organisation? b) contact details for the person responsible for preparing the travel plan?	Yes No	
2. Where appropriate, does the travel plan include: a) a breakdown of the different land uses expected on site? b) details of the size of each type of land use? c) details of how build-out of the development will be phased?	Yes No	
3. Does the travel plan include details of the number of users expected on site, including: <ul style="list-style-type: none"> • Employees • Residents • Deliveries • Visitors. Note: As much detail as possible should be provided e.g. breakdown of Full-time/Part-time employees, number of staff expected on site at any one time, number of deliveries expected.	Yes No	

<p>4. If a framework travel plan has been submitted, does it include a commitment for occupiers of the site to develop individual travel plans within the context of the overarching plan?</p> <p>Note: Where thresholds are met occupiers should develop site-specific travel plans.</p>	<p>Yes No</p>	
Site assessment		
<p>5. Does the travel plan clearly describe the accessibility and quality of existing transport networks and initiatives and existing travel initiatives available to all users? This should include the below, where appropriate.</p> <ul style="list-style-type: none"> • Walking environment: quality onsite and on local streets, focusing particularly on routes to local transport and other amenities. • Existing cycle infrastructure: quality and availability around the site and connections to the wider network. • Planned cycle infrastructure: parking and other facilities (e.g. showers, lockers, drying room) that will be introduced as part of the development. • Promotion of cycling: e.g. organisation policies and other initiatives that will influence the take up of cycling such as tax free cycle schemes, cycle training. • Car related initiatives: car park management policies, car clubs in the local area, car sharing, pool cars. • Public transport: options, routes available, hours of operation and frequency of services, quality of stops and stations including lighting, cleanliness, cover of real time information, organisational policies that influence travel by public transport e.g. provision of season ticket loans. 	<p>Yes No</p>	
Surveys		

<p>6. Does the travel plan propose: a) site user travel surveys? b) an agreed date with the authority for the surveys to take place?</p> <p>Note: The TP should specify when travel surveys will be undertaken, this will usually be within three months of occupation.</p>	Yes No	
<p>7. Is a baseline modal split (actual trip numbers and percentage of all trips) estimated for the site?</p>	Yes No	
Objectives and Targets		
<p>8. Does the travel plan include objectives which reflect: a) Welsh Government policy and strategic guidance? b) local policy and guidance? c) the challenges and opportunities specific to the site?</p>	Yes No	
<p>9. Are there targets linking directly to each objective?</p>	Yes No	
<p>10. Where required, have targets appropriate to the phasing of the development been set?</p> <p>Note: Targets should relate back to the TA.</p>	Yes No	
Travel Plan Co-ordinator		

<p>11. Has a travel plan co-ordinator been identified, or is there agreement upon when a co-ordinator will be in place?</p> <p>Note: A nominated point of contact should be provided in absence of a named travel plan co-ordinator.</p>	<p>Yes No</p>	
<p>12. Has the travel plan co-ordinator:</p> <p>a) clear roles and responsibilities? b) been allocated a sufficient amount of time to spend on the travel plan?</p> <p>Note: Roles may include development/ management/distribution of marketing and promotional materials, providing personal travel planning advice, managing welcome packs for residents/new staff, and travel plan monitoring.</p>	<p>Yes No</p>	
Measures		
<p>13. Do the site-wide measures:</p> <p>a) support the objectives of the travel plan? b) reflect the context of the site?</p> <p>Note: Measures should support the travel plan objectives and enable the targets to be met. They also should be site specific as different measures will have different levels of success depending on the surrounding area. The following measures may be appropriate but are not an exhaustive list:</p> <ul style="list-style-type: none"> • Walking measures: routes in and around the site and facilities e.g. showering, changing, drying and lockers. • Cycling measures: infrastructure e.g. cycle parking and shower, changing, drying and locker facilities. Operational policies and other initiatives that encourage cycling should be considered e.g. cycle mileage for business travel, bike maintenance sessions, cycle/cycle 	<p>Yes No</p>	

<p>equipment discounts/vouchers.</p> <ul style="list-style-type: none"> • Public transport measures: season ticket loans, vouchers/discounts, signage to local public transport facilities and personalised travel planning. • Car share/car club measures: this could include the appointment of a car club operator for the site or designated car share parking bays. • Other measures: internet shopping, working from home, flexible working hours, teleconferencing. 		
<p>14. Is an action plan provided which includes: a) short / medium / long term actions? b) timescales and responsibilities?</p>	<p>Yes No</p>	
Umbrella Travel Plans		
<p>15. Is the action plan clear on how and when travel plans will be developed among occupying organisations?</p>	<p>Yes No</p>	
Monitoring		
<p>16. Is a clear monitoring programme included?</p> <p>Note: Monitoring should occur in year one as a baseline and as agreed thereafter.</p>	<p>Yes No</p>	
<p>17. For a site-wide or area travel plan, is it clear who is responsible for site-wide monitoring?</p>	<p>No Yes</p>	
Securing and enforcement		

<p>18. Is it clear how the travel plan will be secured?</p> <p>Note: The travel plan should state which measures are in place to ensure it is undertaken effectively e.g. sanctions tied into S106. Relevant excerpts from the S106 agreement or planning conditions should be included in the travel plan.</p>	<p>Yes No</p>	
<p>19. Does the travel plan set out the agreed life of the plan?</p>	<p>Yes No</p>	
<p>20. Does the travel plan include reporting requirements and measures which can be put into place with any failure to meet targets etc? This should reference any funds secured by s106 if appropriate.</p>	<p>Yes No</p>	
<p>Funding</p>		
<p>21. Has a budget been set for the site-wide:</p> <p>a) travel plan co-ordinator post? b) measures? c) monitoring programme?</p> <p>Note: A good budget should identify how each element of the travel plan delivery would be paid for including the travel plan coordinator, marketing components and physical measures.</p>	<p>Yes No</p>	

<p>22. If appropriate, have funding streams been identified for a site-wide:</p> <p>a) travel plan co-ordinator post?</p> <p>b) measures?</p> <p>c) monitoring programme?</p> <p>Note: It is important that a funding stream for the implementation of the travel plan is secured in the early stages of the development process. Identifying a funding stream is a good indicator of commitment to the plan.</p>	<p>Yes</p> <p>No</p>	
<p>Comments</p>		
<p>23. Do you have any final comments?</p>	<p>Yes</p> <p>No</p>	

Appendix 4 Transport Statements

- 1.1 A Transport Statement (TS) may be required where a development falls below the threshold for a Transport Assessment (TA), but may still have an impact in transport terms. It is strongly recommended applicants use this document, which can also be used with reference to the Council's suite of supporting documents for the SPG. The guidance is not exhaustive and adaptation may be required to reflect the type and scale of the proposed development.
- 1.2 A TS should set out the transport issues relating to a proposed development site, both the existing conditions and also details of the development proposals.
- 1.3 The developer should provide a full description of:
 - existing site information – describing the current physical infrastructure and characteristics of the site and its surroundings, including a site location plan showing the proposed development site in relation to the surrounding area and transport system;
 - baseline transport data – background transport data and current transport infrastructure details.
- 1.4 This information should be accurately established to understand the context of the development proposal. The description should include as a minimum:
 - the permitted and existing use of the site;
 - the existing land uses in the vicinity of the site, including development plan allocations, or potential future use in the case of undeveloped sites;
 - existing site access arrangements including access constraints, where appropriate;
 - whether the location of the site is within or near a designated Air Quality Management Area (AQMA);
 - any abnormal load uses of the current site.

Baseline transport data

- 1.5 A full set of baseline data should be provided, including, where appropriate:
 - a qualitative description of the travel characteristics of the existing site, including
 - pedestrian and cyclist movements and facilities, where applicable;
 - existing public transport provision, including provision/frequency of services, location of bus stops/train stations, park-and-ride facilities;
 - a description and functional classification of the highway network in the vicinity of the site;
 - an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high accident area.

Proposed Development

- 1.6 The developer should provide a full description within the TS including, as a minimum:
- plans and drawings showing the proposed site layout, particularly the proposed
 - pedestrian and vehicular access points into the site;
 - the proposed land use;
 - the scale of development, such as numbers of residential units and/or gross floor area (GFA), subdivided by land use where appropriate;
 - the main features (design layout and access points) of the development;
 - the person-trip generation of the proposed development and distribution of trips across mode;
 - a qualitative and quantitative description (based on recent site observations) of the travel characteristics of the proposed development, including pedestrian and cyclist facilities/movements, in the vicinity of the site;
 - proposed improvements to site accessibility via sustainable modes of travel, such as provision/enhancement of footpath and cycle path linkages, public transport
 - improvements, and servicing arrangements where appropriate;
 - a proposed parking strategy and internal vehicular circulation (including number of spaces, parking accumulation, parking layout in relation to other site elements, method of car park operation, overspill parking considerations, disabled parking, motorcycle parking, cycle parking, taxi drop-off
 - points);
 - residual vehicular trip impact;
 - the transport impacts of site construction, including the requirements of abnormal loads in the construction, use and decommissioning the present development;
 - the transport impacts of freight or service operations; and
 - if the site of the proposed development has a current use or an extant planning
 - permission with trip patterns/volumes, the net level of change that might arise out of the new proposals should be set out.
- 1.7 The above requirements are not exhaustive and there may be a need for supplementary information that takes account of local conditions as well as other material considerations.
- 1.8 However, not all proposed developments that are considered to require a TS would necessarily need all of the above matters to be considered. Therefore, it is important that the scope of the TS is agreed at the pre-application discussion stage between the developer and appropriate authorities.

Appendix 5 Consultation on Draft SPG

Public consultation was undertaken between Thursday 9th November 2017 and Thursday 21st December 2017. A press notice was placed in a local newspaper on Wednesday 8th November 2017. Copies of the draft guidance was placed in all Cardiff libraries and at County Hall Reception. The draft guidance was also published on the Council website. Letters notifying that consultation was being undertaken on the draft guidance were sent to all Councillors, Welsh Government, Community Councils in Cardiff and any interested persons and the following organisations known to have general interest in planning in Cardiff or a potential interest in this guidance.

*** denotes consultees who have responded to consultation, in addition to members of the public and individual Councillors.

ACE - Action in Caerau and Ely	Boyer Planning
Alder King	Bristol City Council
ALDI ***	BT Group plc
Alternatives for Transport	Business in the Community Wales
AMEC Environment & Infrastructure UK Limited	C2J
Arts Council of Wales	Cadwyn Housing Association
Arup	Caerphilly County Borough Council
Asbri Planning Ltd	Campaign for the Protection of Rural Wales
Associated British Ports	Cardiff & Vale Parents Federation
Association of Inland Navigation Authorities	Cardiff & Vale University Health Board
Atkins	Cardiff Access Group
Austin-Smith: Lord	Cardiff Against the Incinerator
Barratt Homes	Cardiff and Vale University Local Health Board ***
Barton Willmore	Cardiff Bus
Bellway Homes	Cardiff Bus Users
Biffa	Cardiff Civic Society
Bilfinger GVA	Cardiff Community Housing Association
Black Environment Network	Cardiff Cycling Campaign
Blake Morgan LLP	Cardiff Greenpeace
BNP Paribas Real Estate	Cardiff Heliport
Bovis Homes	Cardiff International Airport Ltd.

Cardiff Local Access Forum	Design Commission for Wales ***
Cardiff Metropolitan University	Development Planning Partnership
Cardiff Naturalists	Development, Land & Planning Consultants Ltd
Cardiff Pedestrian Liberation	Disability Arts Cymru
Cardiff Transition	Disability Wales
Cardiff University	DLP Consultants
Cardiff West Communities First	DLP Planning Ltd
Carolyn Jones Planning Services	DPP Cardiff
CDN Planning	DTB Design
Celsa Manufacturing (UK) LTD	DTZ
Cemex Uk Operations Ltd	Dwr Cymru Welsh Water
CFW Architects	Edenstone Homes
CGMS Consulting	Equality and Human Rights Commission
Chartered Institute of Housing in Wales	Ethnic Business Support Project
Chris Morgan	Federation of Small Businesses
Chwarae Teg	First City Limited
Civil Aviation Authority	FirstGroup plc
Coal Authority	Firstplan
Coleg Glan Hafren	Freight Transport Association
Communities First Adamsdown	Friends of Nantfawr Community Woodland
Community Housing Cymru	Fulfords Land & Planning
Community Land Advisory Service Cymru	G L Hearn
Confederation of British Industry	G Powys Jones
Confederation of Passenger Transport	Garden History Society
Connections Design	Geraint John Planning Ltd
Country Land and Business Association	GL Hearn Planning Limited
CSJ Planning Consultants	Glamorgan - Gwent Archaeological Trust Ltd
Cymdeithas yr iaith gymraeg	Glamorgan Gwent Housing Association
Danescourt Community Association	GMA Planning
David Lock Associates	Graig Community Council
Davies Sutton Architects	Graig Protection Society
DavisMeade Agricultural	Great Western Trains Company Limited
Derek Prosser Associates	Grosvenor Waterside
Design Circle RSAW South	GVA

GVA Grimley
H O W Commercial Planning Advisors
Hafod Housing Association Limited/ Hafod
Care Association Limited
Halcrow
Hammonds Yates
Hawkins
Heath Residents Association
Herbert R Thomas LLP
Home Builders Federation ***
Hughes
Hutchinson 3G UK
Hyland Edgar Driver
Hywel Davies
Interfaith Wales
Jacobs Babtie
Jeremy Peter Associates
JLL
John Robinson Planning & Design
John Wotton Architects
Jones Lang LaSalle
JP Morgan Asset Management
Keep Wales Tidy
Kelly Taylor & Associates
Kingsmead Assets Limited
Knight Frank
Landscape Institute Wales
Level Ltd
Lichfield Planning
Linc-Cymru
Lisvane Community Council
Llandaff Conservation Group
Llandaff Society
Lovell Partnership
Loyn & Co Architects
LUC
Madley Construction
Mango Planning and Development Limited
Marshfield Community Council
Martin Robeson Planning Practice
McCarthy & Stone
Meadgate Homes Ltd
Mineral Products Association
Morgan Cole
Mott MacDonald
National Federation of Builders
National Youth Arts
Natural Resources Wales ***
Neame Sutton
Network Rail ***
Network Rail Infrastructure Ltd
Newport City Council
NFU Cymru
North West Cardiff Group ***
Novell Tullet
O2 UK
Oakgrove Nurseries
Old St Mellons Community Council
Orange
Origin3
Pantmawr Residents Association
Peace Mala
Peacock & Smith
Pegasus
Pentyrch Community Council ***
Persimmon Homes
Peterson Williams
Peterstone Community Council
Phillippa Cole

Pitt	RSPB Cymru
Planning Aid Wales	Save Creigiau Action Group
Planning Potential	Savills
Police & Crime Commissioner	Scope Cymru
Powell Dobson	Scott Brownrigg
Powergen	Sellwood Planning
Prospero Planning	Shawn Cullen
Public Health Wales ***	SK Designs
Quarry Products Association	SLR Consulting
Quinco	South Wales Chamber of Commerce Cardiff
Quod	South Wales Police ***
Race Equality First	South Wales WIN
Radyr & Morganstown Association	Splott and Tremorfa Communities First
Radyr and Morganstown Community Council	Sport Wales
Radyr and Morganstown Partnership and Community Trust (PACT)	SSE Energy Supply Ltd
Radyr Farm	St Fagans Community Council ***
Radyr Golf Club	Stedman Architectural
Rapleys	Stewart Ross Associates
Redrow Homes ***	Stonewall Cymru
Reeves Retail Planning Consultancy Ltd	Stride Treglown Town Planning
Renplan	Stuart Coventry Scott Wilson
Reservoir Action Group (RAG)	Sullivan Land & Planning
Rhiwbina Civic Society	Sustrans Cymru
Rhondda Cynon Taf County Borough Council	SWALEC
RICS Wales	Taff Housing Association
Rio Architects	Tanner & Tilley
Riverside Communities First Team	Taylor Wimpey ***
Robert Turley Associates	Terry Nunns Architects
Roberts Limbrick	The 20th Century Society
Robertson Francis Partnership	The Boarding Centre Ltd
Royal Commission on the Ancient & Historical Monuments of Wales	The Design Group 3
Royal National Institute for the Blind	The Georgian Group
RPS Group Plc	The Institute of Cemetery and Crematorium Management
	The Land Mark Practice

The Planning Bureau
The Royal Town Planning Institute
The Urbanists
The Victorian Society
The Wildlife Trust of South & West Wales
Theatres Trust
T-Mobile (UK) Ltd
Tongwynlais Community Council
Torfaen County Borough Council
Turley
United Welsh Housing Association
Urban City Ltd
Urdd Youth Group
Velindre NHS Trust Corporate Headquarters
Virgin Media
Vodafone
Wales & West Housing Association
Wales Council for Voluntary Action
Wales Women's Aid
Walters
Watts Morgan
Welsh Ambulance Services NHS Trust -
South East Region
Welsh Government
Welsh Language Commissioner
Welsh Tenants Federation Ltd
Wentloog Community Council
White Young Green
Wimpey Homes
Wyevale Garden Centre

Appendix 6 Summary of Consultation Representations and Responses

Consultee comments	Council response	Changes proposed to SPG
Vectos, on behalf of Home Builders Federation		
<p>Introduction</p> <p>1. Cardiff Council recently published consultation draft Supplementary Planning Guidance titled 'Managing Transportation Impacts (Incorporating Parking Standards)'.</p> <p>2. Vectos has undertaken a review of consultation draft. The key points to note are:</p> <p>A maximum of 2 parking spaces per residential dwelling; A new way to assess traffic junctions, unique to Cardiff Council; The requirement for more extensive, and potentially unnecessary assessment, work, including Weltag assessments, which is potentially unfeasible, expensive or both, and could further delay the preparation of reports and increase timescales in preparing a Transport Assessment in support of a planning application A focus on highway impact and traffic growth, ignoring the 50:50 mode split target in the LDP and the acknowledgement that further traffic growth cannot be accommodated on the highway network; and Requirements to assess air quality and noise impacts</p>	Noted.	N/A
<p>Parking Standards</p> <p>3. The consultation draft includes new maximum parking standards.</p> <p>4. The maximum parking standards proposed are summarised in Table 1:</p> <p>5. The residential parking standards do not include a requirement for visitor parking¹.</p> <p>6. The proposed maximum parking standards represent a very constrained approach to residential car parking. A new five-bedroom house located on the edge of the city would only be permitted to have a maximum of 2 car parking spaces (and a garage). In fact, any new house or any new development would only be permitted a maximum of 2 car parking spaces (and a garage).</p> <p>7. Minimising parking spaces is not realistic and ultimately results in poor design and streets cluttered with parking. People are unlikely to reduce car numbers because the scheme does not provide parking on site. It simply creates streets congested with on street parking which is contrary to good design.</p> <p>8. The consultation draft is also contradictory, and this will need addressing. At paragraph 6.15 it states: <i>"The design and layout of parking spaces will be reviewed and may not be considered in accordance with the maximum standards if dimensions are found to be able to accommodate parking above the maximum permitted. For example, where due to its proposed dimensions a driveway to a dwelling can be shown to have the capacity to accommodate a greater number of vehicles than permitted under the parking standards, a reduction in the dimensions may be required. For the purpose of the standards, garages are not counted with the parking provision for residences."</i></p> <p>9. However, paragraph 6.32 states: <i>"Garages must have a minimum internal width of 3.2m with an internal length of 6.0m. Where garages are provided, a minimum driveway length of 5.5m is required."</i></p> <p>¹ Paragraph 6.15</p>	<p>6/7: The parking standards which are outlined in the draft SPG are Cardiff specific and are aligned with the policies set out in the LDP and Planning Policy Wales, which form the basis of Cardiff's policy to limit parking spaces in line with the provision of alternatives modes of travel which will be secured through the development process. Potential issues with overspill parking can often be addressed through design and, where appropriate, parking restrictions.</p> <p>8/9/10: The text in relation to garages has been amended, as above. Garages are not required by the parking standards but if they are provided, they should be of a size which will give residents the choice to garage their vehicle if they opt to do so. The size requirement has been retained and refined in order to ensure adequate storage space can be provided for bikes.</p>	N/A

Consultee comments	Council response	Changes proposed to SPG
<p>Page: 3</p> <p>10. Given that garages are not counted in the parking provision it is unclear why they should have a minimum dimension, or why a minimum length should be provided on the driveway, contrary to what is stated at paragraph 6.15.</p>		
<p>Traffic Modelling</p> <p>11. At Appendix 3 the Council sets out Junction Assessment Tools from First Principles. The Council is looking to introduce a new first principles assessment of junction capacity to overcome what it views as inefficiencies, inconsistencies and misuse of industry-wide recognised junction modelling software.</p>	<p>Traffic Modelling</p> <p>11. The purpose of Cardiff Council having developed the proposed suite of assessment tools is not because of an inherent problem with industry standard software per se, but more in recognition that the use of different software often yields different results, and as such there is a lack of a unified approach to junction assessment.</p> <p>Furthermore, it is the Council's experience that there is a general lack of critical judgement being applied amongst engineering practitioners, whom tend to be overly reliant on the use of said software as 'black box' tools, without suitable consideration of the most appropriate assumptions and inputs, or due interpretation of outputs accordingly. This is particularly of concern, given that seemingly small changes in parameters can result in such fundamental differences in results.</p> <p>The decision has been to remove the Junction Assessment Tool from the SPG. However, it remains a recommended tool which can offer a number of benefits for developers.</p>	N/A
<p>12. This proposed assessment is unique to Cardiff, and provides a generic approach to all priority junctions and priority roundabouts, and a further generic approach to signal controlled junction. The methodology is complex, requires even more detailed survey work, which would lead to additional time and cost, and is highly subjective in how it is applied, which could lead to increased misunderstanding and confusion between applicants and the Council which would lead to more protracted discussions and timescales for each application.</p>	<p>12. The assessment methodologies proposed are based on first principles, the same principles as accepted research and on which industry standard software are based, and therefore while the specific method of visually representing junction performance may be unique to Cardiff, the processes underlying these are not.</p> <p>The key difference here is that Cardiff Council has sought to draw together conflicting alternative formulae for calculating capacity (as illustrated in Figure 1), with a view of establishing an average 'best fit' across all of these.</p>	N/A

Consultee comments	Council response	Changes proposed to SPG
	<p>Importantly, the Council's tools also seek to distinguish between a junction that is within maximum theoretical capacity, and that which is within practical capacity, i.e. 80% degree of saturation, and in response to this the need to consider alternative methods of control, as per Design Manual for Roads and Bridges (DMRB) 6.2.6.</p> <p>Furthermore, these tools also take into account variance (in demand, saturation flow and in allocated green time), which is typically overlooked when using conventional junction assessment software, in spite of the knowledge that variance is an everyday reality, and that it can have a profound impact on the performance of a junction.</p> <p>Contrary to what is stated, the methodology is not inherently complex, nor does it require significant additional cost or time to employ. Arguably, Cardiff's guidance simply lays out the data that should already be collected as a matter of course anyway irrespective of the method used to assess junction performance, and yet are all too often overlooked.</p> <p>Rather than being subjective and resulting in confusion, the proposed approach is simple, transparent, and is entirely conducive to establishing a common understanding of junction performance between all parties, and should therefore actually reduce rather than increase the likelihood of 'protracted discussions and timescales'.</p>	
<p>13. The assessment will not replace more conventional modelling techniques, but instead add another layer to the traffic modelling exercise. The traditional modelling assessments will still be required.</p>	<p>13. The proposed tools are meant to complement the use of conventional assessment software, rather than replace these. Using the tools proposed, it is possible to undertake an assessment of junction performance with minimal effort and far quicker than using the software alternatives.</p> <p>The result of which is the ability to quickly establish scale of effect in determining a</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
	<p>suitable study area, and in rapid option testing, allowing options to be quickly sifted and eliminated or taken forward for further analysis using the conventional software. Therefore rather than result in additional or abortive work, the proposed tools should actually reduce the extent of more time consuming detailed assessment to only those options which are feasible.</p>	
<p>14. The proposed assessment aims to further refine, predict and provide for highway capacity in even more detail, when highway capacity is not the critical factor by which development should be measured and judged as per the Council's mantra in its LDP re 50:50 split.</p>	<p>14. This statement is nonsensical, in that the proposed tools do not aim to 'predict and provide' any more than the use of any method of junction assessment, to claim otherwise is tantamount to suggesting that no assessment should be undertaken of the impacts of development.</p> <p>To clarify, the requirement to achieve the 50:50, does not negate the need to properly quantify the impact of development upon junction performance, moreover without quantifying this impact, it is not possible to evidence the mitigation which is required, or the level of mode-shift which is achievable.</p>	N/A
<p>15. The level of detail the proposed assessment extends to is not require for the purposes of forming a judgement as to whether the potential impact of a development is acceptable or not, it is simply fulfilling an aspiring mathematicians thirst for numbers.</p>	<p>15. As the local planning authority, it is a matter for Cardiff Council to decide (within reason) and not for the developer to dictate, what is required for the purpose of forming judgements as to what impacts are considered 'acceptable' or not.</p> <p>The proposed tools are not simply an indulgence by 'mathematicians', rather they are based entirely on established theory and published guidance, and are in no way less valid than any other conventionally used method of assessment.</p>	N/A
<p>Transport Assessments</p> <p>16. The process to prepare and validate a Transport Assessment is quite extensive:</p> <ul style="list-style-type: none"> • The Council recommends developers engage in pre-application advice at an early stage²; • Critical junctions to be included in a Transport Assessment must be agreed with the Council³; • A substantially complete Transport Assessment must be included in the presubmission pack; • Before planning application submission, all Transport Assessments must be independently audited, using the Transport Assessment Guidance and Checklist⁴; 	<p>Traffic Assessments</p> <p>16. It has always been the case that developers have been expected to come forward in reasonable time as part of the pre-application process, and to agree the scope of their assessment (i.e. the critical junctions to be included). Moreover, the SPG 'encourages' rather than requires this early engagement with</p>	N/A

Consultee comments	Council response	Changes proposed to SPG
<p>• All Transport Assessments must include completed audit checklists, which will be reviewed by the Council.</p> <p>² Paragraph 4.7 ³ Paragraph 4.7 ⁴ Paragraph 4.8</p>	<p>the Council.</p> <p>It is a requirement not of Cardiff Council, but of recently introduced national legislation on statutory public pre-consultation, for a substantially complete TA to be included as part of the pre-submission process.</p> <p>Noted. The independent auditing of TAs shall be changed from a requirement (“must be”) to being desirable. Nevertheless, it is considered to be in the developers’ best interests to undertake an independent audit, such as “...to ensure that a robust methodology is used which properly quantifies and analyses the transport impacts of a development and provides the evidence necessary to inform the identification of appropriate mitigation measures” (SPG Par 4.8).</p> <p>The completion of the TA guidance checklist has been found to be relatively straightforward and comparatively quick to do, and therefore this process is not considered will be particularly onerous on the part of the developer.</p>	<p>SPG:</p> <p>4.8. Before submission to the Council, it is recommended that all TAs should be independently audited, using the Transport Assessment Guidance and Checklist...</p> <p>4.9. Completed audit checklists should be submitted along with the TA and they will be reviewed by the Council.</p> <p>Appendix 2 1.1.4 Before submission to the Council, it is recommended that all TAs should be independently audited, using the below checklist. Where TAs are submitted for consideration at pre-application stage or with a planning application, the Council will also use the list to audit the submission to check that it contains all the appropriate details and information to enable the Council to properly assess and understand the transport impacts of development proposals and determine the transport mitigation measures necessary to address such impacts.</p>
<p>17. There is a requirement for Transport Assessments to identify spare capacity on the bus and rail networks. This is particularly time-consuming, expensive and difficult. Public transport operators do not release demand or capacity data, citing commercial sensitivities, and therefore to undertake this task would require surveys of the public transport network.</p>	<p>17. For large-scale developments, identifying the residual capacity available on existing public transport services is critical in determining the feasibility of mode-split predictions, and in determining the extent of provision and level of investment required for bus services in order to support this.</p> <p>It is acknowledged that the necessary information is not likely to be forthcoming from operators. However, it is not agreed that for a developer to undertake their own surveys would be either time-consuming, expensive or difficult.</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
	<p>For example, all that would likely be required would be a peak survey of train occupancy conducted from the platform at the one or two stations affected; and a peak survey of bus occupancy conducted from the roadside at one or a handful of locations.</p> <p>This data could be collected as part of the general programme of surveys that would otherwise be required to be undertaken anyway in preparation of the Transport Assessment.</p>	
<p>18. This level of pre-submission engagement, consultation and review will increase the time and cost in preparing Transport Assessments. The aim is to ensure a more efficient review of the Transport Assessment once the application has been submitted – although the evidence following the introduction of the pre-application consultation procedural requirements is that this is not the case.</p>	<p>18. As correctly stated, the aim of the guidance provided is to ensure a more efficient review of the Transport Assessment once the application has been submitted, with the implication that where applicants fail to sufficiently engage in the process, that "...it is likely that amendments will be required and this may delay the progress of the planning application" (SPG Par 4.9).</p> <p>However, as to the success or otherwise of this pre-submission engagement; it is too early to assess the impact of the recently introduced legislation on statutory public pre-consultation process, and the Council are not aware of any evidence to suggest either way.</p>	N/A
<p>Weltag</p> <p>19. There are references to appraising the impact of a proposed development in line with Weltag. This is inappropriate. Weltag is used to appraise competing schemes or transport proposals to ensure the best scheme is selected. It should not inform development control decisions in relation to new development. <i>There are two primary purposes of Weltag:</i></p> <p><i>To assist in the development of proposals to enable the most appropriate scheme to be identified and progressed – one that is focused on objectives, maximises the benefits and minimises the impacts; and</i></p> <p><i>To allow the comparison of competing schemes on a like-for-like basis, so decision makers can make difficult funding decisions.</i></p>	<p>Although the use of Weltag has previously often been associated with local government in Wales, the 2017 Weltag guidance from Welsh Government emphasises that the process has wider applications. It states: "Weltag is a framework for thinking about proposed changes to the transport system...This guidance is written for anyone interested or involved in the development of any proposed intervention to deliver a more sustainable transport system for Wales... WelTAG is recommended as the starting point whenever a problem is identified with the transport system or within another area but it is affected by, or affects, the transport system".</p> <p>As such, Cardiff Council has identified the Weltag process as one of the elements which should be included in a TA. The TA Guidance</p>	<p>Appendix 2</p> <p>2.4. 1 It should be noted that in the Welsh context the Welsh Transport Planning Appraisal Guidance (Weltag) process should be used. Weltag enables practitioners to set transport objectives, plan, evaluate and monitor initiatives in accordance with the Wales Transport Strategy. Appraisal is centred around three main impact areas, the pillars of sustainable development: Economy, Environment and Society (including Accessibility, Integration and Safety). The criteria in the checklist below should also be referenced by the appraisal. Where appropriate, and commensurate with the scale of a development, TAs should demonstrate that appropriate reference has been made to Weltag in carrying out the assessment of issues relating to the three impact areas. Weltag is recommended as a robust process for addressing problems which have been identified through the TA process and principles of the Weltag methodology can usefully be applied in this context. For</p>

Consultee comments	Council response	Changes proposed to SPG
	<p>and Checklist (Appendix 2) states: "TAs should demonstrate that appropriate reference has been made to Weltag in carrying out the assessment of issues relating to the three impact areas". The scope of and detail provided in TAs should be commensurate with the scale of the proposed development. This is also reflected in the Weltag guidance, which emphasises that Weltag is "a proportionate process...the level of detail provided in the Weltag reports should be proportionate to the impacts under consideration". The Council is likely to recommend that the Weltag process is followed for larger scale developments with wider than local impacts. For these developments, Weltag would provide a robust process through which problems can be explored and appropriate mitigation identified.</p>	<p>example, Stage 1 provides a framework for identifying options where impacts have been identified; Stage 2 for options testing and Stage 3 for the development of a preferred option.</p>
<p>Highway Impact and Traffic Growth</p> <p>20. In the LDP Cardiff Council sets out its aim of achieving a 50:50 mode split between car trips and non-car trips. This is in order to accommodate further growth, and a maintain traffic levels across the city at 2011 levels. Cardiff Council accepts and agrees that the assessment work they have undertaken demonstrates that no further growth can be accommodated on the existing highway network.</p>	<p>Highway Impact and Traffic Growth</p> <p>20. The 50:50 mode-split is a global figure, in recognition of the need to maintain traffic conditions across Cardiff as a whole broadly around 2010 (not 2011) levels. However, Cardiff Council has been clear in its evidence that while "...a number of key junctions and roads are either at or approaching capacity at peak times" (LDP Background Technical Paper - Section 2.9.1), that it is factually incorrect to claim that there is no capacity anywhere on the network.</p> <p>Apart from which, it should not be taken as a given that a junction being at/over capacity will result in modal-shift in and of itself, in that mode-shift is only one possible user response to increased congestion. For example, while some users may indeed change their mode, others will continue to travel in spite of inconvenience, others will change their route or the time they travel, travel elsewhere, or even choose not to travel at all (i.e. suppressed trips).</p>	<p>N/A</p>
<p>21. The consultation draft includes all the correct references to sustainable travel and prioritising walking, cycling and public transport, and even makes allowances for Trip Suppression/Induction, Trip Redistribution, Modal-Shift, Peak Spreading, and Traffic</p>	<p>21. For the assessment of a development of strategic significance, it is entirely reasonable to require that the above be quantified and</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
<p>Rerouting in terms of assessment8. 5 Paragraph 4.9 6 Page 55, Paragraph 2.4.1 7 Page 3, Paragraph 1.4.1, Welsh Transport Planning and Appraisal Guidance, June 2008 8 Page 60, Paragraph 3.3.8 Page: 5</p>	<p>suitably evidenced. This level of assessment would be considered commensurate with the scale of said development.</p>	
<p>22. However, there is still a primary focus on highway impact which is in stark contradiction to the Council's LDP.</p>	<p>22. Contrary to the claim, the Council is not primarily concerned with establishing highway impact, but of properly evidencing the above user response, in establishing the improvements required in order to mitigate the impact of development, and to support modal-shift.</p>	<p>N/A</p>
<p>23. The Council consider a 5% impact or more on any link in most cases as material, and where a junction is already at capacity, a change of less than this will also be material9.</p>	<p>23. The reason that a blanket 5% threshold is not applied in all instances is in recognition that under congested conditions, a junction which is already at/over practical capacity (80% degree of saturation) is highly sensitive to even small increases in demand (below 5%), resulting in exponential queueing and delays. Hence the importance of identifying and agreeing the scope of junctions to be assessed.</p>	<p>N/A</p>
<p>24. The Council will require four scenarios to be assessed: • Base Year • Forecast Year: Do Minimum Reference Case accounting for TEMPOR Growth and committed development • Forecast Year: Do-Nothing Development Case Without-Intervention • Forecast Year: Do-Something Development Case With-Intervention</p>	<p>24. The required scenarios are entirely consistent with the principles of forecasting as set out in TAG Unit M1.1 and M4.</p>	<p>N/A</p>
<p>25. The forecast year will be 10 years post-completion, unless specified by the Council10. This is unreasonable, and could result in assessment years which are 15 years after the date of the application. With the rapid speed at which technology is changing our lives, mobility, and the way we travel, an assessment year so far into the future serves little value other than to predict and provide for highway capacity. In 2002, only 13% of households had internet access, the iPhone had not yet been launched, and the launch of Facebook was still years away.</p>	<p>25. A forecast year of 10 years post completion is not considered excessive, in particular for a strategic development. TAG Unit M4 (Forecasting and Uncertainty) 1.2.1. states that "For economic appraisal it is best if the forecast year is as far into the future as possible...", and goes on to provide several worked examples of assessing development 15 years post completion.</p> <p>The Council acknowledges that with forecasting further ahead comes increasing uncertainty, however this is not a justification for not accounting for appropriate future assessment years. It is also accepted that technology is rapidly changing, however this</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
	has long been the case, and equally does not negate the need to consider suitable forecast years. TAG Unit M4 provides discussion on how to deal with uncertainty.	
26. The only difference between a forecast year of 1, 5, 10 or 15 years into the future, would be the level of background growth applied to the baseline traffic levels. The Council is insistent that modelling work takes account of <i>'likely background growth in traffic on the network'</i> . This serves little purpose – the Council already knows and acknowledges in its LDP that background growth cannot be accommodated.	26. As per the discussion in relation to points 20-22 above, while much of the network is at or close to capacity during peak times, this isn't to say that there is no capacity for growth anywhere on the network. While growth over a certain level at a given junction/link may be deemed to be unrealistic, it is nevertheless important to quantify this growth in providing a worst case/'unconstrained demand' scenario (i.e. assuming no interventions), as the starting point from which to begin considering the mitigation required and in evidencing this.	N/A
27. The Council would like growth to be calculated from TEMPRO. Page 621	27. TAG Unit M4 specifies the use of TEMPRO in order to determine NTEM background growth, and details how this should be applied in different given situations, together with the use of the alternative assumptions facility.	N/A
28. However, the consultation draft itself states TEMPRO: • doesn't account for significant local or regional public transport or walking/cycling interventions such as the proposed Cardiff Metro; • assumes that mode-choice will remain broadly the same in future as is existing; and • doesn't account the level of saturation on the local highway network or the resultant changes in travel behaviour in order to minimise delay, such as the potential for rerouting, peak spreading, mode-shift, or even trip suppression ¹¹ .	28. The limitations of this approach as listed, are provided in the Appendix to Appendix 2 of the SPG. Therefore, when assessing the impact of strategic development, the application of simple NTEM growth would rarely be a substitute to undertaking a suitable strategic level of assessment using a four-stage model or else a form of logit model, in order to properly account for these.	N/A
29. The document states that 85th percentile trip rates should be used for sample sizes of 5 sites or more. However, the industry standard is for 85th percentile rates to be used for sample sizes of 20 sites or more. Adopting this approach for 5 sites or more would inflate trip rates 9 Page 56, Paragraph 2.6.3 10 Page 62, Paragraph 3.5.2 11 Page 74 Paragraph 8 Page: 6 and potentially exaggerate the impact of a proposed development. No explanation is provided.	29. Agreed. Paragraph 3.6.2 was incorrectly worded, this was intended to convey that where possible a sample size of 20 or more sites should be used such as to determine the 85 th percentile trip rate, but in the absence of this, an average trip rate derived from 5 or more sites may also be acceptable.	3.6.2. Where no comparable sites exist, in particular for large mixed-use developments, then where possible 85th percentile trip rates should be determined from a sample size of 20 or more sites . Alternatively, in the absence of this, an average trip rate should be determined on the basis of 5 or more sites.
30. The Council will also assess maximum queues rather than average queues ¹² .	30. The Council requires the assessment of maximum queue length, in recognition of the	N/A

Consultee comments	Council response	Changes proposed to SPG
	<p>fact that conventional junction assessment software report mean maximum queue lengths (MMQ), while in reality under congested conditions the worst extent of queuing is generally considered to be between 50 -100% higher this value, as is discussed in TRL Software Article 31 ('Mean Maximum Queue Part 1: An explanation'). Therefore to not assess maximum queue length, means potentially to under account for the scale of effects.</p>	
<p>Air Quality and Noise Impacts 31. The consultation draft includes a requirement for air quality, noise and carbon emissions data¹³. Whilst this would typically be provided (and assessed) in an Environmental Statement, this information is not normally required for a Transport Assessment, and this would require input into the Transport Assessment for non-transport experts, which is unusual and unnecessarily complex. This would add an additional layer of complication into the process of both producing and reviewing a Transport Assessment, which could impact on timescales on both sides.</p>	<p>Air quality, noise and carbon emissions are all impacts arising from transport.</p> <p>TAN 18 states that a Transport Assessment should "clearly set out what the impact of a proposed development, or redevelopment, are likely to be so that they are easily understood" (D1).</p> <p>It gives the aims of undertaking a TA and producing a TIS (Transport Implementation Strategy) as to "understand the transport impacts of the development; mitigate negative transport impacts through the design process and secured through planning conditions or obligations".</p> <p>D.14 states: "TIS should contribute towards the aims of the development plan. This includes any specific development plan objectives to overcome particular localised difficulties e.g. for an area of particularly significant congestion, an historic area requiring protection or an air quality management area".</p> <p>TAN 18 further indicates that "Well designed and implemented traffic management measures can help to secure planning objectives in a number of ways, including: reducing community severance, noise, local air pollution and traffic accidents".</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
	<p>This is supported by Planning Policy Wales (November 2016) which states: "8.7.1 When determining a planning application for development that has transport implications, local planning authorities should take into account: the environmental impact of both transport infrastructure and the traffic generated (with a particular emphasis on minimising the causes of climate change associated with transport)".</p> <p>This can only be achieved if the likely impacts are fully identified and understood.</p>	
WSP, on behalf of Taylor Wimpey		
<p>WSP have been engaged by our client Taylor Wimpey to conduct a review of Cardiff Council's draft Supplementary Planning Guidance (SPG), <i>Managing Transport Impacts (Incorporating Parking Standards)</i>. A draft of the SPG has been produced for public consultation until 21st December 2017.</p> <p>This review considers the following:</p> <ul style="list-style-type: none"> ▫ Requirements for Transport Assessments (TAs) ▫ Modelling requirements for TAs ▫ Parking standards ▫ Public rights of way and development sites. <p>The review found the following key points:</p> <ul style="list-style-type: none"> ▫ The guidance promotes an excessive and, in some cases, unrealistic process and approach for TAs. ▫ The proposed tools to assess junction capacity are labour intensive and subjective. ▫ Requirements to provide appraisal summary tools and to follow WebTAG for identifying and evaluating issues related to Economy, Environment and Society are considered to be unsuitable and excessive. ▫ The standard for a maximum of two parking spaces for any size of residential dwelling is overly restrictive and at risk of providing insufficient parking provision for larger dwellings to the detriment of highway and pedestrian safety. ▫ The reasoning for minimum dimensions for garages and driveway lengths leading to garages is unclear given that garages are not counted within calculations of parking provision. ▫ Our client considers that in light of the above comments the SPG should be amended to refer (in noncentral areas) to a car parking requirement of 1 space per bedroom up to a maximum of 3 spaces per dwelling plus 1 visitor space for every 5 dwellings 	Noted.	N/A
<p>Section 2 of the SPG outlines requirements and guidance for Transport Assessments, Transport Statements and Travel Plans. This is supported by Appendix 2 which sets out detailed requirements for Transport Assessments including a checklist and Appendix 4 concerning Travel Plans.</p> <p>The SPG sets out an unduly extensive and prescriptive process for Transport Assessments, particularly the following requirements:</p>	Contrary to being considered unduly extensive or prescriptive, the SPG merely seeks to provide clarity with regard the process in developing a robust Transport Assessment.	N/A
<p>1. For the critical junctions to be included in the TA they must be agreed with the Council (para. 4.7).</p>	<p>1. It has always been the case that the scope of critical junctions to be included in the TA have</p>	N/A

Consultee comments	Council response	Changes proposed to SPG
<p>2. Before submission to the Council, all TAs must be independently audited, using the Transport Assessment Guidance and Checklist. Completed audit checklists must be submitted along with the TA and they will be reviewed by the Council (para. 4.8; para. 4.9).</p> <p>In relation to point 2 above, the need for TAs to be independently audited using the checklist is seen as an unnecessary complication and potential duplication of efforts. The intention of the checklist is to assist applicants in producing a TA which is robust and approved in a timely manner (para 4.8; Appendix 2, para 1.1.3). An independent audit is an unnecessary and conflicting element that runs counter to Planning Performance Agreements which encourage joint working between the applicant and Council as local planning and highway authority. When work has been undertaken cooperatively with the local authority in this way, an independent audit is unnecessary.</p>	<p>been required to be agreed with the Council beforehand.</p> <p>2. Noted. The independent auditing of TAs shall be changed from a requirement (“must be”) to being desirable. Nevertheless, it is considered to be in the developers’ best interests to undertake an independent audit, such as “...to ensure that a robust methodology is used which properly quantifies and analyses the transport impacts of a development and provides the evidence necessary to inform the identification of appropriate mitigation measures” (SPG Par 4.8).</p> <p>Moreover, the completion of the TA guidance checklist has been found to be relatively straightforward and comparatively quick to do, and therefore this process is not considered will be particularly onerous on the part of the developer.</p>	<p>4.8. Before submission to the Council, it is recommended that all TAs should be independently audited, using the Transport Assessment Guidance and Checklist...</p> <p>4.9. Completed audit checklists should be submitted along with the TA and they will be reviewed by the Council.</p>
<p>3. For major developments: spare capacity on buses and trains should be identified in order to establish the ability of the public transport network to accommodate any increase in demand associated with a proposed development, particularly for rail. Public transport journey times and reliability should also be referenced (Appendix 2, para 2.2.2).</p> <p>In relation to point 3 above, establishing spare capacity on buses and trains would require extensive surveys as it is not realistic to expect that passenger demand levels would be supplied by public transport providers for commercial reasons. Similarly, it is not realistic for journey time reliability statistics to be obtained from public transport providers.</p>	<p>3. For large-scale developments, identifying the residual capacity available on existing public transport services, as well as journey times and reliability, are critical in determining the feasibility of mode-split predictions, and in determining the extent of provision and level of investment required for bus services in order to support this.</p> <p>It is acknowledged that the necessary information is not likely to be forthcoming from operators. However, it is not agreed that for a developer to undertake their own surveys would be either time-consuming, expensive or difficult.</p> <p>For example, all that would likely be required would be a peak survey of train occupancy conducted from the platform at the one or two stations affected; a peak survey of bus occupancy conducted from the roadside at one or a handful of locations; and a sample of bus surveys conducted on-board during the peak, so as to determine average journey times and</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
	reliability.	
<p>4. To assess the available capacity of the existing cycleway and footpath network in the area of the development (Appendix 2, page 65).</p>	<p>4. This and the above data could be collected as part of the general programme of surveys and site visits/observations that would otherwise be required to be undertaken anyway in preparation of the Transport Assessment, and are commensurate with the scale of assessment necessary for strategic development.</p>	N/A
<p>5. To provide appraisal summary tables, having regard to Stage 1 WelTAG appraisal principles (Appendix 2, page 65).</p> <p>6. Assessment is to follow WelTAG with regard to identifying and evaluating issues relating to each of the key strands – Economy, Environment and Society – and evidence of this is to be provided (Appendix 2, page 66).</p> <p>In relation to point 5 and 6 above, the use of WelTAG in this way for TAs is unsuitable, excessive and unnecessary. An assessment against the topics of economy, environment and society is not within the scope of a typical TA. WelTAG is centred on an option appraisal process to tackle a specific need for intervention, as follows: <i>"The WelTAG process is designed to provide a framework for structuring the thinking around the problem being tackled; identifying possible solutions, refining the design of those options so as to maximise their benefits and minimise any adverse impacts and to consider the wide range of possible consequences of implementing proposed solutions."</i></p>	<p>5-6. It is recognised that applying a WelTAG approach may not be appropriate in all instances. However, for a strategic development with far reaching effects requiring significant mitigation, then a WelTAG appraisal should be used, in recognition that "...under the [Wellbeing of Future Generations] Act, public bodies now have a duty to use sustainable development to shape everything they do, how it is done, and how it is communicated (via reporting), to show how they are contributing to the achievement of the well-being goals" (WelTAG Page 1).</p>	N/A
<p>7. To include air quality, noise and carbon emission information.</p> <p>As stated in point 7 above, the SPG requires air quality, noise and carbon emission information to be included in the TA. This information is typically provided within an Environmental Statement or separate Technical Assessments related to the TA but not within a TA. As such, this would require multi-disciplinary input into the TA which has the potential to complicate and extend timescales for producing and reviewing a TA, which would be undesirable when delivery of development is paramount.</p> <p>A pre-application service (discretionary) is offered by the Council and it is recommended developers use this service to ensure engagement at the earliest possible opportunity (para. 4.7)</p>	<p>7. It is agreed that environmental information is typically provided within an ES or separate report. Nevertheless, for strategic developments in adopting a WelTAG approach, this information will also be required to be referenced within the TA. It would also be argued that a TA for a strategic development should by nature require multi-disciplinary input, in recognition of the inherent complexity of assessment required.</p>	N/A
<p>Modelling Specific Requirements</p> <p>Section 3 of Appendix 3 sets out specific modelling requirements for TAs, which are unique to Cardiff. A considerable amount of the guidance relates to the modelling techniques required for strategic transport models. Although not stated in the SPG, it is expected that strategic modelling would utilise Cardiff Council's own strategic model which is assumed to have already been built to WelTAG standards.</p>	<p>The assessment methodologies proposed are based on first principles, the same principles as accepted research and on which industry standard software are based, and therefore while the specific method of visually representing junction performance may be unique to Cardiff, the processes underlying these are not.</p> <p>To confirm, it is not the case that Cardiff</p>	N/A

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	Council would advocate developers to make use of Cardiff's own strategic model. Rather, it is suggested that applicants should approach the Welsh Government requesting for their development to be tested using the purpose built South East Wales Regional Transport Model.	
<p>Reference is made to the use of micro-simulation modelling in Appendix 3, where appropriate. The guidance, however, only refers to the development of matrices, whereas software packages such as VISSIM can be operated statically based on specific turning movements rather than matrices. Use of turning movements reduces the amount of data required for such modelling exercises and is the preferred assignment choice by the software developer PTV.</p>	<p>It is agreed that VISSIM can make use of turning movements rather than matrices, and that in many circumstances this may be the preferred method of assignment. However, in modelling a network, the use of fixed turning movements may not be appropriate as it precludes modelling route choice (i.e. dynamic assignment), without manual intervention.</p> <p>Also, it is considered that in many instances, the developing of matrices for a network is not significantly more involved than the use of turning movements, and that the level of data required to be collected in building, calibrating and validating the model is similar in both instances.</p>	N/A
<p>Where reference is made to specific junction modelling techniques, no reference is made to how such models should be calibrated and validated. The use of the appropriate software, including calibration and validation of these models, is key to ensuring the quality of the outputs of such models thereby reducing inconsistencies and the misuse of models whilst acknowledging the uniqueness of each junction.</p>	<p>The importance of suitable validation and calibration when building a model, is agreed, and a discussion on these are provided in Section 3.4 of the SPG, in reference to TAG Unit M3.1. However, in the case of the proposed junction tools specifically, the undertaking of validation or calibration are not relevant, since these are based entirely on first principles, with no variables that can be changed, little or no user interpretation required, and any supposed margin for error can be considered as having already been accounted for by the need to plot a range of values.</p>	N/A
<p>The guidance sets out a forecast year for modelling of 10 years post completion, unless otherwise specified by the Council (Appendix 3, para 3.5.2). This is inconsistent with the rest of the relevant planning guidance and could result in assessment years which are 15 years after the application has been submitted. Such an advanced forecast year would be subject to significant uncertainties.</p>	<p>A forecast year of 10 years post completion is not considered excessive, in particular for a strategic development. TAG Unit M4 (Forecasting and Uncertainty) 1.2.1. states that "For economic appraisal it is best if the forecast year is as far into the future as possible...", and goes on to provide several worked examples of</p>	N/A

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	<p>assessing development 15 years post completion.</p> <p>The Council acknowledges that with forecasting further ahead comes increasing uncertainty, however this is not a justification for not accounting for appropriate future assessment years. TAG Unit M4 provides discussion on how to deal with uncertainty.</p>	
<p>Junction Assessment tools In Appendix 3, Cardiff Council set out junction assessment tools from first principles to be used as an alternative approach to industry standard modelling techniques. This proposed approach is not adopted elsewhere in the county and provides a generic approach to all junctions. The methodology outlined is complex and would require further data collection and potentially produce very subjective results. Ultimately this approach would result in further costs to the developer as it would not be possible to replace more conventional use of industry standard modelling techniques and tools.</p> <p>Page 627</p>	<p>Junction Assessment tools</p> <p>As stated previous, the assessment methodologies proposed are based on first principles, the same principles as accepted research and on which industry standard software are based, and therefore while the specific method of visually representing junction performance may be unique to Cardiff, the processes underlying these are not.</p> <p>The key difference here is that Cardiff Council has sought to draw together conflicting alternative formulae for calculating capacity (as illustrated in Figure 1), with a view of establishing an average 'best fit' across all of these.</p> <p>Importantly, the Council's tools also seek to distinguish between a junction that is within maximum theoretical capacity, and that which is within practical capacity, i.e. 80% degree of saturation, and in response to this the need to consider alternative methods of control, as per DMRB 6.2.6.</p> <p>Furthermore, these tools also take into account variance (in demand, saturation flow and in allocated green time), which is typically overlooked when using conventional junction assessment software, in spite of the knowledge that variance is an everyday reality, and that it can have a profound impact on the performance of a junction.</p> <p>Contrary to what is stated, the methodology is</p>	<p>N/A</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 628</p>	<p>not inherently complex, nor does it necessarily require significant additional data to be collected. Arguably, Cardiff's guidance simply lays out the data that should already be collected as a matter of course anyway irrespective of the method used to assess junction performance, and yet are all too often overlooked.</p> <p>Rather than being subjective, the proposed approach is simple, transparent, and is entirely conducive to establishing a common understanding of junction performance between all parties, and should therefore actually reduce unnecessary costs incurred by the developer, in minimising unnecessary duplication of effort or abortive work.</p> <p>The proposed tools are meant to complement the use of conventional assessment software, rather than replace these. Using the tools proposed, it is possible to undertake an assessment of junction performance with minimal effort and far quicker than using the software alternatives.</p>	
<p>The SPG recommends that the tools should be used in the first instance to assess the existing capacity and undertake option tests. Preferred options can then be tested in more depth using traditional junction assessment and/or microsimulation modelling tools (Appendix 3, para. 1.2).</p> <p>Cardiff Council recognise the following limitations of assessing junctions, as follows:</p> <ul style="list-style-type: none"> ⌋ "Short lane effects may be accounted for to some extent using these graphs by adjusting the saturation flows due to the underutilisation of the relevant lanes for the movement. However, other methods may be better able to provide the detail needed to understand the interactions (e.g. micro-simulation)." (Appendix 3, page 90) ⌋ The process for estimating capacity at priority controlled junctions "does not account for traffic conditions that result in platoons of traffic in the opposing flow" (Appendix 3, page 82). 	<p>Cardiff Council fully acknowledges the limitations of the tools provided, and states that the use of these may not be appropriate in all instances. However, it should be noted that limitations are also inherent in any of the traditional modelling tools; for example LinSig and TRANSYT do not accurately represent queue length or delay under congested conditions, in particular the results cannot be relied upon at saturation levels above the 80% practical capacity threshold.</p>	<p>N/A</p>
<p>Trip Generation</p> <p>Regarding estimating trip generation, paragraph 3.6.2 of Appendix 2 states "where no comparable sites exist, in particular for large mixed-use developments, then 85th percentile trip rates should be determined from a sample size of 5 or more sites." This is contradictory to TRICS Good Practice Guide 2016 which recommends at least 20 surveys in a rank order list before 85th and 15th percentiles; therefore sample sizes of less than 20 may not provide a robust assessment.</p>	<p>Trip Generation</p> <p>Agreed. Paragraph 3.6.2 was incorrectly worded, this was intended to convey that where possible a sample size of 20 or more sites should be used such as to determine the 85th percentile trip rate, but in the absence of this, an average trip rate derived from 5 or more</p>	<p>Appendix 2</p> <p>3.6.2. Where no comparable sites exist, in particular for large mixed-use developments, then where possible 85th percentile trip rates should be determined from a sample size of 20 or more sites. Alternatively, in the absence of this, an average trip rate should be determined on the basis of 5 or more sites.</p>

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<p>The SPG recommends use of TEMPRO to calculate growth in Cardiff (Appendix 2, para. 3.5.1) despite acknowledging the following limitation for TEMPRO:</p> <ul style="list-style-type: none"> ; "TEMPRO doesn't account for significant local or regional public transport or walking/cycling interventions such as the proposed Cardiff Metro, and the resulting likelihood for modal-shift to occur, but rather assumes that mode-choice will remain broadly the same in future as existing." ; TEMPRO does not "take into account the level of saturation on the local highway network; in recognition that simply applying unfettered NTEM growth to an already congested link/s or junction/s may yield unrealistic results 	<p>sites may also be acceptable.</p> <p>The limitations of this approach as listed, are provided in Appendix 2 of the SPG. Therefore, when assessing the impact of strategic development, the application of simple NTEM growth would rarely be a substitute to undertaking a suitable strategic level of assessment using a four-stage model or else a form of logit model, in order to properly account for these.</p> <p>While much of the network is at or close to capacity during peak times, this isn't to say that there is no capacity for growth anywhere on the network. While growth over a certain level at a given junction/link may be deemed to be unrealistic, it is nevertheless important to quantify this growth in providing a worst case/'unconstrained demand' scenario (i.e. assuming no interventions), as the starting point from which to begin considering the mitigation required and in evidencing this.</p>	<p>N/A</p>
<p>PARKING STANDARDS</p> <p>Table 1 below outlines the proposed maximum parking standards for residential properties. The residential parking standards do not include a requirement for visitor parking.</p> <p>The Central Area includes the City Centre and Cardiff Bay Areas and the large residential areas which extend outwards from the core shopping centre into the wards of Grangetown, Canton and Cathays.</p> <p>Table 1 shows that the maximum number of parking spaces is two spaces for non-central areas in Cardiff and one space for central areas, regardless of the number of bedrooms. This is a restrictive and unrealistic approach, particularly for larger dwellings on the edge of the city. There is no requirement for visitor parking as set out.</p> <p>Paragraph 6.15 of the SPG states:</p> <p><i>"The design and layout of parking spaces will be reviewed and may not be considered in accordance with the maximum standards if dimensions are found to be able to accommodate parking above the maximum permitted. For example, where due to its proposed dimensions a driveway to a dwelling can be shown to have the capacity to accommodate a greater number of vehicles than permitted under the parking standards, a reduction in the dimensions may be required."</i></p> <p>Paragraph 6.32 states:</p> <p><i>"Garages must have a minimum internal width of 3.2m with an internal length of 6.0m. Where garages are provided, a minimum driveway length of 5.5m is required."</i></p> <p>The need for minimum dimension requirements for garages and driveway lengths leading to garages is unclear and confusing as garages are not counted within the parking provision for residences (para. 6.15); these paragraphs contradict each other and need to be reviewed.</p> <p>The Cardiff Council approach to car parking for Use Class C3 and C4 type dwellings is not consistent with the</p>	<p>Please see comments above relating to residential parking standards.</p>	

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<p>general approach taken by other authorities in Wales and England. The level of provision proposed will potentially lead to vehicles being parked on the surrounding highway and landscaped areas, which would be detrimental to place making, have a negative impact on the local area and potentially impact on highway/pedestrian safety and restrict emergency services accessing the location.</p> <p>To avoid such situations occurring our client considers that the SPG should be amended to refer (in noncentral areas) to a car parking requirement of 1 space per bedroom up to a maximum of 3 spaces per dwelling plus 1 visitor space for every 5 dwellings</p>		
<p>PUBLIC RIGHTS OF WAY</p> <p>The SPG places an emphasis on identifying and protecting public rights of way (PRoW). Developers are required to give consideration to whether any public paths or rights of way cross the development site and whether they would be affected by the proposed development. Where a development is likely to affect a PRoW, developers may either incorporate the legal alignment of the path within the development or seek to divert it along an alternative alignment. This may assist in developing a coherent active travel network to improve the connectivity of new developments with each other and new developments to existing land uses.</p> <p>However, flexibility is required to maximise the benefit from the network. The concern is stopping up or diversion can be a lengthy process delaying developments so consideration must be given to using temporary orders where appropriate to facilitate development especially on allocated sites.</p> <p>Paragraph 7.15 of the guidance states:</p> <p><i>"If changes to rights of way require re-alignment of an existing path, the developer will need adequate consideration for the time required to process the legal order to determine the outcome. Where a stopping up or diversion order are required it is likely to take up to a year to come into effect. Until that time the original definitive line must be kept open at all times."</i></p>	<p>In response to the question posed, there is a legal requirement under Section 257 and Section 259 of the Town and Country Planning Act which requires a right of way to be retained on its current alignment until the necessary legal order is made or confirmed. If the developer completes works prior to the legal order being confirmed, it will invalidate the order and it is then down to the Local Authority to determine what action is taken.</p> <p>Temporary Traffic Orders can be applied for to close a right of way for Health and Safety reasons in order to work on site without public access. An alternative route should be provided for the public to use until the works are completed. This does not permit developers to build on the right of way if their order is not confirmed. As part of the planning consultation process, PROW officers inform applicants of the timescales involved so that they are fully aware of cost implications and the length of time it may take to confirm an order. There is never a guarantee that even where planning permission has been granted, the legal order will be confirmed as it is open to public consultation and may be objected to.</p> <p>This is why it is important for applicants to liaise with the Public Rights of Way Team at an early stage to discuss the development of a site.</p>	N/A
Redrow		
<p>As per the LDP Manual SPGs contain "supplementary information in respect of policies in an LDP. SPG does not form part of the development plan and is not subject to independent examination but must be consistent with it and with national planning policy". SPGs are material considerations in the determination of planning applications.</p>	Noted.	
<p>SPGs are non-statutory and only guidance. They cannot be used to be prescriptive and be certain that in all cases things "must", "will" or "shall" be done in certain ways.</p>	Legal advice has been sought on these issues:	A number of changes have been made to the text in the SPG and appendices in order that the language used is

Consultee comments	Council response	Changes proposed to SPG
<p>As the guidance that they are then the wording should be broader to refer to things "should", "can" or "could" be done in certain ways when providing more detailed information in support of LDP policies. Each application must continue to be assessed on its own merits</p>	<p>"An application for planning permission has to be determined on its own merits, in accordance with the development plan and any other material considerations (S70(2) TCPA 1990).</p> <p>I have attached a copy of section 2.3 of Planning Policy Wales Nov 2016, which states that whilst only the policies in the development plan have special status under section 38(6) of the 2004 Act in deciding planning applications, SPG may be taken into account as a material consideration.</p> <p>Paragraph 2.3.1 states that SPG is a means of setting out more detailed thematic or site specific guidance on the way in which the policies of the Local Development Plan are to be interpreted and applied in particular circumstances or areas.</p> <p>The LDP Manual Paragraph 7.3.5 states that SPG will have a key role in interpreting and expanding on generic policies in the LDP, SPG can provide for the matters listed in that paragraph including details and numerical guidelines/thresholds.</p> <p>I note that the wording you refer to is not dissimilar to that already contained within the Council's existing SGP Access, Circulation and Parking Standards 2010 eg paragraph 4.2.4 which this draft is presumably intended to replace".</p> <p>In line with the LDP Manual, the SPG and its appendices is intended to provide more detailed guidance relating to the interpretation of the relevant LDP policies and how these are to be applied in achieving the 50:50 modal split target set out in the LDP. It is noted that the Consultation Draft documents contained inconsistencies in relation to the use of, for example, 'must'/'should'. Having reviewed the documents and the comments supplied by Legal, changes have been made in order to provide consistency in the terminology used.</p>	<p>consistently 'should', 'can', could' rather than 'must', 'will', 'shall' where appropriate to the context. Where changes have been made, paragraph numbers are given below.</p> <p>SPG:</p> <p>1.3 3.6 3.9 3.15 3.18 3.20 4.1 4.4 4.7 4.8 4.9 5.9 5.13 6.19 6.20 6.22 6.28 6.32 6.34</p> <p>Appendix 2 TA:</p> <p>1.1.3 1.1.4 2.2.3 2.6.2 2.6.3 2.6.5 3.1.2 3.1.3 3.2.1 3.3.3 3.3.4 3.3.5 3.3.6 3.3.9 3.4.1 3.4.2 3.5.1 3.5.2 3.5.3 3.5.4</p>

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		3.6.6 3.7.1 Table 2.2, 2.6 Appendix 3 TP: 13 1.1.2 1.1.11
<p>If the Council require certain documents, by stating "must / shall" be submitted, with certain applications then the appropriate method to deal with this would be via publishing 'Local Validation Requirements' as introduced with the 1APP forms in 2015. SPGs cannot be used to advise applicants what they must do. For example, where does guidance / policy set out that it is appropriate and reasonable for all TAs to be independently audited prior to submission. Professional independent consultants are employed by applicants to provide supporting TAs. The extent of information sought at a pre-application stage and with a formal planning submission is onerous and expensive for no good reason.</p>	<p>As above, the use of 'must/shall' in the documents has been reviewed and amended as appropriate. Further details are also provided above relating to the purpose of TAs and other information which is sought. The information which is required is necessary in order for an informed assessment of the transport impacts of development to be undertaken. It is in line with Welsh Government policy, as set out in Planning Policy Wales (Edition 9 November 2016). The pre-application process enables applicants to provide a robust application to enable timely progress through the planning process.</p>	<p>As above.</p>
<p>There are numerous examples of policies / guidance that are incorrect, outdated, have been superseded or do not apply in Wales. For example, the latest national planning policy framework in Wales is Planning Policy Wales (PPW) November 2016 but references are made to PPW January 2016 and PPW February 2014.</p> <p>Reference is made in para 4.12 to Good Practice Guidelines: Delivering Travel Plans through the planning process DfT 2009. This guidance was written for England only and not endorsed by the Welsh Government. It was superseded and incorporated as part of Planning Practice Guidance, again for England only, in March 2014. Relevant Travel Plan guidance applicable to Wales is found in PPW Edition 9 and TAN18.</p>	<p>Reference to PPW January 2016 amended in SPG and Appendices. Reference to PPW February 2014 amended in Appendix 1.</p> <p>The reference in 4.1.2 provides a definition. It is not citing the DfT guidelines as guidance to be followed. Although the document itself has been superseded, it remains a useful definition.</p>	<p>SPG</p> <p>4.1 The WG policies on TAs within the planning process are contained in Planning Policy Wales (Edition 8-9 January November 2016) (PPW). PPW (paragraph 8.7.2, p 124) states: "The Welsh Government expects that all applications for developments (including changes of use) falling into the following categories will be accompanied by a TA" (see Table 4.1 below).</p> <p>5.1 Planning conditions may be imposed to secure on and/or off site transport measures and facilities as may be required by a proposed development, in line with paragraph 8.7.5 of Planning Policy Wales (January November 2016)</p> <p>8. USEFUL PUBLICATIONS</p> <p>Welsh Government <i>Planning Policy Wales (Edition 8 9, January November 2016)</i></p>

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<p style="text-align: center;">Page 633</p>		<p>Appendix 1</p> <p>Planning Policy Wales (February 2014 November 2016) sets out the Government's planning policies as they apply in Wales. It includes guidance on car parking provision (paras 8.4.1 – 8.4.6), which is viewed as a: '<i>major influence on the choice of means of transport and the pattern of development</i>'. It outlines that local authorities should: '<i>ensure new developments provide lower levels of parking</i>'. Therefore, minimum parking standards are no longer seen as appropriate.</p> <p style="text-align: center;">Appendix 2</p> <p>1.1.2 The Welsh Government's policies on TAs within the planning process are contained in Planning Policy Wales (Edition 8-9 January November 2016) (PPW). This document expands on the available guidance, providing detailed guidance on all aspects of TAs including modelling. The checklist below is not exhaustive and adaptation may be required to reflect the type and scale of the proposed development. Webtag and other source references were correct at the time of writing.</p> <p style="text-align: center;">Appendix 3</p> <p>1.1.3 The Welsh Government's policies on Transport Assessments and Travel Plans within the planning process are contained in Planning Policy Wales (Edition 8-9 January November 2016) (PPW) and the Technical Advice Note 18 (TAN 18).</p>
<p>Chapter 3 Para 3.4 – Any part of the SPG that is updated, including appendices, will need to be subject to public consultation. Any updated 'technical documents' will need to be based on recognised and endorsed guidance / policies.</p>	<p>Noted. The decision has been taken to remove Appendix 3, the Junction Assessment Tool Guidance, from the SPG appendices as it may be necessary to amend this periodically. It will be publically available and remains a recommended tool.</p>	<p>4.10 For these reasons, it is essential that Transport Assessments provide all of information necessary to enable the Council to fully quantify and understand the impacts of development on the function of roads and wider highway network and to identify measures to mitigate these impacts and make the development acceptable in relation to the LDP's sustainable transport policies. Section 4 and Appendices 2 and 3 provide detailed information on what is required from</p>

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		<p>Transport Assessments submitted to the Council through the planning process. These technical documents will be updated periodically and it should be ensured that the most up to date versions are used.</p> <p>4.11 The Transport Assessment Guidance and Checklist is a live technical document which will be updated by the Council from time to time, as necessary. It should be ensured that the most up to date information is referred to.</p> <p>4.12 In some cases, developments which fall below the size thresholds where a TA would be required may have transport impacts which warrant investigation and assessment. Examples of such developments could include developments which require direct access onto major arterial routes or strategic bus corridors or where they may affect parts of the highway network or specific junctions which experience particularly high volumes of traffic flows or other problems. In such instances, the Council will ask the applicant to prepare a Transport Statement (TS) providing a qualitative and quantitative assessment of the existing transport conditions in and around a development site and the transport impacts of the development in terms of trip generation. It should also set out in detail the measures that will be taken to address those impacts. Appendix 4 outlines what should be included in a Transport Statement. This technical document will be updated periodically as required and it should be ensured that the most up to date version of the guidance is used.</p> <p>4.12 A Travel Plan is a long term management strategy for an occupier (or group of occupiers) of a site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed (Good Practice Guidelines: Delivering Travel Plans through the planning process DfT 2009). Travel Plans are now considered an essential part of transport policy. It is strongly recommended that the explanatory notes in Appendix 3 should be used in conjunction with the guidance and checklist of requirements to ensure that</p>

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		any Travel Plan which is submitted to the Council contains all of the information which is required by the planning authority in assessing a planning application. This technical document will be updated periodically as required and it should be ensured that the most up to date version of the guidance is used.
2.2 Para 5.9 – the details that are covered under a S278 or S38 should not be subject to planning condition(s) in the first place. Circular WGC 016/2014 – The Use of Planning Conditions for Development Management sets out the test that must be met to apply a planning condition. This includes being necessary and relevant to planning. Conditions are not to be used to repeat provisions of other conditions or duplicate controls under other legislation. The location and size of roads is a matter for the planning application (full or RM element) but the technical design standards are to be subject to Highways Section agreements.	Having a S278 agreement can't be conditioned but the parameters set within it may form the basis of conditions, for example the location, cross section and that the road should be designed to adoptable standards.	5.9 Where matters affected by the works forming part of S278s are subject to Planning Condition(s), the location and cross section for example, the Council will expect the developer's applicant to have discharged had those conditions discharged prior to entering into a S278 agreement. It should also be ensured that the d Design of the works subject to the 278 are in must thereafter accordance with the details agreed through the planning permission and discharge of condition(s) and approvals.
2.3 Paras 5.13 & 5.14 – Reference to Highways Construction Details is simply not appropriate within a planning SPG.	The Highways Construction Details and other Technical Design Standards are referred to in the SPG in order that applicants will be aware of these standards and to signpost them to the relevant documents. This is not considered to be inappropriate.	N/A
Chapter 6 2.4 Para 6.32 – There is considered no reason for garages to have minimum internal sizes of 3.2m by 6m given that they are not counted as parking spaces (para 6.15). Furthermore Chapter 8 of Manual For Streets, which para 6.29 of the draft SPG advises should be taken into account, sets out that garages are recommended to have minimum internal dimensions of 3m by 6m where they are counted as parking spaces. This size is considered suitable for use for storage and car parking. As garages are not to be counted as parking spaces then it would be more appropriate that they be smaller in size than suggested in Manual for Streets.	The text in relation to garages has been amended, as above. The size requirement has been retained and refined in order to ensure adequate storage space can be provided for bikes.	N/A
2.5 The proposed TA requirements are considered onerous and costly. National planning guidance and producing information appropriate for the scale of development, via scoping exercise with the local authority at a pre-application stage, and in line with industry recognised assessment is considered appropriate. The approach is surprising given that the LDP has been adopted and Cardiff acknowledges through assessment work undertaken that no further growth can be accommodated on the existing highway network. To achieve the 50:50 city wide target over the LDP period requires strong focus on the sustainable travel measures	The guidance and checklist proposed is considered to be entirely consistent with national planning guidance, and seeks to result in assessments which are commensurate with the scale of development; to provide clarity on what Cardiff Council requires/expects (in-line with the LDP, LTP, Transport Strategy, Cycle Strategy etc.); and to address the current deficit between this and what is submitted in many cases being substandard. While much of the network is at or close to capacity during peak times, this isn't to say that there is no capacity for growth anywhere on the	N/A

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	<p>network. While growth over a certain level at a given junction/link may be deemed to be unrealistic, it is nevertheless important to quantify this growth in providing a worst case/'unconstrained demand' scenario (i.e. assuming no interventions), as the starting point from which to begin considering the mitigation required and in evidencing this.</p> <p>It is agreed that in order to achieve the 50:50 target, a strong focus is required on sustainable travel measures, and this is what Cardiff seeks to ensure through the formulation of its SPG planning guidance and checklist.</p>	
<p>2.6 The use of Weltag for assessing individual planning applications is inappropriate. This tool should be used by the local authority to appraise competing schemes and its reference in guidance for assessing planning proposals is out of context</p>	<p>Please see above comments with regard to Weltag.</p>	<p>N/A</p>
<p>2.7 Redrow has been advised that the proposed approach to Junction Assessment is unique to Cardiff. Redrow is concerned that an extra level of assessment, beyond recognised industry-wide assessments that would still be required, will add considerable time and cost to the planning assessment process. This is in the context of an adopted LDP that is seeking a 50:50 modal shift and of highway capacity is not considered a critical factor by which development should be measured. The additional time and cost for any unnecessary assessment, not required by other local planning authorities, would need to be reasonably factored in for any viability review on planning proposals</p>	<p>The assessment methodologies proposed are based on first principles, the same principles as accepted research and on which industry standard software are based, and therefore while the specific method of visually representing junction performance may be unique to Cardiff, the processes underlying these are not.</p> <p>The proposed tools are meant to complement the use of conventional assessment software, rather than replace these. Using the tools proposed, it is possible to undertake an assessment of junction performance with minimal effort and far quicker than using the software alternatives.</p> <p>The result of which is the ability to quickly establish scale of effect in determining a suitable study area, and in rapid option testing, allowing options to be quickly sifted and eliminated or taken forward for further analysis using the conventional software. Therefore much less than result in additional time and cost, the proposed tools should actually reduce the extent of more time consuming detailed assessment to only those options which are feasible.</p>	<p>N/A</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 637</p>	<p>To clarify, while highway capacity in itself may not be the sole consideration in making progress towards the 50:50, nevertheless, it is still a material consideration, and that in order to deliver on this there will still be a need to manage traffic. Section 4.93 of the LDP discusses this as one element in providing the transport infrastructure necessary to facilitate growth, i.e. – <i>“The road network, particularly measures to make better use of existing highway capacity”</i></p> <p>The requirement to achieve the 50:50 does not negate the need to properly quantify the impact of development upon junction performance, moreover without quantifying this impact, it is not possible to evidence the mitigation which is required, or the level of mode-shift which is achievable.</p> <p>It should also be born in mind that contrary to the inference, when referring to ‘highway capacity’, we actually do so from the perspective of all users, and not just those travelling by car; and that this should be viewed within the context of the user hierarchy as defined by Manual for Streets.</p>	
Aldi		
<p>ALDI Stores Ltd</p> <p>ALDI is one of the world’s leading grocery retailers. The company has built a network of stores in Europe, the USA and Australia. ALDI first entered the UK market in 1990 and has now expanded to over 700 stores across England, Scotland and Wales.</p> <p>ALDI is committed to continuing its strong investment in the UK economy, and is currently undertaking a nationwide floorspace expansion programme, through the delivery of new foodstores and enhancement of their existing portfolio, creating many new employment opportunities in the process. ALDI is seen as an important employer at the UK level and a significant investor in the UK economy. ALDI opened a new Regional Distribution Centre (RDC) in Wentloog in early 2017. This RDC facilitates the expansion programme in Wales and the south west.</p> <p>ALDI has a very different approach to food retailing than other food retailers based on simplicity and maximum efficiency at every stage of the business, from supplier to customer. This enables Aldi to sell high quality products, from a limited core range (compared to other supermarkets) of mainly exclusive own labels, at the lowest possible price consistently across the entire range. ALDI is a ‘deep discount’ retailer. New stores are medium sized (typically having a c.1,800sqm gross floorspace including a c.1,250sqm net sales area) and stock only a limited range of predominantly own-branded products. ALDI only has a limited amount of non-food floorspace (around 20%), which mostly contains time-limited specials. This is a significant difference to the larger ‘Big 4’ supermarkets, which average between 30%-50% comparison</p>	<p>Noted.</p>	

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<p>goods floorspace.</p> <p>In addition, ALDI's efficient shop floor layout and produce delivery system (including only 2 main HGV deliveries per day) reduces the need for a large back of house warehouse area. Overall, this means that non-sales floorspace also forms a much smaller proportion of the gross floorspace, than the established superstores.</p> <p>The ALDI store format does not include specialist food counters such as a butcher, fishmonger, bakery, delicatessen or chemist, which are provided by larger chains. ALDI customers are therefore likely to visit other local stores to complete their shopping trip. As a result an ALDI car park serves a wider function and helps to facilitate linked shopping trips.</p> <p>To operate in this way and deliver the associated benefits, ALDI adopts a highly streamlined and efficient operational model.</p> <p>The Competition Commission recognises these factors and accordingly categorises ALDI as a Limited Assortment Discounter (LAD), providing an important distinction between discount food operators and larger convenience operators.</p>		
<p>Parking Standards for Retail Development</p> <p>Section 6 of the Draft SPG sets out maximum parking standards for retail development which are tailored to the size of the retail use, and location (i.e. Central and Non-Central). The draft SPG identifies that a retail unit of more than 1,201sqm would be allowed a maximum of one parking space per 20sqm. For an ALDI foodstore of 1,800sqm, this would allow for only 90 parking spaces.</p> <p>Paragraph 6.1 of the draft SPG states:</p> <p>The availability of parking spaces and their location can influence travel choices. Excessive provision can serve to stimulate demand for car travel and perpetuate reliance on the car. The application of parking standards to new developments is therefore an important tool in managing demand for travel by car and encouraging a shift to sustainable transport modes.</p> <p>These objectives are balanced against the need to manage pressures on on-street parking space and the negative impacts of oversubscription of space including congestion, hazards, visual intrusion and harm to residential amenity.</p> <p>ALDI have in excess of 700 foodstores across the UK. Experience across these stores has shown that an ALDI food store requires a minimum of 100 onsite parking spaces to function successfully. ALDI seeks to ensure that stores are located in sustainable locations, and easily accessible to public transport and within walking distance of residential areas. However, due to the practicalities of undertaking a 'main food' or weekly shopping trip, it is found that where there is less than 100 parking spaces onsite, transport issues such as queuing, circulating, and on-street parking occur.</p> <p>While we acknowledge the statement in paragraph 6.11 of the Draft SPG, which states that 'there may be scope to apply flexibility in exceptional circumstances', we consider that in almost all circumstances, a medium sized supermarket of the scale of ALDI, would require in excess of 100 spaces. In fact, recently permitted store proposals in Cardiff have provided over 120 spaces.</p> <p>Smaller convenience retailers that rely on top-up shopping are unlikely to be affected by the proposed changes to parking standards. As noted above, larger superstores are supplemented by a greater proportion of non-sales floorspace, which inflates the gross floorspace, making them less sensitive to reduced parking standards. In contrast, due to the streamlined store configuration, new ALDI store proposals would be placed at a competitive disadvantage by the proposed reduced standards.</p> <p>The existing parking standards contained within the Access, Circulation, and Parking Standards (2010) require a maximum of one parking space per 14sqm of GFA, for a retail use in excess of 1,000sqm in a non-Central location.</p> <p>For an ALDI store of 1,800sqm, the maximum standard would be 128 parking spaces. These standards are</p>	<p>Further evidence to support the requirement for this level of parking was requested on this issue from Aldi but had not been received as of 7/3/18.</p> <p>The concerns are noted. As the response states, the SPG does allow for applying the parking standards flexibly in exceptional circumstances. However, the onus remains on the applicant to demonstrate why additional parking is required.</p>	<p>N/A</p>

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<p>considered to be appropriately flexible, and we urge the Council to maintain a one space per 14sqm GFA standard prior to adopting the SPG.</p> <p>Alternatively, a reduced standard could be applied to 'superstores' over 2,000sq gross floorspace. At the very least, the SPG should make clear that the maximum could be exceeded where need can be demonstrated / evidenced.</p> <p>The proposed broadening of the designated central area, in which very low maximum standards are applied, is also questioned, since the impacts on proposals discussed above are not limited to the outer areas of the city.</p> <p>The proposed maximum parking standards for retail development within the draft SPG are too restrictive, and will ultimately jeopardise the establishment and successful operation of ALDI foodstores within the Cardiff Council area.</p> <p>In addition, the standards as proposed could have wider impacts. Where there is an under provision of onsite parking, customers often circulate the car park resulting in congestion, illegal parking, or displacement onto valuable on street parking.</p>		
<p>Conclusions</p> <p>ALDI object to the proposed reduction in parking standards, since they are likely to either hinder new store proposals or cause severe operational difficulties if they are rigorously applied.</p> <p>It is suggested that the existing standards (1 space per 14sqm gross floorspace) are maintained or the reduced standard is applied only to 'superstores' with a gross floor area above 2,000sqm.</p> <p>We respectfully urge the Council to carefully consider the points raised, since without the necessary fine tuning, the appetite for investors such as ALDI to bring new development to the City will be diminished</p>	Noted.	N/A
<p>Public Health Wales, Kristian James</p>		
<p>Thank you for the opportunity to comment on the above. We acknowledge that transport infrastructure is fundamental and cross-cutting in terms of providing both positive and negative impacts upon health. Therefore this SPG should seek to identify opportunities to help deliver health benefits whenever opportune and reflect the principles of the Well-being of future generation (Wales) Act 2015. We have no adverse comments on this draft SPG, but offer the following comments and recommendation:-</p> <ul style="list-style-type: none"> • We support the requirement to consider air quality, noise, road safety and Active Travel. The specific inclusion of these within Transport Assessments and subsequent Transport Implementation Strategies and Travel Plans is encouraged. 	<p>Largely these issues are covered in the TA Guidance. Specific reference to air quality and noise has been added under TIS as recommended in the consultation response. Road Safety and Active Travel are already referenced elsewhere in the text and will be addressed throughout the TIS and Travel Plan so no changes to these are proposed.</p>	<p>Appendix 2 TA Guidance and Checklist</p> <p>2.6 Transport Implementation Strategy (TIS)</p> <p>Contributes to development plan, including any objectives to overcome particular localised difficulties, for example, for an area of particularly significant congestion, an historic area requiring protection or an air quality management area air quality and noise pollution.</p> <p>Appendix 2 TA Guidance and Checklist</p> <p>Existing site access layout and access constraints:</p> <ul style="list-style-type: none"> • AQMAs/air quality, noise (including from Wales Noise Mapping resource) and carbon emissions information
<ul style="list-style-type: none"> • Noise assessment could include (where appropriate) reference to published noise maps that include Cardiff. 	Referenced included, as per comments from Shared Regulatory Services.	
<ul style="list-style-type: none"> • We support the requirement that users consider the 'Manual for Streets User Hierarchy' (which puts non- 	Noted.	N/A

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motorised transport considerations first).		
<ul style="list-style-type: none"> • This SPG is clearly set in the context of wider Cardiff Council planning policy. We would recommend further cross referencing with regional and neighbouring local authority transport plans if this not already happening in practice. 	Noted.	N/A
<ul style="list-style-type: none"> • A requirement to link this SPG with the evolving Clean Air Strategy for Cardiff to achieve cleaner air for all, Active Travel Networks, bus network development, passenger needs assessment and maintaining green open spaces are also recommended. 	The Clean Air Strategy has not been formally adopted so not appropriate to link this to the SPG.	N/A
<ul style="list-style-type: none"> • There are opportunities to support and reinforce health considerations by linking the new Transport SPG with the content of the 'Planning for Health and Well-being Supplementary Planning Guidance',² notable examples include Healthy Lifestyles (paragraph 3.6) Active Travel (paragraph 3.6.2), the Considerations that developers should take into account when submitting development proposals to reduce air, noise and light pollution (paragraph 3.7.3) Access to services (paragraph 3.8) and Road safety (paragraph 3.9.2) within the Transport SPG. 	Air, noise and light pollution – Planning for Health refers to EN13, and it is also now referenced in the Transport SPG. Healthy Lifestyles – the reference to the Planning for Health SPG addresses this. Road Safety – this is addressed in the Transport SPG & Appendices. Access to services – this is covered by the SPG through the references to LDP policies.	N/A
Design Commission for Wales		
<p>Thank you for the opportunity to comment on the above draft SPG, we have the following comments: The Design Commission for Wales encourage Cardiff Council to take a more holistic view of Supplementary Planning Guidance on transportation in the city. The draft Managing Transportation Impacts SPG appears reactive in its approach to transport in the city and focuses on road networks rather than the entire system, including rail and the future potential of the South Wales Metro. The recently adopted Cardiff Residential Design Guide 2017 identifies principles such as filtered permeability and integrating bus stops into development, which encourage a reduction in car use and move towards the aspired 50:50 modal split. This type of proactive guidance should be delivered concisely and consistently with guidance on highways, active travel networks and bus corridors, not in separate lengthy documents. The Manual for Streets approach to highway design should also be consistently promoted where applicable. A more holistic transport guidance would be more appropriate which would include all transport modes and, first and foremost, provide guidance which encourages design for public transport and active travel as the starting point for new development, then subsequently address management of transport impacts. Setting up the guidance in this proactive way will better equip the Council and design teams to design for incoming transport infrastructure, such as the South Wales Metro. The relationship between different SPG must be clear and easy to use.</p>	Noted and suggest that the comments are sent to Planning to note for the future.	None
South Wales Police		
<p>South Wales Police welcome the draft SPG on Managing Transport Impacts SPG particularly references made to KP5 creating safe and secure sites and supporting the principles of community safety. Specifically 5.2 (p18) could include reference to:</p> <ol style="list-style-type: none"> 1 Ensuring parking and cycle storage areas are well over looked in order to provide active surveillance. 2 Larger car parks should include clear separation/ demarcation between vehicles/ persons, good levels of lighting, CCTV, and signing to afford safe and secure parking. 3 Consideration of Park Mark scheme standards (where appropriate). I attach a best practice document on Bus and Coach station security that you may wish to make reference too. 	<ol style="list-style-type: none"> 1 Ensuring parking and cycle storage areas are well over looked in order to provide active surveillance – this is addressed in 6.19/6.21 2 Larger car parks should include clear separation/ demarcation between vehicles/ persons, good levels of lighting, CCTV, and signing to afford safe and secure parking – 5.2 gives examples of planning conditions. 3 It is suggested that the Bus and Coach station 	<p>The principles outlined in Chapter 8 of the Manual for Streets should be taken into account for the layout and design of parking areas. Through good design, car parking (public and private) must give consideration to safety for pedestrians, cyclists and vehicles, for example, through appropriate separation of vehicles/persons and lighting/CCTV as appropriate. It should also address issues of security, visual amenity and access requirements.</p>

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	security relates more to operational matters and is not an appropriate reference for the SPG.	It is also important that the provision and design of car parking space is well integrated with a high quality public realm. Pedestrians should be considered first in the design process, in accordance with the user hierarchy set out in Manual for Streets. The Park Mark standard may also be usefully referenced and applied where appropriate.
Tom Porter, PHW		
<p>•In reference to modal shift and encouraging active travel and public transport it is important to also encourage mixed mode travel, particularly for medium-length journeys. For example, cycling to a bus or train stop, then taking public transport, then resuming cycling or walking at the other end. This could be strengthened for example in para 3.20 and 3.25 – passengers may be pedestrians or cyclists and appropriate infrastructure (e.g. cycle parking) should be co-located with public transport stops</p> <p>Page 641</p>	Wording amended to reflect this.	3.25 Accessibility should be a primary consideration when designing for public transport facilities and infrastructure (e.g. bus stops and bus shelters). For example, ensuring bus stops are located in close proximity to key services and trip generators. Passengers are also pedestrians and/or cyclists at either end of their public transport journey and so consideration also needs to be given to the wider physical environment and connectivity as well as the waiting environment. For example, appropriate infrastructure such as cycle parking should be co-located with public transport stops. Under the Equalities Act (2010) services must also be fully accessible for people with disabilities and consideration should also be given to users with other accessibility needs such as parents/carers travelling with young children and prams/buggies. Transport for London (TfL) guidance on Accessible Bus Stop Design is a useful reference document.
•4.13 – while we welcome the reference to air quality, this shouldn't be restricted only to air quality management areas as it is recognised that air quality should be reduced across a wider area in addition to a focus on specific AQMAs. There is no safe level of air pollution exposure	Wording amended to reflect this.	4.13 Smaller developments which could generate significant amounts of travel in, or near to, air quality management areas areas with air quality issues and in other locations where there are local initiatives or targets for the reduction of road traffic, or the promotion of public transport, walking and cycling
•6.2 – suggest reference here to providing parking dedicated to car pools / car clubs	Wording amended to reflect this.	6.29 The principles outlined in Chapter 8 of the Manual for Streets should be taken into account for the layout and design of parking areas. Through good design, car parking (public and private) must give consideration to safety for pedestrians, cyclists and vehicles, for example, through appropriate separation of vehicles/persons and lighting/CCTV as appropriate. Pedestrians should be considered first in the design process, in accordance with the user hierarchy set out in Manual for Streets. Access and circulation arrangements must accommodate the needs of all users with a particular

Consultee comments	Council response	Changes proposed to SPG
<p>Pages 6 of 12</p>		<p>emphasis on vulnerable groups. Entrances and exits must not present a hazard to road users, pedestrians and cyclists or interfere with safety and the movement of traffic. It should and also address issues of security, visual amenity and access requirements. It is important that the provision and design of car parking space is well integrated with a high quality public realm. The Park Mark standard may also be usefully referenced and applied where appropriate.</p> <p>6.30 Alternative parking layouts with specific provision for car clubs and/or accommodation of shared use vehicles will be encouraged where appropriate. Access and circulation arrangements must accommodate the needs of all users with a particular emphasis on vulnerable groups. Entrances and exits must not present a hazard to road users, pedestrians and cyclists or interfere with safety and the movement of traffic.</p>
<p>6.5 – the 50:50 LDP modal split is referred to, but in terms of aspiration we should be seeking a 50:50 split of better</p>	<p>The Council does have an aspiration for a modal split of higher than 50% of journeys made by sustainable modes. However, the SPG is aligned with the LDP which gives the target as a 50:50 modal split. In order to be consistent with this, the SPG will refer to the 50:50.</p>	<p>N/A</p>
<p>•Table P1 – parking standards. The minimum levels of cycle parking are welcomed. However, while recognising the car parking spaces are given as a maximum and the cycle parking at a minimum, in some cases the ratio of car spaces to bike spaces seems inconsistent, and at face value should be more ambitious if we are to reach a 50:50 modal split. Currently non-central retail has a ratio of 5:1 car parking spaces to cycle spaces; central financial services 2:1 car parking spaces to cycle spaces; hospital spaces a ratio of 20:1 car parking to cycle spaces; and non-central houses with 2+ beds have a ratio of 2:1 car parking to cycle spaces. These ratios seem inconsistent with encouraging active travel and public transport over car use</p>	<p>As set out in 6.9 of the SPG, the minimum level of cycle parking provision has been calculated using an analysis of TRICS in order to provide, where appropriate by use class, sufficient cycle parking for 30% of employees to travel by bike, in line with the 50:50 modal split target and aspirations for significantly increasing trips made by cycling. The different ratios reflect the different requirements of different developments and types of journeys.</p>	<p>N/A</p>
<p>•6.17-6.23. We welcome the cycle parking standards and think they are very helpful. A couple of suggestions are, firstly, whether it could be prompted (even if not mandatory) that cycle helmet lockers be considered for provision adjacent to residential cycle parking (e.g. option 2 here for TfL: https://www.lbhf.gov.uk/sites/default/files/section_attachments/tfl_school_cycle_parking_programme_options_2016-17.pdf). In addition, a drop kerb adjacent to cycle parking allows easy entry and exit from the carriageway/cycle path. Two tier cycle racks are another option which increases cycle storage in small spaces.</p>	<p>Text amended to reference dropped kerbs and innovative approaches to cycle storage such as helmet lockers.</p>	<p>6.19 Cycle parking must be provided in a safe, secure and convenient position and also be located close to the intended destinations. Wherever possible, it should be located within the curtilage of the development. Where appropriate, dropped kerbs provided adjacent to cycle parking can aid easy access for cyclists. Stands should be visible and positioned so they do not obstruct pedestrians or people with disabilities. They should be clearly</p>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 643</p>		<p>signposted and highlighted by defined areas, such as the use of surface changes, colour or texture. In order to maximise security, cycle parking should be prominently located in places which maximise surveillance. They should be overlooked by passers-by, well lit and, where possible, viewed by CCTV or security guards.</p> <p>6.22 Residential and long stay cycle parking must be secure and sheltered. The shelter may be in the form of accommodation within buildings, in cycle sheds or other sheltered structures and can include cycle lockers or cages located in close proximity to the main building access. For houses, where cycle parking cannot be is not specifically accommodated within individual dwellings (e.g. where garages and/or outside space are not available), appropriate alternative secure and sheltered provision should be made. Where communal cycle parking is provided, it is often better to have several small groups of stands rather than one large facility. Cycle provision should be designed into a scheme from the outset to ensure adequate provision is made available from first occupation. Reference should be made to the Cardiff Residential Design Guide and other relevant guidance. Innovative approaches to cycle storage and facilities, such as two tier storage systems and lockers for cycle helmets, are encouraged.</p>
<p>•Cardiff Council TA guidance checklist (p64). 2.1 – Include specifically NO₂ and particulate matter air pollution in the air quality section</p>	<p>Reference to NO₂ and particulate matter air pollution has been included.</p>	<p>Appendix 2 TA Guidance and Checklist</p> <p>2.1 AQMA_s, NO₂, particulate matter, air quality, noise (including from Wales Noise Mapping resource) and carbon emissions information</p>
<p>•p65 - 2.2 Explain how mixed modal transport use will be encouraged; and cycling and walking infrastructure improved. Also include details on the health impact (benefits/harms) associated with changes in travel modal share as a result of the development</p>	<p>Text included which addresses mixed modal transport use and cycling and walking infrastructure. Planning Policy Wales does not provide a policy basis for requiring a health impact assessment of modal shift.</p>	<p>Appendix 2 TA Guidance and Checklist</p> <p>2.2 Detailed assessment of public transport, walking and cycling, including:</p> <ul style="list-style-type: none"> • Existing services, capacity and patronage • Potential improvements to services/capacity • Indicative demand forecasts <p>How target modal share and patronage will be reached, to include:</p> <ul style="list-style-type: none"> • Provision of active travel infrastructure and facilities

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		<ul style="list-style-type: none"> • Bus stop placement and walking access from 400m catchment • Journey times and trip distribution for bus and rail • Service frequencies and vehicle capacity required • On and off site bus infrastructure provision, including physical constraints e.g. corridor width, priority features • Bus provision in relation to the phasing of the development, where appropriate, including service levels at different stages and any risks to delivery • Compatibility with existing services including time tabling • Potential funding streams • Explain how mixed modal transport use will be encouraged; and cycling and walking infrastructure improved.
Shared Regulatory Services		
<p>The benefits of Guidance that considers the impacts of transportation on health and well-being, including matters such as air quality is to be applauded. We would be grateful if the World Health Organisation (WHO) reporting of noise being second only to air pollution in relation to the impact on human health could also be acknowledged and documented. WHO research states that noise is a major cause, not only of hearing loss, but also of increased stress, annoyance and sleep disturbance, leading to increased risk of heart disease, stroke, and poor mental health. With those in densely populated urban areas and many low-income communities being particularly affected by noise pollution¹.</p> <p>The SPGs highlighting of the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside supports the Welsh Government decision to create 'quiet areas' including those within the Cardiff agglomeration. The 'quiet areas' designated by the Welsh Government, as part of implementation of the Environmental Noise Directive (END), are deemed to 'get more noise protection under planning policy'. Therefore the recognition of green spaces, that may overlay the designated 'quiet areas', within this SPG and the LDP enforces the Welsh Government planning and END obligations which could also be acknowledged.</p> <p>The Council's approach outlined in the LDP, and noted within this SPG, in relation to increasing the proportion of people travelling by sustainable modes with the aim of achieving a 50:50 split between car-based and walking, cycling and public transport journeys may also have a positive impact upon those areas identified by the Welsh Government as part of their obligations, under the END, to map noise across Wales⁴. The initial Noise Maps produced in 2012 identified 220 priority areas for road noise⁵ that may be positively affected by measures implemented in relation to this SPG and the LDP.</p> <p>Acknowledgment of the influence and interaction of transportation in relation to noise pollution could be advantageous for Cardiff and neighbouring Authorities and agglomerations.</p>	<p>Reference included to the impact of transportation in relation to noise pollution. EN13 has been referenced in the document; 'quiet areas' are addressed by this policy.</p>	<p>p.8 T8 sets out the Council's desire to develop a network of recreational routes that will allow everyone in Cardiff to gain easy access to local green spaces, and the wider coast and countryside. It also accords with Planning Policy Wales which seeks to promote provision of safe accessible, convenient and well-signed walking and cycling routes and to protect and enhance the national cycle network and long-distance routes and footpaths that are important tourism and recreation facilities, both in their own right and as a means of linking other attractions and local communities.</p> <p>3.1 Through introducing new access points, and increasing flows or turning movements, new developments can potentially impact on the function of the highway. This can impact on a route for different modes of travel by:</p> <ul style="list-style-type: none"> • Making traffic queues longer at junctions • Increasing bus journey times, makes services less reliable and attractive • Reducing green time for pedestrians and cyclists at junctions and crossings • Making roads busier and less safe and attractive as places and for people cycling and walking

Consultee comments	Council response	Changes proposed to SPG
		<ul style="list-style-type: none"> Worsening air quality and noise pollution impacts. <p>3.6 Development-related trips can also impact on the 'place' function of streets. Increases in motorised traffic through residential streets can diminish their amenity and safety for walking and cycling and other activities such as children's play. These impacts potentially conflict with the sustainable neighbourhoods and modal shift objectives of the LDP, as well as contributing to air and noise pollution which are widely documented as having adverse health impacts. Transport Assessments must identify these impacts and suitable measures for mitigation.</p>
Stuart Williams		
<p>Would it also be possible to also add a cross reference in the SPG to the Health and Planning and Well-being SPG given the benefits active Travel have in relation to promoting health and well-being?</p> <p>Page 645</p>	Reference has been added to the Health and Wellbeing SPG.	<p>3.15 Increasing the number of trips made by walking and cycling will make an important contribution towards achieving the 50:50 modal split target required by the LDP, as well as providing an opportunity for promoting health and well-being. The Planning for Health SPG provides more information on this. By providing a practical alternative to the car, particularly for short trips, active travel infrastructure and other supporting measures will represent very important elements of the package of measures that the Council will seek to secure to mitigate development impacts.</p> <p>Section 8 SPG Planning for Health</p>
Mike Biddulph		
<p>Very minor comments on the Managing Transportation Impacts (Incorporating Parking Standards) SPG:</p> <p>Unusual title to the SPG. I don't think that a title should include brackets.</p> <p>The publication includes some unusual capitalisation. It is only necessary to capitalise proper nouns: eg para 3.12 it is not necessary to capitalise <i>hierarchy, movement or place</i></p>	<p>Noted.</p> <p>Capitalisation has been reviewed.</p>	<p>5.11 For residential roads streets, the general principle of the development should be in accordance with guidance in the Cardiff Residential Design Guide SPG and also informed by the expectations presented in the Liveable Design Guide¹. The detailed design will require the application of the standards and guidance as set out in Section B –</p>

¹ <https://www.cardiff.gov.uk/ENG/Your-Council/Strategies-plans-and-policies/liveable-design-guide/Pages/default.aspx>

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<p>Figure 6.1 requires a title and the number next to it.</p> <p>The SPG list should include the Cardiff Residential Design Guide.</p> <p>"5.11 For residential <i>streets</i>, the general principle of the development should be in accordance with guidance in the <i>Cardiff Residential Design Guide SPG and also informed by the expectations presented in the Cardiff Liveable Design Guide.</i>"</p>	<p>Title added.</p> <p>Added to SPG list.</p> <p>Added, as opposite.</p>	<p>Residential Development Roads.</p>
Natural Resources Wales		
<p>There is no reference to the impact from transportation on protected sites. We therefore suggest you make reference within the SPG to one or more of the following policies from the Cardiff LDP (January 2016) and make it clear that consideration also needs to be given to the potential impacts on designated sites and the wider countryside. <input type="checkbox"/> KP18: Natural Resources <input type="checkbox"/> EN5: Designated Sites <input type="checkbox"/> EN13: Air, Noise, Light Pollution and Land Contamination</p>	<p>References to EN3, EN13 and KP18 included as recommended in the consultation response.</p>	<p>2.7 EN13 emphasises that development will not be permitted where it would cause or result in unacceptable harm to, for example, health, the quality of the countryside (see also EN3), because of air, noise, light pollution or land contamination. It also details the impact road traffic may have on levels of pollution and the effects of poor air quality on health, quality of life and amenity.</p> <p>KP18 highlights the need for development proposals to take full account of the need to minimise impacts on the city's natural resources and minimise pollution, in particular air pollution from industrial, domestic and road transportation sources and managing air quality (iii).</p>
Network Rail		
<p>Network Rail supports the provision within Policy KP6 for the possible impact new developments may have on the railway network. We also agree with the promotion Policy KP8 provides for the use of the railway network as a sustainable transport option.</p>	<p>Noted.</p>	<p>N/A</p>
<p>Section 2 of the SPG provides guidance on the requirements of Transport Assessments. Section 2.3 looks at safety considerations, there is no mention of the railway. We have concerns that developers should within this SPG be made aware that when developing near to a level crossing they should consider the potential impacts on the operation of the railway and this should be covered within their TA.</p>	<p>Reference to the railway network included under safety in the TA guidance.</p>	<p>Appendix 2</p> <p>2.3.1 The assessment should identify any significant highway safety issues and provide an analysis of the recent accident history of the study area. The extent of the safety issue considerations and accident analysis will depend on the scale of the proposed development and its location. The need to minimise conflicts between vehicles and other road-user groups, particularly vulnerable users, should be adequately addressed. Where appropriate, this should also include consideration of impacts on the railway network.</p>
<p>There are several level crossings in the plan area, any development of land which would result in a material increase or significant change in the character of traffic using a rail crossings should be refused unless, in consultation with Network Rail, it can either be demonstrated that the safety will not be compromised, or where safety is compromised serious mitigation measures would be incorporated to prevent any increased safety risk as a requirement of any permission.</p>	<p>Reference to this added to the SPG.</p>	<p>3.26 Cardiff rail network has seen a significant increase in trips and the growth is projected to continue. Policy KP6 provides for development of the rail network as required to enable new development. Policy KP8</p>

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		<p>highlights the need for developments to be integrated with transport infrastructure and services. Development can impact on the railway network by contributing to the ongoing growth in the number of journeys undertaken on the network but also, for example, through an increase in traffic using level crossings. Where TAs and other relevant information provides evidence of impacts, appropriate mitigation will be sought, particularly where safety may be compromised.</p>
<p>Network Rail has a strong policy to guide and improve its management of level crossings, which aims to; reduce risk at level crossings, reduce the number and types of level crossings, ensure level crossings are fit for purpose, ensure Network Rail works with users / stakeholders and supports enforcement initiatives. Without significant consultation with Network Rail and if proved as required, approved mitigation measures, Network Rail would be extremely concerned by the impact any future development would have on the safety and operation of these level crossings. The safety of the operational railway and of those crossing it is of the highest importance to Network Rail.</p>	<p>Addressed as above.</p>	
<p>Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:</p> <ul style="list-style-type: none"> • By a proposal being directly next to a level crossing • By the cumulative effect of development added over time • By the type of crossing involved <ul style="list-style-type: none"> • By the construction of large developments (commercial and residential) where road access to and from site includes a level crossing • By developments that might impede pedestrians ability to hear approaching trains • By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs • By any developments for schools, colleges or nurseries where minors in numbers may be using a level crossing. 	<p>Addressed as above.</p>	
<p>It is Network Rail's and indeed the Office of Rail and Road's (ORR) policy to reduce risk at level crossings not to increase risk. The ORR, in their policy, hold Network Rail accountable under the Management of Health and Safety at Work Regulations 1999, and that risk control should, where practicable, be achieved through the elimination of level crossings in favour of bridges or diversions.</p>	<p>Noted.</p>	
<p>The Council have a statutory responsibility under planning legislation to consult the statutory rail undertaker where a proposal for development is likely to result in a material increase in the rail volume or a material change in the character of traffic using a level crossing over a railway:- <i>(Schedule 4 (d)(ii) of the Town & Country Planning (Development Management Procedure) (Wales) order, 2012) requires that the Council should consult the network operator (Network Rail) and the Welsh Ministers... where a proposed development is likely to result in a material increase in the volume or a material change in the character of traffic using a level crossing over the railway".</i></p>	<p>Noted.</p>	
<p>We would appreciate the Council's providing Network Rail with an opportunity to comment on any future planning policy documents as we may have more specific comments to make (further to those above). We</p>	<p>Noted.</p>	

Consultee comments	Council response	Changes proposed to SPG
look forward to continuing to work with you to maintain consistency between local and rail network planning strategy.		
North West Cardiff Group		
<p>1. One of Cardiff's problems is that each evening most residential estates suffer from their access roads being littered by parked cars that are left on the highway by residents because of an absence of adequate levels of off-street parking. This makes finding a space by visitors almost impossible and restricts the ease of access by the emergency services. Your document contains 20 pages (21 to 41) of your draft proposals, but in our opinion these will not lead to any future improvement in the situation just described.</p> <p>Whilst there is nothing wrong with the Council's LDP policy to try to achieve a 50:50 modal shift away from using the car to travel to work, the members of this group do not believe this will ever be achieved. Irrespective of whether or not this policy does succeed, it will not prevent residents from purchasing cars, if only for other purposes than commuting. Restricting the number of residential parking spaces will also have no influence on this situation. Most families now own more than one car. All these vehicles deserve a domestic off-street parking space unless the city is to become even more cluttered with parked cars every evening..</p> <p>Back in 2007 this problem was recognised by CSS Wales (County Surveyors Society Wales). A group of parking experts was assembled to produce a comprehensive set of parking standards for the whole of Wales, the result of which was the publication in 2008 of the <i>Wales Parking Standards</i>. This document introduced the concept of zoning for the first time, which has proved very successful.</p> <p>Since that date all the members of CSS Wales except for Anglesey, Cardiff and Gwynedd have adopted this document as their policy. It is also known to be in use elsewhere. As a member of CSS Wales, it seems odd that Cardiff Council does not want to take advantage of the rather more sophisticated advice that is available to it through use of the CSS document. Producing something vaguely similar, as you have, but which lacks the expertise that was put into the CSS document is just a waste of valuable resources.</p> <p>For these reasons we respectfully suggest that Cardiff should also use the 2014 update of the <i>Wales Parking Standards</i> in this SPG. You can find a copy of it on the website of Caerphilly CBC at http://www.caerphilly.gov.uk/CaerphillyDocs/Planning/LDP5-car-parking-standards.aspx</p>	<p>The CSS Wales Parking Standards 2014 document states: "The scale of parking provision varies throughout Wales and local priorities will dictate the manner in which the standards are used (6.1)". The parking standards which are outlined in the draft SPG are Cardiff specific and are aligned with the policies set out in the LDP and Planning Policy Wales, which form the basis of Cardiff's policy to limit parking spaces in line with the provision of alternatives modes of travel which will be secured through the development process. For the strategic sites, the process of master planning will also ensure that appropriate on and off site links are provided. This will help to minimize the need to travel and internalize trips within sites, ensuring that provision of active and sustainable travel is attractive and high quality. Although not a material consideration for the Parking Standards, limiting the provision of parking should also result in saving developable land.</p>	<p>N/A</p>
<p>2. On page 20 you refer to the <i>Manual for Construction of Highway Works Volume 3 Highway Construction Details</i> and on page 58 the <i>Design Manual for Roads and Bridges</i> is mentioned. Neither of these manuals are listed within your List of Useful Publications on page 47 however.</p>	<p>Added to Useful Publications</p>	<p>Other Publications <i>Manual for Construction of Highway Works Volume 3 Highway Construction Details 2008</i> <i>Design Manual for Roads and Bridges 2017</i></p>
<p>3. On page 41 a standard parking bay is shown to be 4.8m x 2.4m. Notwithstanding the inclusion of a similarly sized bay in <i>Manual for Streets</i>, in deference to the ever increasing widths of many types of car, the <i>Wales Parking Standards 2014</i> specify a standard parking bay to be 4.8m x 2.6m.</p>	<p>The recommended parking bay size has been amended and is now given as 5.0m x 2.5m.</p>	<p>N/A</p>
<p>4. On page 24 at 6.15 you state that "garages are not counted with the parking provision for residences", which is strange as the dictionary definition of the word 'garage' is a building or shed for storage of motor vehicle(s). Providing they are of specified sizes, they are counted as parking spaces within the <i>Wales Parking Standards 2014</i> and when provided for a disabled user a greater width is specified to enable access. A difficulty can arise when a resident decides to alter the use of a garage</p>	<p>Please see above regarding garages. Garages are not counted as parking spaces. In relation to disabled people, where residential developments require specific provision for disabled people (for example, housing provided</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
to some other domestic use because a parking space is then lost. This can be controlled however by use of a standard planning condition to prevent such a conversion.	by a Housing Association), specific parking provision will be required.	
5. Another difficulty is caused when a front garden is paved over in order to provide off-street parking. Although this helps to de-litter the highway, it removes a planted area and increases storm water run-off, which contributes to flooding. Again this could be avoided through use of a standard planning condition to prevent it.	<p>The control over conversion of front gardens to hardstanding is through the planning system. The Town and Country Planning (General Permitted Development) (Amendment) (Wales) Order 2013 grants permission for front gardens to be converted into a hard stand without seeking permission from the council, subject to the following limitation :</p> <ul style="list-style-type: none"> • <i>is not within the curtilage of a listed building</i> • <i>The hardstanding must be:</i> <i>porous or permeable; or</i> <i>(ii) provided to direct run-off water from the hard surface to a porous or permeable area or surface within the curtilage of the dwellinghouse;</i> • <i>Where permitted development rights have been removed e.g conservation areas with Article 4 directions.</i> 	N/A
6. It is disappointing that making provision for the Metro when it is built has not been given more prominence in the document.	<p>The Metro is being delivered by Welsh Government and the Council are working closely with WG to support delivery. The LDP is clear that it should be ensured development should not prejudice the future delivery of the Metro by keeping free land required for the project once land requirements are known. LDP Policy T9 'Cardiff City Region 'Metro' Network' is one of the key policies which underpins the SPG. It states: "Where the alignment of a future route which is likely to form part of a 'Metro' network falls within any part of a development site, the Council will, through the development management process, seek either to secure provision of the necessary infrastructure as part of the development, or otherwise, safeguard the land and space required to accommodate the route and potential mode options in the future. This will include requiring a development to be designed in a way which does not prejudice the future</p>	N/A

Consultee comments	Council response	Changes proposed to SPG
	development of the 'Metro' route and would enable it to be incorporated within the development at a later date".	
7. We would also welcome the inclusion of guidance and in particular the requirements for developers to take account of the present utilisation of already available means of transport in preparing their Transport Assessments. Developers should be required to resubmit realistic Transport Assessments based on this guidance and the S.106 transport levies based on these should be at appropriately increased levels.	Data on current travel patterns and modal split are required by the Council through TAs to establish current demand.	N/A
8. A standard planning condition should be devised to make developers responsible for the transport predictions put forward in any Transport Assessment and to make them liable for any shortcomings that may become apparent during the period they are required to predict.	It is not possible to use a planning condition of this nature. The planning system does, however, offer other mechanisms to address impacts such as controlling the build out of developments. Cardiff Council uses the S106 process to ensure that mitigation is brought about in a timely manner.	
St. Fagans Community Council		
<p>I refer to your email received on 9th November inviting comments on the above document. I have been asked to submit the following comments on behalf of this Council.</p> <p>St Fagans Community Council is a member of the NWCG and fully supports the comments made by that group.</p> <p>The Council fully supports the ambition to achieve a 50:50 modal split but Members are disappointed in the SPG and believe that Cardiff is adopting a fundamentally flawed approach to transport planning.</p>	Noted.	N/A
<p>For example, Figure 1 Manual for Streets User Hierarchy requires developers/planners to "Consider First" Pedestrians, followed by Cyclists, Public Transport, Special Service Vehicles (including emergency vehicles) to "Consider Last" Other Motorised traffic.</p> <p>Members believe that it is irresponsible for emergency vehicle access to be given such low priority. This should be one of the first things to be considered and planned for.</p>	<p>Provision will be made for the requirements of emergency vehicles. This is explicitly set out in Manual for Streets, for example:</p> <p>"The hierarchy is not meant to be rigidly applied and does not necessarily mean that it is always more important to provide for pedestrians than it is for the other modes. However, they should at least be considered first, followed by consideration for the others in the order given. This helps ensure that the street will serve all of its users in a balanced way" (3.6.9).</p> <p>"The requirements for emergency vehicles are generally dictated by those for large fire appliances. Providing for these will cater for police vehicles and ambulances. The requirements for access by the Fire Service are specified in Building Regulations, and</p>	N/A

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	<p>additional information can be provided by the Association of Chief Fire Officers (Manual for Streets summary)".</p> <p>"<i>Network Management Duties Guidance</i> published by the Department for Transport in November 2004 (<i>Wales</i>: guidance published November 2006). This states that it is for the authority to decide the levels of priority given to different road users on each road, for example, particular routes may be defined as being important to the response times of the emergency services (2.4.7)".</p>	
<p>Vectos, the developer's transport consultants were persistent in telling us (in documents and during the LDP hearings) that it was not their task to make life easier for car drivers. We cannot recall anyone asking for this. Their insistence on this point is simply a way of avoiding dealing with a difficult issue. We can expect this of developers and their consultants.</p> <p>Unfortunately, Cardiff seems to be adopting the Vectos approach by stating that "Other Motorised traffic" is to be "Considered Last". Car ownership and use is a fact of life. It is why we have congestion! People will not stop owning and using cars just because Vectos – and Cardiff Council – choose to ignore the impact of several thousand extra cars!</p> <p>St Fagans Council believes that car use should be Considered First. Not to make life easier for the motorist, but to require serious examination of how the 50:50 modal split can be achieved. Transport proposals for the roads around the strategic sites are limited to changes to junctions, bus lanes along part of key routes and a few extra bus services. These are wholly inadequate to deliver improvements to the modal split; if anything, the situation will get worse as many supposed enhancements will not happen until occupancy has started (and "bad habits" become embedded at the start).</p> <p>Cardiff's solution to the congestion problems seems to be to make life difficult for the motorist in the hope that people will give up their cars. Cardiff Council has recently discussed the gridlock afflicting the roads. People have not yet given up their cars – the rush "hour" is just getting longer. Where is the evidence to suggest that this solution will suddenly start to work?</p>	<p>The Council's position on sustainable transport and the rationale for this are set out in Policy KP8 in the LDP.</p>	<p>N/A</p>
<p>In addition to gridlock Cardiff is now allowing developments that limit the number of parking spaces available. This is not new but we the policy is clearly ineffective. There are already estates in Cardiff where cars are parked on both sides of the road because residents have no option but to leave their vehicles on roads due to inadequate off-road parking. This is potentially dangerous as visibility is often affected and the actual space available for cars on the road is narrow. Very often cars are parked partly on the pavement causing difficulties for pedestrians, particularly those with prams/pushchairs or wheelchairs. (Is this a pedestrian issue to be "Considered First"?). Where is the evidence that this has persuaded anyone to give up their car?</p>	<p>The LDP clearly outlines the requirement for high quality, sustainable design and measures to give priority to pedestrians and cyclists. Inconsiderate and illegal parking can often be prevented through appropriate design.</p>	<p>N/A</p>
<p>Members strongly support the request from NWCG that Cardiff adopt the latest version of the <i>Wales Parking Standards</i> which was published in 2014.</p>	<p>Please see above with regard to the Wales Parking Standards.</p>	<p>N/A</p>

Consultee comments	Council response	Changes proposed to SPG
Members ask that these matters be given serious consideration before the SPG is finalised.		
Pentyrch Community Council		
<p>One of Cardiff's problems is that each evening most residential estates are congested by parked cars on the highway because residents do not have adequate off-street parking. This makes finding a space by visitors almost impossible and restricts the ease of access by the emergency services. Your document contains 20 pages (21 to 41) of your draft proposals but, in our opinion, these will not help ease this congestion.</p> <p>We support the Council's LDP policy of a 50:50 modal shift away from using cars, although we have real concerns about whether this can be achieved across the city without a modern public transport system, such as the Metro. The reality now is that most families own more than one car. All these vehicles need off-street parking unless the city is to become even more cluttered with parked cars.</p> <p>Back in 2007 this problem was recognised by CSS Wales (County Surveyors Society Wales). A group of parking experts was assembled to produce a comprehensive set of parking standards for the whole of Wales, the result of which was the publication in 2008 of the <i>Wales Parking Standards</i>. This document introduced the concept of zoning for the first time, which has proved very successful.</p> <p>Since that date all the members of CSS Wales except for Anglesey, Cardiff and Gwynedd have adopted this document as their policy. It is also known to be in use elsewhere. As a member of CSS Wales, Cardiff Council should be happy to use this documentation, rather than producing something vaguely similar but which lacks the expertise that was put into the CSS document.</p> <p>For these reasons we ask that Cardiff adopt the most recent version of the <i>Wales Parking Standards</i> which was published in 2014.</p>	Please see above with regard to the Wales Parking Standards.	N/A
On page 41 a standard parking bay is shown to be 4.8m x 2.4m. Notwithstanding the inclusion of a similarly sized bay in <i>Manual for Streets</i> , in recognition of the increasing widths of many cars, the <i>Wales Parking Standards 2014</i> specify a standard parking bay to be 4.8m x 2.6m.	The garage size has been amended, as above.	N/A
We are disappointed that making provision for the Metro is not given more prominence in the document. This new system is vital for bring Cardiff's transport network up to C21 standards. We understand that the Metro will comprise a mix of travel choices but in a city where roads area congested now buses should be a part of and not a substitute for C21 travel such as a light-rail system	As addressed above, the Metro is being planned and delivered by Welsh Government.	N/A
We welcome the guidance, and in particular the requirement, for developers to take account of the present use of available transport in providing their transport plans. We ask that developers are required to resubmit realistic transport assessments based on this guidance and to increase transport levies on developers based on these more realistic resubmissions.	Please see comments above.	N/A
Cardiff is our capital city and deserves a level of investment in infrastructure that really makes it a European city. It does not deserve a mix and match system of disparate routes and modes of transport which are a botched version of a C21 regional Metro. We hope you will consider our comments.	Noted.	N/A