




Oakfield Primary, Gibbonsdown

Transport Assessment
April 2014



Quality Management

Job No	GC1823		
Project	Oakfield Primary, Gibbonsdown		
Location	Gibbonsdown, Barry, Vale of Glamorgan		
Title	Transport Assessment		
Document Ref	GC1823	Issue / Revision	
File reference	P:\GC001800 - 001899\GC001823 - BID Oakfield Primary School, Gibbonstown, Barry TA\1 - Documents		
Date	April 2014		
Prepared by	Dean Mears	Signature (for file)	
Checked by	Dave James	Signature (for file)	
Authorised by	Wayne Palmer	Signature (for file)	

Revision Status / History

Rev	Date	Issue / Purpose/ Comment	Prepared	Checked	Authorised

Contents

1.	Introduction	1
1.1	Background	1
1.2	Site Location and Access	2
1.3	Oakfield School Operation	3
1.4	Ysgol Gwaun y Nant School Operation	4
2.	Development Proposals	5
2.1	Oakfield and Gwaun y Nant Pupil Projections	5
2.2	Oakfield Proposed Pupil Numbers	6
2.3	Oakfield Proposed Staff Numbers	6
2.4	Ysgol Gwaun y Nant Proposed Pupil Numbers	7
2.5	Ysgol Gwaun y Nant Proposed Staff Numbers	7
2.6	Oakfield Primary Trip Rate and Trip Generation	8
2.7	Ysgol Gwaun y Nant Trip Rate and Trip Generation	10
2.8	Oakfield Primary and Ysgol Gwaun y Nant Trip Generation	12
3.	Transport Evaluation	14
3.1	Current Traffic Levels	14
3.2	Classified Turning Counts	14
3.3	Parking Survey	15
3.4	Oakfield Primary - Vehicle Cycling and Pedestrian Access	15
3.5	Ysgol Gwaun y Nant - Vehicle Cycling and Pedestrian Access	16
3.6	Home to School Transport	16
3.7	Collision Analysis	17
3.8	Public Transport	18
4.	Local and National Policy Objectives	19
4.1	Introduction	19
4.2	Technical Advice Note 18: Transport (TAN 18)	19
4.3	National Policy Background	19
4.4	SEWTA Regional Transport Plan	20
4.5	Vale of Glamorgan Unitary Development Plan	21
5.	Traffic Impact	22
5.1	Parking Survey Analysis	22
5.2	Traffic Growth	24
5.3	Trip Generation and Distribution	24
5.4	Junction Capacity Assessments	25
5.5	Skomer Road/Ramsey Road - 3-arm Priority Junction	26
5.6	Ramsey Road/Caldy Close - 3-arm Priority Junction	27
5.7	Ramsey Road/St Brides Way - 3-arm Mini-roundabout	28
6.	Transport implementation Strategy	29
6.1	Parking Guidance	29
6.2	Oakfield Primary Parking	29
6.3	Ysgol Gwaun y Nant Parking	29
6.4	Vehicle Cycling and Pedestrian Access	30
7.	Summary	32

Appendices

- Appendix A Oakfield Primary Travel Survey
- Appendix B Ysgol Gwaun y Nant Travel Survey
- Appendix C TRICS Data
- Appendix D Traffic Survey Data
- Appendix E Collision Location Plan and Data
- Appendix F Parking Survey
- Appendix G Traffic Flow Diagrams
- Appendix H Skomer Road/Ramsey Road Junction PICADY Capacity Assessment
- Appendix I Ramsey Road/Caldy Close Junction PICADY Capacity Assessment
- Appendix J Ramsey Road/St Brides Way Mini-roundabout ARCADY Capacity Assessment.

1. Introduction

1.1 Background

- 1.1.1 The Vale of Glamorgan Council (VoG) have commissioned Capita to undertake a Transport Assessment (TA) for the proposal to construct a 210 pupil school including nursery facility for 35 pupils at Oakfield Primary School site in Gibbonsdown, Barry, Vale of Glamorgan. The proposed school is planned to open in the new school term in September 2015.
- 1.1.2 Currently Oakfield Primary School share a building with Ysgol Gwuan y Nant, both facilities have the maximum pupil capacity of 210 each. The current school facility will remain until completion of the new school, once the new build has been completed Oakfield Primary School will decant their existing building leaving Ysgol Gwuan y Nant with their vacated space to utilise their potential into an expanded Welsh Medium School facility. This TA will assess the impact of the dual increase in pupil numbers using available projections provided by the VoG Education department.
- 1.1.3 Examination of the internal site arrangements is not included within the scope of this TA and is matter for the contractor to be employed by the VoG
- 1.1.4 In addition to the TA, the Council required Capita to provide a Travel Plan (TP) to a standard acceptable to current guidelines, designed to be adopted by both schools. The TP is provided as a separate document to this TA.

1.2 Site Location and Access

1.2.1 The existing school is located to the south of the A4050 Port Road East in the residential area of Gibbonsdown in Barry, as shown in **Figure 1.2.1**. The A4050 provides access to Cardiff and Penarth to the east and the Vale of Glamorgan to the north and west.

Figure 1.2.1. Strategic Location of Oakfield Primary School site in Gibbonsdown, Barry, Vale of Glamorgan.



1.2.2 The school is accessed through the residential area of Gibbonsdown by various routes arriving at Ramsey Road, Caldly Close and Amroth Court to the school entrance.

1.3 Oakfield School Operation

- 1.3.1 There are no proposed changes to the Oakfield school operation as a result of the proposals. Currently staffs are on site between 07:15 to 18:30 and the school starts at 08:55 and finishes at 15:20. There is a breakfast club that commences at 08:00 and finishes at 08:55. There are numerous school clubs all of which finish by 16:30.
- 1.3.2 Currently Oakfield Primary School share a building with Ysgol Gwuan y Nant, both facilities have the maximum pupil capacity of 210 each. The existing pupil numbers for Oakfield Primary is shown in **Table 1.3.2**.

Table 1.3.2. Oakfield Primary School Existing Pupil Numbers

Pupils	No's
Nursery (all full time)	29
Reception class	16
Year 1 infants	15
Year 2 infants	14
Year 3 juniors	9
Year 4 juniors	15
Year 5 juniors	8
Year 6 juniors	10
Total	116

- 1.3.3 The existing staff structure is summarised in **Table 1.3.3**.

Table 1.3.3. Existing Staff Structure

Staff	Full Time	Part Time
Teachers	6	2
Learning Support Assistants	4	3
Administration	1	0
Caretaker	1	0
Cleaners	0	3/4
Kitchen Staff	0	3/4
Total	12	11/13

1.4 Ysgol Gwaun y Nant School Operation

1.4.1 There are no proposed changes to Ysgol Gwaun y Nant operation as a result of the proposals. Currently the school is open between 06:30 to 18:00 and the school starts at 08:30 and finishes at 15:00. There is a breakfast club that commences at 07:30 and finishes at 07:45. There are after school clubs all of which commence at 15:00 and finish at 16:00.

1.4.2 The existing pupil numbers for Ysgol Gwaun y Nant is shown in **Table 1.4.2**.

Table 1.4.2. Gwaun y Nant Existing Pupil Numbers

Pupils	January 2014
Nursery (part time)	52
Reception/infant (age 4-6)	85
Junior (age 7-10)	96
Total	233

1.4.3 The existing staff structure is summarised in **Table 1.4.3**.

Table 1.4.3. Existing Staff Structure

Staff	Full Time	Part Time
Teachers	10	0
Learning Support Assistants	9	2
Administration	0	2
Caretaker	0	1
Cleaners	0	3
Kitchen Staff	0	4
Total	19	13

2. Development Proposals

2.1 Oakfield and Gwaun y Nant Pupil Projections

2.1.1 Currently Oakfield Primary School share a building with Ysgol Gwaun y Nant, both facilities have the maximum pupil capacity of 210 each. Oakfield primary currently has 116 pupils and Ysgol Gwaun y Nant has 233 pupils and is over capacity and utilising some of the Oakfield classrooms.

2.1.2 The current Oakfield school facility will remain until completion of the new school, once the new build has been completed Oakfield Primary School will decant their existing building leaving Ysgol Gwaun y Nant with their vacated space to utilise and convert their potential as a Welsh Medium School facility. **Table 2.1.2** shows the available projections of pupils for the opening year 2015 and a future year of 2017

Table 2.1.2. Projection of Pupils for the Opening Year 2015 and a Future year of 2017

Schools	Currently	Proposed Projected No's (2015)	Proposed Estimated Maximum No's January 2017
Oakfield Primary	116	-	-
Ysgol Gwaun y Nant	233	-	-
Current Total	349	-	-
Ysgol Gwaun y Nant expansion into Oakfield	-	232	273
Proposed Oakfield Primary	-	160	160
Total		392	433
Total increase from current		43	84
Percentage increase from current		12%	24%

2.1.3 There will be a total increase above the current attendance of 43 pupils in the opening year 2015 (12%) and 84 (24%) pupils in the future year 2017. As the 2017 projections provide the maximum predicted numbers available of a combined 433 pupils it is the additional number of 84 pupils that is assessed in this TA.

2.2 Oakfield Proposed Pupil Numbers

2.2.1 The proposed new pupil numbers for 2015 are shown in **Table 2.2.1**.

Table 2.2.1. Oakfield Primary School Proposed Pupil Numbers

Pupils	No's
Nursery (all full time)	35
Reception class	22
Year 1 infants	27
Year 2 infants	17
Year 3 juniors	16
Year 4 juniors	11
Year 5 juniors	18
Year 6 juniors	14
Total	160

2.2.2 The total pupil numbers are to increase from the current 116 to a maximum of 160 pupils in 2015 and 2017.

2.3 Oakfield Proposed Staff Numbers

2.3.1 The proposed staff structure provided is summarised in **Table 2.3.1**.

Table 2.3.1. Proposed Staff Structure

Staff	Full Time	Part Time
Teachers	8	0
Learning Support Assistants	4	4
Administration	1	0
Caretaker	1	0
Cleaners	0	3/4
Kitchen Staff	0	3/4
Total	14	10/12

2.3.2 The total full time staff numbers are to increase from 12 to 14 and part time staff from 11/13 to a maximum of 10/12.

2.4 Ysgol Gwaun y Nant Proposed Pupil Numbers

2.4.1 The proposed pupil structure is summarised in **Table 2.4.1**.

Table 2.4.1. Gwaun y Nant Existing and Proposed Pupil Numbers

Pupils	January 2014	January 2015	January 2017
Nursery (part time)	52	50	50
Reception/infant (age 4-6)	85	95	116
Junior (age 7-10)	96	87	107
Total	233	232	273

2.4.2 **Table 2.4.1** shows that there is predicted to be an increase in attendance of 40 pupils in Ysgol Gwaun y Nant over the next 4 years.

2.5 Ysgol Gwaun y Nant Proposed Staff Numbers

2.5.1 The proposed staff structure for 2017 is summarised in **Table 2.5.1**.

Table 2.5.1. Proposed Staff Structure 2017

Staff	Full Time	Part Time
Teachers	14	0
Learning Support Assistants	14	0
Administration	1	2
Caretaker	0	1
Cleaners	0	4
Kitchen Staff	0	4
Total	29	11

2.5.2 The total full time staff numbers are to increase from 19 to 29 and part time staff will reduce from 13 to a maximum of 11. **Table 2.5.2** show the net changes in staff from 2014 to 2017.

Table 2.5.2. Increase in Staff Structure from 2014 to 2017

Staff	Full Time	Part Time
Teachers	4	0
Learning Support Assistants	5	-2
Administration	1	0
Caretaker	0	0
Cleaners	0	1
Kitchen Staff	0	0
Total	10	-2

2.6 Oakfield Primary Trip Rate and Trip Generation

- 2.6.1 A travel survey was undertaken by both schools on Thursday 20th February 2014 using a questionnaire and “hands up” response. Of the total 116 pupils who attend the Oakfield School, 108 (93%) pupils present were surveyed and of the 12 full time and 11/13 part time teachers, 9 were surveyed. The results of the survey in respect of the 108 pupils and 9 teachers surveyed and their current modes of transport to the school are shown in **Table 2.6.1**. The survey form used and the analysis are contained in **Appendix A**.

Table 2.6.1. Oakfield Primary Present Mode of Transport to School

Mode	Pupils	%age	Staff	%age
Walk	76	70%	5	56%
Cycle	0	0%	0	0%
Bus	1	1%	0	0%
Train	0	0%	0	0%
Carshare	2	2%	0	0%
Car	29	27%	4	44%
Total	108	100%	9	100%

- 2.6.2 **Table 2.6.2** factors the 108 pupils surveyed to the current enrolment of 116 and the teachers have been factored from the 9 surveyed to the 11 full time staff. The caretaker has been included, but administration, cleaners and kitchen staff have been excluded in the assessment as they are likely to arrive/depart outside of the school peak hour operations. This increase the full time staff assessed from 11 to 13.

Table 2.6.2. Oakfield Primary Present Mode of Transport to School Survey Factored to 100%

Mode	Pupils	%age	Staff	%age
Walk	81	70%	6	56%
Cycle	0	0%	0	0%
Bus	1	1%	0	0%
Train	0	0%	0	0%
Carshare	2	2%	0	0%
Car	31	27%	5	44%
Total	116	100%	11	100%

2.6.3 Based on the increase of 116 to 160 pupils in 2015 **Table 2.6.3** shows the estimated trips for the new school, based on the factored travel modes as shown in **Table 2.6.2**.

Table 2.6.3. Oakfield Primary Projected Mode of Transport to School

Mode	Pupils	%age	Staff	%age
Walk	113	70%	7	56%
Cycle	0	0%	0	0%
Bus	1	1%	0	0%
Train	0	0%	0	0%
Carshare	3	2%	0	0%
Car	43	27%	6	44%
Total	160	100%	13	100%

2.6.4 **Table 2.6.4** shows the difference in modes of transport based for the new school with 160 pupils based on subtracting **Table 2.6.2** from **Table 2.6.3**.

Table 2.6.4. Oakfield Primary Change in Mode of Transport to School

Mode	Pupils	Staff	Total
Walk	31	1	32
Cycle	0	0	0
Bus	0	0	0
Train	0	0	0
Carshare	1	0	1
Car	12	1	13
Total	44	2	46

2.6.5 The calculation show that there is likely to be an estimated additional maximum 13 car trips to the proposed new school in the school AM and PM peak hours of operation.

2.7 Ysgol Gwaun y Nant Trip Rate and Trip Generation

- 2.7.1 Of the total 233 pupils who attend the school, 223 (96%) pupils present were surveyed and of the 19 full time and 13 part time teachers, 20 were surveyed. The results of the survey in respect of the current modes of transport to the school are shown in **Table 2.7.1**. The survey form and analysis are contained in **Appendix B**.

Table 2.7.1. Ysgol Gwauny Nant Present Mode of Transport to School

Mode	Pupils	%age	Staff	%age
Walk	79	35%	0	0%
Cycle	1	0%	0	0%
Bus	8	4%	0	0%
Train	0	0%	0	0%
Carshare	8	4%	0	0%
Car	127	57%	20	100%
Total	223	100%	20	100%

- 2.7.2 **Table 2.7.2** shows the survey results factored to the total enrolment of 233 pupils. For the purposes of this assessment and as 20 staff were surveyed including the 19 full time staff it has been assumed that a 100% sample has been undertaken on an average school day.

Table 2.7.2. Ysgol Gwaun y Nant Present Mode of Transport to School Factored to 100%

Mode	Pupils	%age	Staff	%age
Walk	82	35%	0	0%
Cycle	1	0%	0	0%
Bus	8	4%	0	0%
Train	0	0%	0	0%
Carshare	8	4%	0	0%
Car	133	57%	20	100%
Total	233	100%	20	100%

2.7.3 The trip rates from the survey in **Table 2.7.2** have been converted to the proposed number of pupils and teachers in **Table 2.7.3**. For the purposes of this assessment the caretaker has been included, but administration, cleaners and kitchen staff have been excluded in the assessment as they are likely to arrive/depart outside of the school peak hour operations. This increase the new full time staff assessed from 20 to 28

Table 2.7.3. Ysgol Gwaun y Nant Projected Mode of Transport to School

Mode	Pupils	%age	Staff	%age
Walk	97	35%	0	0%
Cycle	1	0%	0	0%
Bus	10	4%	0	0%
Train	0	0%	0	0%
Carshare	10	4%	0	0%
Car	155	57%	28	100%
Total	273	100%	28	100%

2.7.4 **Table 2.7.4** shows the difference in modes of transport based for the school expansion with 40 pupils based on subtracting **Table 2.7.2** from **Table 2.7.3**.

Table 2.7.3. Ysgol Gwaun y Nant Change in Mode of Transport to School

Mode	Pupils	Staff	Total
Walk	15	0	15
Cycle	0	0	0
Bus	1	0	1
Train	0	0	0
Carshare	1	0	1
Car	22	8	30
Total	40	8	48

2.7.5 The calculations show that there is likely to be an increase of 30 trips in the school peak hours, 22 pupils by car and 8 by staff.

2.8 Oakfield Primary and Ysgol Gwaun y Nant Trip Generation

2.8.1 **Table 2.8.1** summarises the change in trips as a result of the expansion of Oakfield and Ysgol Gwaun y Nant for 2017.

Table 2.8.1. Net Changes in Mode of Transport to Oakfield Primary and Ysgol Gwaun y Nant

Mode	Pupils	Staff	Total
Walk	46	1	47
Cycle	0	0	0
Bus	2	0	2
Train	0	0	0
Carshare	2	0	2
Car	34	9	43
Total	85	10	95

2.8.2 There is a potential for a total additional 43 car trips in the AM and PM school peak hours, 34 by parents taking pupils to school and 9 car trips by staff.

2.8.3 The Trip Rate Information Computer System (TRICS) can provide the average trip rate (50th percentile) and the 85th percentile (85th%ile), based on a series of traffic surveys at sites of a similar land use and size.

2.8.4 TRICS states that using less than 20 sites to determine the 85th%ile is not recommended and may be misleading. In this case there are 19 surveys available having excluded London and Ireland. Therefore, it has been considered that 19 sites are suitable in this instance to provide a check of the trip generation calculations from the travel survey. TRICS V7.1.1 has been used to calculate the average and 85%ile trip rates as shown in **Table 2.8.4**. The TRICS output is contained in **Appendix C**.

Table 2.8.4. TRICS Primary School Trip Rates

Rate	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Average	0.28	0.185	0.465	0.156	0.208	0.364
85th %ile	0.489	0.250	0.739	0.353	0.340	0.693

2.8.5 The TRICS and Travel Survey results comparison for the trip generation for the projected year of 2017 of 84 pupils, 44 pupils for Oakfield Primary and 40 additional pupils For Gwaun y Nant are shown in **Table 2.8.5**.

Table 2.8.5. TRICS Primary School Trip Generation - 84 Additional Pupils

Rate	AM			PM		
	Arrive	Depart	Total	Arrive	Depart	Total
Average	24	16	40	13	17	30
85th %ile	41	21	62	30	29	59
Travel Survey	43	34	77	34	43	77
Difference	2	13	15	4	14	18

2.8.6 The final row of **Table 2.8.5** shows the difference between the trips calculated by the travel survey minus the TRICS 85th%ile trips. In all instances it can be seen that the travel survey results produce higher number of trips. It is considered that the travel survey gives the best representation of existing and predicted trip generation and, for robustness, it is these trips that are used in the junction assessments.

3. Transport Evaluation

3.1 Current Traffic Levels

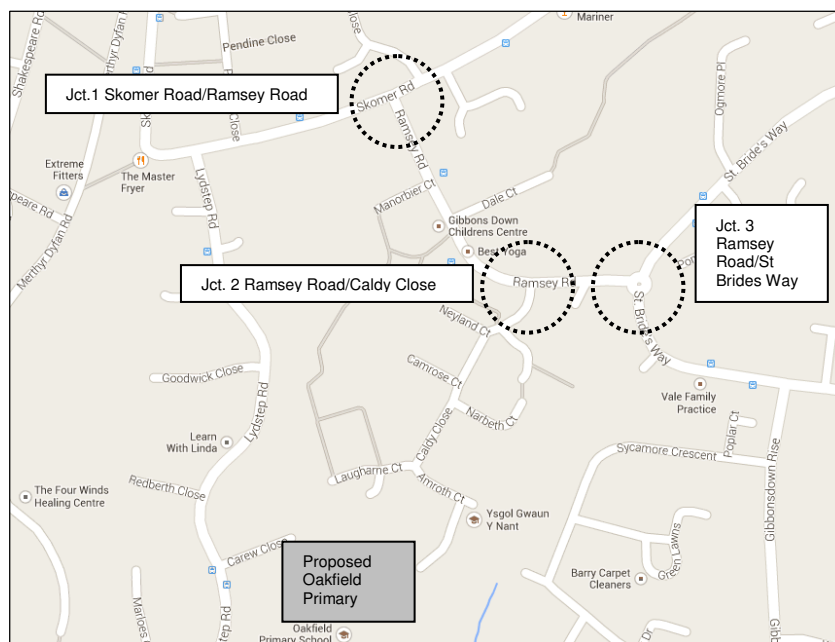
3.1.1 The location of the site is in an established residential area. The existing traffic flows are considered to be predominantly residential trips with some through route traffic. Although there are routes connecting The A4231 Barry Docks Link Road, A4050 Port road to Barry Road and the A4055 Gladstone Road the routes available are through built-up residential areas and not conducive to be used as alternatives to the principal highway network.

3.2 Classified Turning Counts

3.2.1 As a result of consultations with the VoG Council classified turning counts were undertaken at the following three junctions on Wednesday 19th March 2014 from 07:15 to 09:15 and 14:45 to 16:45 as shown in **Figure 3.2.1**. These being considered the predominant junctions impacted by the development proposals;

- Jct.1 Skomer Road/Ramsey Road - 3-arm priority junction;
- Jct. 2 Ramsey Road/Caldy Close - 3-arm priority junction;
- Jct. 3 Ramsey Road/St Brides Way - 3-arm mini-roundabout.

Figure 3.2.1. Junction count locations



3.2.2 A pedestrian count was undertaken separately at the zebra crossing on the Ramsey Road arm of the St. Brides Road mini-roundabout on Wednesday 25th March 2014 between 07:45 to 09:15 and 14:30 to 16:00.

3.2.3 The individual junction peak hours and combined network peak hours of 08:00 to 09:00 and 14:45 to 15:45 are the same and are the times assessed as these times also encompass both schools operational times. The survey location plans, turning diagrams and data are contained in **Appendix D**. The surveys are used in the capacity assessments in **Section 5** of this TA.

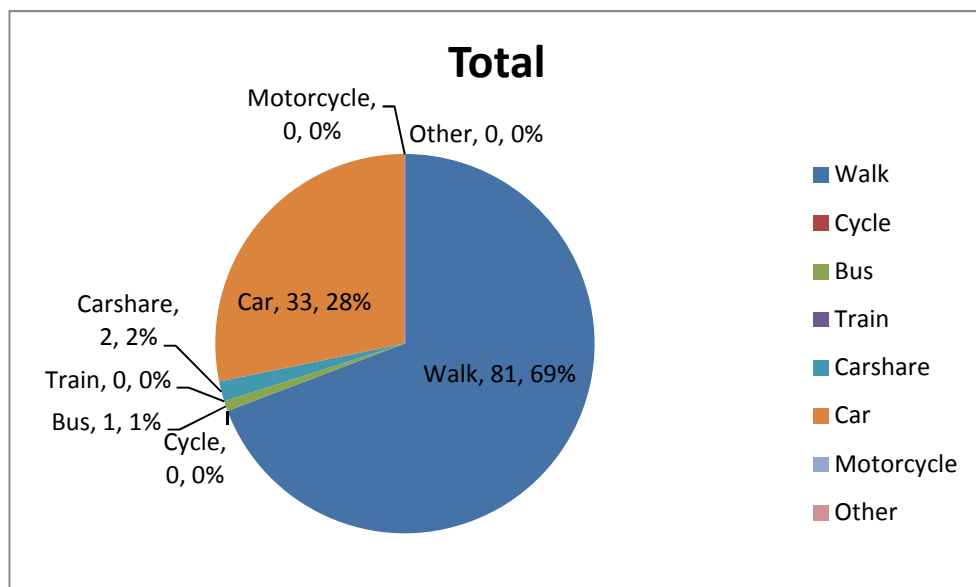
3.3 Parking Survey

3.3.1 Parking counts were undertaken in the school car park and surrounding streets on Wednesday 19th March 2014 from 07:15 to 09:15 and 14:45 to 16:45. The surveys are analysed in **Section 5** of this TA.

3.4 Oakfield Primary - Vehicle Cycling and Pedestrian Access

3.4.1 The school travel surveys as included in **Appendix A** and summarised in **Figure 3.2.1** shows that of the 108 pupils and 9 staff surveyed 33 (28%) travel by car, 2 (2%) car share and 81 (69%) walk.

Figure 3.2.1 Oakfield Primary School Travel Survey Results – Existing Travel Modes

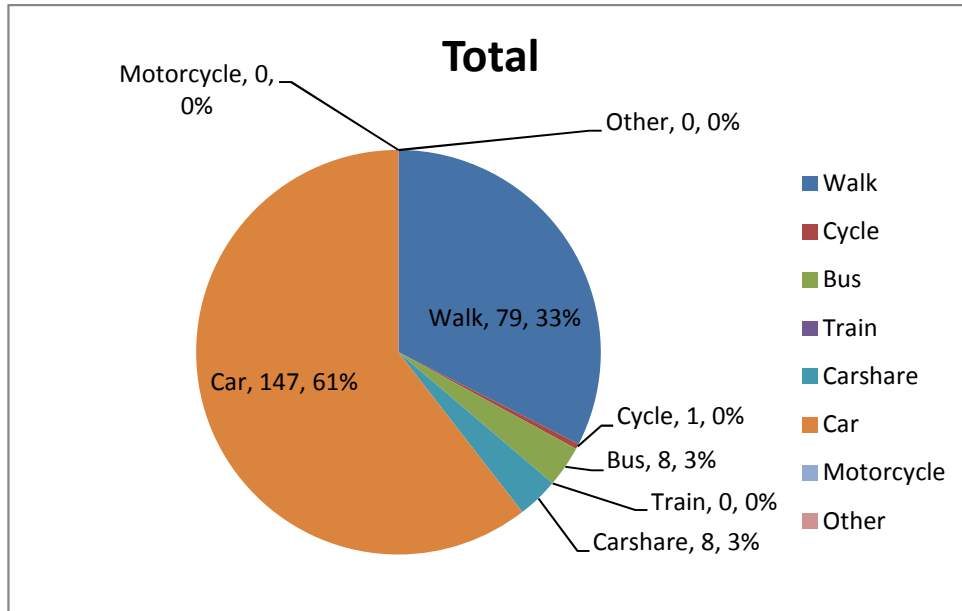


3.4.2 The results show that there is potential for reducing car trips to alternative sustainable modes, particularly cycles.

3.5 Ysgol Gwaun y Nant - Vehicle Cycling and Pedestrian Access

3.5.1 The school travel surveys as included in **Appendix B** summarised in **Figure 3.3.1** shows that of the 223 pupils and 20 staff surveyed 147 (61%) travel by car, 8 (3%) car share and 79 (33%) walk.

Figure 3.3.1 Ysgol Gwaun y Nant Travel Survey Results – Existing Travel Modes



3.5.2 The school has a much larger catchment than Oakwood primary, the results, as for Oakfield Primary, show that there is potential for reducing car trips to alternative sustainable modes, and particularly cycles.

3.5.3 There is a desire by the pupils from both schools to travel by alternative modes of transport other than the car, by walking and particularly by cycle. These results will be used in the Travel Plan to encourage more sustainable modes of travel to and from the schools.

3.6 Home to School Transport

3.6.1 It is understood that there is no home to school transport provision.

3.7 Collision Analysis

3.7.1 Collision analysis was undertaken for the most recent accident, data supplied by the VoG, for 5-year period 31/12/2008 to 13/12/2013. A plan showing the study area scope, accident locations, collision summary and the collision data are contained in **Appendix E**.

3.7.2 The results of the analysis are summarised as follows,

- There were 2 casualties of unknown age;
- 42 slight accidents, 8 serious and no fatalities;
- 64 casualties of which 56 were slight, 8 serious and no fatalities;
- 48 adults were involved in collisions of which 42 were slight and 6 serious;
- 14 children (under 16) were involved in collisions of which 12 were slight and 2 were serious;
- Accidents were due to driver error in 29 slight collisions and 5 serious collisions;
- Accidents were due to pedestrian error in 10 slight collisions and 2 serious collisions.

3.7.3 In relation to relevant collisions on the highway directly accessing the school:

- At the junction of Amroth court and Laugharne Court a 10 year old slight casualty, slipped from the kerb and the back wheel of a car ran over his foot;
- On Ramsey Road a 9 year old boy ran into the highway into the path of a vehicle sustaining a slight injury;
- There was a cluster of three collisions on Merthyr Dyfan Road with no common causation that was due to driver error.

3.7.4 The collision plan and analysis shows that collisions are scattered throughout the area. There are no common causations, contributory factor that could be mitigated for as a direct result of the development proposals. The analysis does indicate a lack of attention by pedestrians, particularly children, which could be improved by better road safety training and awareness. This will be considered in the Travel Plan.

3.8 Public Transport

- 3.8.1 There are railway station at Barry Docks and, the nearest, at Cadoxton is approximately 1.6kms by road. Arriva Trains Wales run services ever 15 minutes between Barry and Cardiff. The routes continue to Merthyr, Aberdare, Treherbert and Bridgend.
- 3.8.2 Cardiff Bus services 97 and 97A serve the site from Barry Town centre and through Gibbonsdown that travel through Gibbonsdown in different circular directions. There is a bus stop on Ramsey Road, approximately 270m from the school, for route 97 buses arriving from Barry and travelling anticlockwise through Gibbonsdown. There are bus stops in Treharne Road, approximately 400m from the school for both bus routes 97 and 97A the latter that travels clockwise through Gibbonsdown. Route 97A commences from Winston Square at 07:40 and runs every 30 minutes until 15:40. Route 97 commences from Winston Square at 07:45 and runs every 30 minutes until 15:45.
- 3.8.3 The Travel surveys results for both schools showed a desire to travel by bus as an alternative to other means of transport. It is understood that public transport is unlikely to play a key role in transferring pupils to and from school, however, it does have the potential to provide a realistic alternative to the car for those wishing to access the site by more sustainable means, particularly for pupils to Ysgol Gwaun y Nant who are likely to be travelling from further afield. Public transport can provide a realistic alternative to the car and is often perceived as an unattractive mode of transport. In recent years:
- Improvements to bus fleets have resulted in more comfortable journeys;
 - The introduction of more buses has reduced overcrowding,
 - The creation of bus lanes has improved journey times
 - The price of a ticket may be competitive when compared to the true costs of running a car.
- 3.8.4 The bus is an essential mode of public transport. It provides mobility for people without access to a car and offers a relatively cheap and sustainable alternative to the car, particularly in congested areas. Buses help reduce road traffic, improve air quality, accessibility and road safety.
- 3.8.5 In the Travel Plan undertaken for the proposed new Oakfield School and for Ysgol Gwaun y Nant, it is suggested that the Travel Plan Co-ordinator provides up to date timetable information on a designated notice board in the schools' reception in order to promote these services to pupils, parents and visitors to the school. The website is another medium by which public transport timetable information could be made available to those travelling to the school.

4. Local and National Policy Objectives

4.1 Introduction

- 4.1.1 This TA has taken full consideration of national Planning Policy Wales guidance in the form of TAN18, as well as local transport policies.

4.2 Technical Advice Note 18: Transport (TAN 18)

- 4.2.1 TAN18 (March 2007) is a supplementary document to Planning Policy Wales which address land use planning and transport. The integration of land use planning and the development of transport infrastructure has a key role to play in addressing sustainable developments, in particular climate change and the outcomes identified in the Welsh Assembly Government's Environment Strategy. Integration can help the Assembly achieve these outcomes, and wider sustainable development policy objectives by:

- Promoting resource and travel efficient settlement patterns;
- Ensuring new development is located where there is, or will be, good access by public transport, walking and cycling therefore minimizing the need for travel and fostering social inclusion;
- Managing parking provision;
- Ensuring that new development and major alterations to existing developments include appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- Encouraging the location of development near other related uses to encourage multi-purpose trips;
- Promoting cycling and walking;
- Supporting the provision of high quality, inclusive public transport;
- Supporting provision of a reliable and efficient freight network;
- Promoting the location of warehousing and manufacturing developments to facilitate the use of rail and sea transport for freight;
- Encouraging good quality design of streets that provide a safe public realm and distinct sense of place; and
- Ensuring that transport infrastructure or service improvements necessary to serve new development allow existing transport networks to continue to perform their identified functions.

- 4.2.2 TAN18 also states that when preparing development plans, design guidance, master plans and in determining planning applications authorities should ensure that pedestrian routes provide a safe and fully inclusive pedestrian environment, particularly for routes to primary schools.

4.3 National Policy Background

- 4.3.1 Nationally the Transport Strategy for Wales, 'One Wales - Connecting the Nation, The Wales Transport Strategy', dated April 2008, sets out the strategic priorities for improved transport across Wales including the outcomes required to achieve them. The main aims are to:

- Reduce greenhouse gas emission and other environmental impacts;
- Improve public transport and better integration between modes;
- Improving links and access between key settlements and sites across Wales and strategically important all-Wales links;
- Enhancing international connectivity;
- Increasing safety and security.

4.3.2 The policies aims are to;

- Achieve a more effective and efficient transport system;
- Achieve a greater use of the more sustainable and healthy forms of travel
- Minimising demand on the transport system.

4.3.3 The National Transport Plan dated March 2010 and developed by the Welsh Assembly Government will deliver the strategies set out in One Wales. The aims are to ensure that Wales has a sustainable transport network that can support the renewal of the economy and help deliver a more inclusive society.

4.4 SEWTA Regional Transport Plan

4.4.1 The South East Wales Transport Alliance (SEWTA) is an alliance of 10 southeast Wales local authorities working with others to deliver better transport in the region. The Transport Act (Wales) 2006 requires the consortia to produce a Regional Transport Plan (RTP, currently March 2010) for all modes of travel.

4.4.2 The RTP recognises that roads cannot be built to carry extra traffic and climate change is likely to bring significant changes to the way we address transport issues. The plan seeks to help the move towards a more sustainable environment for work, the economy and personal and recreational travel.

4.4.3 The main priorities include:

- To improve access for all to services, facilities and employment, particularly by walking, cycling and public transport;
- To increase the proportion of trips undertaken by walking, cycling and public transport;
- Minimise demand on the transport system;
- To develop an efficient, safe and reliable transport system with improved transport links between the 14 key settlements in South-east Wales and between and between South-east Wales and to the rest of Wales, the UK and Europe;
- To provide a transport system that encourages healthy and active lifestyles;
- To reduce significantly the emission of greenhouse gases and the impact of the transports system on local communities;
- To ensure developments are accessible by sustainable transport and make sustainable transport and travel planning an integral component of regeneration schemes;
- To make better use of the existing transport system.

4.4.4 SEWTA believes that there are a number of specific core activities and interventions to achieve its policy vision;

- Develop innovative walking, cycling and Smarter Choices programmes (sustainable travel choices and travel planning);
- Continuing investment in the rail system;
- Improving the quality of bus services across the region;
- Developing better public transport integration;
- Making better use of the regional road system.

- 4.4.5 Walking and cycling are important issues particularly with regard to places of education and with a view to sustainability, health and reducing car-borne trips. The SEWTA RTP policies and actions support the following;
- Improved infrastructure for walking and cycling;
 - Consistent regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclist in new or regenerated developments;
 - Develop plans for improved walking and cycling infrastructure, including urban cycle networks, secure cycle parking provision, better cycle facilities at bus and rail stations and the reallocation of road space for walking and cycling;
 - Develop common regional design standards for walking and cycling infrastructure to improve provision for pedestrians and cyclist in new or regenerated developments;
 - Develop plans for the provision of cycle carrying facilities on trains and buses.
- 4.4.6 The importance of these aims are re-emphasised in the National Transport Plan (March 2010), which states the commitment of the Welsh Assembly Government to;
- Move people to more sustainable modes of transport by raising the awareness of alternatives and encourage the shift to public transport, and healthy options such as walking and cycling to make it easier for people to be less reliant on the private car.

4.5 Vale of Glamorgan Unitary Development Plan

- 4.5.1 On 18 April 2005, the Vale of Glamorgan Council formally adopted its Unitary Development Plan. The Vale of Glamorgan Adopted Unitary Development Plan 1996 - 2011 constitutes the development plan for the authority and supersedes all adopted / approved structure and local plans that were previously in force.
- 4.5.2 The current strategic policy (Policy 8) relating to development in the County is development will be favoured in locations which:
- I.Are highly access by means of travel other than the private car;
 - II.Minimise traffic levels and associated unacceptable environmental effects.
- 4.5.3 Policy 8 is designed to provide opportunities to concentrate major generators of demand for travel in existing built up areas, where:
- Access to public transport facilities; cycling and walking measures can be easily introduced/ improved;
 - Where the close proximity of housing, employment opportunities, retail facilities and other services encourages a reduced trip length and encourages travel by means other than the private car;
 - And where existing local and district facilities are located.
- 4.5.4 The Council's transportation policy objectives for the UDP (Adopted Unitary Development Plan 1996 – 2011) are:
- To ensure that a balance is maintained between the need to facilitate the development of the local economy, environmental concerns and social considerations, in order to create a safe, efficient and equitable transport network for the Vale of Glamorgan;
 - To maintain and improve access to employment and services;
 - To ensure that developments are accessible by means of travel other than the private car;
 - To encourage greater use of public transport, cycling and walking;
 - To safeguard road lines and routes/ sites of approved transport schemes;
 - To improve the safety and convenience of all means of transport;
 - and
 - To ensure that adequate parking facilities are provided in accordance with the Council's approved parking guidelines.

5. Traffic Impact

- 5.1 The trip generation calculation described in **Section 2.8** shows that there are estimated to be an increase of 43 car trips to and from the school for the projected future year 2017, 34 by parents dropping off the pupils and 9 by staff. The location of the site is in an established residential area and there are no practical or feasible options available to improve the highway infrastructure due to the nature of the highways in the built-up area.
- 5.2 The travel surveys undertaken for the two schools has demonstrated that there is potential to significantly change transport modes from car the walking, cycling and possibly public transport. This will be encouraged with the school through the Travel Planning process.

5.1 Parking Survey Analysis

- 5.1.1 Parking counts were undertaken on Wednesday 19th March 2014 from 07:15 to 09:15 and 14:45 to 16:45. Counts were undertaken, every 5 minutes, in the school car park and surrounding streets in order to gauge the parking demand. The capacity for each zone was counted where there was parking bays or estimated where there were no formal bays. On-street parking was calculated by measuring the available parking lengths and dividing by 5.75m. The survey plan and results are contained in **Appendix F**.
- 5.1.2 In order to assess the results of the parking survey the data has been progressively narrowed down from the 2 hours surveyed in the AM and PM peak hours to the busiest 20 minutes for parking around the school opening and closing times of 08:20 to 08:40 and 14:50 to 15:10. The following list defines the process calculated in **Appendix F** to arrive at **Table 5.1.3** that summarises the results:
- Page 1 - Survey results for the 10 Zones surveyed;
 - Page 2 - Percentage of capacity for all 10 zones and busiest AM and PM hours for parking are highlighted;
 - Page 3 - Percentage of capacity for Zones 5 to 10 and illustrating the busiest 20 minutes for parking in the AM from 08:20 and the PM from 14:50. Zones 1 to 4 have been excluded for the following reasons;
 - Newland Court, Caldly Close north and Cresswell Court (Zones 1 to 3) have been excluded as being the furthest Zones from the school and not demonstrating any school related parking. It should be noted that Neyland Court has no adjacent residential parking and only 1 vehicle was recorded as present in the PM survey in an area with a capacity of 13 spaces. The parking area is approximately 190m from the school and is within reasonable walking distance.
 - Narbeth Court (Zone 4) has been excluded as a residential area. There is considerable spare capacity with a maximum of 9 vehicles recorded in the AM and 1 vehicle was recorded as present for part of the PM survey in an area with a parking capacity of 30 spaces.

5.1.3 **Table 5.1.3** summarises the remaining Zones from 5 to 10, closest to the school.

Table 5.1.3. Parking count survey summary

Zones																
Zone No.	5		6		7		8a		8b		9		10		Total Capacity	
Zone Description	Camrose Court		Caldy Close south		Laugharne Court		Carew Close west		Carew Close east		School car park		Amrorth Court			
Capacity	28		11		49		6		12		53		25		184	
AM																
08:20	7	25%	1	9%	29	59%	6	100%	5	42%	32	60%	18	72%	98	53%
08:25	7	25%	1	9%	29	59%	6	100%	6	50%	34	64%	20	80%	103	56%
08:30	6	21%	1	9%	28	57%	7	117%	5	42%	37	70%	23	92%	107	58%
08:35	4	14%	1	9%	35	71%	6	100%	4	33%	33	62%	24	96%	107	58%
PM																
14:50	5	18%	7	64%	24	49%	4	67%	3	25%	45	85%	18	72%	106	58%
14:55	5	18%	8	73%	28	57%	5	83%	5	42%	50	94%	22	88%	123	67%
15:00	5	18%	8	73%	30	61%	6	100%	5	42%	54	102%	21	84%	129	70%
15:05	3	11%	7	64%	30	61%	6	100%	5	42%	54	102%	23	92%	128	70%

5.1.4 The results from **Table 5.1.3** are detailed below;

- Camrose Court (Zone 5) is approximately 120m from the school, never exceeded 25% of capacity with 21 spaces available during the busiest period in the AM and 23 in the PM.
- Caldly Close south (Zone 6) had only 1 present in the AM, but a maximum of 8 vehicles were recorded as parked in the PM
- Laugharne Court (Zone 7) demonstrated some school related parking in the AM and PM with approximately 6 to 8 parents' cars present. At its busiest in the AM, with 35 vehicles present there, was 14 spaces available
- Carew Close (Zones 8a and 8b) had 2 to 3 school related cars parked and is included as two separate Zones because Carew Close west, with a capacity of 6 spaces, has open drives that parents are likely to be partially obscuring and Carew Close east, with a capacity of 12 spaces, has "PRIVATE" road markings. Access to the school is provided via a pedestrian footway at the northern end of Carew Close that leads directly into the school. School related parking in this area is likely to be from parents approaching via Lydstep Road this being the shortest and most convenient route to the school from the pupils homes to the west, south and east of Gibbonsdown.
- The school car park (Zone 9) was full to over-capacity in the PM with 54 vehicles recorded present in a 53 space car park. The survey result show that there were approximately 30 to 36 spaces used by staff, this is reasonable as there are presently 31 full time staff and 24 to 26 part time staff and not all these staff will use cars. The results indicate that there are approximately 18 to 24 parents who use the school car park.

- Amroth Court had a maximum of 24 vehicles recorded in the AM and 23 in the PM: with a capacity of 25 spaces this area is likely to be full to capacity at times
- The results show that the PM peak hour is busier than the AM with a maximum of 129 vehicles recorded in a area with a capacity of 184 spaces resulting in 55 spaces available out of a potential 184.

5.1.5 It is understood that, on completion of the new school, parents will be prohibited from parking in the school car park. This will result in approximately 18 to 24 parents' vehicles parking elsewhere. As a result of the travel survey it has been estimated that there will be an additional 9 spaces will be required for staff. The restriction of parents' vehicles in the school car park will result in adequate parking in the existing car park for staff. As a result of the travel survey it has been estimated that there will be an additional 34 car trips by parents, this added to the 18 to 24 spaces used in the school car park that will no longer be available will result in a potential demand of between 52 and 58 spaces.

5.1.6 In summary it is clear that there will be an additional demand for parking which, by the expansion of pupil numbers and prohibition of parents parking in the school car park, will result in additional demand for parking in the adjacent streets and parking areas. The school should direct parents to use Camrose Court as the primary parking area with Neyland Court as the secondary dropping off location. This would accounts for between 34 AM and 36 PM of the additional required spaces. This will result in approximately 18 to 22 parents parking in the remaining area. There is scope to reduce the use of cars to alternative sustainable modes as demonstrated in the results of the school travel survey and the aspirations of pupils and staff that will be promoted in the Travel Plan.

5.2 Traffic Growth

5.2.1 No committed development for the area has been identified and Tempro background traffic growth has been applied to ensure a robust assessment as shown in **Table 5.2.1**.

Table 5.2.1. Traffic Growth

Years	AM	PM (Inter-peak)
2014-2015	1.0053	1.0069
2014-2025	1.1436	1.1434

5.2.2 It should be noted that the PM inter-peak factors are greater than the PM commuter peak period factors.

5.3 Trip Generation and Distribution

5.3.1 The trip generation as the result of the school expansion has been calculated as 43 additional arrivals and 34 departures in the AM and 34 arrivals and 43 departures in the PM. The distribution is based on the existing turning proportions at the three junctions assessed. The trip generation and distribution are robust for the following reasons:

- It is assumed that all the staff arrive and depart within the same peak hours as the pupils;
- The distribution does not allow for any pass-by traffic;

- All vehicles are assigned to the Skomer Road and St Brides Road junctions to the north and south whereas there are likely to be a small number of vehicles arriving from the network between these two junctions;
- No committed development has been included but background growth has been applied which is unlikely to be achieved in this predominantly residential area with little through traffic;
- Background traffic has not been applied to vehicles arriving and departing at Caldy Close as this would be unrealistic; this is accommodated for by the development traffic and avoids double counting.
- The 2017 projected trip generation calculated from the travel surveys have been applied for use in both the opening year 2015 and future year 2025 to provide a robust assessment.

5.4 Junction Capacity Assessments

- 5.4.1 Classified turning counts were undertaken at the following three junctions on Wednesday 19th March 2014 from 07:15 to 09:15 and 14:45 to 16:45 as shown in **Figure 3.2.1**. These being considered the predominant junctions impacted by the development proposals;
- Jct.1 Skomer Road/Ramsey Road - 3-arm priority junction;
 - Jct. 2 Ramsey Road/Caldy Close - 3-arm priority junction;
 - Jct. 3 Ramsey Road/St Brides Way - 3-arm mini-roundabout.
- 5.4.2 A pedestrian count was undertaken separately at the zebra crossing on the Ramsey Road arm of the St. Brides Road mini-roundabout on Wednesday 25th March 2014 between 07:45 to 09:15 and 14:30 to 16:00.
- 5.4.3 The individual junction peak hours and combined network peak hours of 08:00 to 09:00 and 14:45 to 15:45 are the same and are the times assessed as these times also encompass both schools operational times. The survey location plans, turning diagrams and data are contained in **Appendix D**.
- 5.4.4 **Appendix G** contains **Figures A to F** which illustrate the progression from the AM traffic flows and to the opening year 2015 and future year 2025 flows, with and without the development traffic, and **Figure G to L** for the PM peak hour traffic flows.
- 5.4.5 TRL Ltd. ARCADY (roundabouts), PICADY (priority junctions) software are amongst the industry standard software packages for modelling traffic flows at junctions. ARCADY is used to assess roundabouts and PICADY for priority junction.
- 5.4.6 The ARCADY/PICADY results provide the Ratio to Flow Capacity (RFC), which indicates how a junction is operating. An RFC no more than 0.85 is conventionally taken to indicate that there is sufficient spare capacity, an RFC above 0.85 indicates that capacity problems may occur and an RFC approaching or above 1.0 indicates that capacity is likely to be exceeded and remedial action is likely to be required. The queues that occur are indicative of any capacity problems. The junction assessments are detailed in the following sections.

5.5 Skomer Road/Ramsey Road - 3-arm Priority Junction

5.5.1 The junction assessment have been undertaken using PICADY and the results are contained in **Appendix H** and summarised in **Table 5.5.1**.

Table 5.5.1. Skomer Road/Ramsey Road - 3-arm Priority Junction PICADY Summary

Key = B Ramsey Road, C Skomer Road west, A Skomer Road east	AM 0800 - 0900			PM 1445 - 1545		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Geometry - 2014 Base						
Stream B-C	0.46	8.19	0.31	0.35	7.65	0.26
Stream B-A	0.15	13.28	0.12	0.14	11.88	0.12
Stream C-A	-	-	-	-	-	-
Stream C-B	0.71	11.07	0.41	0.52	9.76	0.34
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Existing Geometry - 2025 No Dev						
Stream B-C	0.58	9.06	0.36	0.44	8.28	0.3
Stream B-A	0.18	14.87	0.15	0.18	12.94	0.14
Stream C-A	-	-	-	-	-	-
Stream C-B	0.92	12.61	0.47	0.65	10.73	0.39
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Existing Geometry - 2025 With Dev						
Stream B-C	0.64	9.43	0.39	0.49	8.62	0.32
Stream B-A	0.2	15.47	0.16	0.2	13.41	0.16
Stream C-A	-	-	-	-	-	-
Stream C-B	1.03	13.38	0.5	0.73	11.21	0.41
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

5.5.2 The results that there is presently considerable spare capacity, both in the AM and PM peak hours with the development in place in the 2025 future year with a maximum RFC of 0.5 and queues of 1.03. As a result a 2015 opening year assessment has not been undertaken.

5.6 Ramsey Road/Caldy Close - 3-arm Priority Junction

5.6.1 The junction assessment has been undertaken using PICADY and the results are contained in **Appendix I** and summarised in **Table 5.6.1**.

Table 5.6.1. Ramsey Road/Caldy Close - 3-arm Priority Junction PICADY Summary

Key = B Caldy Close, C Ramsey Road north, A Ramsey Road east	AM 0800 - 0900			PM 1445 - 1545		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Existing Geometry - 2014 Base						
Stream B-C	0.08	7.29	0.07	0.09	7.43	0.08
Stream B-A	0.16	9.47	0.13	0.19	9.08	0.16
Stream C-AB	0.18	5.82	0.1	0.14	5.79	0.09
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Existing Geometry - 2025 No Dev						
Stream B-C	0.08	7.39	0.07	0.09	7.51	0.08
Stream B-A	0.16	9.75	0.14	0.19	9.3	0.16
Stream C-AB	0.19	5.74	0.11	0.15	5.73	0.09
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-
Existing Geometry - 2025 With Dev						
Stream B-C	0.12	7.8	0.1	0.13	8.05	0.12
Stream B-A	0.24	10.67	0.19	0.29	10.32	0.23
Stream C-AB	0.27	6.03	0.15	0.2	5.97	0.12
Stream C-A	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-

5.6.2 The results that there is presently considerable spare capacity, both in the AM and PM peak hours with the development in place in the 2025 future year with a maximum RFC of 0.23 and queues of 0.29. As a result a 2015 opening year assessment has not been undertaken.

5.7 Ramsey Road/St Brides Way - 3-arm Mini-roundabout

5.7.1 The junction assessment has been undertaken using PICADY and the results are contained in **Appendix J** and summarised in **Table 5.7.1**.

Table 5.7.1. Ramsey Road/St Brides Way - 3-arm Mini-roundabout ARCADY Summary

	AM			PM		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Mini Rbt - 2014 Base						
Arm A St Brides Road north	0.26	7.41	0.2	0.26	7.25	0.2
Arm B St Brides Road south	0.52	6.52	0.34	0.37	5.94	0.27
Arm C Ramsey Road	0.65	8.75	0.39	0.54	8.25	0.34
Mini Rbt - 2025 No Dev						
Arm A St Brides Road north	0.32	7.95	0.24	0.32	7.77	0.24
Arm B St Brides Road south	0.64	7.06	0.39	0.45	6.29	0.3
Arm C Ramsey Road	0.82	9.71	0.45	0.67	8.98	0.4
Mini Rbt - 2025 With Dev						
Arm A St Brides Road north	0.34	8.17	0.25	0.34	8.06	0.25
Arm B St Brides Road south	0.73	7.46	0.42	0.49	6.5	0.33
Arm C Ramsey Road	0.93	10.31	0.48	0.79	9.59	0.43

5.7.2 The results that there is presently considerable spare capacity, both in the AM and PM peak hours with the development in place in the 2025 future year with a maximum RFC of 0.48 and queues of 0.93. As a result a 2015 opening year assessment has not been undertaken.

6. Transport implementation Strategy

6.1 Parking Guidance

The VoG Council apply Supplementary Planning Guidance (SPG) for parking based on the County Surveyors Society (CSS) Wales Parking Standards 2008. For parking application, using the guidance, Gibbonsdown is classified as “Zone 4 suburban or near urban” by the VoG. The guidelines require 1 commercial space, 1 space per each member of teaching staff and 3 visitors’ spaces. Motorcycles and disabled persons spaces are based on 5% of parking provision.

6.2 Oakfield Primary Parking

6.2.1 The requirement for Oakfield Primary School is based on the 2015 staff projections. As stated in the guidance and for the purposes of this assessment the maximum number of 12 part time staff has been aggregated to the equivalent 6 full time staff and added to the full time staff of 14 to a total of 20 staff. Accordingly the parking requirement would be as follows;

- 1 commercial space;
- 20 teachers parking spaces and;
- 3 visitors spaces;
- 23 total spaces;
- 2 disabled person spaces
- 2 motorcycle spaces

6.2.2 The cycle parking requirements are:

- Long stay - 1 stand per 5 staff and 1 stand per 20 children, 12 spaces;
- Short stay - 1 stand per 100 children, 2 spaces;
- Total spaces 14.

6.3 Ysgol Gwaun y Nant Parking

6.3.1 The requirement for Ysgol Gwaun y Nant is based on the 2017 staff projections. The maximum number of 11 part time staff has been aggregated to the equivalent 6 full time staff and added to the full time staff of 29 to a total of 35 staff. Accordingly the parking requirement would be as follows;

- 1 commercial space;
- 35 teachers parking spaces and;
- 3 visitors spaces;
- 38 total spaces;
- 2 disabled person spaces
- 2 motorcycle space

6.3.2 The cycle parking requirements are:

- Long stay - 1 stand per 5 staff and 1 stand per 20 children, 21 spaces;
- Short stay - 1 stand per 100 children, 3 spaces;
- Total spaces 24

6.4 Vehicle Cycling and Pedestrian Access

6.4.1 There are continuous footways through Gibbonsdown to the site and due to the nature of the built-up highway and on-street parking in the area traffic speeds are likely to be generally low.

SITE PHOTOS?? and possible walk about if time!

6.4.2 The school travel surveys as included in **Appendix A** and **B** show that there is a desire by the pupils from both schools to travel by alternative modes of transport other than the car, by walking and particularly by cycle. The results of the pupil and staff aspirations for travel to school are shown in **Figures 6.4.1** and **6.4.2**.

Figure 6.4.1 Oakfield Primary School Travel Aspiration

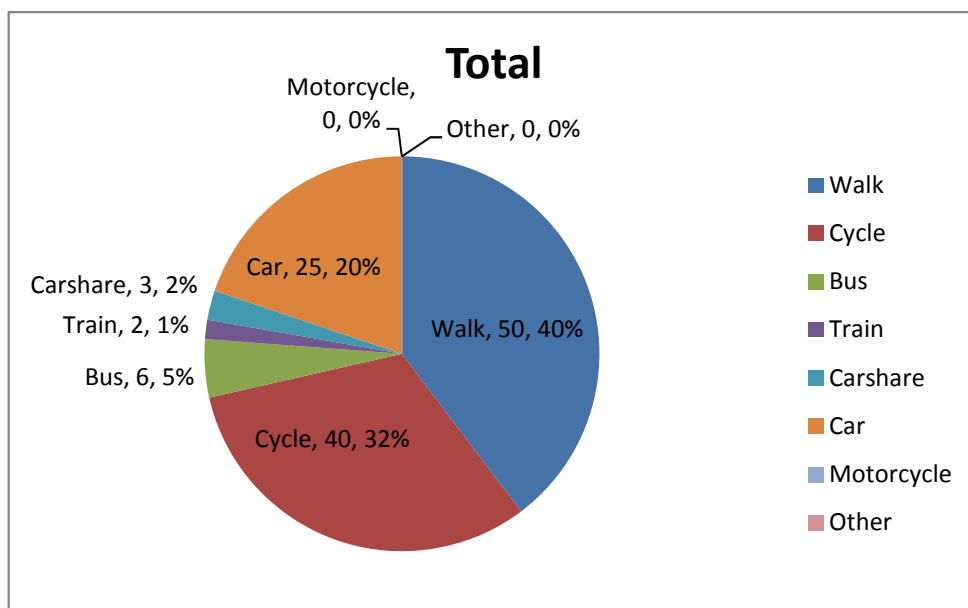
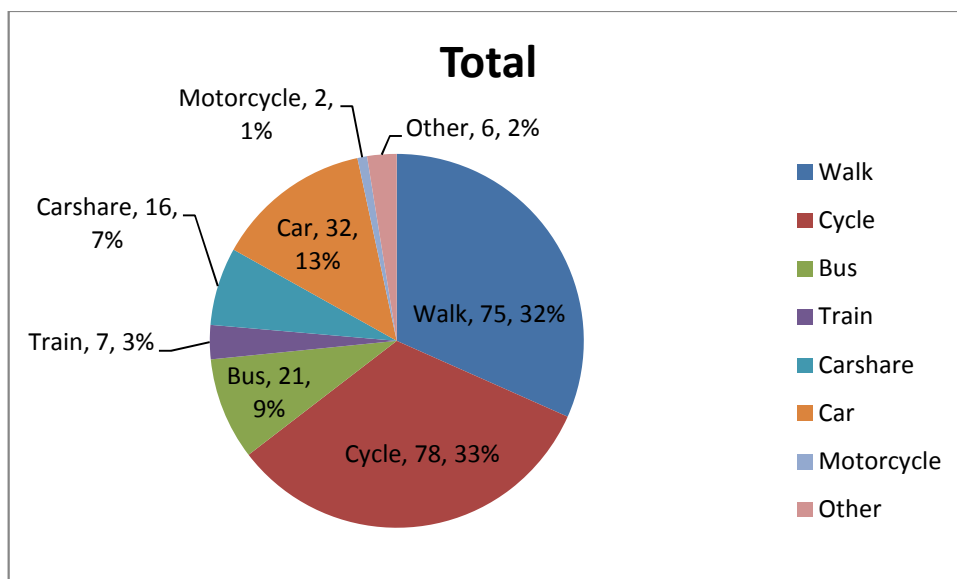


Figure 6.4.2 Oakfield Primary School Travel Aspiration



- 6.4.3 These results will be used in the Travel Plan to encourage more sustainable modes of travel to and from the schools. Proposal will be included for schemes to encourage healthier and more sustainable travel including “Walking Bus” and schemes to encourage increased use of cycle’s withy reference to Sustrans and the British School Cycling Association (BSCA).

7. Summary

- 7.1 Currently Oakfield Primary School share a building with Ysgol Gwuan y Nant, both facilities have the maximum pupil capacity of 210 each. Oakfield primary currently has 116 pupils and Ysgol Gwaun y Nant has 233 pupils and is over capacity and utilising some of the Oakfield classrooms.
- 7.2 The current Oakfield school facility will remain until completion of the new school, once the new build has been completed Oakfield Primary School will decant their existing building leaving Ysgol Gwuan y Nant with their vacated space to utilise and convert their potential as a Welsh Medium School facility.
- 7.3 A comprehensive assessment has been undertaken of the potential impact of the projected staff and pupil numbers available. The results are summarised below;
- 7.4 The current combined pupil numbers are 349 and this will increase by 84 to 433 pupils in 2017 as a result of the current projections available.
- 7.5 The current combined staff of 31 full time and 24/26 part time are project to increase to 43 full time and 21/23 part time.
- 7.6 A Travel Survey has been undertaken at both schools that indicates an additional 43 car trip arriving in the AM and 34 departing and this has been reversed for the PM peak hour. This has been checked using TRICS and is greater than the 85th %ile.
- 7.7 Traffic surveys have been undertaken at the following three junctions;
- Jct.1 Skomer Road/Ramsey Road - 3-arm priority junction;
 - Jct. 2 Ramsey Road/Caldy Close - 3-arm priority junction;
 - Jct. 3 Ramsey Road/St Brides Way - 3-arm mini-roundabout.
- 7.8 The modelling results show that there is considerable spare capacity in the future year 2025 with the development in place.
- 7.9 There are adequate bus services to Ramsey Road within walking distance of the schools.
- 7.10 A parking survey has been undertaken and, as a result of the additional staff and pupil number, and that, on completion of the new school, parents will be prohibited from parking in the school car park, there will be an additional demand for parking that in the adjacent streets and parking areas. The school should direct parents to use Camrose Court as the primary parking area with Neyland Court as the secondary dropping off location. This would accounts for between 34 AM and 36 PM of the additional required spaces. This will result in approximately 18 to 22 parents parking in the remaining area. There is scope to reduce the use of cars to alternative sustainable modes as demonstrated in the results of the school travel survey and the aspirations of pupils and staff that will be promoted in the Travel Plan.
- 7.11 Onsite parking will be provided for vehicles and cycles for staff, visitors and pupils as detail in this report, based on the VoG Supplementary Planning Guidance. The parking analysis in this TA shows that there will be adequate parking for the staff.
- 7.12 There are adequate footways to the school, traffic speeds are likely to be low and an analysis of accident data shows no common causation, contributory factors or clusters that are likely to be exacerbated by the proposals. The analysis does indicate a lack of attention by pedestrians generally in the area studied, particularly children, which could be improved by better road safety training and awareness. This will be considered in the Travel Plan.

- 7.13 The Travel Survey results show that there is a desire by the pupils from both schools to travel by alternative modes of transport other than the car, by walking and particularly by cycle. A Travel Plan is provided separately that makes reference to information in this TA and included proposals to encourage more health and sustainable modes of transport to the schools by reducing the number of trips by car.
- 7.14 The development will be in line with policy by being located in an existing residential area with adequate access by car and particularly for pedestrians and cyclists. The Travel Plan will develop targets to encourage sustainable forms of transport by providing opportunities for road safety and cycle training and introducing other incentives and initiatives for the schools to adopt.

Appendix A

Oakfield Primary Travel Survey

Notes:

Please complete these for each year group

Nursery pupils - how these pupils travel to the nursery should be included here, but can be obtained by asking parents/carers.

Staff - please answer the same questions as pupils.

Carshare = travelling with people from a different household

Minibus = include with bus

Taxi = include with carshare

Bicycle user group = a group of cyclists cycling together

If more than one type of journey is involved include the final one to arrive at the school

Year:

Form:

Date of Survey:

How do you usually travel to school? (please select one)

Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
Pupils										
Staff										

How would you like to Travel to school? (please select one)

Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
Pupils										
Staff										

**What would encourage you to travel more environmentally to school?
(more than one option can be chosen here)**

Incentive	Pupils	Staff
Provide personal security alarms		
Improved walking/cycle route		
Provision of a bicycle		
Install/upgrade of cycle storage		
Provision of a bicycle user group		
Provision of cycle training		
Provision of school pool bikes		
Up do date public transport info		
Improved school bus service		
Other (please list below)		

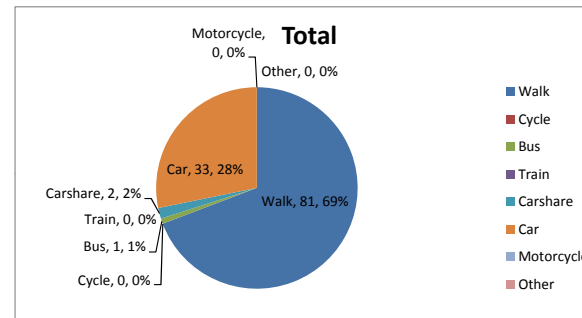
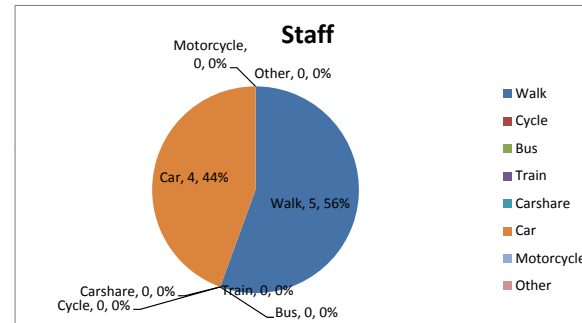
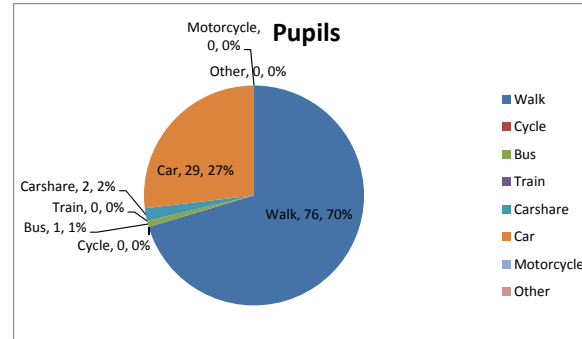
Date of Survey: 20/02/2014

Year: **How do you usually travel to school?**

Nursery	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		23					5			
Staff		3					1				
1	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	20					4				
Staff							2				
1/2	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	12					8				
Staff		2									
3/4	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	12		1		2	5				
Staff							1				
5/6	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	9					7				
Staff											
Total	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	76	0	1	0	2	29	0	0	0	0
Staff		5	0	0	0	0	4	0	0	0	0
Total	Total	81	0	1	0	2	33	0	0	0	0

Total Surveyed 117
 Total Pupils 160
 Percentage 73%

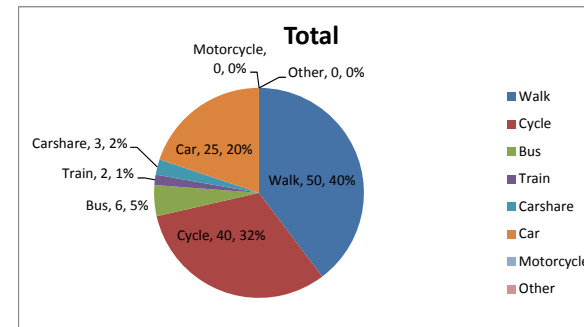
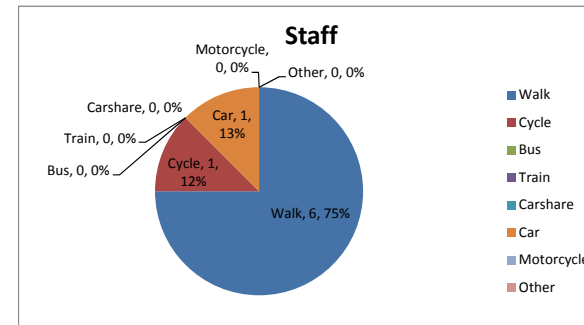
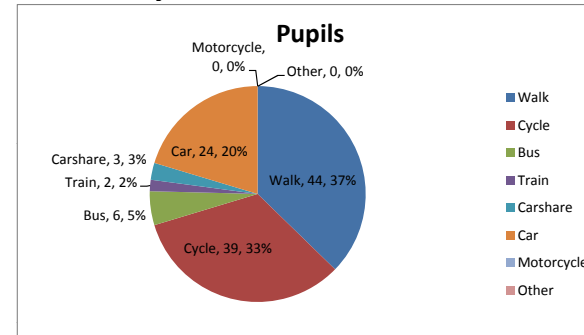
How do you usually travel to school?



Year: **How would you like to Travel to school?**

Nursery	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		23					5			
Staff		3					1				
1	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	8	7	3	1		5				
Staff	1	1									
1/2	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	6	8	1	1		4				
Staff	2										
3/4	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	3	15	2		3	7				
Staff											
5/6	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	4	9				3				
Staff											
Total	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	44	39	6	2	3	24	0	0	0	0
Staff	6	1	0	0	0	1	0	0	0	0	0
Total	Total	50	40	6	2	3	25	0	0	0	0

How would you like to Travel to school?



What would encourage you to travel more environmentally to school?

(more than one option can be chosen here)

Year:	Incentive	Pupils	Staff
Nursery	Provide personal security alarms		
	Improved walking/cycle route		
	Provision of a bicycle		
	Install/upgrade of cycle storage	1	
	Provision of a bicycle user group	1	
	Provision of cycle training	1	
	Provision of school pool bikes	1	
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		

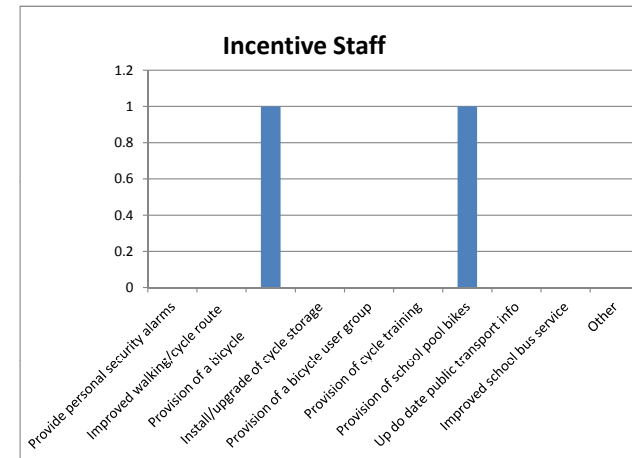
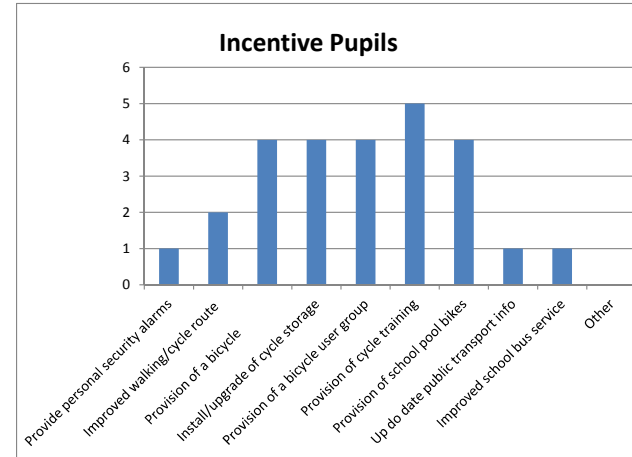
Year:	Incentive	Pupils	Staff
1	Provide personal security alarms		
	Improved walking/cycle route		
	Provision of a bicycle	1	
	Install/upgrade of cycle storage	1	
	Provision of a bicycle user group	1	
	Provision of cycle training	1	
	Provision of school pool bikes	1	
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		

Year:	Incentive	Pupils	Staff
1/2	Provide personal security alarms	1	
	Improved walking/cycle route	1	
	Provision of a bicycle	1	1
	Install/upgrade of cycle storage	1	
	Provision of a bicycle user group	1	
	Provision of cycle training	1	
	Provision of school pool bikes	1	1
	Up do date public transport info	1	
	Improved school bus service	1	
	Other (please list below)		

Year:	Incentive	Pupils	Staff
3/4	Provide personal security alarms		
	Improved walking/cycle route		
	Provision of a bicycle	1	
	Install/upgrade of cycle storage	1	
	Provision of a bicycle user group	1	
	Provision of cycle training	1	
	Provision of school pool bikes	1	
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		

Year:	Incentive	Pupils	Staff
5/6	Provide personal security alarms		
	Improved walking/cycle route	1	
	Provision of a bicycle	1	
	Install/upgrade of cycle storage		
	Provision of a bicycle user group		
	Provision of cycle training	1	
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		

Year:	Incentive	Pupils	Staff
Total	Provide personal security alarms	1	0
	Improved walking/cycle route	2	0
	Provision of a bicycle	4	1
	Install/upgrade of cycle storage	4	0
	Provision of a bicycle user group	4	0
	Provision of cycle training	5	0
	Provision of school pool bikes	4	1
	Up do date public transport info	1	0
	Improved school bus service	1	0
	Other	0	0



Appendix B

Ysgol Gwaun y Nant travel Survey

Notes:

Please complete these for each year group

Nursery pupils - how these pupils travel to the nursery should be included here, but can be obtained by asking parents/carers.

Staff - please answer the same questions as pupils.

Carshare = travelling with people from a different household

Minibus = include with bus

Taxi = include with carshare

Bicycle user group = a group of cyclists cycling together

If more than one type of journey is involved include the final one to arrive at the school

Year:

Form:

Date of Survey:

How do you usually travel to school? (please select one)

Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
Pupils										
Staff										

How would you like to Travel to school? (please select one)

Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
Pupils										
Staff										

**What would encourage you to travel more environmentally to school?
(more than one option can be chosen here)**

Incentive	Pupils	Staff
Provide personal security alarms		
Improved walking/cycle route		
Provision of a bicycle		
Install/upgrade of cycle storage		
Provision of a bicycle user group		
Provision of cycle training		
Provision of school pool bikes		
Up do date public transport info		
Improved school bus service		
Other (please list below)		

Date of Survey: 20/02/2014

Year: **How do you usually travel to school?**

Nursery	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		32	0	0	0	2	41			75
Staff							10			10	10

1	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		11		1			16			28
Staff							3			3	3

2	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		8		1		2	13			24
Staff							2			2	2

3	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		9	1			1	14			25
Staff							1			1	1

4	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		8		1			12			21
Staff							1			1	1

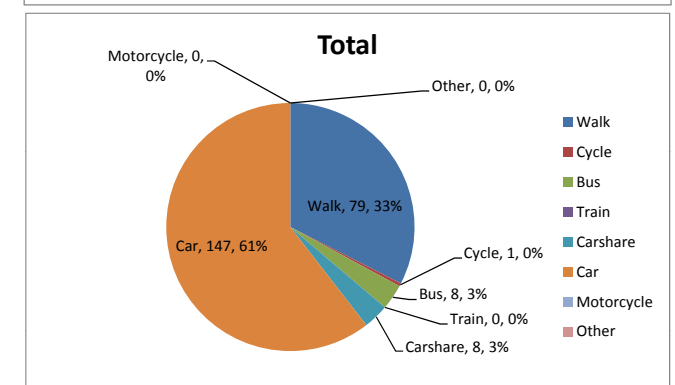
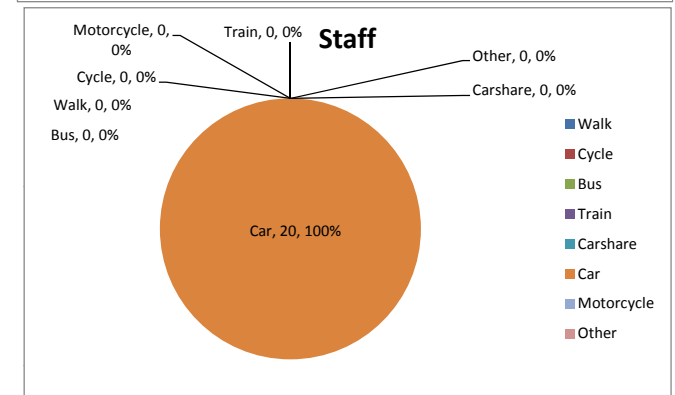
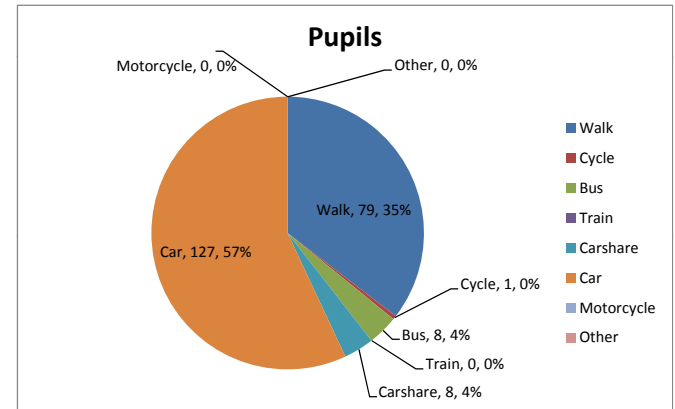
5	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		4					14			18
Staff							1			1	1

6	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		7		5		3	17			32
Staff							2			2	2

Total	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		79	1	8	0	8	127	0	0	223
Staff		0	0	0	0	0	20	0	0	20	20
Total	Total	79	1	8	0	8	147	0	0	243	243

Total Staff Surveyed 20
Total Pupils Surveyed 223
Total Pupils 233 estimated as at 14th January 2014
Percentage 96%
Total Surveyed 243

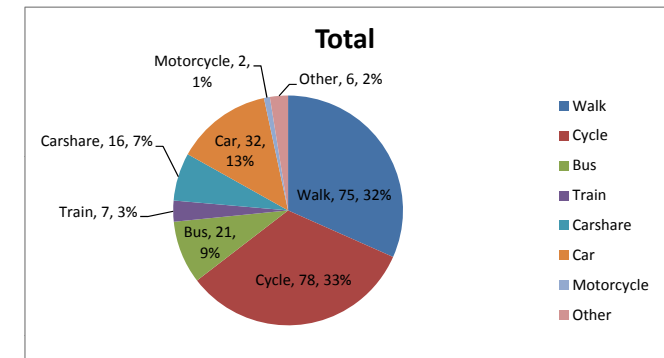
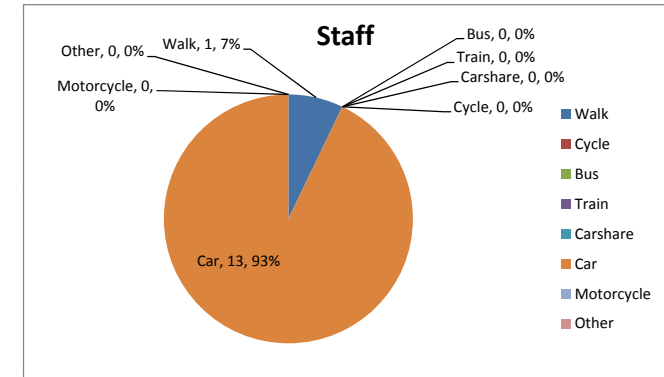
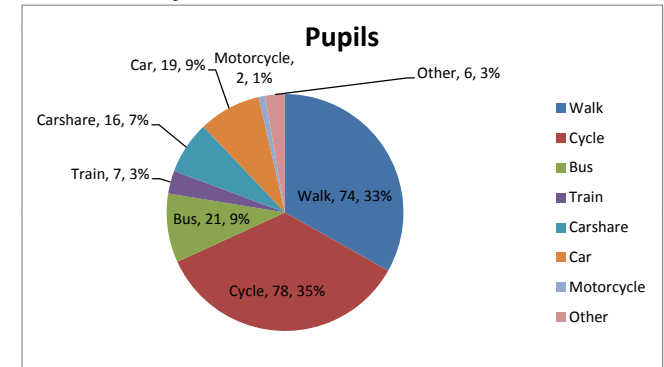
How do you usually travel to school?



Year: **How would you like to Travel to school?**

Nursery	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils		35	8	7	7	6	11	1		75
Staff							4			4	4
1	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	7	14	1		2	4			28	28
	Staff	1					2			3	3
2	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	4	15	5						24	24
	Staff						2			2	2
3	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	4	12				3		6	25	25
	Staff						1			1	1
4	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	4	14	2				1		21	21
	Staff						1			1	1
5	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	9	8				1			18	18
	Staff						1			1	1
6	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	11	7	6		8				32	32
	Staff						2			2	2
Total	Mode	Walk	Cycle	Bus	Train	Carshare	Car	Motorcycle	Other	Total no. surveyed	Total no. present
	Pupils	74	78	21	7	16	19	2	6	223	223
	Staff	1	0	0	0	0	13	0	0	14	14
Total	Total	75	78	21	7	16	32	2	6	237	237

How would you like to Travel to school?

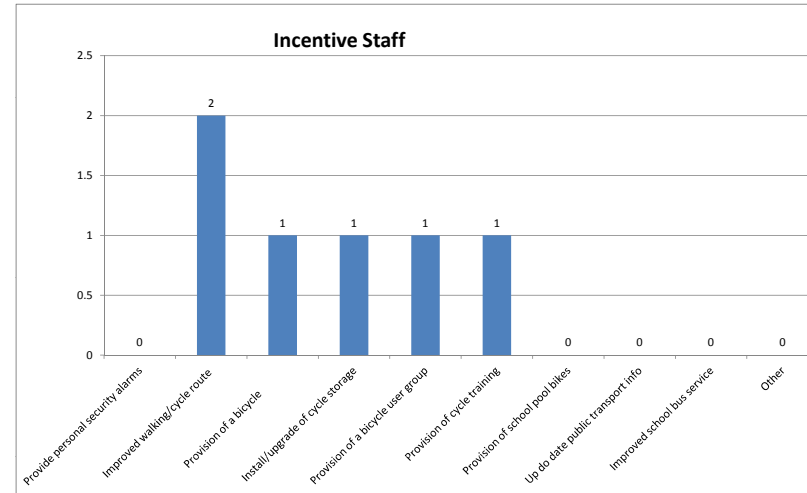
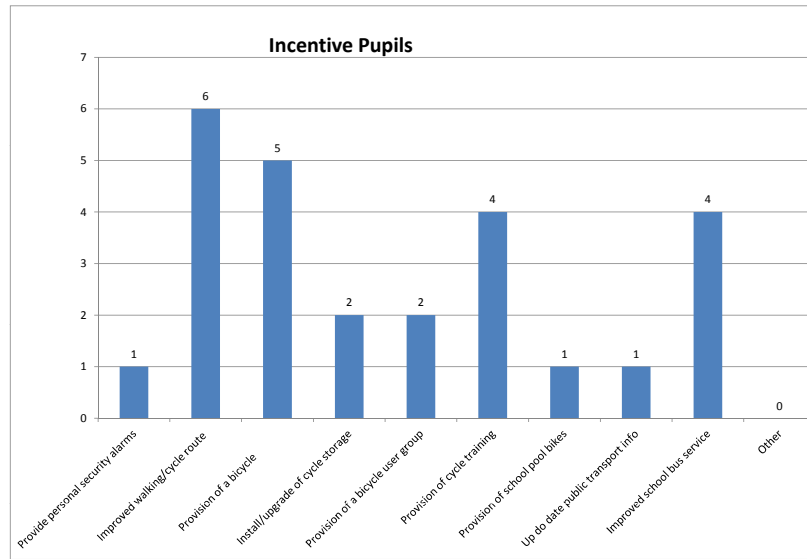


What would encourage you to travel more environmentally to school?

(more than one option can be chosen here)

CAPITA

Year:	Incentive	Pupils	Staff
Nursery	Provide personal security alarms		
	Improved walking/cycle route		
	Provision of a bicycle		
	Install/upgrade of cycle storage		
	Provision of a bicycle user group		
	Provision of cycle training		
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		
1	Provide personal security alarms	1	
	Improved walking/cycle route	1	
	Provision of a bicycle	1	
	Install/upgrade of cycle storage		
	Provision of a bicycle user group	1	
	Provision of cycle training		
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service	1	
	Other (please list below)		
2	Provide personal security alarms		
	Improved walking/cycle route	1	
	Provision of a bicycle	1	
	Install/upgrade of cycle storage		
	Provision of a bicycle user group		
	Provision of cycle training		
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		
3	Provide personal security alarms		
	Improved walking/cycle route	1	1
	Provision of a bicycle	1	1
	Install/upgrade of cycle storage	1	1
	Provision of a bicycle user group	1	1
	Provision of cycle training	1	1
	Provision of school pool bikes	1	
	Up do date public transport info		
	Improved school bus service	1	
	Other (please list below)		
4	Provide personal security alarms		
	Improved walking/cycle route	1	1
	Provision of a bicycle		
	Install/upgrade of cycle storage	1	
	Provision of a bicycle user group		
	Provision of cycle training	1	
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service	1	
	Other (please list below)		
5	Provide personal security alarms		
	Improved walking/cycle route	1	
	Provision of a bicycle	1	
	Install/upgrade of cycle storage		
	Provision of a bicycle user group		
	Provision of cycle training		
	Provision of school pool bikes		
	Up do date public transport info		
	Improved school bus service		
	Other (please list below)		
6	Provide personal security alarms		
	Improved walking/cycle route	1	
	Provision of a bicycle	1	
	Install/upgrade of cycle storage		
	Provision of a bicycle user group	1	
	Provision of cycle training	1	
	Provision of school pool bikes		
	Up do date public transport info	1	
	Improved school bus service	1	
	Other (please list below)		
Total	Provide personal security alarms	1	0
	Improved walking/cycle route	6	2
	Provision of a bicycle	5	1
	Install/upgrade of cycle storage	2	1
	Provision of a bicycle user group	2	1
	Provision of cycle training	4	1
	Provision of school pool bikes	1	0
	Up do date public transport info	1	0
	Improved school bus service	4	0
	Other	0	0



Appendix C

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 04 - EDUCATION

Category : A - PRIMARY

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	1 days
	NR NORTHAMPTONSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	WO WORCESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	MS MERSEYSIDE	2 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	WR WREXHAM	1 days
11	SCOTLAND	
	DU DUNDEE CITY	1 days
	FA FALKIRK	2 days

Capita 52 Grosvenor Gardens London

Licence No: 504501

Filtering Stage 2 selection:

Parameter: Number of pupils
 Actual Range: 92 to 657 (units:)
 Range Selected by User: 92 to 657 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/05 to 07/10/13

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	6 days
Thursday	4 days
Friday	1 days

Selected survey types:

Manual count	19 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	9
Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	5

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	12
Village	4
No Sub Category	2

Filtering Stage 3 selection:

Use Class:

C2	1 days
D1	18 days

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	4 days
10,001 to 15,000	3 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	5 days

Car ownership within 5 miles:

0.6 to 1.0	9 days
1.1 to 1.5	10 days

Capita 52 Grosvenor Gardens London

Licence No: 504501

Filtering Stage 3 selection (Cont.):

Travel Plan:

Yes	2 days
No	17 days

Capita 52 Grosvenor Gardens London

Licence No: 504501

TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES

Calculation factor: 1 PUPILS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate	No. Days	Ave. PUPILS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	1	312	0.000	1	312	0.000	1	312	0.000
06:00 - 07:00	1	312	0.013	1	312	0.003	1	312	0.016
07:00 - 08:00	19	304	0.035	19	304	0.013	19	304	0.048
08:00 - 09:00	19	304	0.280	19	304	0.185	19	304	0.465
09:00 - 10:00	19	304	0.038	19	304	0.067	19	304	0.105
10:00 - 11:00	19	304	0.017	19	304	0.015	19	304	0.032
11:00 - 12:00	19	304	0.032	19	304	0.028	19	304	0.060
12:00 - 13:00	19	304	0.030	19	304	0.036	19	304	0.066
13:00 - 14:00	19	304	0.018	19	304	0.023	19	304	0.041
14:00 - 15:00	19	304	0.056	19	304	0.020	19	304	0.076
15:00 - 16:00	19	304	0.156	19	304	0.208	19	304	0.364
16:00 - 17:00	19	304	0.036	19	304	0.074	19	304	0.110
17:00 - 18:00	19	304	0.024	19	304	0.036	19	304	0.060
18:00 - 19:00	16	302	0.016	16	302	0.021	16	302	0.037
19:00 - 20:00	1	312	0.000	1	312	0.000	1	312	0.000
20:00 - 21:00	1	312	0.000	1	312	0.032	1	312	0.032
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.751			0.761			1.512

Parameter summary

Trip rate parameter range selected: 92 - 657 (units:)
 Survey date range: 01/01/05 - 07/10/13
 Number of weekdays (Monday-Friday): 19
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys manually removed from selection: 0

Capita 52 Grosvenor Gardens London

Licence No: 504501

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 16

85th Percentile = No. 4

Median Values

Arrivals: 0.215

Departures: 0.188

Totals: 0.403

Mean Values

Arrivals: 0.299

Departures: 0.197

Totals: 0.497

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	NR-04-A-01	PRIMARY SCH.	NORTHAMPTON	NORTHAMPTONSHIRE	376	Wed	23/05/07	0.556	0.463	1.019	
2	NT-04-A-01	PRIMARY SCHOOL	NEAR MANSFIELD	NOTTINGHAMSHIRE	150	Mon	19/06/06	0.427	0.347	0.774	
3	WO-04-A-01	PRIMARY SCHOOL	DROITWICH SPA	WORCESTERSHIRE	447	Mon	13/06/05	0.425	0.329	0.754	
4	LE-04-A-01	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	92	Wed	26/09/12	0.489	0.250	0.739	
5	HC-04-A-04	PRIMARY SCHOOL	WINCHESTER	HAMPSHIRE	231	Tue	20/11/07	0.424	0.264	0.688	
6	DV-04-A-03	PRIMARY SCHOOL	PLYMOUTH	DEVON	230	Fri	08/07/05	0.378	0.304	0.682	
7	MS-04-A-01	RC PRIMARY SCH	ST HELENS	MERSEYSIDE	193	Thu	05/10/06	0.409	0.249	0.658	
8	WR-04-A-01	PRIMARY SCHOOL	WREXHAM	WREXHAM	283	Thu	13/10/11	0.322	0.187	0.509	
9	MS-04-A-02	PRIMARY SCHOOL	LIVERPOOL	MERSEYSIDE	264	Thu	13/06/13	0.265	0.167	0.432	
10	TW-04-A-01	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	260	Mon	07/10/13	0.215	0.188	0.403	Yes
11	SC-04-A-01	PRIMARY SCHOOL	NEAR WOKING	SURREY	414	Thu	22/11/12	0.239	0.162	0.401	Yes
12	FA-04-A-02	PRIMARY SCHOOL	NEAR FALKIRK	FALKIRK	304	Wed	25/04/07	0.260	0.138	0.398	
13	FA-04-A-03	PRIMARY SCHOOL	FALKIRK	FALKIRK	452	Mon	03/06/13	0.270	0.124	0.394	
14	LN-04-A-01	PRIMARY SCHOOL	GRANTHAM	LINCOLNSHIRE	312	Wed	12/06/13	0.208	0.151	0.359	
15	NR-04-A-02	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Wed	26/11/08	0.172	0.115	0.287	
16	NY-04-A-03	PRIMARY SCHOOL	NR. SALTBURN-BY-THE	NORTH YORKSHIRE	134	Tue	11/09/07	0.187	0.097	0.284	
17	NY-04-A-01	PRIMARY SCHOOL	TADCASTER	NORTH YORKSHIRE	161	Tue	10/05/05	0.180	0.099	0.279	
18	DU-04-A-01	PRIMARY SCHOOL	DUNDEE	DUNDEE CITY	412	Mon	21/05/12	0.131	0.083	0.214	
19	SF-04-A-02	PRIMARY SCHOOL	IPSWICH	SUFFOLK	657	Wed	21/05/08	0.132	0.035	0.167	

Capita 52 Grosvenor Gardens London

Licence No: 504501

RANK ORDER for Land Use 04 - EDUCATION/A - PRIMARY
VEHICLES

Ranking Type: TOTALS Time Range: 08:00-09:00

WARNING: Using 85th and 15th percentile highlighted trip rates in data sets of under
20 surveys is not recommended by TRICS and may be misleading.

15th Percentile = No. 16

85th Percentile = No. 4

Median Values

Arrivals: 0.215

Departures: 0.188

Totals: 0.403

Mean Values

Arrivals: 0.299

Departures: 0.197

Totals: 0.497

Rank	Site-Ref	Description	Town/City	Area	PUPILS	Day	Date	Trip Rate (Sorted by Totals)			Travel Plan
								Arrivals	Departures	Totals	
1	NR-04-A-01	PRIMARY SCH.	NORTHAMPTON	NORTHAMPTONSHIRE	376	Wed	23/05/07	0.556	0.463	1.019	
2	NT-04-A-01	PRIMARY SCHOOL	NEAR MANSFIELD	NOTTINGHAMSHIRE	150	Mon	19/06/06	0.427	0.347	0.774	
3	WO-04-A-01	PRIMARY SCHOOL	DROITWICH SPA	WORCESTERSHIRE	447	Mon	13/06/05	0.425	0.329	0.754	
4	LE-04-A-01	PRIMARY SCHOOL	LEICESTER	LEICESTERSHIRE	92	Wed	26/09/12	0.489	0.250	0.739	
5	HC-04-A-04	PRIMARY SCHOOL	WINCHESTER	HAMPSHIRE	231	Tue	20/11/07	0.424	0.264	0.688	
6	DV-04-A-03	PRIMARY SCHOOL	PLYMOUTH	DEVON	230	Fri	08/07/05	0.378	0.304	0.682	
7	MS-04-A-01	RC PRIMARY SCH	ST HELENS	MERSEYSIDE	193	Thu	05/10/06	0.409	0.249	0.658	
8	WR-04-A-01	PRIMARY SCHOOL	WREXHAM	WREXHAM	283	Thu	13/10/11	0.322	0.187	0.509	
9	MS-04-A-02	PRIMARY SCHOOL	LIVERPOOL	MERSEYSIDE	264	Thu	13/06/13	0.265	0.167	0.432	
10	TW-04-A-01	PRIMARY SCHOOL	GATESHEAD	TYNE & WEAR	260	Mon	07/10/13	0.215	0.188	0.403	Yes
11	SC-04-A-01	PRIMARY SCHOOL	NEAR WOKING	SURREY	414	Thu	22/11/12	0.239	0.162	0.401	Yes
12	FA-04-A-02	PRIMARY SCHOOL	NEAR FALKIRK	FALKIRK	304	Wed	25/04/07	0.260	0.138	0.398	
13	FA-04-A-03	PRIMARY SCHOOL	FALKIRK	FALKIRK	452	Mon	03/06/13	0.270	0.124	0.394	
14	LN-04-A-01	PRIMARY SCHOOL	GRANTHAM	LINCOLNSHIRE	312	Wed	12/06/13	0.208	0.151	0.359	
15	NR-04-A-02	PRIMARY SCHOOL	NORTHAMPTON	NORTHAMPTONSHIRE	400	Wed	26/11/08	0.172	0.115	0.287	
16	NY-04-A-03	PRIMARY SCHOOL	NR. SALTBURN-BY-THE	NORTH YORKSHIRE	134	Tue	11/09/07	0.187	0.097	0.284	
17	NY-04-A-01	PRIMARY SCHOOL	TADCASTER	NORTH YORKSHIRE	161	Tue	10/05/05	0.180	0.099	0.279	
18	DU-04-A-01	PRIMARY SCHOOL	DUNDEE	DUNDEE CITY	412	Mon	21/05/12	0.131	0.083	0.214	
19	SF-04-A-02	PRIMARY SCHOOL	IPSWICH	SUFFOLK	657	Wed	21/05/08	0.132	0.035	0.167	

Appendix D Traffic Survey Data

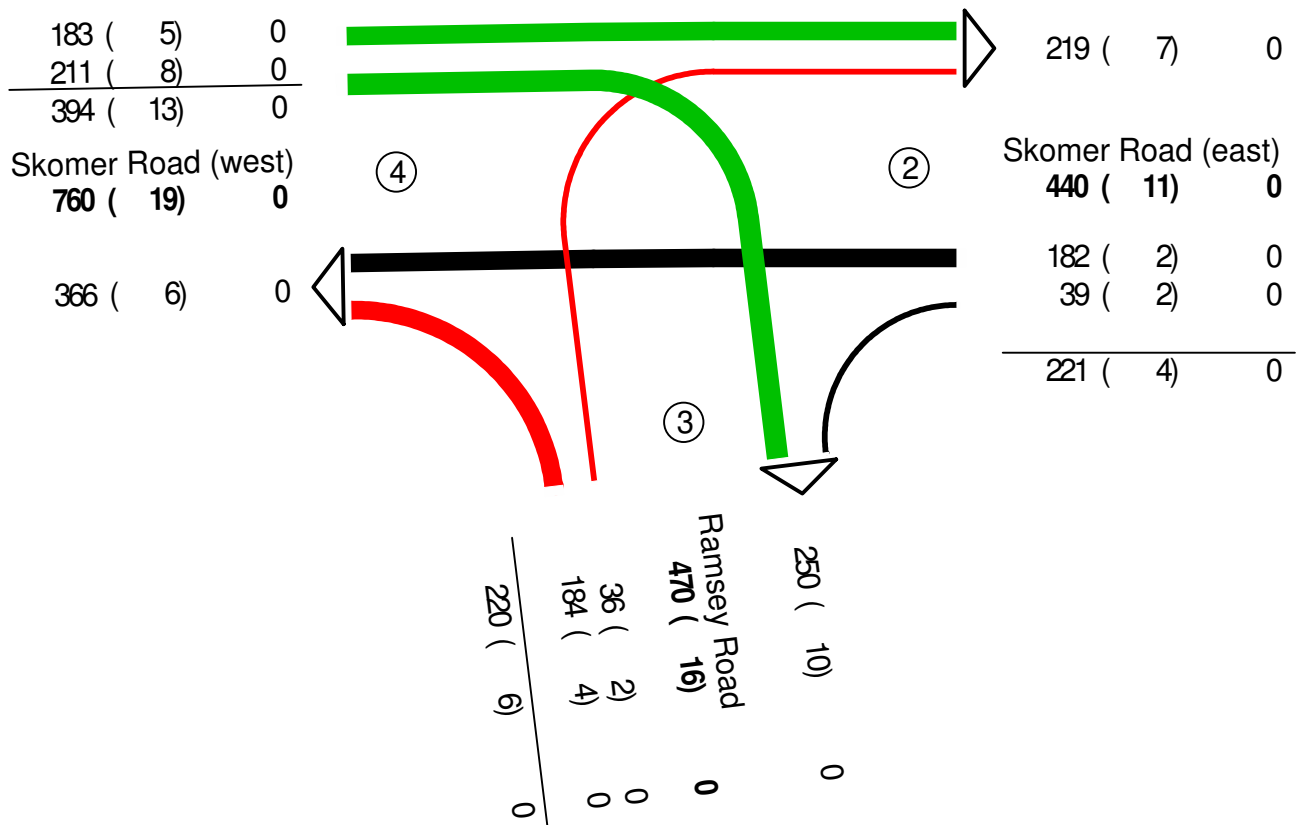


To see all the details that are visible on the screen, use the "Print" link next to the map.

07.15 - 09.15 and 14.45 - 16.45 hrs



Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0331
 place : Skomer Rd / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs
 peak-hour : 08:00 - 09:00 hrs
 2 Skomer Road (east) GC1823
 3 Ramsey Road
 4 Skomer Road (west)



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC

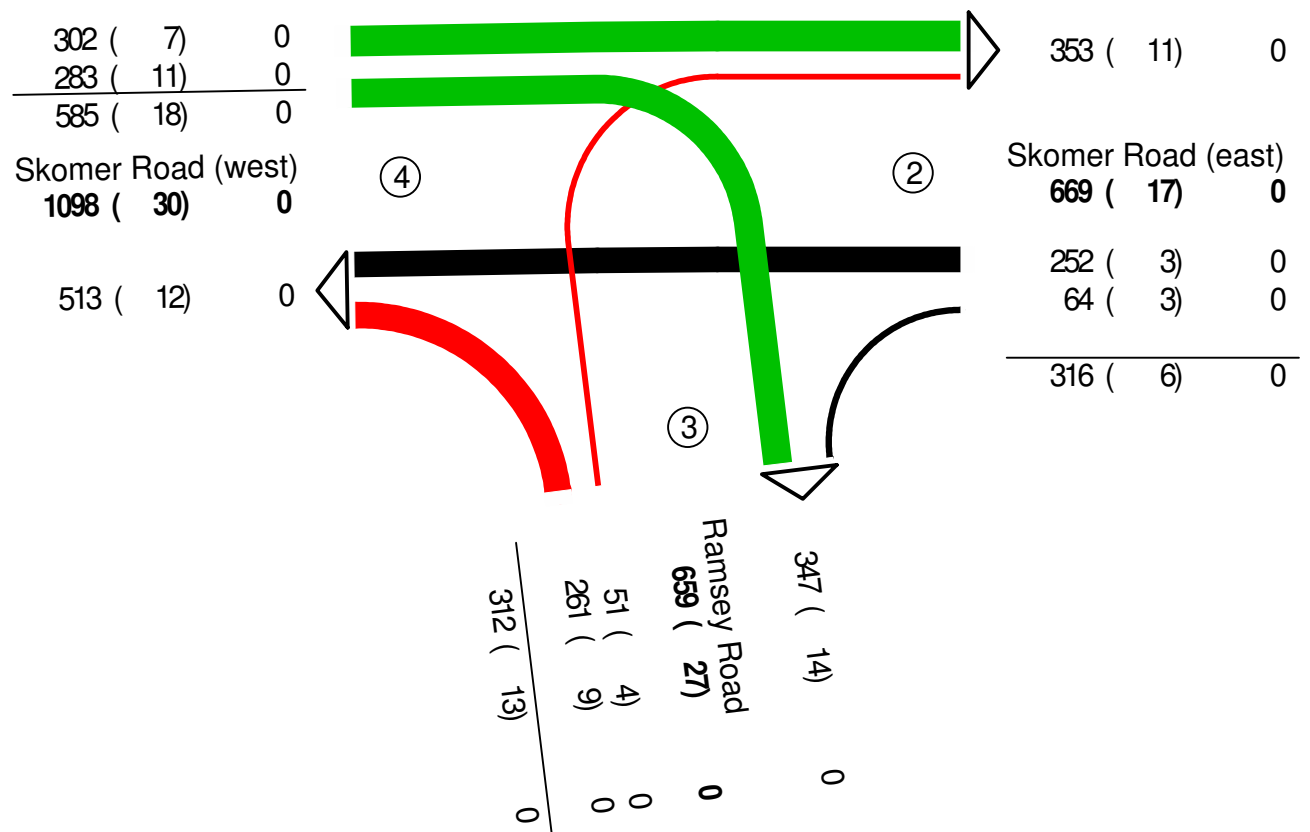


Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0331
 place : Skomer Rd / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs

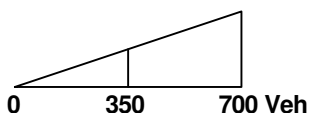


2 Skomer Road (east)
 3 Ramsey Road
 4 Skomer Road (west)

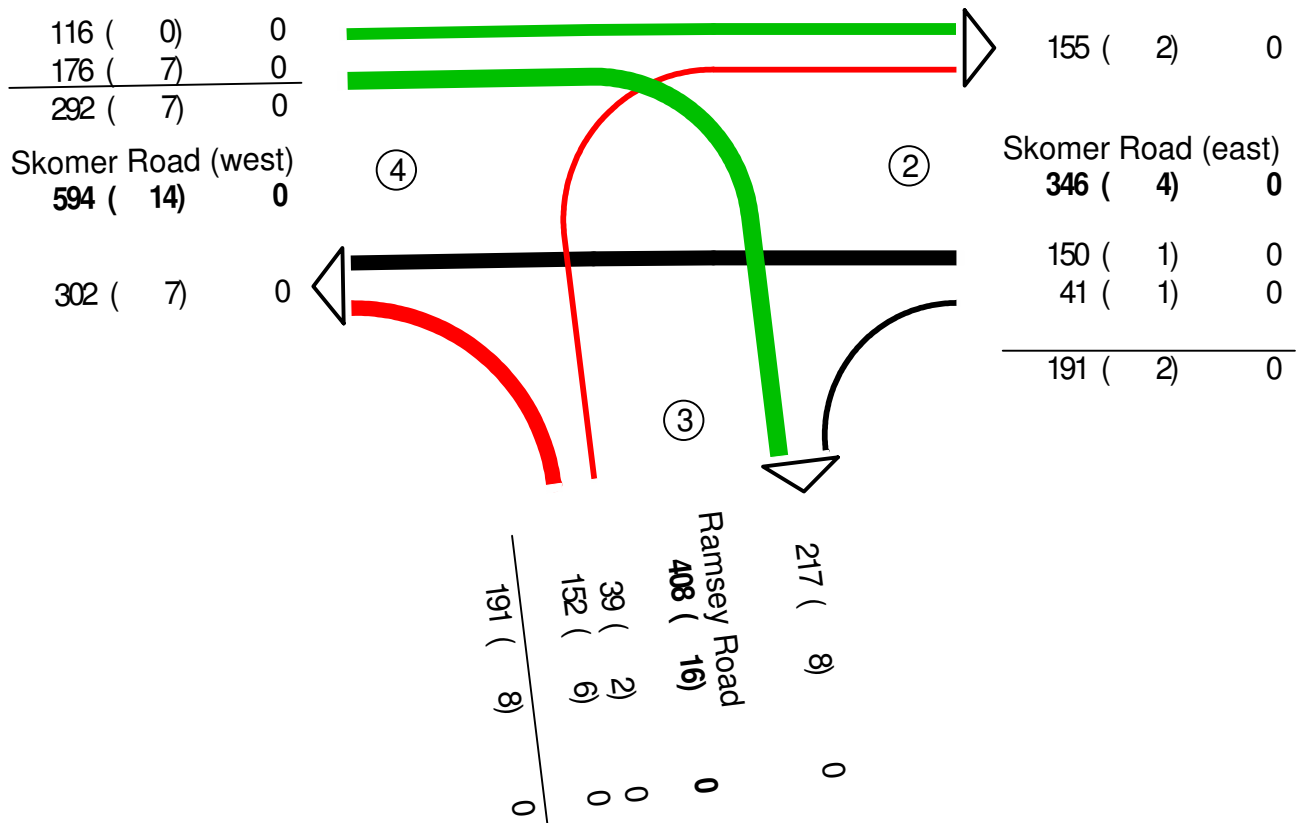
GC1823



Veh (HGV) CYC
 Veh=Car + LGV + HGV + Bus + MCL
 HGV=HGV + Bus
 CYC=CYC



Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0331
 place : Skomer Rd / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs
 peak-hour : 14:45 - 15:45 hrs
 2 Skomer Road (east) GC1823
 3 Ramsey Road
 4 Skomer Road (west)

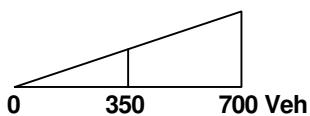


Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC

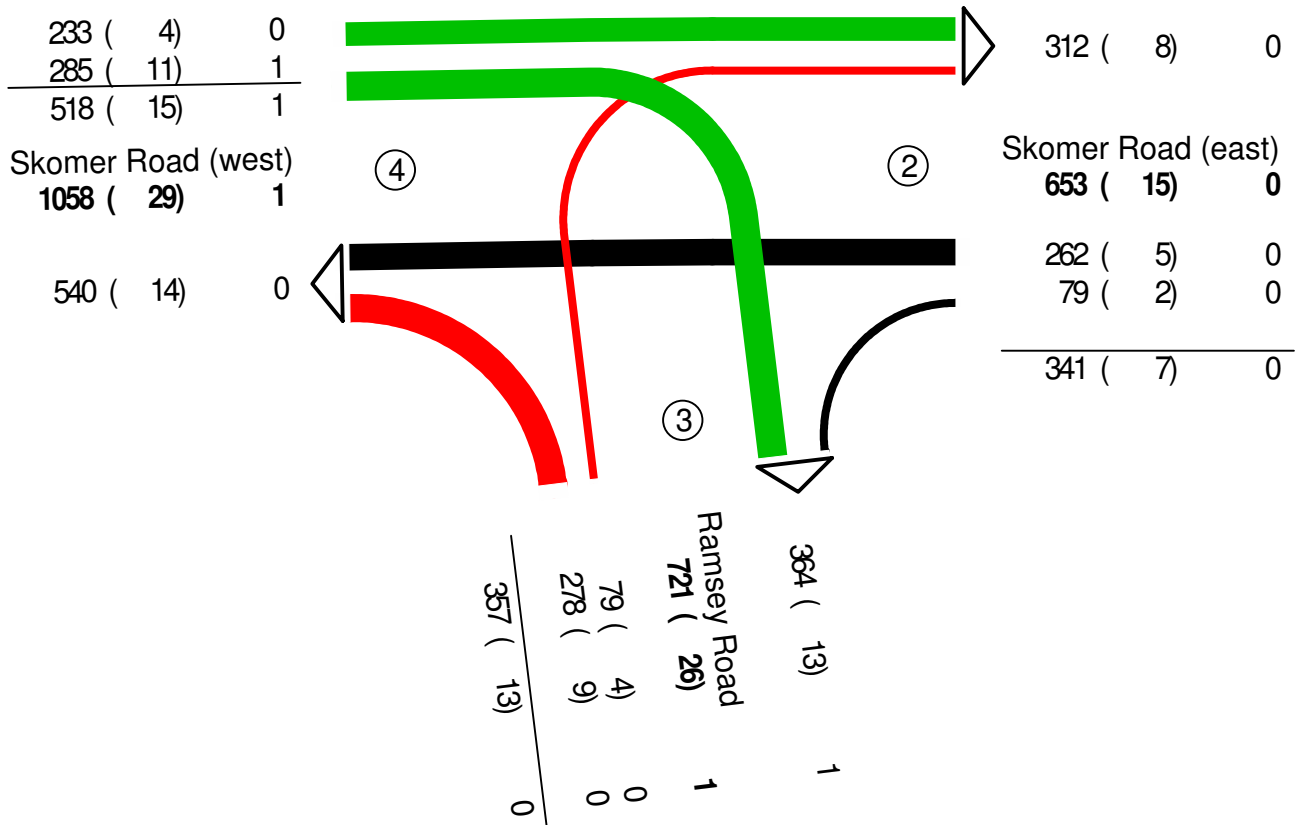


Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0331
 place : Skomer Rd / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs



2 Skomer Road (east)
 3 Ramsey Road
 4 Skomer Road (west)

GC1823



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

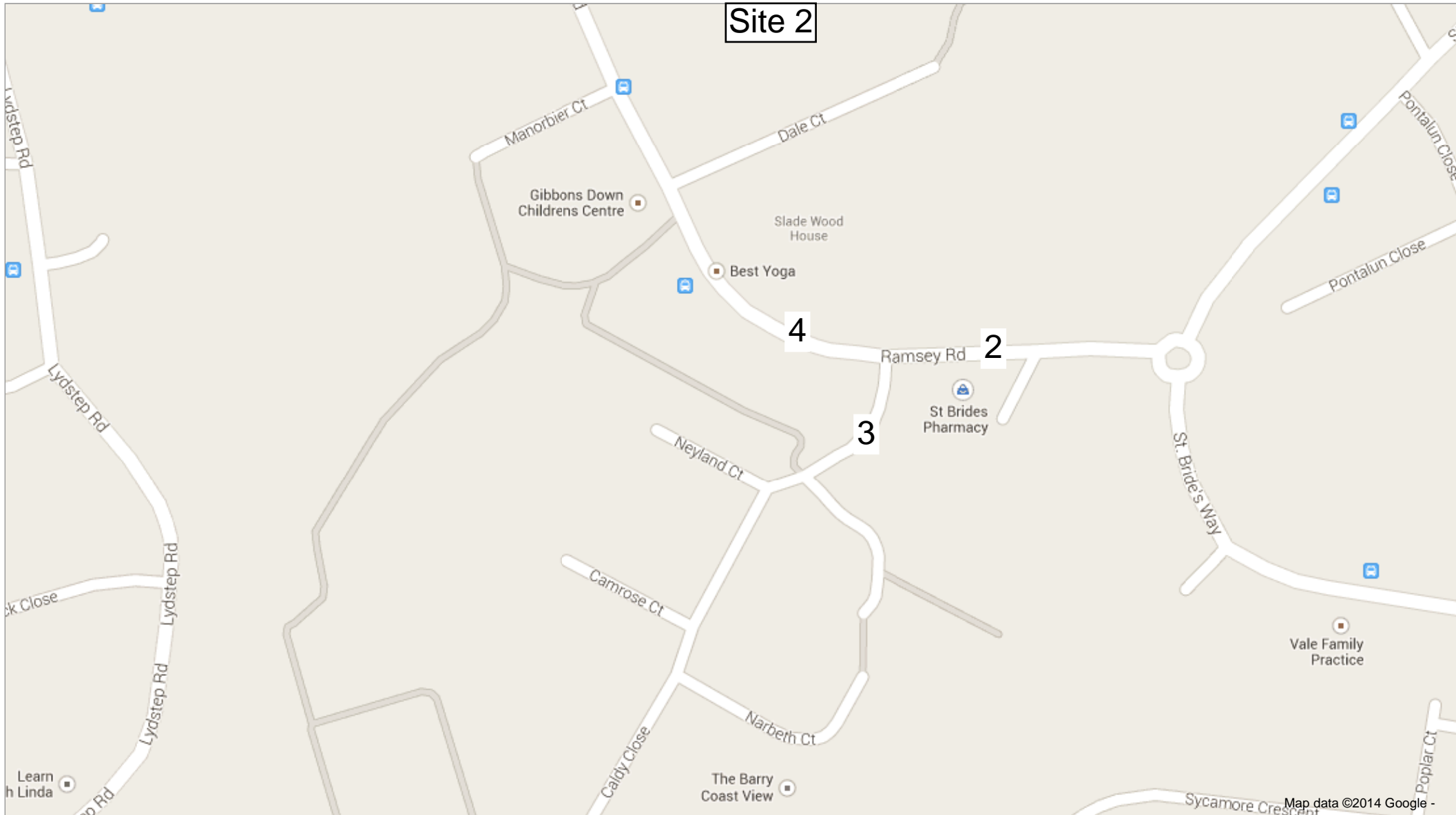
HGV=HGV + Bus

CYC=CYC



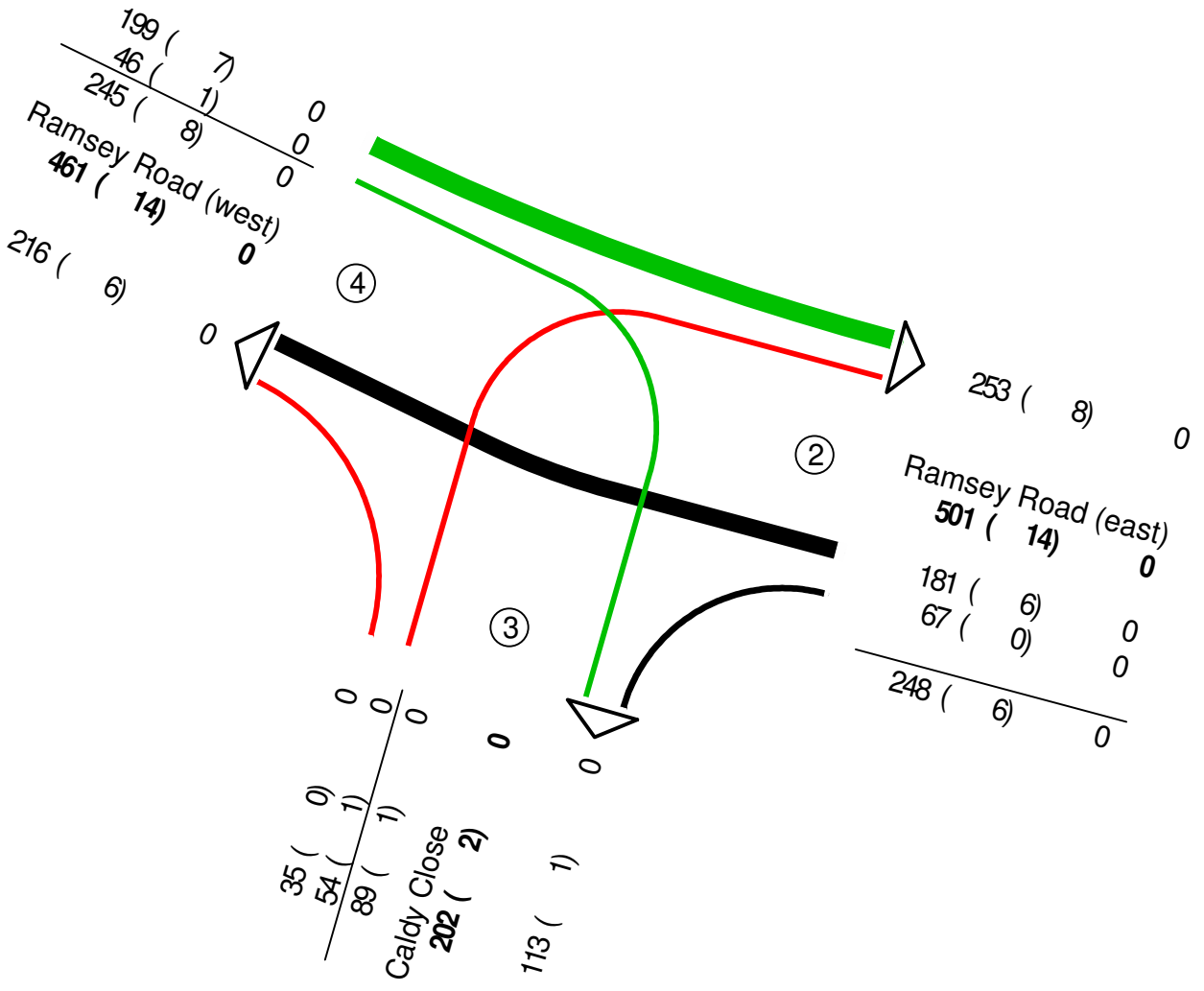
Oakfield Primary and Ysgol Gwaun y Nant, Barry							
Skomer Road/Ramsey Street Junction							
Wednesday 19/03/2014				07.15-09.15 and 14.45-16.45 hrs			
23 Skomer Road (east) -> Ramsey Road							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	5	0	0	0	0	0	5
7:30- 7:45	2	0	0	0	0	0	2
7:45- 8:00	9	0	0	1	0	0	10
8:00- 8:15	5	1	0	0	0	0	6
8:15- 8:30	9	1	0	0	0	0	10
8:30- 8:45	8	2	1	0	0	0	11
8:45- 9:00	11	0	0	1	0	0	12
9:00- 9:15	6	2	0	0	0	0	8
14:45-15:00	14	1	0	1	0	0	16
15:00-15:15	6	0	0	0	0	0	6
15:15-15:30	11	0	0	0	0	0	11
15:30-15:45	8	0	0	0	0	0	8
15:45-16:00	6	3	0	1	0	0	10
16:00-16:15	7	1	0	0	0	0	8
16:15-16:30	9	0	0	0	0	0	9
16:30-16:45	10	1	0	0	0	0	11
24 Skomer Road (east) -> Skomer Road (west)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	6	2	0	0	0	0	8
7:30- 7:45	10	1	0	0	0	0	11
7:45- 8:00	22	5	1	0	0	0	28
8:00- 8:15	43	5	0	0	0	0	48
8:15- 8:30	54	4	0	1	0	0	59
8:30- 8:45	35	6	0	1	0	0	42
8:45- 9:00	29	4	0	0	0	0	33
9:00- 9:15	22	1	0	0	0	0	23
14:45-15:00	51	5	0	1	0	0	57
15:00-15:15	36	3	0	0	1	0	40
15:15-15:30	32	3	0	0	0	0	35
15:30-15:45	18	0	0	0	0	0	18
15:45-16:00	24	7	0	0	0	0	31
16:00-16:15	25	3	0	1	0	0	29
16:15-16:30	19	2	1	2	0	0	24
16:30-16:45	27	1	0	0	0	0	28
32 Ramsey Road -> Skomer Road (east)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	1	0	0	1	0	0	2
7:30- 7:45	1	1	0	0	0	0	2
7:45- 8:00	1	0	0	0	0	0	1
8:00- 8:15	8	0	0	0	0	0	8
8:15- 8:30	4	1	0	1	0	0	6
8:30- 8:45	13	1	1	0	0	0	15
8:45- 9:00	5	2	0	0	0	0	7
9:00- 9:15	8	1	0	1	0	0	10
14:45-15:00	6	2	0	0	0	0	8
15:00-15:15	10	0	0	0	0	0	10
15:15-15:30	12	1	0	2	0	0	15
15:30-15:45	6	0	0	0	0	0	6
15:45-16:00	9	2	0	0	0	0	11
16:00-16:15	6	3	0	0	1	0	10
16:15-16:30	7	0	0	1	0	0	8
16:30-16:45	10	0	0	1	0	0	11

07.15 - 09.15 and 14.45 - 16.45 hrs



Oakfield Primary and Ysgol Gwaun y Nant

site : VA0332
 place : Ramsey Rd / Caldy Close, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs
 peak-hour : 08:00 - 09:00 hrs
 2 Ramsey Road (east) GC1823
 3 Caldy Close
 4 Ramsey Road (west)



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC

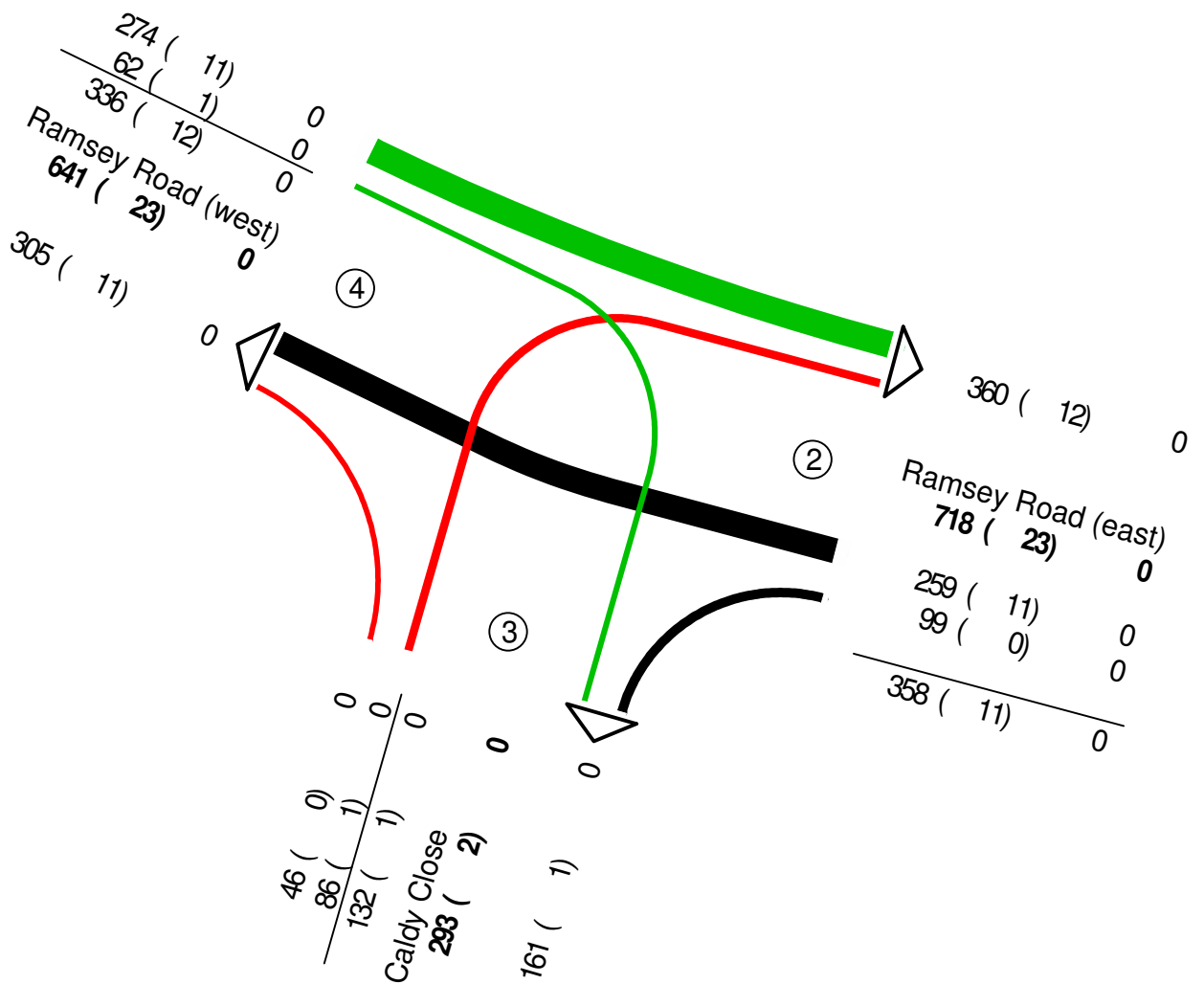


Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0332
 place : Ramsey Rd / Caldy Close, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs



2 Ramsey Road (east)
 3 Caldy Close
 4 Ramsey Road (west)

GC1823



Veh (HGV) CYC

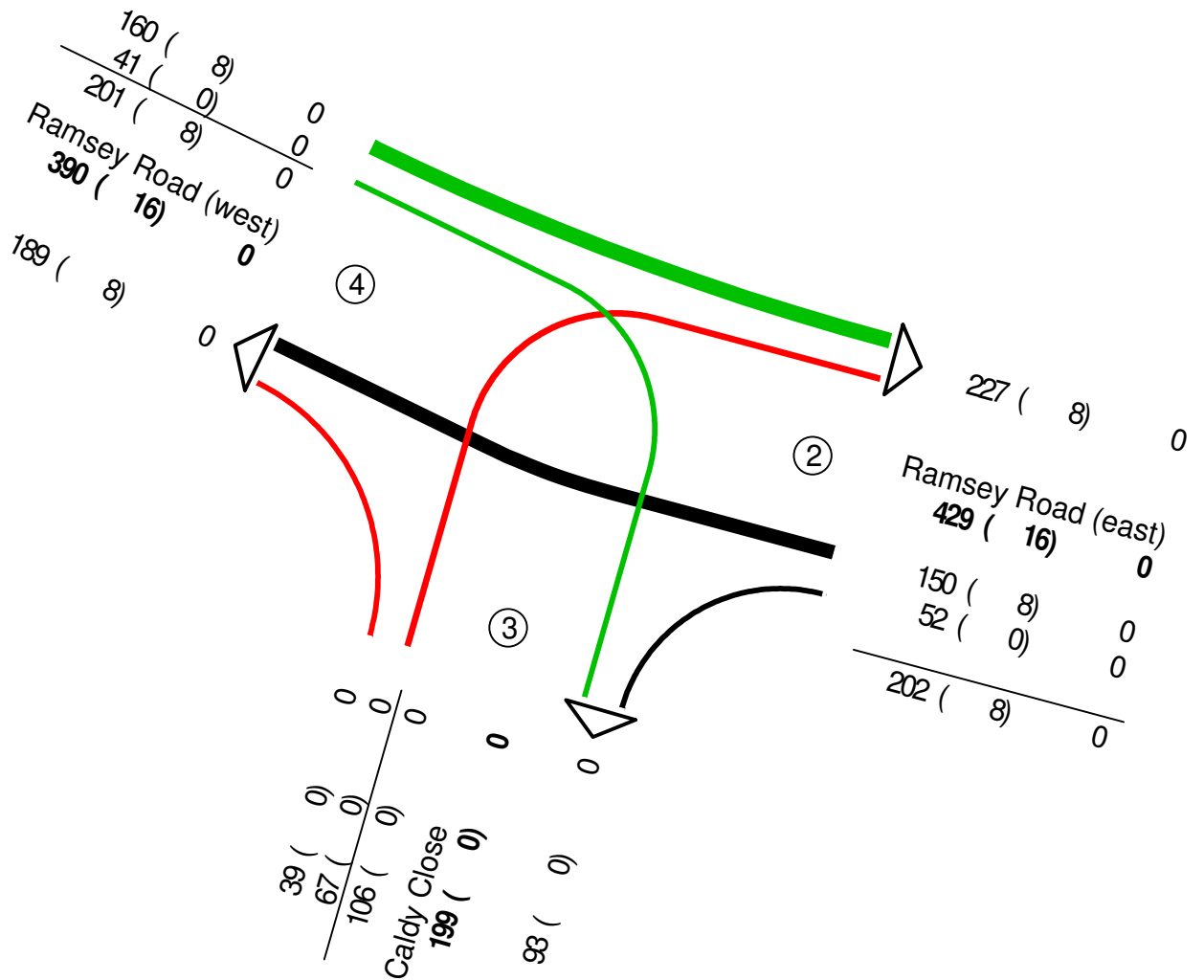
Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC



Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0332
 place : Ramsey Rd / Caldy Close, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs
 peak-hour : 14:45 - 15:45 hrs
 2 Ramsey Road (east) GC1823
 3 Caldy Close
 4 Ramsey Road (west)



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC

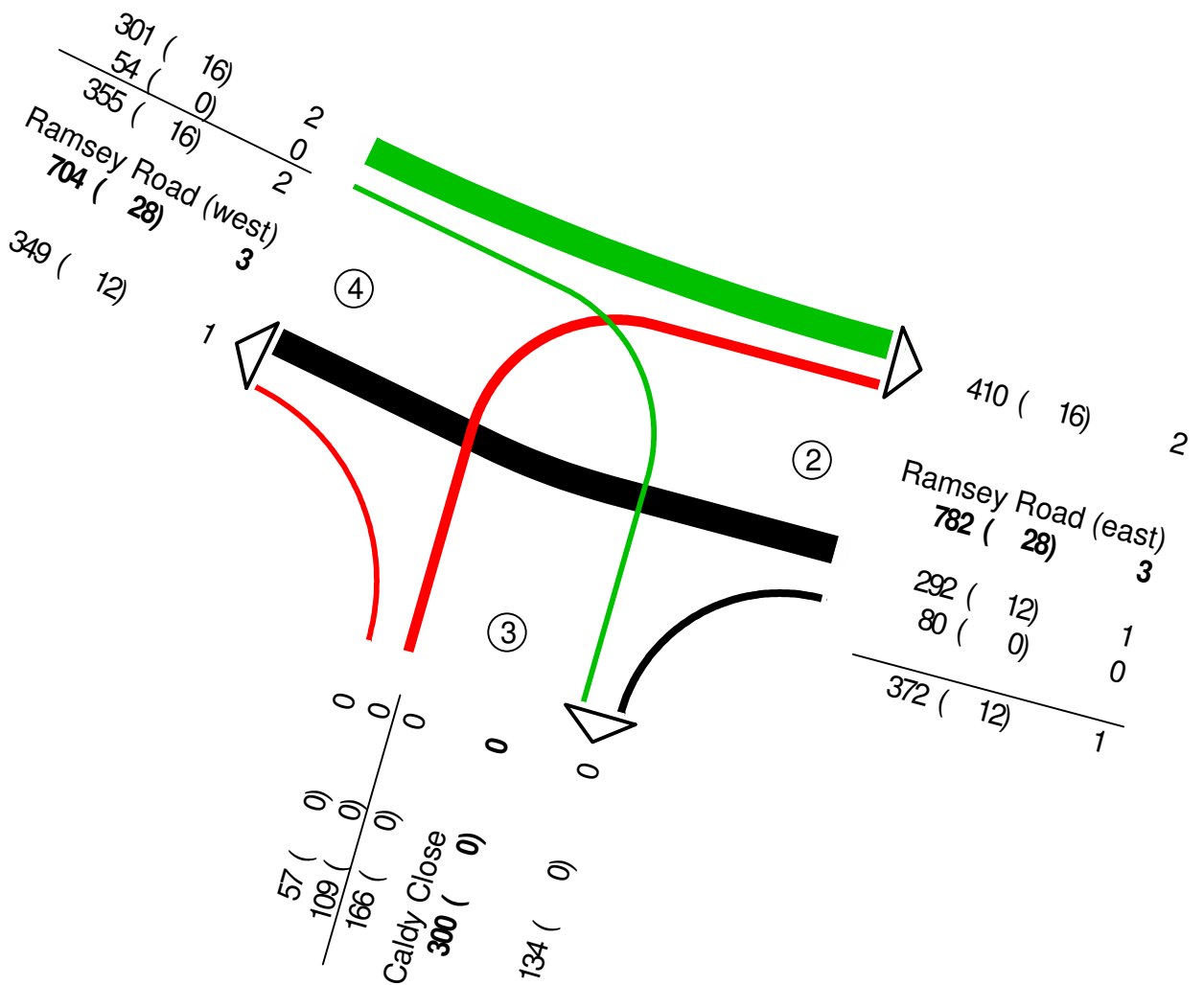


Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0332
 place : Ramsey Rd / Caldy Close, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs



2 Ramsey Road (east)
 3 Caldy Close
 4 Ramsey Road (west)

GC1823

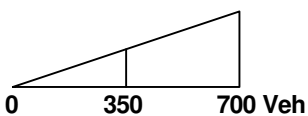


Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC



Oakfield Primary and Ysgol Gwaun y Nant, Barry							
Caldy Close/Ramsey Street Junction							
Wednesday 19/03/2014				07.15-09.15 and 14.45-16.45 hrs			
23 Ramsey Road (east) -> Caldly Close							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	4	1	0	0	0	0	5
7:30- 7:45	10	1	0	0	0	0	11
7:45- 8:00	7	2	0	0	0	0	9
8:00- 8:15	16	1	0	0	0	0	17
8:15- 8:30	34	3	0	0	0	0	37
8:30- 8:45	6	0	0	0	0	0	6
8:45- 9:00	4	3	0	0	0	0	7
9:00- 9:15	6	1	0	0	0	0	7
14:45-15:00	21	2	0	0	0	0	23
15:00-15:15	14	0	0	0	0	0	14
15:15-15:30	8	1	0	0	0	0	9
15:30-15:45	6	0	0	0	0	0	6
15:45-16:00	9	0	0	0	0	0	9
16:00-16:15	8	1	0	0	0	0	9
16:15-16:30	5	0	0	0	0	0	5
16:30-16:45	4	1	0	0	0	0	5
24 Ramsey Road (east) -> Ramsey Road (west)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	6	2	1	1	0	0	10
7:30- 7:45	8	2	0	0	0	0	10
7:45- 8:00	19	3	1	1	0	0	24
8:00- 8:15	49	3	0	1	0	0	53
8:15- 8:30	59	7	2	1	0	0	69
8:30- 8:45	34	4	1	1	0	0	40
8:45- 9:00	16	3	0	0	0	0	19
9:00- 9:15	27	6	0	1	0	0	34
14:45-15:00	30	5	1	3	0	0	39
15:00-15:15	22	2	0	1	0	0	25
15:15-15:30	37	4	0	2	0	0	43
15:30-15:45	39	3	0	1	0	0	43
15:45-16:00	35	5	0	0	0	0	40
16:00-16:15	35	4	0	1	1	1	41
16:15-16:30	23	5	0	1	1	0	30
16:30-16:45	24	4	1	1	1	0	31
32 Caldly Close -> Ramsey Road (east)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	2	0	0	0	0	0	2
7:30- 7:45	15	1	0	0	0	0	16
7:45- 8:00	2	2	0	0	0	0	4
8:00- 8:15	5	0	0	0	0	0	5
8:15- 8:30	9	3	0	0	0	0	12
8:30- 8:45	23	3	0	0	0	0	26
8:45- 9:00	10	0	1	0	0	0	11
9:00- 9:15	9	1	0	0	0	0	10
14:45-15:00	3	1	0	0	0	0	4
15:00-15:15	36	3	0	0	0	0	39
15:15-15:30	21	0	0	0	0	0	21
15:30-15:45	3	0	0	0	0	0	3
15:45-16:00	7	0	0	0	0	0	7
16:00-16:15	6	1	0	0	0	0	7
16:15-16:30	9	1	0	0	0	0	10
16:30-16:45	16	2	0	0	0	0	18

Oakfield Primary and Ysgol Gwaun y Nant, Barry							
Caldy Close/Ramsey Street Junction							
Wednesday 19/03/2014		07.15-09.15 and 14.45-16.45 hrs					
34 Caldy Close -> Ramsey Road (west)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	0	0	0	0	0	0	0
7:30- 7:45	2	0	0	0	0	0	2
7:45- 8:00	2	0	0	0	0	0	2
8:00- 8:15	5	0	0	0	0	0	5
8:15- 8:30	9	1	0	0	0	0	10
8:30- 8:45	15	0	0	0	0	0	15
8:45- 9:00	4	1	0	0	0	0	5
9:00- 9:15	7	0	0	0	0	0	7
14:45-15:00	1	0	0	0	0	0	1
15:00-15:15	23	0	0	0	0	0	23
15:15-15:30	11	1	0	0	0	0	12
15:30-15:45	3	0	0	0	0	0	3
15:45-16:00	3	1	0	0	0	0	4
16:00-16:15	2	0	0	0	0	0	2
16:15-16:30	5	0	0	0	0	0	5
16:30-16:45	7	0	0	0	0	0	7
42 Ramsey Road (west) -> Ramsey Road (east)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	4	3	1	0	0	0	8
7:30- 7:45	10	3	1	0	0	0	14
7:45- 8:00	16	2	0	2	0	0	20
8:00- 8:15	29	4	1	0	0	0	34
8:15- 8:30	49	3	0	2	0	0	54
8:30- 8:45	46	5	0	1	0	0	52
8:45- 9:00	54	2	0	3	0	0	59
9:00- 9:15	29	4	0	0	0	0	33
14:45-15:00	29	2	0	3	1	0	35
15:00-15:15	63	3	0	2	0	0	68
15:15-15:30	23	2	0	1	0	0	26
15:30-15:45	25	3	0	2	1	0	31
15:45-16:00	26	6	1	2	1	0	36
16:00-16:15	27	4	1	2	0	1	34
16:15-16:30	31	6	1	1	2	1	41
16:30-16:45	26	3	0	0	1	0	30
43 Ramsey Road (west) -> Caldy Close							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	4	0	0	0	0	0	4
7:30- 7:45	3	0	0	0	0	0	3
7:45- 8:00	6	1	0	0	0	0	7
8:00- 8:15	13	0	0	0	0	0	13
8:15- 8:30	15	0	0	0	0	0	15
8:30- 8:45	7	1	1	0	0	0	9
8:45- 9:00	7	2	0	0	0	0	9
9:00- 9:15	2	0	0	0	0	0	2
14:45-15:00	14	1	0	0	0	0	15
15:00-15:15	7	1	0	0	0	0	8
15:15-15:30	10	1	0	0	0	0	11
15:30-15:45	7	0	0	0	0	0	7
15:45-16:00	4	0	0	0	0	0	4
16:00-16:15	0	0	0	0	0	0	0
16:15-16:30	5	0	0	0	0	0	5
16:30-16:45	2	1	0	0	1	0	4

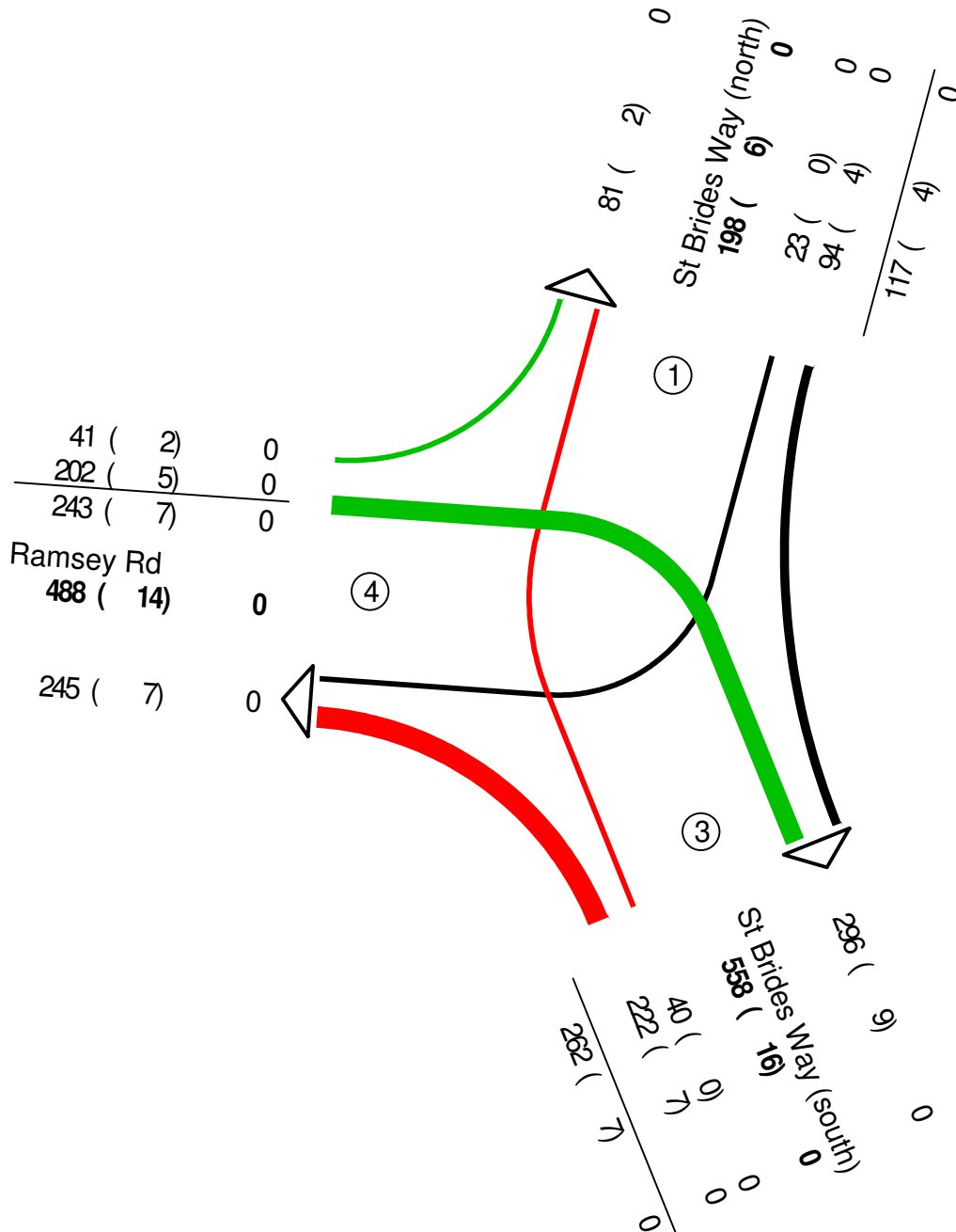
07.15 - 09.15 and 14.45 - 16.45 hrs



Oakfield Primary and Ysgol Gwaun y Nant

site : VA0333
 place : St Brides / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs
 peak-hour : 08:00 - 09:00 hrs
 1 St Brides Way (north)
 3 St Brides Way (south)
 4 Ramsey Rd

GC1823



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC



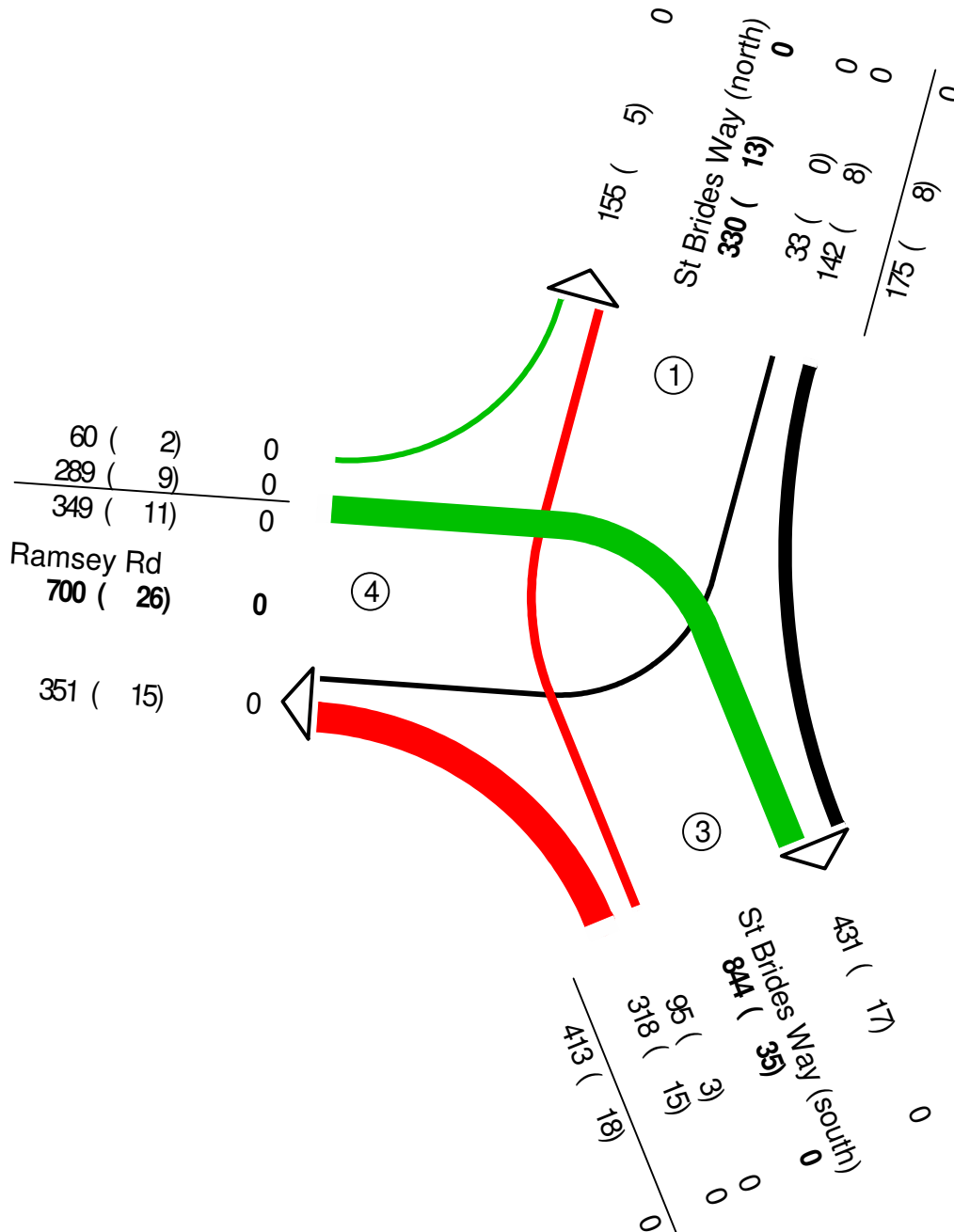
Oakfield Primary and Ysgol Gwaun y Nant

site : VA0333
 place : St Brides / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 07:15 - 09:15 hrs



1 St Brides Way (north)
 3 St Brides Way (south)
 4 Ramsey Rd

GC1823



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

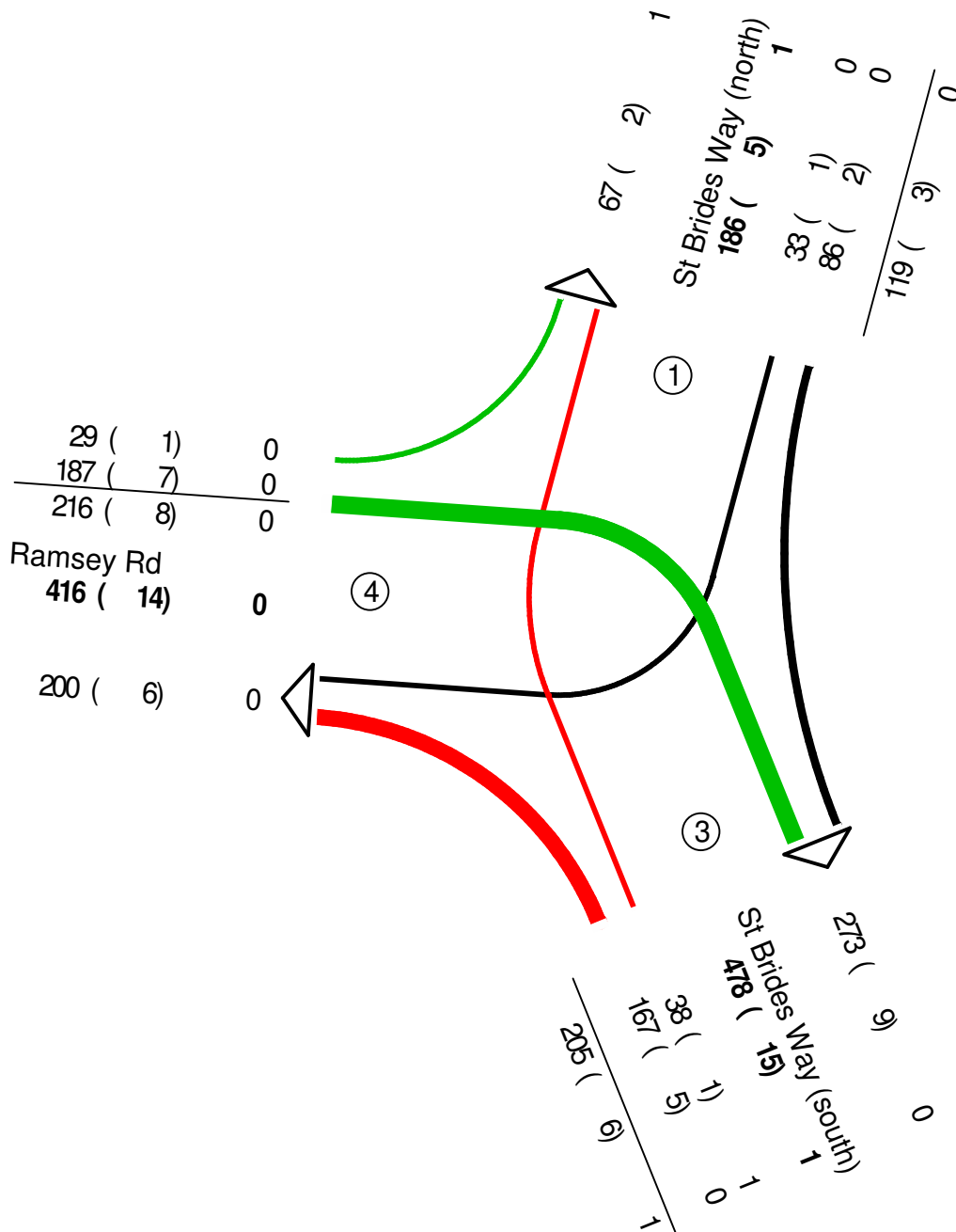
CYC=CYC



Oakfield Primary and Ysgol Gwaun y Nant

site : VA0333
 place : St Brides / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs
 peak-hour : 14:45 - 15:45 hrs
 1 St Brides Way (north)
 3 St Brides Way (south)
 4 Ramsey Rd

GC1823



Veh (HGV) CYC

Veh=Car + LGV + HGV + Bus + MCL

HGV=HGV + Bus

CYC=CYC

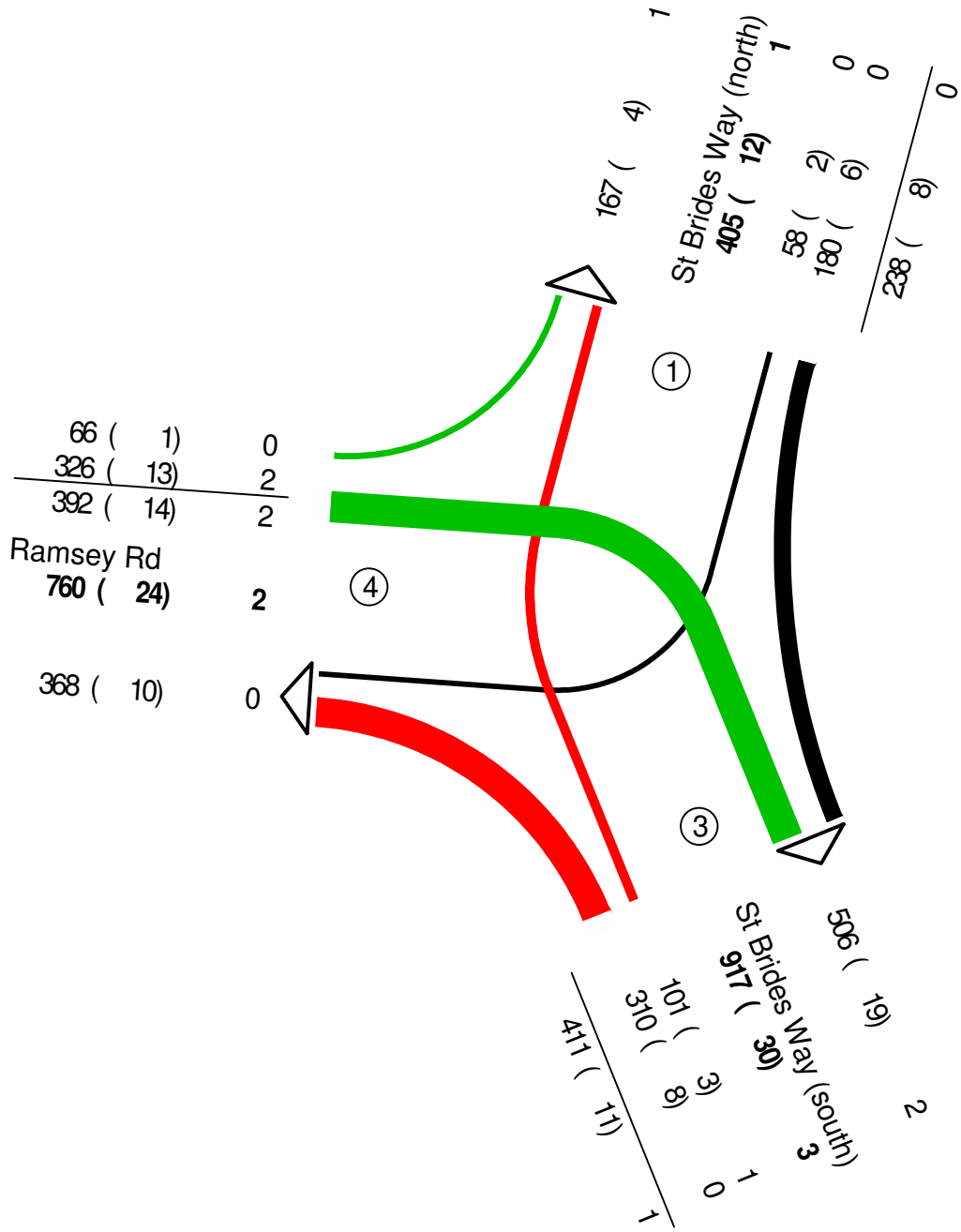


Oakfield Primary and Ysgol Gwaun y Nant
 site : VA0333
 place : St Brides / Ramsey Rd, Barry
 date : Wednesday, 19/03/2014
 block : 14:45 - 16:45 hrs

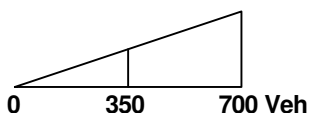


1 St Brides Way (north)
 3 St Brides Way (south)
 4 Ramsey Rd

GC1823



Veh (HGV) CYC
 Veh=Car + LGV + HGV + Bus + MCL
 HGV=HGV + Bus
 CYC=CYC



Oakfield Primary and Ysgol Gwaun y Nant, Barry							
St Bride's Way/Ramsey Street Junction							
Wednesday 19/03/2014				07.15-09.15 and 14.45-16.45 hrs			
13 St Brides Way (north) -> St Brides Way (south)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	3	1	1	0	0	0	5
7:30- 7:45	10	2	1	0	0	0	13
7:45- 8:00	11	3	0	1	0	0	15
8:00- 8:15	16	2	0	2	0	0	20
8:15- 8:30	16	3	0	0	0	0	19
8:30- 8:45	26	3	0	2	0	0	31
8:45- 9:00	19	4	0	0	1	0	24
9:00- 9:15	12	2	0	1	0	0	15
14:45-15:00	12	1	0	1	0	0	14
15:00-15:15	23	3	0	0	0	0	26
15:15-15:30	23	4	0	1	0	0	28
15:30-15:45	17	1	0	0	0	0	18
15:45-16:00	15	3	0	1	0	0	19
16:00-16:15	16	4	0	0	1	0	21
16:15-16:30	19	2	0	2	1	0	24
16:30-16:45	23	6	0	1	0	0	30
14 St Brides Way (north) -> Ramsey Rd							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	0	0	0	0	0	0	0
7:30- 7:45	2	0	0	0	0	0	2
7:45- 8:00	2	0	0	0	0	0	2
8:00- 8:15	5	0	0	0	0	0	5
8:15- 8:30	10	0	0	0	0	0	10
8:30- 8:45	4	0	0	0	0	0	4
8:45- 9:00	3	1	0	0	0	0	4
9:00- 9:15	5	1	0	0	0	0	6
14:45-15:00	7	1	0	0	0	0	8
15:00-15:15	10	0	0	0	0	0	10
15:15-15:30	8	0	1	0	0	0	9
15:30-15:45	5	1	0	0	0	0	6
15:45-16:00	8	0	0	1	0	0	9
16:00-16:15	5	1	0	0	0	0	6
16:15-16:30	3	0	0	0	0	0	3
16:30-16:45	5	2	0	0	0	0	7
31 St Brides Way (south) -> St Brides Way (north)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	9	4	0	0	0	0	13
7:30- 7:45	10	4	0	1	0	0	15
7:45- 8:00	7	1	0	1	0	0	9
8:00- 8:15	9	3	0	0	0	0	12
8:15- 8:30	14	1	0	0	0	0	15
8:30- 8:45	5	0	0	0	0	0	5
8:45- 9:00	7	0	0	0	1	0	8
9:00- 9:15	15	2	0	1	0	0	18
14:45-15:00	11	0	0	0	0	0	11
15:00-15:15	3	1	0	0	0	0	4
15:15-15:30	5	0	0	0	0	0	5
15:30-15:45	15	2	0	1	0	1	18
15:45-16:00	17	2	0	1	0	0	20
16:00-16:15	11	2	0	1	0	0	14
16:15-16:30	13	1	0	0	0	0	14
16:30-16:45	12	3	0	0	0	0	15

Oakfield Primary and Ysgol Gwaun y Nant, Barry							
St Bride's Way/Ramsey Street Junction							
Wednesday 19/03/2014		07.15-09.15 and 14.45-16.45 hrs					
34 St Brides Way (south) -> Ramsey Rd							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	9	3	1	1	0	0	14
7:30- 7:45	12	4	0	0	0	0	16
7:45- 8:00	20	6	1	1	0	0	28
8:00- 8:15	60	2	0	1	0	0	63
8:15- 8:30	83	6	2	1	0	0	92
8:30- 8:45	40	1	1	1	0	0	43
8:45- 9:00	20	3	0	1	0	0	24
9:00- 9:15	28	4	1	3	2	0	38
14:45-15:00	42	11	0	0	0	0	53
15:00-15:15	27	3	0	1	0	0	31
15:15-15:30	36	4	0	2	0	0	42
15:30-15:45	37	2	0	2	0	0	41
15:45-16:00	34	6	0	0	0	0	40
16:00-16:15	31	5	0	1	2	0	39
16:15-16:30	26	5	0	0	1	0	32
16:30-16:45	23	7	1	1	0	0	32
41 Ramsey Rd -> St Brides Way (north)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	2	0	0	0	0	0	2
7:30- 7:45	6	0	0	0	0	0	6
7:45- 8:00	0	2	0	0	0	0	2
8:00- 8:15	7	1	1	0	0	0	9
8:15- 8:30	4	1	0	1	0	0	6
8:30- 8:45	14	2	0	0	0	0	16
8:45- 9:00	8	2	0	0	0	0	10
9:00- 9:15	8	1	0	0	0	0	9
14:45-15:00	1	2	0	0	0	0	3
15:00-15:15	7	4	0	0	0	0	11
15:15-15:30	9	1	0	0	0	0	10
15:30-15:45	1	3	0	1	0	0	5
15:45-16:00	9	1	0	0	0	0	10
16:00-16:15	6	0	0	0	0	0	6
16:15-16:30	6	1	0	0	1	0	8
16:30-16:45	11	2	0	0	0	0	13
43 Ramsey Rd -> St Brides Way (south)							
	Car	LGV	HGV	Bus	Motorcycle	Bicycle	Total Vehicles
7:15- 7:30	6	3	1	0	0	0	10
7:30- 7:45	16	5	1	0	0	0	22
7:45- 8:00	16	2	0	2	0	0	20
8:00- 8:15	21	5	0	0	0	0	26
8:15- 8:30	52	3	0	1	0	0	56
8:30- 8:45	51	8	0	1	0	0	60
8:45- 9:00	51	6	1	2	0	0	60
9:00- 9:15	25	10	0	0	0	0	35
14:45-15:00	32	5	0	3	1	0	41
15:00-15:15	77	5	0	2	0	0	84
15:15-15:30	32	3	0	1	0	0	36
15:30-15:45	23	1	0	1	1	0	26
15:45-16:00	25	6	1	2	0	0	34
16:00-16:15	25	7	1	0	0	1	33
16:15-16:30	30	6	1	1	1	1	39
16:30-16:45	28	5	0	0	0	0	33

Oakfield Primary and Ysgol Gwaun y Nant, Barry								
Pedestrian Crossing on zebra crossing on Ramsey Road								
Thursday 27/03/2014								
07.45-09.15 and 14.30-16.00 hrs								
13 Ramsey Road (north) -> Ramsey Road south)								
	Adult	Child	OAP	Disabled	Pram	Adult Cyclist	Child cyclist	Total
7:45- 8:00	0	2	0	0	0	0	0	2
8:00- 8:15	3	5	0	0	0	0	1	9
8:15- 8:30	4	3	0	0	0	0	0	7
8:30- 8:45	7	8	0	0	0	0	0	15
8:45- 9:00	3	5	0	0	0	0	0	8
9:00- 9:15	7	4	0	0	1	0	0	12
14:30-14:45	0	0	0	0	1	0	0	1
14:45-15:00	3	0	0	0	0	0	0	3
15:00-15:15	4	3	0	0	1	0	0	8
15:15-15:30	2	1	0	0	0	0	0	3
15:30-15:45	0	0	1	1	0	0	0	2
15:45-16:00	0	0	0	0	0	0	0	0
31 Ramsey Road south) -> Ramsey Road (north)								
	Adult	Child	OAP	Disabled	Pram	Adult Cyclist	Child cyclist	Total
7:45- 8:00	0	2	0	0	0	0	0	2
8:00- 8:15	0	1	0	0	0	0	0	1
8:15- 8:30	0	0	0	0	0	0	0	0
8:30- 8:45	3	0	0	0	0	0	0	3
8:45- 9:00	2	1	0	0	0	0	0	3
9:00- 9:15	1	0	0	0	1	0	0	2
14:30-14:45	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0
15:15-15:30	10	15	0	0	1	0	0	26
15:30-15:45	2	2	0	0	1	0	0	5
15:45-16:00	1	2	0	0	0	0	0	3
Ramsey Road Combined pedestrian flow								
	Adult	Child	OAP	Disabled	Pram	Adult Cyclist	Child cyclist	Total
7:45- 8:00	0	4	0	0	0	0	0	4
8:00- 8:15	3	6	0	0	0	0	1	10
8:15- 8:30	4	3	0	0	0	0	0	7
8:30- 8:45	10	8	0	0	0	0	0	18
8:45- 9:00	5	6	0	0	0	0	0	11
9:00- 9:15	8	4	0	0	2	0	0	14
14:30-14:45	0	0	0	0	1	0	0	1
14:45-15:00	3	0	0	0	0	0	0	3
15:00-15:15	4	3	0	0	1	0	0	8
15:15-15:30	12	16	0	0	1	0	0	29
15:30-15:45	2	2	1	1	1	0	0	7
15:45-16:00	1	2	0	0	0	0	0	3

Hr Ave
11.50

Hr Ave
11.75

Appendix E

Collision Location Plan and Data

Oakfield Primary Collision scope

