

St Nicholas Church in Wales Primary School, Vale of Glamorgan

Interim Travel Plan

Vale of Glamorgan Council Education Department

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1. Introduction

1.1 Introduction

- 1.1.1 AECOM Development Transport Planning has been appointed by the Vale of Glamorgan Education Department to provide highway and transport services in relation to the proposed expansion of St Nicholas Church in Wales (CiW) Primary School in St Nicholas, Vale of Glamorgan.
- 1.1.2 This document provides a Travel Plan (TP) aimed at facilitating and encouraging sustainable transport and the reduction of single occupancy vehicle use for staff, parents, pupils and visitors to the school.
- 1.1.3 This is an interim document, which will accompany the planning submission, and which sets out the scope and initial objectives, measures and targets of the TP prior to the opening year of the refurbished development. Upon opening, the content of this document will be updated and tailored to the specific requirements of the development to form a Full TP.

1.2 What is a Travel Plan?

- 1.2.1 TPs are a way of promoting sustainable travel behaviour through a range of mechanisms, initiatives and targets that when combined can help to reduce unnecessary travel and encourage journeys to be undertaken in a more environmentally sustainable way.
- 1.2.2 For new and refurbished developments, it is important that sustainable travel measures are in place prior to opening of a new development as travel habits in favour of walking, cycling and public transport are more readily established from the outset.
- 1.2.3 It should be noted that a TP is a document that will evolve over time as additional information becomes available and the travel habits of staff/parents/pupils change.

1.3 Benefits of Travel Planning

- 1.3.1 Benefits of implementing a TP can include:
- Increased travel choice: TPs can increase personal travel choice by promoting existing and providing additional sustainable travel options;
 - Health benefits: Many alternative forms of travel involve an element of physical activity that can help improve the physical health and mental wellbeing of users of a development. For employers, this can also reduce the number of days lost to staff illness;
 - Public/environmental responsibility: A decrease in the number of vehicle trips results in cleaner air and eases congestion both in the development and on the local highway network. As a result of the reduced number of car movements, the site may also become more attractive for pedestrians and cyclists;
 - Positive publicity: TPs can generate positive publicity and improve the environmental image of an organisation, an area or a development. It demonstrates to residents living in the surrounding areas that the organisation/developer is committed to limiting single occupancy car trips and promoting sustainable travel options; and
 - Financial savings: Users of a development can make savings by switching to or encouraging travel by non-car modes. For staff employed on a site, this is primarily related to reduced fuel consumption and vehicle depreciation.

1.4 Policy Context

- 1.4.1 This document has been prepared in accordance with *Technical Advice Note (TAN) 18: Transport*, published by the Welsh Government (WG). TAN 18 sets out technical guidance for the transport related elements of development and also confirms the WG's commitment to sustainable travel via the implementation of TPs for new developments.
- 1.4.2 TAN 18 states that the WG "*wishes to promote the widespread adoption of travel plans by businesses, schools, hospitals, tourist attractions and other significant travel-generating uses*".

1.5 Report Structure

- 1.5.1 This TP is structured as follows:
- **Section 2 – Site Audit and Accessibility:** Provides a description of the site location and its existing usage, the local highway network, prevailing highway safety conditions, and accessibility to non-car modes of travel.
 - **Section 3 – Development Proposals:** Describes the development proposals, including proposed means of access, internal site layout and parking provision.
 - **Section 4 – Scope, Objectives and Implementation:** Sets out the scope and objectives for the implementation of the TP;
 - **Section 5 – Measures:** Outlines the measures proposed in order for the TP to meet the objectives detailed in Section 4; and
 - **Section 6 – Targets and Monitoring:** Sets out the initial mode share targets for the monitoring period, against which the success of the TP will be measured, and associated procedures for monitoring and evaluation.

2. Existing Situation and Site Accessibility

2.1 Introduction

2.1.1 This section of the TP provides a description of the site location and existing usage, the local highway network, current safety and traffic conditions, and accessibility to non-car modes of travel.

2.2 Site Location and Existing Usage

2.2.1 The site is located in the village of St Nicholas, Vale of Glamorgan. It is roughly rectangular in its shape with its south-eastern boundary fronting onto School Lane. The remainder of the school site is bounded to the south and east by residential areas and to the north and west by fields. The site is currently occupied by the existing school, which is fully operational.

2.2.2 The geographic location of the site within St Nicholas is shown in **Figure 2-1**.

Figure 2-1: Site Location Plan

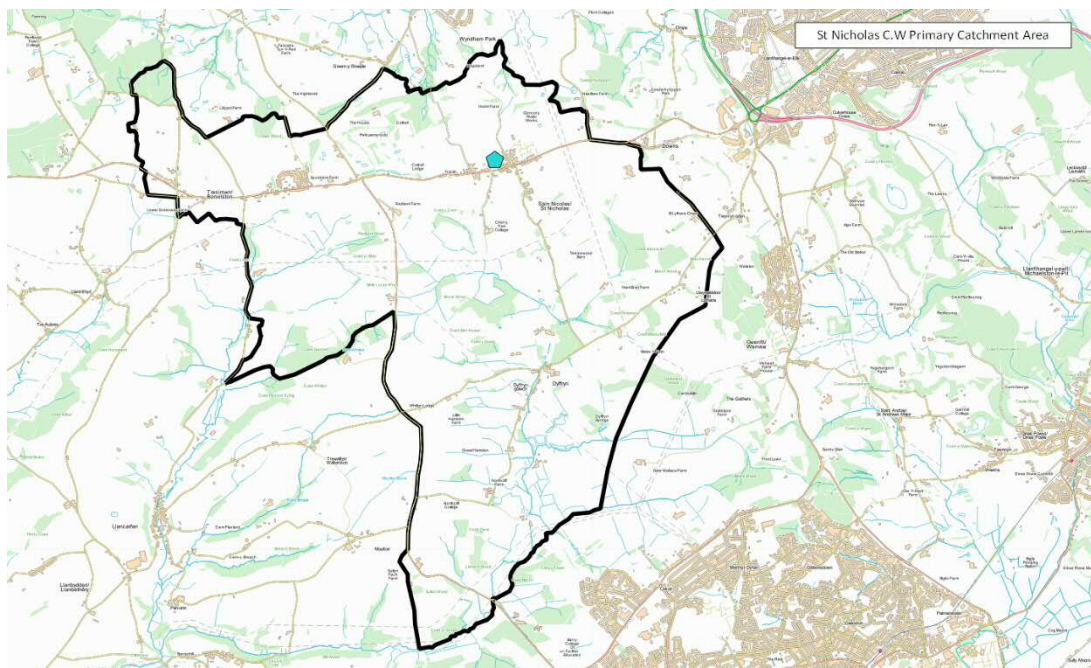


2.2.3 St Nicholas is located off the A48 to the west of Cardiff. Culverhouse Cross is located approximately 3.2km east of St Nicholas, and the settlements of Bonvilston and Cowbridge located to the west by approximately 3.2km and 9.6km respectively. Cardiff City Centre is situated approximately 9.6km to the east of St Nicholas.

2.3 Existing School

2.3.1 St Nicholas CiW Primary School caters for Reception through to Year 6 age pupils. The catchment area includes a number of rural villages situated between Bonvilston and Culverhouse Cross, including St Nicholas, Bonvilston and Duffryn. The catchment of the school is shown in **Figure 2-2**.

Figure 2-2: St Nicholas CiW Primary School Catchment Area



Source: VoG

- 2.3.2 Pupil postcode information, as supplied by the VoG, indicates that the vast majority of pupils reside further afield, mostly at the western fringe of Cardiff from areas including Caerau and Ely. Just under 90% of pupils reside greater than 3km walking distance from the school. This distribution is typical of a faith school which tend to have wider catchments from a regional area.

Pupils and Staff

- 2.3.3 The existing school has a capacity of 126 pupils, with 128 currently enrolled. There are currently 21.5 FTE staff based at the school.

Access and Parking

- 2.3.4 Vehicle access to the school is via School Lane. School Lane can be accessed directly via the A48 at two separate locations, approximately 260m apart. An Unnamed Road also joins to the A48, approximately 50m west of the eastern most junction with School Lane. This Unnamed road connects with School Lane as the minor arm in a priority junction in close proximity, and opposite to the School. The south-western junction of School Lane with the A48, provides direct access to St Nicholas Primary School. There are no parking restrictions along these routes, except for the school bus bay adjacent to the school. There are 'School Keep Clear' markings along the frontage of the vehicular access to the school. Vehicular access to the school car park is accessed off School Lane through the bus layby indent in the carriageway alignment and is the sole point of vehicle access for all on-site vehicles, including staff arrivals / departures, visitors and service vehicles. The current school car park accommodates 15 parking spaces. The bus layby is also used as the refuse collection point, which confirms that refuse vehicles serve the school from the highway.
- 2.3.5 The sole pedestrian access to the school is achievable via the school gates located also at the south western boundary of the school, to the south of the vehicle access and separated by the bus layby, which are the primary access for pupils and parents during school drop-off and pick-up times.

Pupil Drop-Off / Pick-Up Arrangements

- 2.3.6 The school start and finish times are as follows:
- 07:50 – Before school clubs
 - 08:50 – School starts;
 - 15:30 – School ends;
 - 15:30-16:00 – Pupils wait at school for minibus.
- 2.3.7 There are no formal facilities for dropping off / picking up children, many vehicles use the western School Lane junction to access the school, continuing to travel along School Lane to exit at its eastern junction with the A48. These vehicles were observed to either stop outside the school access to drop off children or manoeuvred into a temporary parking space. Vehicles also access the school via the Unnamed junction off the A48, parking along the Unnamed road or along School Lane. These vehicular movements create an informal one-way system, operating clockwise west to east. It is noted that not all vehicles use this informal system, and it is considered that further encouragement from the school would serve to improve traffic movements during school arrival and departure times.
- 2.3.8 The school operates a private minibus service that is predominantly financed by parents. At the time of preparation of this report, the bus service costs £2.20 per pupil per journey. The route of the bus is reviewed annually to attempt to accommodate as many pupils as possible. The school runs five bus service routes (two in the morning and three in the afternoon). The maximum number of children who can be seated on each bus is 15. A summary of the bus routes and timetable is provided in **Table 2-1**.

Table 2-1: School Minibus Route and Timetable

Bus Stop	Bus Time				
	AM 1	AM 2	PM 1	PM 2	PM 3
Depart from School	07:15	08:05	15:29	16:05	16:39
Nant-y-Rhos / Denison Way	07:25	08:15	15:38	16:16	16:48
Grand Avenue / Mostyn Road	07:28	08:17	15:41	16:19	16:50
Grand Avenue / Church of the Resurrection	07:30	08:19	15:43	16:21	16:52
Caeru Road	07:34	08:23	15:46	16:24	16:54
Heol Trelai	07:36	08:25	15:48	16:26	16:56
Arriva at School	07:46	08:35	-	-	-

2.4 Local Highway Network

- 2.4.1 The site is located on School Lane, which connects with the A48 to the south of St Nicholas at a point approximately 150m south-west of the school and also at a point 175m south-east of the school. The western A48 / School Lane junction is a three-arm priority T-junction with a two-lane approach onto School Lane. The eastern A48 / School Lane junction is also a three-arm priority T-junction, however the approach to the A48 is narrow (approximately 4m wide) which does not allow for two-way working despite the road marking identifying it as a two-way carriageway.
- 2.4.2 Within the village, School Lane is narrow, wide enough for one vehicle with a speed limit of 30mph. There are sections of the road which are wide enough for two cars to pass but most of these sections are used for car parking by local residents. There is no street lighting provided outside of the school. There are no road marking traffic regulation orders other than 'School Keep Clear' marking directly outside the school. School Lane provides access to residential roads within St Nicholas.
- 2.4.3 The A48 is a single lane two-way road with a speed limit varying from 60mph to 30mph along its length. The speed limit through St Nicholas is 30mph. The A48 links Culverhouse Cross with Cowbridge to the east and west, respectively.

- 2.4.4 Well Lane connects to School Lane to the east of the school and routes north towards Peterson-super-Ely, however, it becomes a private road some distance beyond School Lane. It is single lane subject to a national speed limit, although it is unlikely that this speed would be safely achievable owing to the narrow carriageway width and limited driver visibility.
- 2.4.5 Duffryn Lane and Brook Lane connects to the A48 and route south. Duffryn Lane routes towards Tinkinswood, St Lyathans, Dyffryn and Dyffryn Gardens. Brook Lane is a narrow, single lane track routing to several residential properties and a Welsh Water site.
- 2.4.6 The A4050 is a single carriageway road with a 50mph speed limit, routing south from Culverhouse Cross towards Barry. The A4232 is a dual carriageway that routes north-northwest from Culverhouse Cross to the M4 Junction 33. It also routes West from Culverhouse Cross into Cardiff Bay. It is subject to the national speed limit along its length. The M4 is located approximately 4.8km to the north of the site.
- 2.4.7 The local highway network is illustrated in **Figure 2-3**.

Figure 2-3: Local Highway Network



2.5 Road Safety

- 2.5.1 Personal Injury Collision (PIC) data has been obtained from the Welsh Government (WG) to determine whether there are any locations on the highway network with poor collision records. Data has been obtained for the most recent five-year period.
- 2.5.2 The study area for obtaining PIC data has been determined based on a preliminary review of recorded collisions available from the 'Crashmap' online resource. The areas include the two junctions between School Lane and the local section of the A48. The area is shown in **Figure 2-5**.

Figure 2-5: PIC Study Area



2.5.3 The PIC data is summarised in **Table 2-2**.

Table 2-2: Summary of PICs

Location	No. of PICs by Severity			
	Slight	Serious	Fatal	Total
A48 / School Lane Junction (South-West)	0	0	0	0
A48 / School Lane Junction (East)	0	0	0	0
School Lane	0	0	0	0
A48 (Between School Lane junctions)	0	0	0	0
A48 (East of eastern A48 / School Lane junction)	1	0	0	1
Total	1	0	0	1

2.5.4 A single PIC has occurred within the study area, which occurred in July 2016 at the signalised junction between the A48 and Duffryn Lane. The collision involved a motorcycle only. The accident description indicates that the rider of the motorcycle braked suddenly causing them to fall and sustain slight injuries. The road surface was wet / damp. The collision occurred at 10:26 during daylight conditions. This collision is considered to be a 'one-off' collision which does not form part of an accident cluster or pattern. It is therefore not considered to be indicative of a highway safety issue at this location.

2.5.5 No PICs are recorded at the A48 / School Lane junctions or on School Lane. No 'fatal' or 'serious' PICs are recorded at St Nicholas. No PICs have involved school children or occurred during school arrival / departures times.

2.5.6 Overall, the nature and very low occurrence of PICs recorded on the local highway network confirms that there is not considered to be a local highway safety issue.

2.6 Walking and Cycling

2.6.1 There are no footways on School Lane in the vicinity of St Nicholas CiW School or connecting to the A48 to the southwest or southeast through the village, with all pedestrian and cyclist movements required to use the carriageway. Whilst this situation is not ideal, it is not considered to be a significant issue considering that traffic speeds and volumes are extremely low. Pedestrian and cycle movements on the carriageway may serve to reduce vehicle speeds. The PIC records confirm that there are no recorded collisions on School Lane, particularly not involving pedestrians or cyclists.

- 2.6.2 There is an existing footway at the school entrance which provides pedestrian access from the eastern end of School Lane. However, the footway is broken by the school vehicular access and is less than 1m wide and stops at the end of the existing bus bay.
- 2.6.3 Similarly, the Unnamed road has no footway or paving provided and therefore pedestrians and cyclists are also required to use the carriageway. Again, there is evidence to suggest that there is no existing safety issue with this current operation.
- 2.6.4 There are paved footways on either side of the A48 through St Nicholas these are of a standard width and of good quality surface and illuminated. Upon entering St Nicholas from the east, the footway is on the south side of the carriageway only and upon entering from the west, the footway is on the north side of the carriageway only. There is a signal-controlled crossing over the A48 at the A48 / Duffryn Lane junction.
- 2.6.5 There are no dedicated cycleways in the vicinity of the site, and therefore all cyclists are required to use local carriageways.
- 2.6.6 Duffryn Lane can be used to access several residential streets located approximately 300m south of the A48. A footway is provided intermittently along Duffryn Lane. Brook Lane, south of the A48 / School Lane junction is a single track leading to several residential properties with no footways or verges either side of the track.
- 2.6.7 Overall, there is limited dedicated infrastructure for pedestrian and cyclists on the local highway network, although this is considered to be typical of a rural village setting. The lack of footways within St Nicholas and along School Lane is not considered to be a significant issue or highway safety risk, owing to the low traffic speeds and volumes as recorded by an ATC survey. Neither is this considered to be a significant barrier for pedestrian / cyclist movements to / from the school site for existing and new pupils / staff. No PICs have occurred within the vicinity of the school or recorded as involving a pedestrian or cyclist.

2.7 Local Facilities

- 2.7.1 The Institution for Highways and Transportation's (IHT's) *Guidelines for Providing for Journeys on Foot*, published in 2000, identifies that 2km is the preferred maximum walking distance for education purposes and commuting. Cycling has been identified as having the potential to replace car trips of up to 5km. The travel distance of 5km equates to approximately a 20-minute journey by bicycle.
- 2.7.2 **Figure 2-6** shows an approximate 2km walking distance from the site. Existing and future pupils and staff will travel to / from the site to / from their place of residence. **Figure 2-6** shows that there is not a significant level of residential development within walking distance of the school site.

Figure 2-6: 2km Radius of the Site



- 2.7.3 **Table 2-3** outlines the local facilities which are located within a reasonable walking and cycling distance of the school site.

Table 2-3: Local Facilities

Facility	Walking Distance (m)	Cycling Distance (m)	Walking Time (min)	Cycling Time (min)
1 Indian Marigold	2200m	2200m	29	7
2 The Red Lion (Pub)	2200m	2200m	28	9
3 Old Village Shop Cafe	2600m	2600m	32	9
4 Marks and Spencer Culverhouse Cross	2600m	2600m	37	9
5 McDonalds Culverhouse Cross	2700m	2700m	36	10
6 Tesco Express	2700m	2700m	38	10

Notes: 1) Distances are approximate and taken from the centre of the proposed development site.
2) Average walking speed of 1.4m/s has been assumed, based on IHT's 'Guidelines for Providing for Journeys on Foot'.
3) Average cycling speed of 6.7m/s has been assumed, based on IHT's 'Cycle-friendly Infrastructure'.

2.7.4 A number of additional facilities are also available at Culverhouse Cross located 2.7km to the east of St Nicholas, equating to approximately a 35-minute walk or a 10-minute cycle.

2.8 Public Transport

Bus Services

2.8.1 The nearest bus stops to the site are the 'St Nicholas' bus stops located near to the south-eastern junction between School Lane and the A48 and the A48 / Duffryn Lane junction. These are at approximately 230m – 300m walking distance, equating to a three to four-minute walk. Both bus stops have a dedicated bus stop lay-by and bus shelter.

2.8.2 Bus stops are also provided at Trehill Church at the western edge of St Nicholas, at approximately 300m walking distance equating to a four-minute walk. The bus stop in the westerly direction has a bus shelter and elevated paving but no dedicated bus stop lay-by. The bus stop for buses travelling east is a pole mounted flag bus stop with no shelter, raised paving or dedicated bus stop lay-by.

2.8.3 The IHT's *Guidelines for Providing for Public Transport in Developments*, published in 1999, suggests 400m as the acceptable walking distance to a bus stop. These bus stops are therefore considered to be of acceptable walking distance from the site.

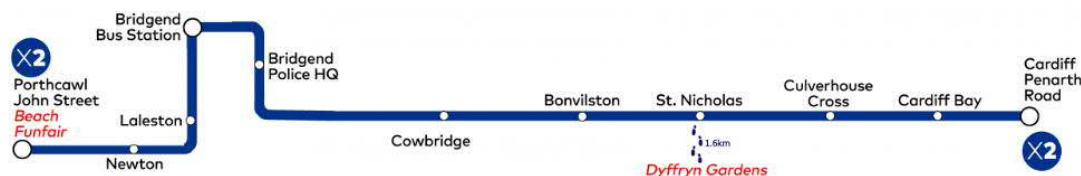
2.8.4 The X2 is the only bus that operates at these bus stops **Table 2-4** provides a summary of the X2 service timetable. **Figure 2-7** illustrates the route of the X2 service.

Table 2-4: Bus Service Information

Service	Route	Days	Direction	First Service	Last Service	Approximate Frequency
X2	Porthcawl - Cardiff	Weekdays and Saturday	Towards Porthcawl	07:49	18:49	30 minutes
			Towards Cardiff	06:53	18:53	30 minutes
		Sundays and Bank Holidays	Towards Porthcawl	10:32	20:27	Hourly
			Towards Cardiff	09:28	19:26	Hourly

Notes: 1) Information obtained from First Cymru (September 2020).
2) Service times are arrival/departure times at/from the 'St Nicholas' bus stops on the A48.
3) Service X2 is operated by First Cymru.

Figure 2-7: Route of Bus Service X2



Source: First Cymru.

- 2.8.5 The X2 service offers frequent weekday services connecting numerous residential areas and key destinations within Cardiff, Vale of Glamorgan and Bridgend. It operates approximately every 30 mins during the mornings and afternoons, and hourly in the evenings on weekdays and Saturdays. Sundays and bank holidays the buses run hourly services. The service also provides a feasible transport option for AM arrivals to the school site from Cardiff, as the first arrival occurs prior to the school start-time.
- 2.8.6 This assessment of bus service provision within walking distance of the site shows that there are opportunities to replace car trips from the surrounding area, with the key journey to/from Cardiff providing a feasible transport option for existing or future pupils or staff with the first bus arriving from the Cardiff area at 07:49, prior to the start of school.
- 2.8.7 The school manages a parent funded minibus between the school and Cardiff for journey to and from the school.

Rail Services

- 2.8.8 The nearest railway station is Waun-gron Park, located approximately 6.5km away from the site, equating to a 90-minute walk or a 21-minute cycle. Waun-gron Park rail services connect to Radyr and Cardiff. Dinas Powys Railway Station is located approximately 7km away from St Nicholas, a 33min cycle away. This station provides services into Cardiff and Barry. Both stations are operated by Transport for Wales.
- 2.8.9 Railway service information from both stations is summarised in **Table 2-5**.

Table 2-5: Railway Service Information

Direction	Days	First Service	Last Service	Approximate Frequency
Cardiff Central – Waun-gron Park	Mon-Fri	07:06	22:55	20 minutes
	Sat	07:06	22:55	30 minutes
	Sun	07:06	22:55	30 minutes
Waun-Gron Park – Cardiff Central	Mon-Fri	07:12	22:12	30-1-hour minutes
	Sat	07:12	22:12	30 minutes
	Sun	-	-	-
Dinas Powys – Cardiff Central	Mon-Fri	05:29	23:25	15 minutes
	Sat	05:29	23:25	30-40 minutes
	Sun	09:10	23:10	30 minutes
Cardiff Central – Dinas Powys	Mon-Fri	05:20	23:31	15 minutes
	Sat	05:20	23:30	30-40 minutes
	Sun	08:25	22:25	30-40 minutes

Notes: 1) Information obtained from National Rail timetable (July 2019).
 2) Services times are arrival/departure times for direct services at/from Dinas Powys and Waun-gron Park.
 3) “-” means that no service is available for that day.

- 2.8.10 The walking / cycling distances mean that rail transport to / from the school unlikely to be a feasible option for existing or future pupils.

2.9 Summary

- 2.9.1 This section of the report has provided a description of the site location and its existing usage, the local highway network, current safety and traffic conditions, and accessibility of the site to non-car modes of travel.
- 2.9.2 The site is situated in St Nicholas, within the VoG. It lies just off the A48, approximately 6km to the west of Cardiff City Centre. The site is occupied by the existing St Nicholas CiW Primary School and is surrounded by small residential areas to the east and south and fields to the north and west. The site is accessed by School Lane which is itself supplied by the A48.
- 2.9.3 The school caters for Reception through to Year 6 age pupils, with the catchment area including a number of local rural villages, with the majority of existing pupils residing at the western fringe of Cardiff from areas including Caerau and Ely. The school currently accommodates 128 pupils and 21.5 FTE members of staff.
- 2.9.4 PIC data has been obtained from the WG for a study area derived using 'Crashmap'. The PIC data indicates that a single collision has occurred within the most recently available five-year period, which involved a rider falling from a motorcycle at the A48 / Duffryn Lane junction. No pedestrians, cyclists or children were involved in the collision and is not considered to be indicative of a highway safety issue.
- 2.9.5 The site has limited access for cyclists and pedestrians. There are no footways on School Lane in the vicinity of the site. Whilst this situation is not ideal, it is not considered to be a significant issue considering that traffic speeds and volumes are extremely low. Pedestrian and cycle movements on the carriageway may serve to reduce vehicle speeds. There are paved footways on either side of the A48 through St Nicholas, and these are of a standard width and of good quality.
- 2.9.6 Bus services are accessible from bus stops located on the A48, which are within the IHT's suggested 'acceptable' walking distance. These provide access to a frequent weekday service that serves numerous residential areas and key destinations within Cardiff and the Vale of Glamorgan. The service also provides a feasible transport option for AM arrivals to the school site from Cardiff, as the first arrival occurs prior to the school start-time. The school provides a parent funded minibus between the school and Cardiff for journey to and from the school.
- 2.9.7 The nearest railway station to the site is Waun-Gron Park in Fairwater, Cardiff, which provides accesses to high frequency services to/from Cardiff Central (every 15 minutes on weekdays) and reasonable frequency services to/from Radyr. This station is well-beyond reasonable travel distances for trips to / from school and is unlikely to be a feasible option for existing or future pupils and staff.

3. Development Proposals

3.1 Introduction

- 3.1.1 This section of the TP provides a description of the development proposals, including the site access strategy for vehicles, pedestrians and cyclists in addition to the on-site parking arrangements for vehicles and bicycles. The construction of the proposed development is also discussed.

3.2 Overview of Proposals

- 3.2.1 The development proposals are for the expansion of St Nicholas CiW Primary School to enable an increase in pupil intake. The expansion of the school entails demolition of the existing, and construction of a new facility on the same site.
- 3.2.2 The school currently accommodates 128 primary school pupils. The school does not currently include a nursery. There are 23 members of staff based at the school, equating to 21.5 Full-Time Equivalent (FTE). There are (6.5 FTE teaching staff and 15 other / ancillary staff. The proposed expansion will accommodate 210 primary school pupils, 24 FTE nursery pupils and 27 members of staff (24 FTE), consisting of 21 teaching staff (18 FTE) and 6 support / ancillary staff (4 FTE). This is an increase of 82 pupils, 24 FTE nursery pupils and four members of staff (2.5 FTE).
- 3.2.3 The new school building will be constructed within the same site as the existing school, to the north-west of the current structure. Ancillary facilities, including hard and soft play areas, habitat areas, a Multi-Use Games Area (MUGA), sports pitches, car parking and service yard are also included in the development proposals. A masterplan of the development proposals is provided at **Appendix A**.

3.3 Vehicle Access and Movements

- 3.3.1 Vehicular access to the school site will operate via an internal one-way system using two points of access. Vehicles will enter via the western-most junction, (approximate location of current pedestrian access) and egress via the eastern-most of the two junctions (using the existing two-way access junction). These access arrangements have been designed to provide for delivery / servicing, minibus drop-off, school car park (for use by staff and visitors) and for escorting parent drop-off / pick-up. This represents a significant improvement over the current situation.
- 3.3.2 A service layby is provided to facilitate refuse vehicles and service vehicles to the school. A minibus parking space will be located to the far eastern end of the service layby, ensuring safe arrival of pupils to the school entrance. A designated parental drop off / pick up area is also provided within the school site, to minimise the impact on the highway. The service layby will also function as a drop off / pick up area as it will not be used inside parent drop off and pick up times.
- 3.3.3 The school access junctions will adequately accommodate the slight forecast intensification in use that is associated with the increase in staff numbers, particularly with the provision of the internal circulation and one-way system. There will likely be an immaterial increase in service vehicles.
- 3.3.4 The existing access arrangements are currently used as both an access and exit. The proposals will designate the existing access as an exit only, thereby reducing the number of traffic movements and potential conflicts with accessing a narrow internal route. The existing extent of visibility has been considered and this confirms that a splay of 2.4m x 43m can be achieved to the west, looking right on exit and 34 metres can be achieved to the east, looking left on exit. The visibility splay required for a 30mph street is contained in *Manual for Streets (MfS)* (2007) and is 43 metres. The existing character and constraints on this section of School Lane dictates that vehicle speeds are significantly lower than the speed limit. The existing junction has operated as a two-way arrangement for a considerable time and does not have any specific issues in terms of highway safety and incident history associated with it. On the basis that the proposals result in an improved operation of the local area, removing servicing and bus movements from the area immediately in front of the junction and including these within an internal one-way system resulting in less conflicting movements at this location, the junction is considered adequate.

- 3.3.5 The visibility splays are shown on the drawing submitted alongside the Transport Assessment at **Appendix 3-2**. These have been taken from the natural position for joining the highway network on School Lane. It can be seen that the visibility in both directions along School Lane, from the stop line, will not be obscured by the boundary fence of the school and, in accordance with MfS, “*will not have a significant impact on road safety.*” It can be seen that the visibility splay to the east of School Lane extends along School Lane. Part of the visibility splay includes existing features such as hedges, which will need to be removed or cut back to ensure maximum visibility is achieved. Visibility is achieved at the junction of School Lane / Unnamed Road in this location.
- 3.3.6 Swept Path Analysis (SPA) has been undertaken for the proposed access, egress and internal circulation. The SPA demonstrates that:
- A minibus (6.3m x 2.1m) can enter the site via the western access and exit via the eastern egress without demonstrable issue. A minibus can successfully access designated minibus spaces to the eastern extent of the service bay area to pick-up / drop-off children at the school
 - A Phoenix 2 Duo refuse vehicle (10.3m x 2.5m) can enter the site via the western access and exit via the eastern egress. The vehicle can manoeuvre into the service bay and reverse back to the bin stores, with all reversing undertaken within the bay. The vehicle can then manoeuvre out of the service bay without overrunning the minibus parking space, should a vehicle be parked when refuse is collected. Appropriate iterations of test and design refinement have been undertaken to ensure the refuse vehicle can efficiently undertake this manoeuvre without overrunning the minibus bay.
 - A 7.5 tonne Box Van (8.0m x 2.1m) can enter the site via the western access and exit via the eastern egress. This vehicle can enter the service bay and approach the minibus parking space, then undertaking a reverse manoeuvre contained within the service bay to comfortably park adjacent the kerb and service receiving area.
 - A large car (5.1m X 1.9m) can successfully manoeuvre into the radial parking spaces allocated for parent drop off / pick up. The dimensions of the vehicle assessed are larger than a standard (estate) car (4.7m x 1.8m) and longer than a standard design vehicle (4.8m x 2.0m) therefore a robust assessment has been undertaken to ensure these spaces are easily accessible.
 - A Dennis Sabre Fire Tender (SWB) (7.0m x 2.4m) can enter the site via the western access, successfully manoeuvre into the service bay, if required, and exit via the eastern egress.
- 3.3.7 The SPA has been undertaken with a left in, left out scenario, using the western access as the entrance and the eastern access as the exit. The SPA demonstrates that the proposed vehicle access and movement strategy for the proposed school is suitable for use by vehicles expected to require on-site access.
- 3.3.8 All vehicle access and areas for vehicle manoeuvres on-site are shown to be segregated from vulnerable pedestrians by internal fencing and bollards. This ensures vehicles would not overhang footway areas, providing safe spaces for pedestrians on-site.

3.4 Pedestrian and Cycle Access

- 3.4.1 Primary pedestrian and cycle access will be via the two access points on School Lane. The western-most pedestrian access footway will be 2m wide, with the eastern-most access footway is proposed to be 2.5m wide. These access points will be connected along the site frontage by a 2m wide pedestrian footway, with dropped kerbs and tactile paving at the two crossing points where the vehicle entrance and exit are proposed. These pedestrian accesses will provide safe and secure access to the curtilage of the new school building, from which specific class arrangements for pupils to be dropped off and collected. The proposed main school office will be easily available via these accesses for pedestrian visitors.
- 3.4.2 A zebra crossing will be provided to facilitate safe pedestrian crossing to the school entrance from the staff and visitor car park. The footpath has been extended into the carriageway at this location, reducing the width of the zebra crossing and purposefully to increase visibility for pedestrians around the minibus parking bay.

3.5 Parking Provision

Car Parking

- 3.5.1 The existing school car park does not have allocated or marked out parking bays but accommodates around 15 vehicles. Larger vehicles serve the school from the highway and park in the bay across the school vehicular access.
- 3.5.2 The VoG Parking Standards 2019 has been adopted as Supplementary Planning Guidance (SPG). The standards identify how the *CSS Wales Parking Standards 2008* will be applied across the VoG. The parking standards seek to assist developers, designers and builders in the preparation and submission of planning applications, and to achieve a common approach to the provision of vehicle parking facilities associated with new development and change of use.
- 3.5.3 The parking standards are defined according to a zoning system based on the number, range and characteristics of facilities within walking distance and the level of public transport provision. St Nicholas village falls within Zone D – Countryside.
- 3.5.4 The relevant parking standards and resulting vehicle parking requirements for the proposed development are shown in **Table 3-1**.

Table 3-1: Vehicle Parking Standards

Development Type	Sub-Category	Parking Type	Standard	Parking Requirement
Education	Nursery / Infants / Primary Schools	Teaching Staff	1 space per member of staff	18
		Ancillary Staff	0.5 spaces per member of staff	2
		Visitors	3 spaces	3
		Operational	1 space	1
Total				24

Notes: 1) Provision calculated based on FTE staff.

- 3.5.5 On the basis that there will be 24 FTE staff based at the school, up to 24 spaces will be required on-site, including one parking space allocated for a commercial vehicle. Of the 23 spaces for standard vehicles, three should be allocated for visitors, with the remainder for staff use. The SPG notes that parking standards indicated are set as the maximum provision, meaning that the total car parking provision should not exceed the derived number of spaces.
- 3.5.6 The on-site provision is in accordance with the standards, i.e. 24 spaces total, of which 20 are for staff use, three for visitor use, and one space for operational use (i.e. the service lay-by). One space is designated for disabled use and two of the spaces allowing for Electric Vehicles, should future use be required. A minibus space is also proposed, adjoining the service layby.
- 3.5.7 In addition to the above, on-site parent drop off / pick up facilities have been considered and provided in a limited facility which will aim to minimise the impact on the local highway.
- 3.5.8 The SPG also notes that:
- Parking should be calculated based on full capacity of the nursery. This has been considered within the FTE staff presented in **Table 3-1**;
 - Where part-time staff are employed, they should be aggregated to their full-time equivalents. FTE staff have been considered in the calculation;
 - A minimum of 15 car spaces will be required for most schools, but faith schools (i.e. St Nicholas CiW Primary School) may be the exception;
 - The parking area should include a facility for vehicles to turn without reversing. A service yard is provided within the site boundary containing all movements off the circulatory;

- Appropriate provision must be provided for parental drop off / pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of pupils walking or cycling to school is not jeopardised. This is provided on the local highway network currently. Arrangements for the new school facility are discussed in **Section 7** of this TA.

3.5.9 The parking standards do not specify provision for disabled blue badge holders for the education land use class but state that “*appropriate provision must be provided for use by disabled people*”. The requirement for new employment development is set out in the SPG as 5% of the total parking provision to be allocated to disabled users. On this basis the requirement for disabled parking at the school is 1.

Cycle Parking

3.5.10 VoG cycle parking standards are set out in Appendix 4 of the Parking Standards SPG. The guidance states that cycle parking should be located in a safe, secure and convenient location and for reasons of security, cycle parking facilities should be located in areas that are visible and therefore allow for informal surveillance.

3.5.11 **Table 3-2** summarises the cycle parking standards as outlined in the SPG. Based on the SPG and the number of proposed staff and pupil numbers at the school, 18 cycle stands will be provided.

Table 3-2: Cycle Parking Standards – Nursery / Infants / Primary Schools

Development Type	Sub-Category	Cycle Parking Type	Standard	Allocation of Spaces
Education	Nursery / Infants / Primary Schools	Short Stay	1 stand per 5 staff and 1 stand per 20 children	16
		Long Stay	1 stand per 100 children	2
Total				18

Notes: 1) Figures are subject to rounding

3.6 Construction Traffic

3.6.1 Managing the effects from the construction of the proposed development will form part of a Construction Traffic Management Plan (CTMP) or similar document. The management measures will be intended to protect the environment, amenity and safety of local residents, businesses, the general public and the surroundings in the vicinity of the proposed development.

3.6.2 As part of the CTMP, a construction vehicle routeing regime for access to the construction site will be identified and agreed with the LHA to ensure that drivers of construction related vehicles do not use inappropriate routes which are unsuitable by virtue of their width, alignment or character. The CTMP will also consider measures to discourage deliveries during peak traffic periods on the highway network. There will be ongoing monitoring of the CTMP during the construction phase to establish the effectiveness of the measures.

3.7 Summary

3.7.1 This section of the TP has provided a description of the development proposals, including the site access strategy. The development proposals are for the expansion of St Nicholas CiW Primary School to enable an increase in pupil intake. The expansion of the school entails demolition of the existing, and construction of a new facility on the same site.

3.7.2 The new school building will be constructed within the same site as the existing school, to the north-west of the current structure. Ancillary facilities, including hard and soft play areas, habitat areas, a MUGA, sports pitches, car parking, service area and parent drop off / pick up are also included in the development proposals. A masterplan of the development proposals is provided at **Appendix A**.

3.7.3 The proposed expansion will accommodate 210 primary school pupils, 24 FTE nursery pupils and 27 members of staff (24 FTE), consisting of 21 teaching staff (18 FTE) and 6 support / ancillary staff (4 FTE). This is an increase of 82 pupils, 24 FTE nursery pupils and four members of staff (2.5 FTE).

- 3.7.4 Vehicular access to the school site will operate via an internal one way system using two points of access, Vehicles will enter via the western-most junction, (approximate location of current pedestrian access) and egress via the eastern-most of the two junctions (using the existing two way access junction). These access arrangements have been designed to provide for delivery / servicing, minibus drop-off, school car park (for use by staff and visitors) and for escorting parent drop-off / pick-up. This represents a significant improvement over the current situation. This access arrangement will provide for delivery / servicing, minibus drop-off and parking, school car park (for use by staff and visitors) and parent drop off / pick up facilities. The accesses and internal highways have been subject to SPA which demonstrates that these arrangements are suitable for the vehicles likely to access the site in future.
- 3.7.5 Primary pedestrian and cycle access will be via the two access points on School Lane. The western-most pedestrian access footway will be 2m wide, with the eastern-most access footway is proposed to be 2.5m wide. Both pedestrian accesses will be linked across the school frontage by a 2m wide footway. These pedestrian accesses will provide safe and secure access to the curtilage of the new school building, from which specific class arrangements for pupils to be dropped off and collected. The proposed main school office will be easily available via these accesses for pedestrian visitors.
- 3.7.6 A zebra crossing will be provided to facilitate safe pedestrian crossing to the school entrance from the staff and visitor car park. The footpath has been extended into the carriageway at this location, reducing the width of the zebra crossing and purposefully to increase visibility for pedestrians around the minibus parking bay.
- 3.7.7 The VoG Parking Standards March 2019 has been adopted as Supplementary Planning Guidance (SPG). The parking standards seek to promote and ensure transparent and consistent approaches to the provision of parking. On the basis that there will be a total of 24 FTE members of staff located at the school post-development, up to 24 spaces will be required on-site, with one parking space allocated for a commercial vehicle, three spaces allocated for visitors, one for disabled access with the remainder for staff use. A total of 18 cycle stands will be provided in an appropriate location within the site and based on the number of proposed staff and pupil numbers at the school.

4. Scope, Objectives and Implementation

4.1 Introduction

4.1.1 This section of the report outlines the scope and objectives of this TP, including a strategy for its implementation.

4.2 Scope

4.2.1 This TP is aimed at facilitating and encouraging sustainable transport and the reduction of single occupancy vehicle use by staff, parents, pupils and visitors of the school.

4.2.2 It is an interim document, meaning that the scope of this TP is to outline the initial objectives, measures and targets prior to opening and full occupation of the proposed development. Upon opening, the content of this document will be updated and tailored to the specific requirements of the development to form a Full TP.

4.3 Objectives

4.3.1 The primary objectives of this TP are as follows:

- To encourage staff, parents, pupils and visitors to use more sustainable modes of transport to travel to and from the site;
- To improve awareness of transport issues and reduce the impact of traffic on the local environment;
- To minimise the proportion of single occupancy car trips made by staff, parents and visitors to and from the site;
- To develop a change in travel behaviour of individuals towards sustainable modes of travel and then maintain that change.

4.4 Implementation

4.4.1 A Travel Plan Coordinator (TPC) will be appointed to oversee the implementation and management of the TP. The TPC will be 'hands-on', actively implementing and monitoring the TP.

4.4.2 The TPC will be appointed a minimum of six months prior to opening of the newly refurbished comprehensive school. It will be the responsibility of the Local Education Authority (LEA) to appoint the TPC. This role will typically be undertaken by a member of the school community, e.g. Headteacher, other senior member of staff, governor, etc.

4.4.3 The responsibilities of the TPC will include:

- Acting as the point of contact for the TP;
- Marketing and promoting the TP;
- Providing sustainable travel information to the school community;
- Monitoring and reviewing the TP;
- Liaison with the VoG Council, transport operators and specialist groups; and
- Arranging for travel surveys to be undertaken of the school community.

5. Measures

5.1 Introduction

- 5.1.1 This section of the TP sets out the measures that are proposed in order to achieve the objectives set out in **Section 4**.

5.2 Measures and Initiatives

Travel Information

- 5.2.1 Travel information will be distributed to the school community, the intention of which will be to encourage engagement in sustainable modes of transport. The travel information will include:
- Maps and information on local walking and cycling routes;
 - Public transport information including bus and rail services;
 - Details of public transport discounted fares/season tickets;
 - Details of the 'Cycle 2 Work' scheme;
 - Information on marketing and promotional events at a national and local level; and
 - Reasons for using sustainable modes of transport.
- 5.2.2 The travel information will be communicated through a number of channels including the school prospectus, school website, new starter packs and the school notice board. This can be further supplemented through updates and reminders in the schools chosen form of media, examples of this are Class Dojo, Parent Mail, Seesaw, Twitter and school website.

Walking and Cycling Measures

- 5.2.3 It is proposed that people of all abilities shall be able to easily enter into and move through the landscape and each space within it via level or ramped entry points where necessary. Existing footpaths may be re-aligned to suit new desire lines and entry points and internal access roads which require crossing will include dropped kerbs and tactile paving.
- 5.2.4 The proposed school opening times will be from 7:00 till 17:00 which will allow for before and after school clubs to be run which will further reduce the traffic during the AM and school PM Peak hours. The School Management will consider specific class arrangements for when pupils can be dropped off and collected which will also seek to reduce traffic congestion. The ultimate aim of the TP is to reduce the need to travel by car, in a rural setting reducing the need to travel by car at peak times and peak school times also has health and safety benefits.
- 5.2.5 Primary pedestrian and cycle access will be via two access on School Lane, adjacent to the vehicular accesses. The western pedestrian access will be provided at 2m wide, with the eastern access being provided at 2.5m wide. These pedestrian accesses will provide safe and secure access to the curtilage of the new school building, from which there will be specific class arrangements for pupils to be dropped off and collected. The proposed main school office will be easily available via these accesses for pedestrian visitors. The pedestrian facilities and frontage of the school will be protected from inappropriate parking through the introduction of a 'School Keep Clear' road markings via enforceable traffic regulation order. This will create a safer environment on the highway adjacent the school encouraging pupil and parent movements. The Local Highway Authority has recently purchased an enforcement vehicle which can issue fines automatically ensuring those found to be inappropriately parking are held accountable and deter future inappropriate parking. The enforcement vehicle will not necessarily regularly appear on site but the site would form part of the surveillance circuit ensuring those who park inappropriately regularly are caught and fined.
- 5.2.6 A zebra crossing will be provided to facilitate safe pedestrian crossing to the school entrance from the staff and visitor car park. The footpath has been extended into the carriageway at this location, reducing the width of the zebra crossing, to purposefully increase visibility for pedestrians around the minibus parking bay.

5.2.7 A total of 18 cycle parking spaces are proposed, in accordance with parking standards, to be located near the main entrance. These will be for both staff and pupil use. The internal area has been designed to allow parental drop off and pick, in recognition of the rural nature of the school and the reliance of some families on the private car. Rather than encouraging travel by car, the provision of pick up and drop of areas will allow the school to provide relief to the local highway creating an environment which is less congested and more inclusive of walking and cycling modes.

5.2.8 The general walking and cycling measures that will be implemented are as follows:

- Promotion of the 'Cycle to Work' scheme;
- Promotion of walking and cycling events such as 'Walk to School Week' and 'Bike Week';
- Promotion of walking and cycling in travel information distributed to the school community and in classroom sessions; and
- Provision of lockers and changing/shower facilities for pupils and staff.

5.2.9 In addition, the TPC will investigate the potential for the following walking and cycling measures:

- Junior Road Safety Officers (JRSOs) Scheme – this scheme seeks to empower children to take the lead in promoting road safety within their school. Participating schools elect JRSOs who will be responsible for tasks such as maintaining a road safety notice board and promotion of road safety topics through class or school presentations;
- Cycle Training – Bikeability cycle training is available through BikeAbility Wales; and
- Liaison with local walking and cycling shops to establish if discounts on cycles/equipment or outdoor clothing can be agreed.
- School Crossing Patrols – Patrols to enable safer crossing to and from school for children and adults.
- Liaison with the Local Highway Authority to improve the wider pedestrian and cycle network through the implantation of available funding for sustainable transport enhancements within the St Nicholas area.

Public Transport Measures

5.2.10 Public transport measures will generally be promoted through the travel information distributed to the school community and in classroom sessions.

Car Sharing

5.2.11 Car sharing databases will be set up for both pupils and staff. This will allow those wishing to car share to identify potential matches in journeys. An indication of the financial savings which can be made through car sharing will be provided with the travel information. Staff will also be offered a free ride home in an emergency.

Visitor Information

5.2.12 Visitors to the primary school will be encouraged to travel to the site by means other than the car. This will be facilitated through the provision of travel information, including local walking/cycling maps and bus timetables, in a prominent position within the school. The TPC will be responsible for the production and publication of visitor travel information.

5.2.13 Pre-planned visitors to the site will be provided with travel information prior to their visit in order to allow them to make well-informed travel plans, with an awareness of the sustainable travel options available to them.

One-Way System

- 5.2.14 There are currently no footways available along School Lane or the Unnamed road, to facilitate the safe passage of pedestrians to the school site. This is considered to be an acceptable situation for the existing school, considering the extremely low traffic volumes and speeds on School Lane and the rural setting. With the expansion of the school and the resulting increase in traffic on the local highway network, it is proposed that a one-way system is encouraged to minimise the conflict between pedestrians and vehicles.
- 5.2.15 Following the occupation of the new school facility, the school will therefore, promote, monitor and work to operate an informal one-way system as part of a traffic management strategy for vehicle trips to / from the school site, during school opening and closing times. An indicative one-way system is shown in **Figure 5-1**, which will accommodate the proposed pedestrianisation of School Lane / A48 junction. The one-way system is presented in **Figure 5-1** and also outlined on the TIS plan included at **Appendix B**.

Figure 5-1: Proposed Routing of a One-Way System



Source: OpenStreetMap.

- 5.2.16 The principals of this one-way system are as follows:
- East-bound only movements past the school site. Two-way movements along this link are known to result in difficult traffic conditions for vehicles and for pedestrians. All vehicles moving in the same way will significantly reduce conflicts.
 - This ties into the school access strategy for the drop-off / collection areas, which requires access via the eastern vehicle access and exit via the western access. This removes the need for complex two-way movements past the school gates and site frontage which will improve road safety and improve pedestrian amenity.
 - Once past the school, vehicles will be permitted to circulate the centre of St Nicholas via School Lane and Church Row. This will allow vehicles unable to use the formal drop-off areas within the school to find a parking space. Currently, school vehicles regularly park along Church Row.
 - Egress back to the A48 is proposed via Unnamed Road only. The School Lane connection is proposed to be pedestrianised and therefore vehicle egress via this connection will not be permitted.
 - Circulation routes mean that if parking is unavailable on the first loop around the village, it will not be debilitating to loop around again to find a parking space. The one-way loop is also not large enough as to be tortuous or time consuming for drivers and contribute to non-compliance.

- The direction of circulation around St Nicholas is as presented to remove complex manoeuvres / vehicle queues at the school frontage. Vehicles will only have one direction of travel at the School Lane / Church Row junction which will eliminate confusion and inefficiencies in vehicle movement.
- The one-way system is also designed to work with the active travel corridor (discussed below) so that the flow of traffic is simple at pedestrian crossings and that footways can be provided by narrowing the carriageway at certain locations.

5.2.17 The one-way system will be implemented from the opening of the expanded school. This will be promoted as an informal system only and will not be secured by a Traffic Regulation Order (TRO). The one-way system will be communicated to parents / guardians through the available social media platforms available to the school (such as seesaw, dojo, parent mail, twitter, school website), with an indicative plan of the suggested one-way system. At the beginning of each school year temporary signs will be placed throughout the village to guide parents / guardians along the correct routes. These will not be official traffic signs, and will not be secured via a TRO. The TMP will include additional information on the implementation of the informal one-way system by the school.

5.2.18 It is recognised that local residents will not be obliged to use the informal one-way system given that it is not proposed to secure this via a TRO upon opening of the new school site. However, from a traffic operation and safety perspective, and for optimum results, it is recommended that all traffic movements during the school AM and PM Peak follow the one-way system arrangement.

5.2.19 It is understood that VOGC are considering implementing a one-way system formally via a TRO. It is not known when this will be implemented, or what the layout of the one-way system will be. However, it is considered that it will be similar to that presented in this Addendum. The one-way system is considered to operate effectively for residents, which will encourage uptake of the system when implemented informally, but also not be an inconvenience to residents if the system is formally implemented via a TRO.

Active Travel Route

5.2.20 It is proposed that an active travel route is installed through the village between the A48 and St Nicholas School. This will involve the creation of footways and pedestrian crossings to facilitate pedestrian movements for pupils who are walking to / from school, walking as part of the proposed walking bus (see below) and also walking from parked vehicles within the village.

5.2.21 The potential alignment of the active travel route is presented on the TIS Plan included at **Appendix B**. The route is summarised as follows:

- Access from the A48 at the newly pedestrianised section of School Lane;
- A footway provided along the eastern side of School Lane to a point north of its junction with Church Row;
- A crossing over School Lane north of Church Row. This will be a dropped-kerb crossing with tactile paving;
- A footway along the northern side of Church Row;
- A crossing over Church Row to the south of School Lane. The exact placement of the crossing will be confirmed following investigation of land ownership in this area;
- A footway on the western side of Church Row and extending to the junction with School Lane; and
- A crossing over School Lane to tie into the footway proposed along the school frontage.

5.2.22 Where necessary the carriageways may be narrowed to accommodate footway width and informed by the one-way system to remove the need for two-way traffic. Footways will be provided to an ideal width of 2.0m although some narrowing to a minimum of 1.5m may be required at some locations.

Connection to Cae Newydd

- 5.2.23 It is understood that the VOGC are investigating the possibility of installing a footway connection between Cae Newydd at the new housing development at 'Land to the east of St Nicholas', and Ger-Y-Lan. If provided there is the potential to continue the proposed footway provision on the western side of School Lane to connect to Ger-Y-Lan. This will support pedestrian movements to the footway on Church Row from the north. However, it is pertinent to note that this is in its early stages of investigation and will rely on the LHA and the Landowner discussion, and separate to this application. This route is shown indicatively on the TIS plan included at **Appendix B**.

Walking Bus

- 5.2.24 The school will implement a formal Walking Bus for travel to / from the school site. The walking bus will operate between Cae Newydd, the new housing development at 'Land to the East of St Nicholas'. Escorting adults will be asked to arrive and park on Cae Newydd at a set time before / after school. School staff will then accompany school children on the walk to the school site.
- 5.2.25 The walking bus route will be via the footway on the A48 and the newly pedestrianised connection at School Lane. However, if the connection to the new development is confirmed the walking bus will be able to use this more convenient and direct route.

6. Targets and Monitoring

6.1 Introduction

6.1.1 This section of the TP sets out initial mode share targets for the monitoring period and associated procedures for monitoring and evaluation.

6.2 Mode Share and Targets

6.2.1 Mode share targets are used to evaluate the success of the TP and to identify areas on which further measures should be focused in order to help to drive travel behaviour change. To enable the setting of valid and realistic targets, a valid baseline first needs to be established.

6.2.2 Section 5 of the Transport Assessment (TA) prepared for the planning application set out the forecast mode share of the school with the development proposals, as well as the calculation method and assumptions. For the pupil population, this involved the use of postcode data of the existing pupil population, and details of mode share by travel distance from the National Travel Survey (NTS). Staff mode share was based on the existing staff population (21.5 FTE). It has been assumed that all staff journeys to / from the school will be completed via a single-occupancy vehicle regardless of home location.

6.2.3 The staff and pupil mode share which has been calculated as part of the assessments for both the existing and new school is summarised in **Table 6.1**.

Table 6.1: Mode Share Summary

Mode	Existing School				New School			
	Staff		Pupils		Staff		Pupils	
	AM	PM	AM	PM	AM	PM	AM	PM
Walk	0%	0%	9%	9%	0%	0%	9%	9%
Cycle	0%	0%	0%	0%	0%	0%	0%	0%
School Bus	0%	0%	23%	35%	0%	0%	13%	19%
Car	100%	100%	67%	56%	100%	100%	78%	71%
Total	100%	100%	100%	100%	100%	100%	100%	100%

6.2.4 The target will be to reduce the 'car' mode share by 6% over five years, consistent with Smarter Choices' report *Changing the way we travel* (2004). Following the baseline travel survey this target can be confirmed or adjusted as appropriate, following discussion between the VoG and the TPC.

6.2.5 The target for a reduction in single occupancy vehicle use encompasses both staff and parent/pupil travel to the development. This is likely to provide a suitable sample size from which performance against the target can be reliably measured.

6.3 Monitoring and Evaluation

6.3.1 The point at which baseline travel surveys are required will be subject to agreement with the VoG. A minimum response rate to the travel surveys will be required to be set and agreed to ensure that the data is representative.

6.3.2 The format of the baseline and monitoring surveys will need to be agreed with the VoG. In general, these will seek to establish the actual travel patterns, the reasons for travel choice and potential measures to encourage consideration of alternatives. For staff, it is envisaged that the surveys will be primarily online-based, but paper copies will also be made available to staff should they prefer. For pupils and staff at the schools, a combination of survey methods could be utilised, and is likely to include the following:

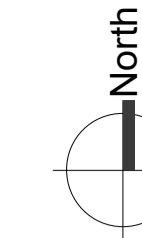
- Hands-up surveys of pupils;
- Manual counts at school drop-off/pick-up periods; and
- Pupil/parent and staff questionnaires.

- 6.3.3 The results of the baseline travel surveys will be analysed and the factors influencing travel behaviour will be investigated. It will then be necessary for the TPC to review and update the respective TP to include additional details and the need for any other measures not already included that require further investigation. Specific objectives and targets will need to be identified, separated into short/medium/long term targets, and will need to be SMART (Specific, Measurable, Achievable, Realistic, and Timed). Specific actions and measures to encourage sustainable modes of travel will be identified. For the on-going management of the TP to be successful and to deliver the desired outcomes, it is important that the parties involved in the delivery of the TP, which means the TPC, and the VoG, work effectively in partnership to achieve the desired results.
- 6.3.4 Monitoring of the TP will be required for a five year period from the date of the baseline travel surveys. They will be undertaken at one, three and five years after the date (or close to the date) of the baseline travel surveys. The TPC will aim to coordinate the baseline travel surveys and subsequent monitoring surveys to ensure consistency between the collection of data for the TP. Surveys will avoid sustained periods of inclement weather or when there is significant disruption to the local road or public transport network.
- 6.3.5 A monitoring report will be prepared by the TPC for each monitoring survey. These will identify the results of the surveys and success of the measures implemented in achieving the targets. The reports will be submitted to the VoG for comment. If the targets are not met, then it will be necessary to review what remedial measures need to be implemented to mitigate the impact of any under achievement.
- 6.3.6 At the end of the formal monitoring period (five years), if the target for reduction in single occupancy vehicle use has not been achieved, the TPC will liaise with VoG to extend the period of monitoring or agree that the actual level of reduction achieved is satisfactory.
- 6.3.7 A TP is a living document, and as such it is expected that it evolves over the five year monitoring period to fit the changing requirements of the hub. By instilling a sustainability “ethos” at the school from the outset, it is more likely that engagement with sustainable travel will continue after the end of the formal monitoring period.

7. Summary

- 7.1.1 AECOM Development Transport Planning has been appointed by the Vale of Glamorgan Education Department to provide highway and transport services in relation to the proposed expansion of St Nicholas Church in Wales (CiW) Primary School in St Nicholas, Vale of Glamorgan.
- 7.1.2 The TP has been prepared in accordance with key national policy and guidance. Furthermore, the redevelopment has not yet been built and occupied, and therefore the development of more detailed measures specific to the travel behaviour of pupils, staff and visitors cannot yet be developed.
- 7.1.1 The site is situated in St Nicholas, within the VoG. It lies just off the A48, approximately 6km to the west of Cardiff City Centre. The site is occupied by the existing St Nicholas CiW Primary School and is surrounded by small residential areas to the east and south and fields to the north and west. The site is accessed by School Lane which is itself supplied by the A48.
- 7.1.2 The site has limited access for cyclists and pedestrians. There are no footways on School Lane in the vicinity of the site. Whilst this situation is not ideal, it is not considered to be a significant issue considering that traffic speeds and volumes are extremely low. Pedestrian and cycle movements on the carriageway may serve to reduce vehicle speeds. There are paved footways on either side of the A48 through St Nicholas, and these are of a standard width and of good quality.
- 7.1.3 PIC data has been obtained from the WG for a study area derived using 'Crashmap'. The PIC data indicates that a single collision has occurred within the most recently available five-year period, which involved a rider falling from a motorcycle at the A48 / Duffryn Lane junction. No pedestrians, cyclists or children were involved in the collision and is not considered to be indicative of a highway safety issue.
- 7.1.4 Primary pedestrian and cycle access will be via the two access points on School Lane. The western-most pedestrian access footway will be 2m wide, with the eastern-most access footway is proposed to be 2.5m wide. These pedestrian accesses will be connected by a 2m wide footway along the front of the site. These pedestrian accesses will provide safe and secure access to the curtilage of the new school building, from which specific class arrangements for pupils to be dropped off and collected. The proposed main school office will be easily available via these accesses for pedestrian visitors.
- 7.1.5 There will be a total of 24 FTE members of staff located at the school post-development, up to 24 spaces will be required on-site, with one parking space allocated for a commercial vehicle, three spaces allocated for visitors, one for disabled access with the remainder for staff use (an allocation of 20 spaces). A total of 18 cycle stands will be provided in an appropriate location within the site and based on the number of proposed staff and pupil numbers at the school.
- 7.1.6 A TPC will be appointed to oversee the implementation and management of the TP. The TPC will be 'hands-on', actively implementing and monitoring the TP. The TPC will be appointed a minimum of six months prior to development of the primary school. It will be the responsibility of the LEA to appoint the TPC.
- 7.1.7 A range of potential sustainable travel measures to be implemented as part of the TP have been identified with reference to best practice. They form a starting point and the need for further measures to cater to the specific travel characteristics and demands of staff/parents/pupils/visitors will need to be considered when developing the TP.
- 7.1.8 Indicative targets for the TP have been established; these target a 6% reduction in car/van mode share. These will need to be reviewed following baseline travel surveys, along with the need for any specific TP measures. Monitoring of the TP will be required for a five year period from the date of the baseline travel survey. The monitoring survey will be undertaken at one, three and five years after the date (or close to the date) of the baseline travel survey. A monitoring report will be prepared by the TPC for each monitoring survey.
- 7.1.9 In summary, it is considered that the TP provides a solid foundation for the development of TP measures across the development. A package of measures has been identified with reference to best practice guidance, and these will complement the development proposals. A robust monitoring strategy has been set out, which will ensure effective monitoring and review to establish whether the TP is proving successful.

Appendix A Site Layout



Responsibility is not accepted for errors made by others in scaling from this drawing.
All construction information should be taken from figured dimensions only.

Legend

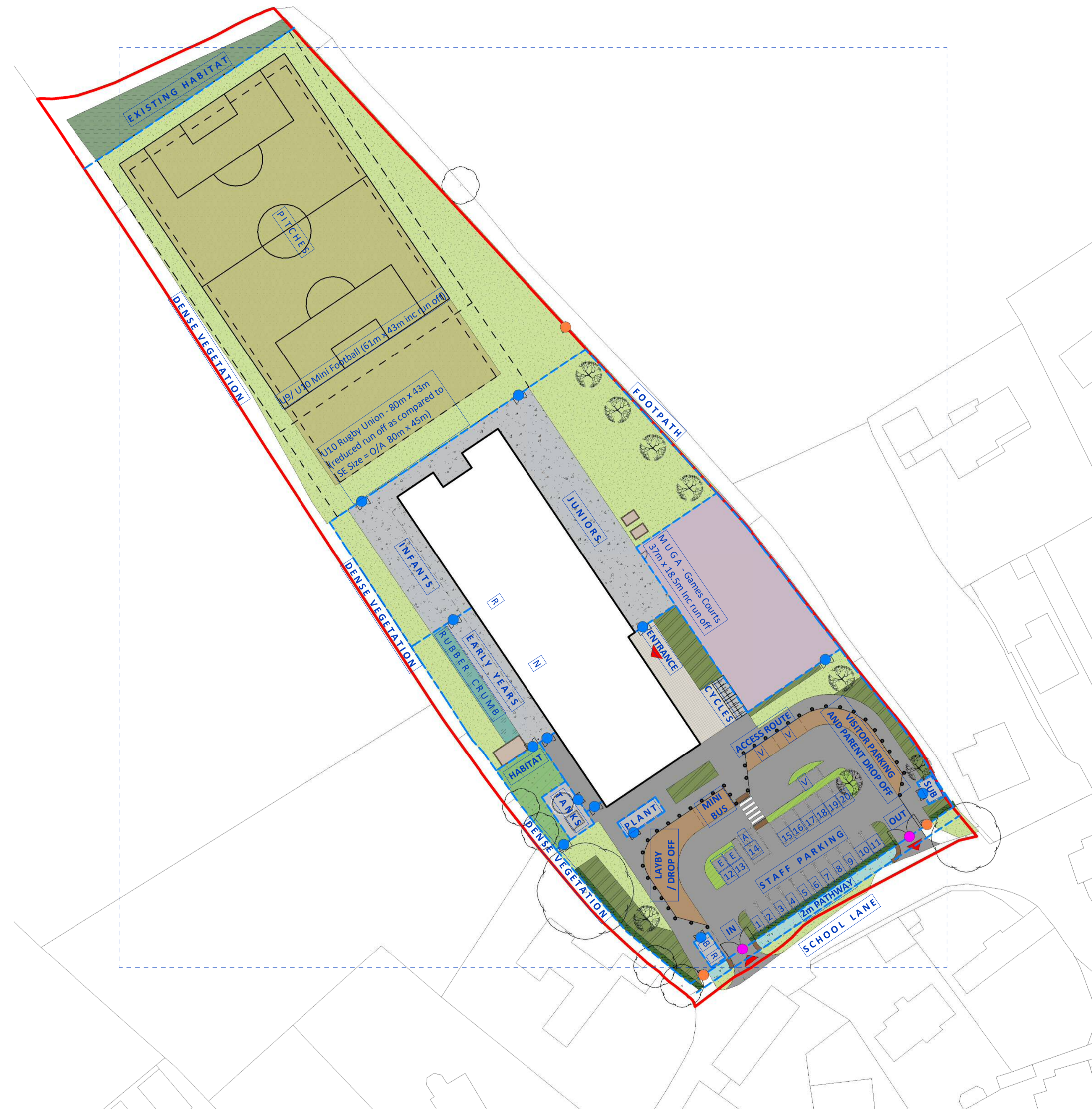
- Site boundary.
- - - Fence.
Refer to drawing SNPS-STL-XX-XX-DR-L-9004 Fencing and Security Plan for details.

Gates

- Pedestrian single gate.
- Site entrance vehicle gate.
- Pedestrian and/or maintenance double gate.

- R** Recycling bins.
- B** General waste bins.
- A** Accessible parking space.
- E** Electric charging space.
- Bollard.
Refer to drawing SNPS-STL-XX-XX-DR-L-9002 Hard Landscape Plan for details.
- New tree planting.
Refer to drawing SNPS-STL-XX-XX-DR-L-9003 Soft Landscape Plan for details.
- Existing trees to be retained to BS 5837:2012.

NOTE:
For levels and drainage information refer to engineers plans and details.



General Arrangement Plan
1 : 500

STATUS	REV	DATE	DESCRIPTION
PL	PL07	30/09/20	Updated anotation and planting for planning
PL	PL06	17/09/20	Highways input update for discharge of conditions
PL	PL05	13/09/20	For discharge of conditions
PL	PL04	09/09/20	Amended for Planning Issue
S4	P01	07/09/20	For Stage 3 Issue
PL	PL03	25/06/20	For Planning
PL	PL02	15/06/20	PAC Submission
PL	PL01	12/06/20	PAC Submission

CLIENT	REVISD BY
Vale of Glamorgan Council	CCM
CHECKED BY	CS
ORIGINATOR NO	152853

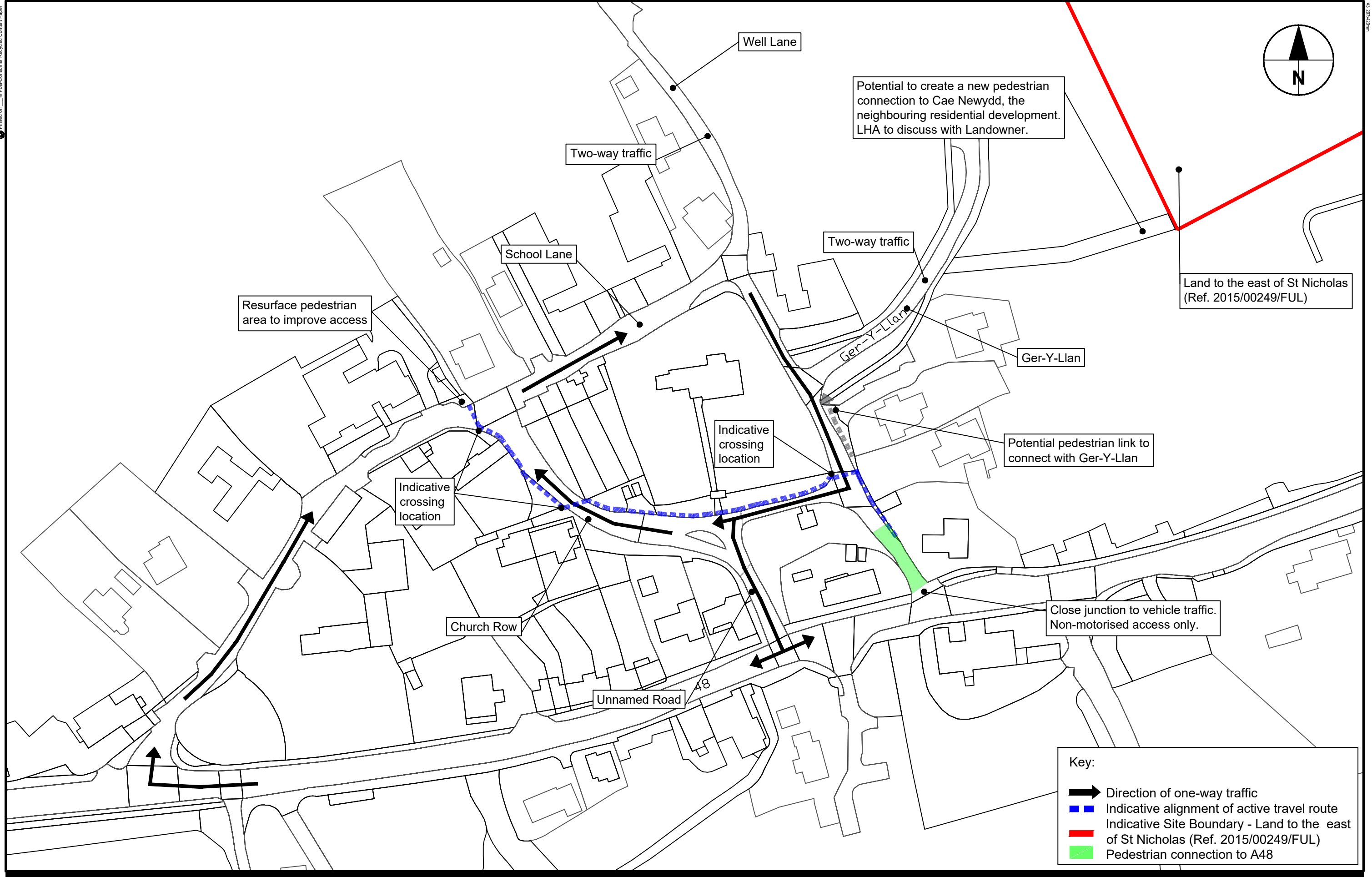
CONSULTANT
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PROJECT
St Nicholas Primary School

DRAWING TITLE
General Arrangement Plan

STATUS CODE
PL : Authorized and accepted SCALE
1 : 500@A1

DRAWING USAGE:
PROJECT - ORIGINATOR - VOLUME - LEVEL - TYPE - ROLE - CLASS - NUMBER STATUS_REVISION
SNPS-STL-XX-XX-DR-L-9001 PL_PL07

Appendix B Transport Implementation Plan



St Nicholas Church in Wales Primary School, Vale of Glamorgan

Interim Travel Plan

Transport Implementation Strategy



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