

Access and Parking provisions to the new school are inadequate.

The Transport Assessment identifies the school as having a rural catchment and is poorly served by public transport. 71-78% of pupils travel in private cars. The cost of the minibus (£22/week/child, £1,584pa for a 2 child family) and the unsafe nature of the A48 for both pedestrians and cyclists (particularly those of primary school age) caused by the near universal disregard of the A48's 30mph speed limit within the village the 60mph national speed limit leading into the village and within 600 meters of it are further incentives for this high personal car use. The Transport Assessment considers the village will cope with a near doubling of pupil numbers and car journeys but the village will not cope as the Transport Assessment modelling is flawed. It assumes a one way drive-through model of set down and pick up, but that is not the usual way that children are brought to and from school by car. The usual way is to park nearby and walk the last short distance to school in the morning and to arrive early and park up and wait until collection time in the afternoon to allow time for traffic delay. Current nearby parking is already limited due to the majority of developments within 100 metres occurring in an era before wide car ownership. The roads are narrow, often permitting only single file traffic. There are a number of detached and terraced properties in the immediate location with access only to on-street parking. Parking at school set down and pick up times is already problematic. Space becomes limited and cars are compelled to mount and then damage the green verges. Problematic parking will reduce pedestrian and cyclist road safety and impede or prevent emergency vehicle access.

The traffic assessment has not properly considered the A48 and has not considered its speed and safety, focusing instead on the immediate vicinity. This is a major flaw. The majority of current and future pupils will attend from the West of Cardiff and will use the A48. The new development of over 100 family homes to the East of the village has no pedestrian or cyclist access to the school save along the A48. To permit or encourage a primary school child to cycle the A48 is more than, as the report states (2.7.1), "not ideal", it is extremely dangerous. In the life-time of the school it is likely future government initiatives will do just this.

2.7.4 is factually inaccurate. The pavement at the St Nicholas bus stop on the north of the A48 is sub-standard. Wheelchair users are forced to use the main carriageway so pedestrian disabled access to the school from the East of the village is not possible.

2.9.4 fails to observe that the X2 is an express service with no stop between Culverhouse Cross and Cardiff Bay, travelling the Link Road. Therefore it is unavailable for travel from the Ely region without catching a second bus. The bus-stops in the village compell subsequent pedestrian access to the school along the overly fast, busy and for primary school aged children dangerous A48, see above. 2.9.5 observes that the X2 "The service does not provide a easible transportoption or AM arrivals to the school site rom Cardi as the first arrival is a ter the school start-time.

During its build, the tight roads will pose a problem to construction traffic and a subsequent nuisance to residents