



# Barry Waterfront School

Barry, Wales

# Jubb

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## 1 Project Information

### 1.1 Project Information

**Client** Galliford Try Construction

### 1.2 Project Details

**Project Name** Barry Waterfront

**Location** Wales

**Jubb Project Number** 20111

### 1.3 Report Details

**Version** 1<sup>st</sup>

**Status** Issue

**Date** March 2021

### 1.4 Project Authorisation

#### ISSUE HISTORY:

| Version | Date     | Detail  |
|---------|----------|---------|
| 1       | Feb 2021 | Draft   |
| 2       | Mar 2021 | Revised |

#### AUTHORISATION:

| Prepared By | Approved By |
|-------------|-------------|
| AB          | SR          |
| SR          | JD          |



- 2.2.3 Vehicular access to the development site will be taken directly from a gated side road via an existing priority junction off Ffordd Y Mileniwm with pedestrian/cyclists only egress/entry points also facilitated along the route. Movements internal to the site are managed to create a safe travel environment for all the road users, particularly facilitating easy access by foot and cycle.

## 2.3 School Travel Plan

- 2.3.1 School Travel Plans are seen by the local government as a strategic management tool in achieving traffic reduction and accelerating the development of more sustainable travel trends within the local highway networks. It will bring several benefits to students, staff, visitors and the wider community including:
- Improvements in the environmental image of the site;
  - Reduced traffic generation resulting in reduced air quality, noise, and environmental impact;
  - Reduction in the stress caused by driving allied with improved health from adopting alternative travel habits;
  - Enhancement of the role of safe walking and cycling in the local area and therefore an improved environment for all pedestrians and cyclists;
  - A reviewable process which allows any adverse transport impact to be quickly dealt with and emerging opportunities maximised.

## 2.4 The School's Commitment

- 2.4.1 The proposed 420 place school is not only to offer sufficient capacity to accommodate the projected increasing demand in Welsh Medium Education arising from both the new residential communities at Barry Waterfront and the wider communities in Barry, but also facilitate the relocation of an existing Welsh Medium School known as Ysgol Sant Baruc.
- 2.4.2 In line with the Local Authority's aspiration and thus to deliver a sustainable scheme that promotes a balanced and vigorous local community whilst contributing to the Government's shared priorities of reducing congestion, Ysgol Sant Baruc has committed to the implementation of a School Travel Plan.
- 2.4.3 The document sets out the travel strategy for the site to influence pupils and staff travel behaviours with the objective of reducing the dependence on private car usage in favour of more sustainable modes of travel. It will receive on-going and periodic updating to reflect the changing needs of the School and the people associated with it.
- 2.4.4 The adoption of this School Travel Plan will:
- demonstrate the school's dedication to improve the physical environment;
  - place emphasis on the need to consider sustainability;
  - raise the awareness of the existing transport problem faced at the school and surrounding environment; and
  - demonstrate a long-term commitment to influence the travel behaviour of the whole community.

## 2.5 The Scope

2.5.1 This document has been designed to contribute to the delivery and implementation of Wales Active Travel Act and the Vale of Glamorgan Local Transport Plan. Measures include greater support for more sustainable forms of travel, with the aim to stimulate the use of sustainable means of travel and reform people's perception of car travel. The report is structured as follows:

|                   |  |
|-------------------|--|
| <b>Section 3</b>  | Provides details of the aims and objectives of the TP;   |
| <b>Section 4</b>  | Outlines the proposal and its associated parking and access arrangements;  |
| <b>Section 5</b>  | Sets out the existing local transport infrastructure, including walking, public transport and cycling provision;                 |
| <b>Section 6</b>  | Provides details of management of the TP;  |
| <b>Section 7</b>  | Outlines the Targets of the TP;  |
| <b>Section 8</b>  | Presents details of initial measures to be implemented as part of the TP to encourage sustainable travel and discourage car use; |
| <b>Section 9</b>  | Provides details of the Action Plan outlining how each of the measures will be implemented; and                                  |
| <b>Section 10</b> | Provides details of the aims and objectives of the TP.   |

### 3 Aims and Objectives

#### 3.1 Aims

- 3.1.1 The overall aim of this Travel Plan is to provide measures, information and support initiatives that will promote walking, cycling and public bus services as safer alternative modes of travel and provide students, staff and visitors with an opportunity to reduce the number of car trips to school thereby decreasing the amount of traffic impact.

#### 3.2 Objectives

- 3.2.1 The key objectives are identified as follows:
- Reduce the number of parents dropping children to school by car unnecessarily, i.e. when they live within a safe walking/cycling distance/route;
  - To increase the number of pupils and staff who walk, scoot and cycle to school;
  - Encourage the use of sustainable means of transport to the school by providing information on walking and cycling routes to school and public transport;
  - Raise awareness of the health and environmental benefits of active travel and thus increase health and fitness among the pupils and staff;
  - Encourage pupils to work together in organising safe walking/cycling routes;
  - Ensure the school pupils, teachers, parents and local community work together in achieving these objectives.
- 3.2.2 The aims and objectives above should act as a starting point from which the school can subsequently work from.



## 4 Development Proposal

### 4.1 The Scale of the School

- 4.1.1 The proposed 2FE school will deliver primary education for approximately 420 pupils with up to 60 students joining each year.
- 4.1.2 The proposed 420 place school is not only to offer sufficient capacity to accommodate the projected increasing demand in Welsh Medium Education arising from both the new residential communities at Barry Waterfront and the wider communities in Barry, but also facilitate the relocation of an existing Welsh Medium School known as Ysgol Sant Baruc.
- 4.1.3 An additional provision of 48 FTE places Nursery School will also be accommodated on site facilitating early childcare for children aged between 2 -3 years old.
- 4.1.4 Upon its full capacity, the school will be supported by approximately 18 FTE teaching posts and 20 FTE supporting roles that would see 38 Full Time Equivalent (FTE) staff employed at the site. A detailed breakdown of these staff is summarised in Table 4.1 below.

| Position         | Roles                           | Note   |
|------------------|---------------------------------|--|
| Teaching Staff   | 20 Teaching Staff               | -  |
| Supporting Staff | 2 Administrators                | -  |
|                  | 4 Kitchen Staff                 | -  |
|                  | 7 Caretaker                     |  |
|                  | 6 Cleaners                      | After School   |
|                  | 20 Learning Support Assistances | Teaching Assistants are likely to take on other roles (e.g. lunchtime supervisors, Breakfast club staff) |

*Table 4.1 Breakdown of Staff Members*

- 4.1.5 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**.

### 4.2 Hours of Operation

- 4.2.1 The school teaching hours will be between 9:00 and 15:20 with a breakfast club available from 7:40am and After School Clubs operating every day until 17:30pm. It is understood that at full capacity the breakfast club will hold up to 120 pupils with a slightly lower capacity of 100 pupils for the After-School Club.
- 4.2.2 A slightly different operation is proposed at the Nursery School offering two different sessions to children aged between 2 and 3 years old:
- 48 pupils in the morning session between 09:00 and 12:00; and
  - 48 pupils in the afternoon session between 13:00 and 15:00.

### 4.3 Student Catchment Area

- 4.3.1 It is understood that despite an increase in school capacity, the identified school catchment area for the existing Welsh Medium School – Ysgol Sant Baruc will remain unchanged and illustrated in Figure 4.1 below:

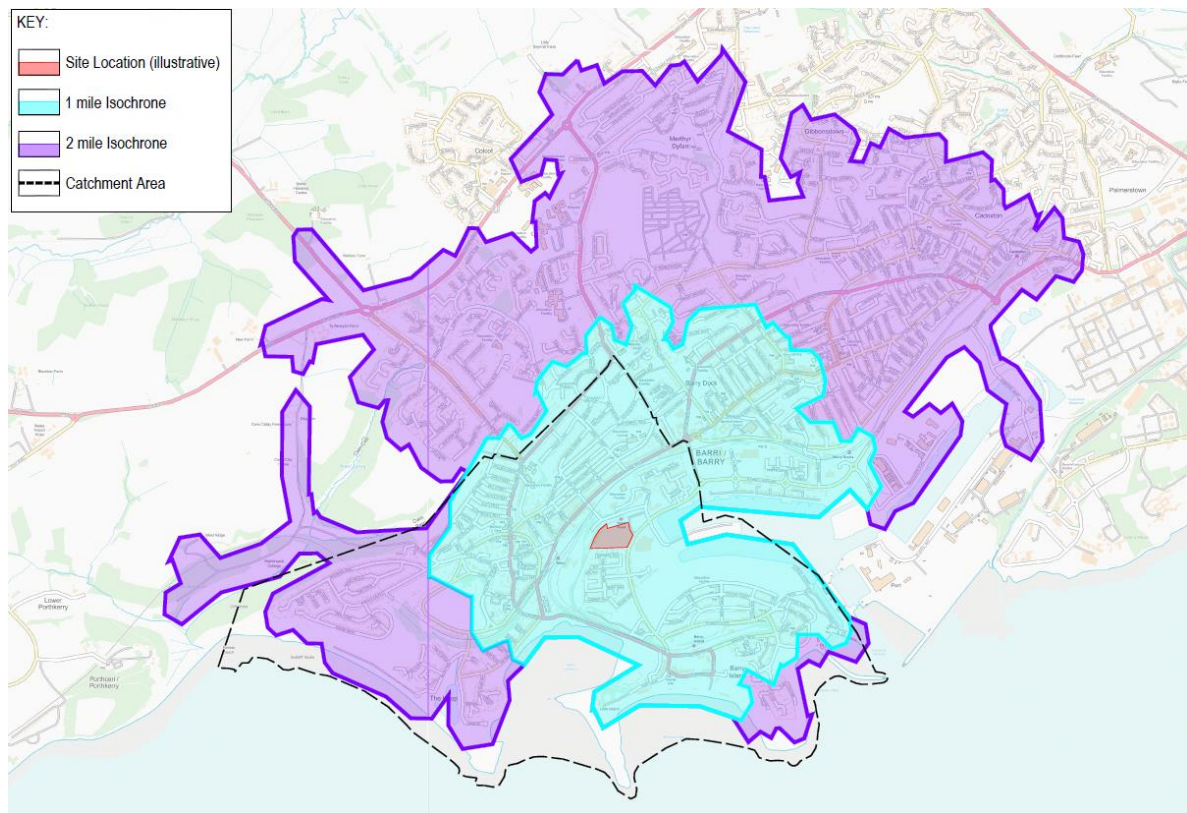


Figure 4.1 Students Catchment Area

- 4.3.2 As can be seen above, the proposed new school is favourably located in the centre of the student catchment area. **Figure 4.1** above also illustrates the 1 mile and 2 miles isochrone, measured from the centre of the development site, identifying the residential area lying within these catchment areas. It demonstrates that a large proportion of the residential communities within the catchment area lie within 1 mile walking distance to the site with the small remaining area still within a 2 miles isochrone.

### 4.4 Site Access Arrangement

- 4.4.1 It is proposed that vehicle access to the site will be directly off a gated side road via an existing priority junction off Ffordd Y Mileniwm, as shown in **Figure 4.2** below, that will provide access to a staff car park and pick-up/ drop off area.

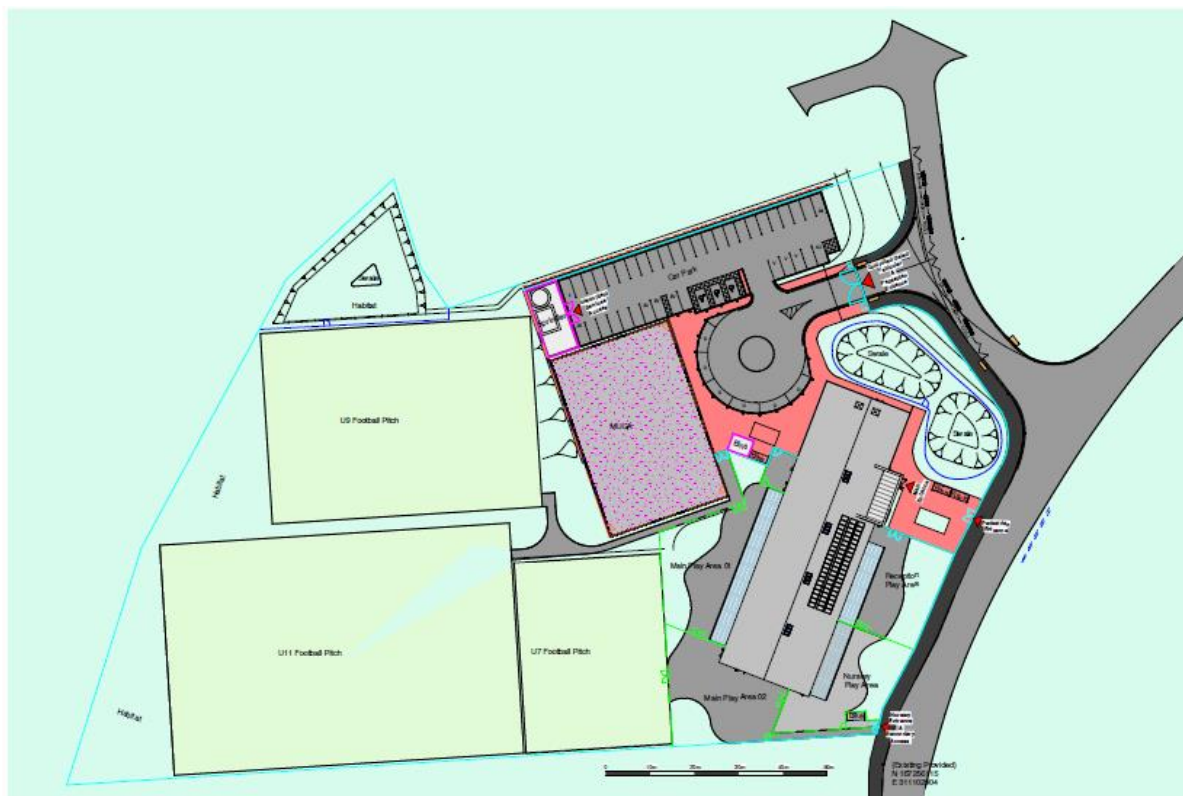


Figure 4.2 Vehicle Access point

- 4.4.2 It is understood that Ffordd Y Mileniwm, through Barry Waterfront, has been purposely built to cater for the traffic arising from the wider Regeneration Scheme and operates as a primary traffic route connecting the Waterfront with Barry Island. The existing site access junction off Ffordd Y Mileniwm has been provided as part of the new link road. It was engineered to accommodate the forecast school traffic associated with the site and was deemed appropriate by the LHA.
- 4.4.3 A shared use pathway of 3.0m wide will be provided to the southern side of the access road at the school entrance whereas a 2.0m footway will be introduced along the northern side. These routes will tie into the existing provision along the spur road with onwards connection to the pedestrian and cyclist infrastructure along Ffordd Y Mileniwm.
- 4.4.4 Assisted crossing points by means of tactile paving and dropped kerb will be facilitated along the access spur road and at the school entrance.
- 4.4.5 In addition, pedestrians/cyclists only access will also be facilitated directly off Ffordd Y Mileniwm, which benefit from existing footways/cycleway and street lighting.
- 4.4.6 The development has been designed with consideration towards disabled access (i.e. with regards to access to the building), to ensure the safe movement of future site users that are mobility impaired.

#### 4.5 Offsite Highway Works

- 4.5.1 To prevent any unauthorised parking by parents along the adjoining highway network, the following offsite traffic management measures are envisaged:

- Zag “Keep Clear” road marking will also be applied to the eastern side of the spur road along the school frontage; whereas
- Parking restrictions by means of double yellow line will be introduced along eastern site of the access spur road and along Ffordd Y Mileniwm within the vicinity of the access junction to the school.

4.5.2 The extend of the proposed highway works are shown in **Appendix B**.

4.5.3 It is understood that Ffordd Y Mileniwm, also known as Barry Island Link Road (BILR), has not yet been adopted by LHA due to the outstanding signal improvements works and remains under the Consortium's ownership. The timescale for completing the relevant signal improvements and subsequently the adoption of the BILR is December 2021. Once the BILR is adopted and handed over to the LHA, the council will install bus shelters associated with the existing bus stops along NILR to the south of the site, using fixed contribution set out in Schedule 1 of the Section 106 Agreement towards the sustainable transport facilities.

## 4.6 Parking Provision

### Vehicle Parking

- 4.6.1 The scale of parking provision is viewed in some quarters as a tool in managing demand generated by vehicles. In PPW 11, it stated that a design led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is facilitated in a manner which does not dominate the development. It emphasises that well designed scheme, which has a low level of parking, should be supported.
- 4.6.2 A staff car park of 42 parking spaces will be provided onsite including 3 disabled spaces, 3 visitor spaces and 2 electric vehicle charging bays. A dedicated drop off/pick area of approximately 6 vehicle bays is also facilitated onsite for school mini-buses, commercial/service vehicles, and taxis for pupils with assisted needs.
- 4.6.3 It should be noted there is no provision for parent's parking within the school ground and onsite parents' drop off and collection by car will be prohibited, except for children with assisted needs.
- 4.6.4 It is understood that to enforce this, the vehicle access will be manned by a member of the staff at the start and end of the school day to oversee the use of the gated access. Any parents arriving at the school by car during the collection and drop off periods will not be allowed to enter the school car park. The school drop off/pick up policy will be made clear to all parents during the site induction periods and will be reminded through the regular newsletters.

### Cycle Parking

- 4.6.5 It is proposed that secured and sheltered cycle parking storage will also be provided at the school in line with The Vale of Glamorgan's 2019 SPG parking standards. It is noted that showers and changing facilities (as well as drying) will be provided for both staff and students including lockers for staff. **Table 4.2** below sets out the cycle parking standards.

| Type of Development              | Long Stay  | Short Stay               |
|----------------------------------|--|--------------------------|
| Nursery/ Infants/Primary Schools | 1 stand per 5 staff and<br>1 stand per 20 children | 1 stand per 100 children |

*Table 4.2 Cycle Parking Standards (The Vale of Glamorgan's 2019)*

#### 4.7 Baseline Travel Pattern

- 4.7.1 Travel pattern of primary education related journeys (i.e. for pupils) has been established using the 2019 travel data from the National Travel Survey (NTS) Table NTS0614: "Trips to School by Main Model, Trip Length and Age" and students catchment area. Whereas for staff travel, Travel to Work data from the 2011 Census has been reviewed to determine the mode share for work related journeys in the region.
- 4.7.2 The established travel patterns for both pupils and staff is subsequently summarised in Table 4.2 below with detailed analysis included within the supporting Transport Statement. These are adopted as the baseline modal splits for the proposed new primary School.

|               | Staff Travel | Students Travel |
|---------------|--------------|-----------------|
| Walk          | 12%          | 62%             |
| Bicycle       | 2%           | 2%              |
| Car Driver    | 73%          | 30%             |
| Car Passenger | 7%           |                 |
| Bus           | 6%           | 5%              |
| Motorcycle    | 1%           | -               |
| Others        | 1%           | 1%              |

*Table 5.7 Proposed Travel Patterns for Staff and Students*



## 5 Site Accessibility Audit

### 5.1 Introduction

5.1.1 This section examines the level of accessibility to and from the application site. The audit is in keeping with current National and Local planning policies which highlight the importance of integrating land-use, transport and planning decisions to address the needs of both present and future communities to create developments with good access to local infrastructure and that are supported by quality public transport services.

5.1.2 The appraisal demonstrates that the site is linked to a comprehensive network of footpaths that are highly permeable through to the wider Barry Waterfront Regeneration Area. In addition, the site is located in close proximity to supporting cycle routes, and benefits from a reasonable level of public transport connectivity.

### 5.2 Site Location

5.2.1 Barry is a market town in the Vale of Glamorgan and is home to a population of 51,502. It is located some 12 km south west of Cardiff and around 24km south east of Bridgend. The proposed new school site is located off Ffordd Y Mileniwm within the newly developed Barry Waterfront Regeneration Area. It lies some 1000m south of Barry Town Centre and some 750m north of Barry Island.

5.2.2 **Figure 5.1** below shows the location of the site in the regional context and the proposed site in the context of Barry.

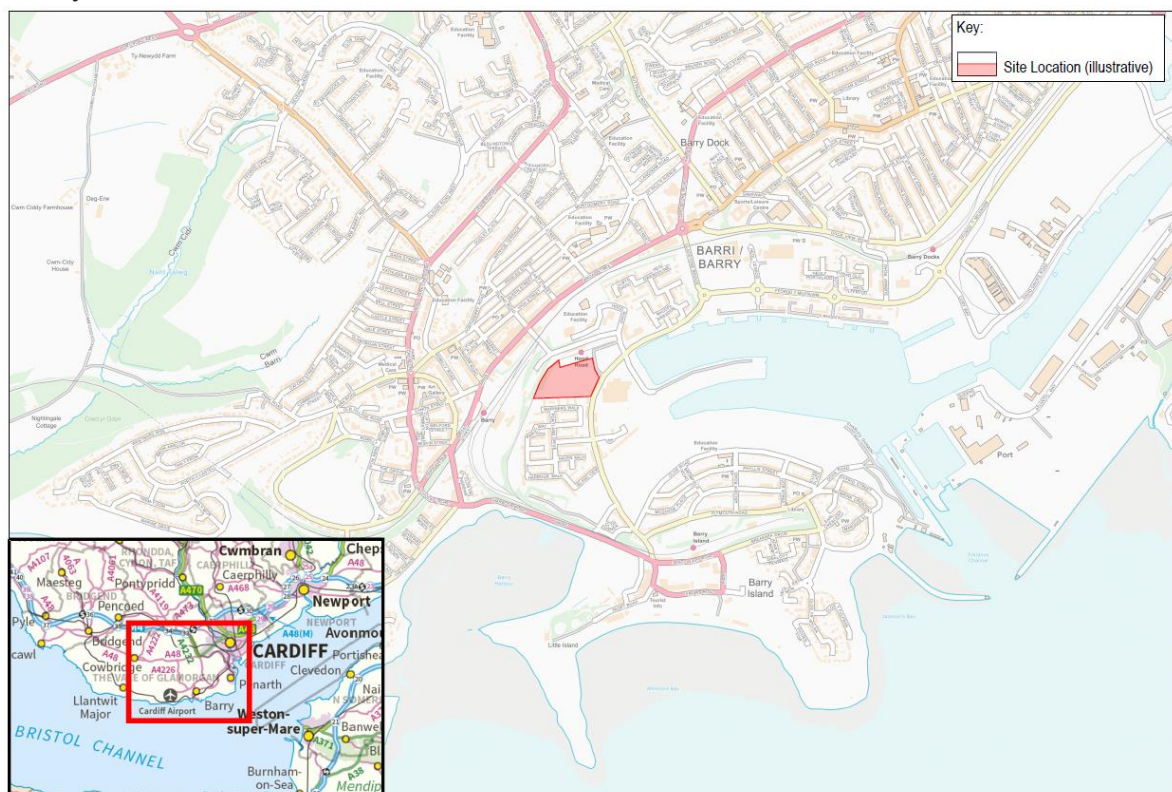


Figure 5.1 Site Location

### 5.3 Pedestrian Accessibility

- 5.3.1 Walking is a major mode of travel for local journeys and is recognised as the most sustainable form of travel (IHT, 2000). The roads within the vicinity of the site are generally a mixture of residential and local distributors with reasonable quality footways, street lighting and dropped kerbs at crossing points near
- 5.3.2 Pedestrian access to the new school is off Ffordd Y Mileniwm. Ffordd Y Mileniwm which is an urban road with well-lit and kerbed shared cycleway/footways that run continuously along either side of the carriageway.
- 5.3.3 Signalised pedestrian crossing points are located on all arms of the Ffordd Y Mileniwm/ Powell Duffryn Way junction that allow pedestrian linkages around Barry Waterfront. **Figure 5.2** shows the locations of these crossing points.
- 5.3.4 It is noted that pedestrian infrastructure within Barry Waterfront has been subject to significant improvements that were purposely designed and constructed to serve the wider regeneration area. Consistent footway links, by means of roadside provision and traffic free pathways, are provided throughout the area facilitating a comprehensive network of well-lit and attractive walking routes connecting between the nearby residential communities and the school site.
- 5.3.5 Assisted crossing points by means of signal-controlled crossing facilities and zebra crossings are available along Ffordd Y Mileniwm throughout the Waterfront area. A detailed map of all the footpaths in the surrounding area is included in **Figure 5.2**.

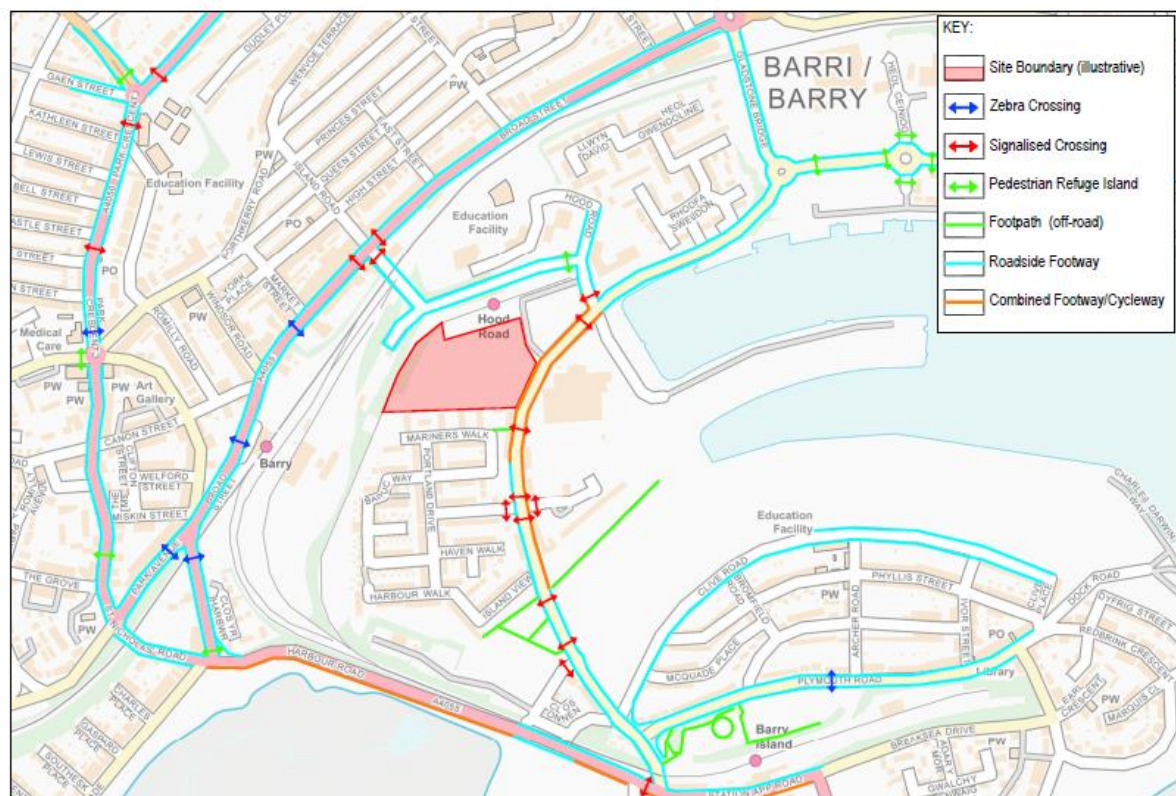
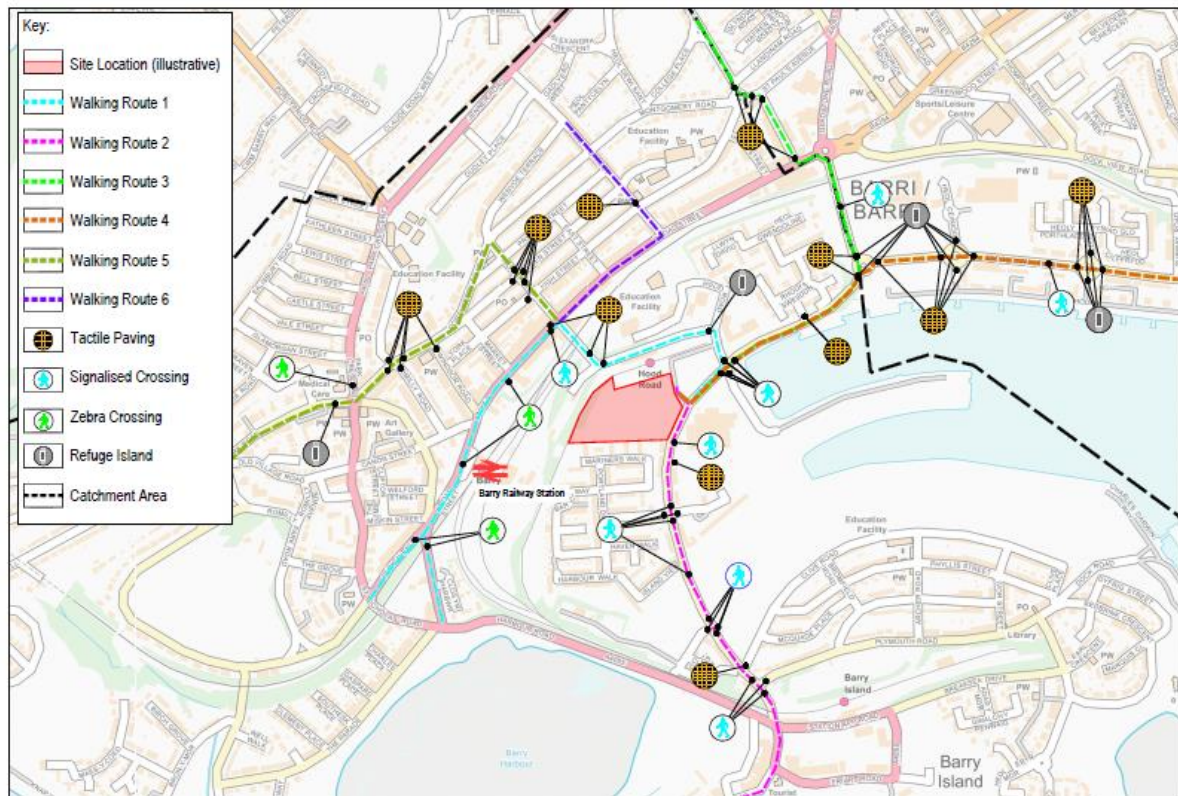


Figure 5.2 Local Pedestrian Network



- 5.3.6 Pedestrian desire lines from the nearby residential estates to the new school site are identified in **Figure 5.3** below as well as the crossing points.



*Figure 5.3 Pedestrian Desire Lines*

## 5.4 Cycle Accessibility

- 5.4.1 Cycling is recognised as one of the most sustainable forms of transport (CIHT's Planning for Cycling, 2015). **Figure 5.4** shows the local cycle routes within the vicinity of the site extracted from the Vale of Glamorgan Active Travel website. <https://www.valeofglamorgan.gov.uk/en/living/transportation/Active-Travel.aspx>



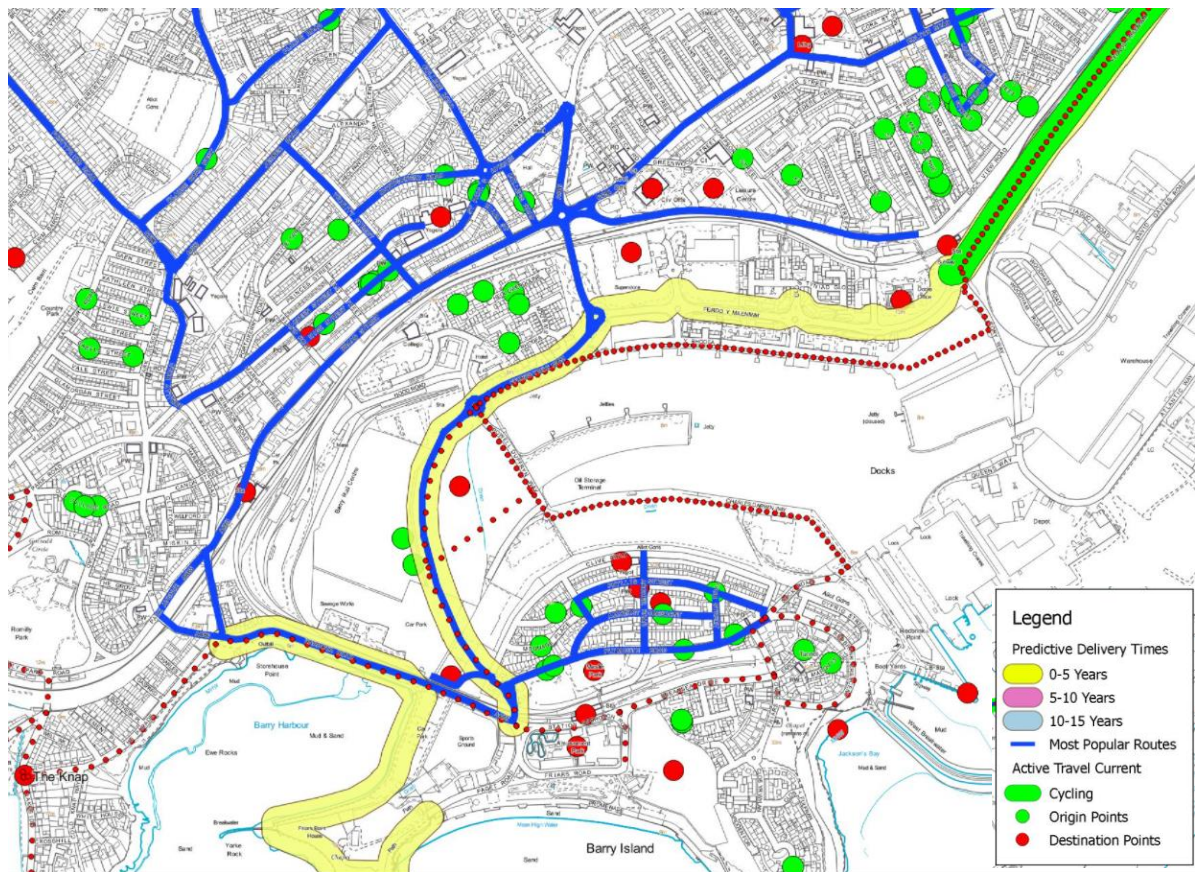


Figure 5.4 Local Cycle Routes

- 5.4.2 Ffordd Y Mileniwm also forms part of the National Cycle Network (NCN) Route 88. NCN 88 route links to Newport, Cardiff, Bridgend and Margam.
- 5.4.3 Ffordd Y Mileniwm provides a shared cycleway/footway on the eastern side of the carriageway. This route continues south towards the signalised pedestrian crossing approximately 120m north of Ffordd Y Mileniwm/Fford Y Glannau crossroads and joins in with Ffordd Y Mileniwm which from that point becomes a popular on-road route for cyclists.

## 5.5 Public Transport Accessibility - Bus

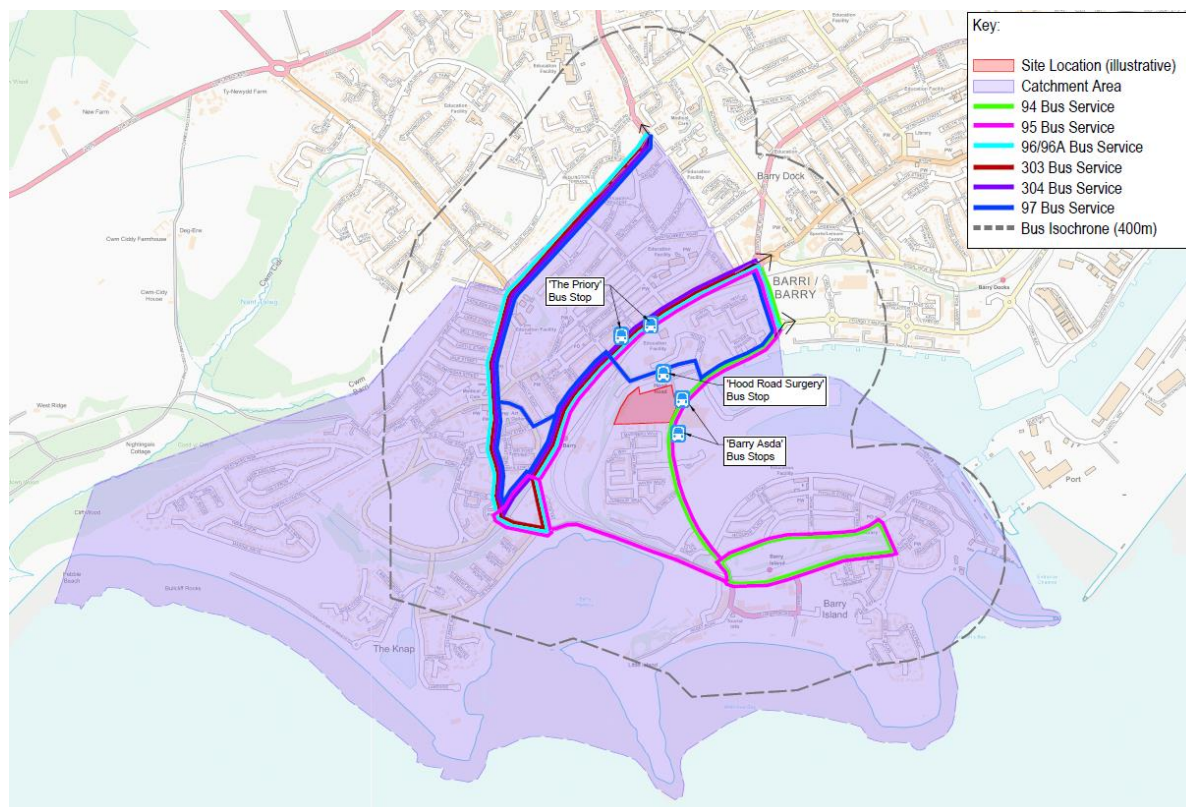
- 5.5.1 The nearest bus stop can be accessed along Ffordd Y Mileniwm around 18m from the site. This bus stop known as 'Barry Asda' consists of a layby and timetable information. The 'Barry Asda' bus stop serves the number 95 service which runs on an hourly basis between Barry Island and Cardiff.
- 5.5.2 In addition, bus stops at Hood Road can also be reached within 350m distance from the site at where regular bus services 97 can be boarded facilitating half hourly service commuting between Barry King Square and Colcot. Bus service 94, that passes the site, can be accessed some 550m north at Morrison's bus stop along Ffordd Y Mileniwm.
- 5.5.3 Furthermore, bus stops at Broad Street can also be accessed via a short walk from the site via Hood Road. At where regular bus services 96/96A, 97, 303 and 304 services stop facilitating a combined average frequency of 5 buses per hour in both directions.

- 5.5.4 Local bus services which utilise these stops are summarised below in **Table 5.1** along with a brief route description and the associated operating frequency. The table indicates the general level of provision however, some additional service buses are added or routes varied slightly to accommodate peak period, school journey destination demands and enhanced summer services.

| No.    | Bus Stop     | Service Route   | Frequency                         |                              |                                |
|--------|--------------|---|-----------------------------------|------------------------------|--------------------------------|
|        |              |   | Mon -Fri                          | Sat                          | Sun                            |
| 94*    | Morrison     | Barry – Sully – Penarth - Cardiff   | Every 20 minutes<br>08:58 – 19:01 | Every Hour<br>08:06 – 18:59  | -                              |
| 95*    | Asda         | Barry Island – Morrisons – Gibbonsdown – Dinas Powys - Llandough – Heath Hospital | Hourly<br>09:10 – 18:10           | Hourly<br>06:18 – 20:03      | -                              |
| 96/96A | Board Street | Barry – Cardiff   | Hourly<br>06:47-22:25             | Hourly<br>06:47-22:25        | -                              |
| 97     | Hood Rd      | King Square – Colcot  | Half Hourly<br>07:51 – 19:42      | Half Hourly<br>09:21 – 19:21 | -                              |
| 303    | Broad Street | Barry – Bridgend  | Hourly<br>07:16 – 23:46           | Hourly<br>07:16 – 23:46      | Every 2 hours<br>09:16 – 23:15 |
| 304    | Broad Street | Barry Cardiff   | Hourly<br>06:50 – 23:55           | Hourly<br>06:50 – 23:55      | Every 2 hours<br>08:10 – 00:50 |

*Table 5.1 Bus Services*

- 5.5.5 **Figure 5.5** below provides an illustration of the routes which each of these bus services takes. Also included is a 400m isochrone, measured from each of the bus routes, identifying the residential areas lying in a 400m walk (equivalent to a 5- minute walk) served by these bus routes and corresponding stops.



*Figure 5.5 Local Bus Routes*

- 5.5.6 As can be seen above, a large proportion of the residential communities within the school catchment area is covered within 400m isochrone and hence lies within a reasonable location for the use of public transport as a means of travel to and from the school.
- 5.5.7 In addition, free school transport will be provided for students who live over 2 miles from the school. Parents of children who live within 2 miles travel distance of the site can also opt to use the school transport service at a cost.

## 5.6 Public Transport Accessibility – Rail

- 5.6.1 Barry Railway Station, which is on the Vale Line, is located 1km south west of the site approximately a 12-minute walk.
- 5.6.2 The station has numerous facilities that include a manned ticket counter and automated ticket machines, a café, departure/arrival screens, customer service desk, a car park and around 10 cycle parking stands. **Table 5.2** provides a summary of the destinations from Barry Rail Station.

| Route  | Operator            | Frequency<br>Monday - Friday |
|--|---------------------|------------------------------|
| Cardiff Central – Merthyr –<br>Tydfil - Aberdare | Transport for Wales | Every 15 minutes             |
| Barry Island                                     | Transport for Wales | 3 services every hour        |

| Route               | Operator            | Frequency<br>Monday - Friday |
|---------------------|---------------------|------------------------------|
| Bridgend via Rhoose | Transport for Wales | Every hour                   |

*Table 5.2 Railway Services*

- 5.6.3 In addition, on Saturdays, there is a half-hourly service to Cardiff Central and an hourly service southbound to Barry Island and Bridgend. On a Sunday a half hourly service is provided to Barry Island and every 120 minutes to Bridgend.

## 5.7 Travel by Car

- 5.7.1 Bordering to the south-east, Ffordd Y Mileniwm has been purposely built to serve the wider Barry Waterfront Regeneration scheme facilitating vehicular link between the newly established communities and Barry Island with onwards connection to the wider strategic highway network at the A4055.
- 5.7.2 Running in a north-south direction, the single carriageway provides the main vehicular route to the site and is intersected by a number of junctions that are purposely constructed to serve the retail and residential elements at Barry Waterfront. Well maintained and street lit footways are available along either side of the carriageway with tactile paving and dropped kerbs at side road junctions.
- 5.7.3 Travelling north-eastwards, Ffordd Y Mileniwm joins Gladstone Bridge at 3-arm roundabout with Gladstone Bridge proceeds northwards and joins with the A4055 Broad Street directing traffic into the urban area north of the railway line. Continue eastwards, Ffordd Y Mileniwm proceeds through Barry Dock Yard with onwards connections to Cardiff Road and the A4055 on the northern edge of the Barry Waterfront Regeneration area.
- 5.7.4 Whereas heading south Ffordd Y Mileniwm meets A4055 Harbour Road and Station Approach at a signalised crossroads junction on the southern edge of the Regeneration area facilitating vehicular access to Barry Island and the settlement area on the south-western edge of Barry.
- 5.7.5 Bordering to the north west of the site is Hood Road which is approximately 5.5m wide and subject to a speed limit of 30mph. Hood Road operates as a local access and has a predominantly commercial frontage directing traffic between Broad Street to the north and Ffordd Y Mileniwm to the south.
- 5.7.6 Broad Street forms part of the A4055 that provides a northeast-southwest route through Barry. Broad Street is a single carriageway and subject to a 30pmh speed limit. Running southwards, it proceeds through the town centre and joins up with Harbour Road. Whereas heading northeast, it bisects the urban area of Barry offering long distance vehicle connections to Dina Powys and Penarth to Cardiff Bay.

## 5.8 Infrastructure Improvements

- 5.8.1 As aforementioned, local transport infrastructure within and surrounding the Barry Waterfront area were subject to significant investment and has been purposely constructed and improved to serve the regeneration scheme.



5.8.2 A comprehensive package of infrastructure enhancement, by means of offsite highway works and financial contribution, has taken place as part of the Section 106 obligations for the wider Barry Waterfront scheme. These enhancements improve not only the operational capacity of the local highway network but also the connectivity of walking, cycling and public transport network within the regeneration area.

5.8.3 These improvements encompass:

**Walking and Cycling:**

- A cycleway/footway along Cardiff Road between Dinas Powys and Barry Waterfront
- Improved pedestrian/cycle routes between West Pond, the High Street and Barry Railway Station;
- Improvements to the route to Barry Island Railway Station
- Improvements to Clive Road Steps
- Improvement to the links between East Way and the Barry Dock Railway Station.

**Bus Services:**

- Bus subsidy for a South Quay Route
- Provision of 6 Bus stops within the whole of the Barry Waterfront Regeneration Area.

**Offsite Highway Works**

- Coordinated signalisation at Harbour Road/Station Approach and Plymouth Road/Earl Crescent Junctions;
- A contribution of £1,625,000 towards highway enhancements at junctions identified within the transport assessment prepared for the consented Barry Waterfront scheme as well as further offsite highway works agreed with LHA. These includes works at:
  - Barry Dock Link Road/Port Road Roundabout
  - Gladstone Bridge/Ffordd Y Mileniwm Roundabout
  - Wimbourne Road/Ffordd Y Mileniwm Junction

5.8.4 The above schemes will not only provide sufficient road capacity to accommodate the forecast traffic generation arising from Barry Waterfront but also maximise the area's permeability and accessibility by sustainable modes of travel. And hence it is considered that the forecast trip generation associated with the school site can be comfortably accommodated within the existing network.

## 5.9 Summary

5.9.1 The assessment demonstrates that the site is well located in connection with the existing walking and cycling routes and is reasonably served by current public transport provisions. Its high accessibility by sustainable modes of travel offers significant opportunities for staff and students to access the surrounding facilities by foot, by bike or by public transport.

## 6 Management of the Travel Plan

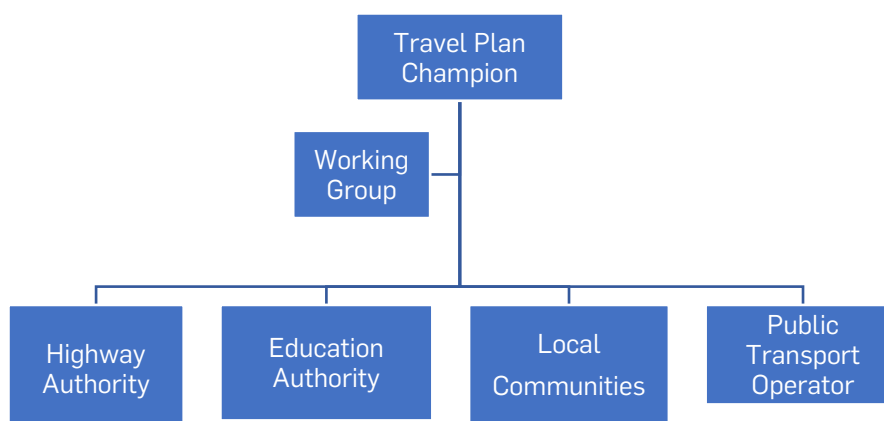
### 6.1 Management Structure

6.1.1 The Travel Plan will be managed at several levels via a working group or/and specialist mode groups. These groups will be coordinated by an identified Travel Plan Champion (TPC).

- Travel Plan Champion: This individual plays a key role in Travel Plan development and implementation. They are responsible for its day-to-day running, providing the overall co-ordination needed to ensure its success.
- A Working Group: This group will oversee the development of the Travel Plan and provide guidance and support. This provides the means for enabling student participation and regular liaison with parents and school governors.

6.1.2 The Travel Plan also needs partnership for success. The TPC will therefore establish partnerships with external resources and maintain links and lines of communication to keep up to date on the information, initiatives and new technology in sustainable travel.

6.1.3 The subsequent administrative structure is identified in **Figure 6.1** below.



*Figure 6.1 Travel Plan Administrative Structure*

### 6.2 Travel Plan Champion

6.2.1 A TPC, who is in a senior position of sufficient authority, will be appointed to oversee the implementation and administration of the School Travel Plan and provide the overall co-ordination needed to ensure the Travel Plan's success. The person must offer a keen attitude towards improving the use of sustainable transport and the development of further travel plans.

6.2.2 The appointed TPC will be given sufficient time and resources to effectively undertake their duties and implement the Travel Plan using the supporting administrative staff as appropriate. The TPC will also work closely with the staff, pupils and parents in assisting in the promotion of the Plan and in the distribution of information. In addition, the TPC will also assist with the update of appropriate information on web sites/portals which will include the current details relating to the objectives and performance of the Plan.

- 6.2.3 The TPC will be responsible for executing the Travel Plan and reporting against the agreed Travel Plan Targets and Action Plan. The name and contact details of the TPC will be provided to the Vale of Glamorgan Council.

### 6.3 Working Group

- 6.3.1 A Working Group will also be established to assist in the implementation of the Travel Plan. This group will be led by the TPC and constitutes representatives from governors, staff, parents and students from each year group. This will enable the travel needs of the entire school population to be addressed.

- 6.3.2 The group will meet regularly to:

- Discuss and monitor the progress of the Travel Plan;
- Provide feedbacks on the implementation of the initiatives outlined within the Travel Plan;
- Report any changes in travel conditions and identify traffic issues around the school;
- Design and implement effective initiatives and awareness raising campaign in promoting sustainable travel among staff, parents and pupils.

- 6.3.3 The group will work to widen personal travel voices for journeys to and from the school by improving information provision and awareness among staff, parents and pupils and introducing initiatives to encourage walking, cycling and public transport use.

### 6.4 External Partnership

- 6.4.1 Nevertheless, the Travel Plan needs partnership for success. The TPC will establish partnerships with external resources and maintain links and lines of communication to keep up to date on the information, initiatives and new technology in sustainable travel. The key partners and their role are identified as follows:

- Travel Plan Co-ordinators/representatives from the neighbouring residential, retail and employment operators as well as other educational establishments in the local area – to investigate and organise any potential joint event, promotion and initiatives on sustainable travel such as Bicycle User Group, Walking Bus.
- Local Community representatives – to discuss any matters as result of the onsite operation that may affect the living quality of residents.
- Vale of Glamorgan Travel Plan Co-ordinator – will be able to provide support, advice and guidance on sustainable transport options and initiatives in order to try to ensure Local Authority sustainable transport goals and objectives are met.
- Public Transport Operator – to provide the latest information on the frequency, routing and fares.

## 7 Travel Plan Target

### 7.1 Preamble

- 7.1.1 To assess the effectiveness of the Travel Plan, a set of performance indicators in the form of measurable goals and milestone activities has been identified at which the quantification of travel habits can be made and the measures to be implemented. These targets will be treated as a “starting point” to evolve the Travel Plan.
- 7.1.2 Targets are designed to be SMART - Specific; Measurable; Achievable; Realistic; Time-bound and follow the aspiration of local transport policies for school travel and sustainable travel. The setting of the proposed modal shift focuses on changing travel behaviour in favour of Active Travel and reduces the dependency on solo car journeys.

### 7.2 Short Term Targets

- 7.2.1 During the first year of implementation of the Travel Plan, targets are relatively broad and no measured values have been identified. This is to allow the Travel Plan Champion time to identify the issues and responses necessary to take the travel plan forward and allow the school to bed in as student numbers grow over the intervening time period. Thus, the targets that have been identified are as follows:

#### **Prior to occupation:**

- Appointment of a Travel Plan Champion;
- Prepare Travel Plan Welcome Packs for both staff and pupils;
- Explore the use of social media for transport information;
- Manage the distribution of Welcome Packs, walking and cycling maps and bus timetable information; and
- Erect the Travel Notice Board including useful information on transport services, footways and cycle routes.

#### **First Year of Operation:**

- Encouraging staff, parents, and students (where age appropriate) to consider using [carsharedevon.com](http://carsharedevon.com);
- Organise meetings with senior management board, students, governors and staff representatives to discuss the implementation of the site travel plan;
- Arrange the first travel survey to evaluate the onsite travel behaviours and identify any potential barriers and perception on sustainable travel. Upon the completion of the baseline travel survey, the collated travel information will be analysed to assess how travel patterns relate to the trip generation figures within the Transportation Statement, and how they relate to the targets set out in this Travel Plan. The initial targets will be reviewed and refreshed where necessary to reflect changes at the site.

### 7.3 5-Year Implementation Period

- 7.3.1 The following initial targets have been set for a 5-year implementation period from the opening of the School to achieve:
- A reduction in car usage of 5%; and
  - 75% awareness of the travel plan.



| Objective   | Mode Shift for the 5-Year Implementation Period |
|---|---|
| Reduce the number of car journeys to/from the School        | -5%   |
| Increase the uptake of active travel by walking and cycling | +3%   |
| Increase the use of public transport and school bus         | +2%   |

*Table 7.1 Target*

- 7.3.2 To meet the aim of the Travel Plan and achieve suitable targets, the introduction of a range of measures, initiatives and mechanisms is proposed onsite. Once the development is built and the travel demand is fully understood, appropriate targets set will be agreed with LHA. Details are included in **Section 9** below.

## 8 Measure and Initiatives

### 8.1 Introduction

- 8.1.1 In formulating a Travel Plan it is necessary to remember that no single solution will provide an answer to the travel needs of the staff, students and parents as everyone will react differently. It is important that a wide range of measures are available so that pupils/parents, employees and visitors can choose a travel mode to suit their needs.

### 8.2 Travel with the Curriculum

- 8.2.1 Smarter travel choices and road safety measures are critical aspects of the education process at the School. Road Safety education, such as "kerb craft", will be introduced as part of the PSHE (Personal, Social, Health and Economic Education) and curriculum to teach pupils from a young age that a range of safe sustainable travel options are available. Regular police visits will also be organised to raise the issues of highway safety.
- 8.2.2 Awareness Sessions/Class Assemblies that promote Healthy School and Eco Travel will also be introduced to teach pupils the health and environmental benefits of walking and cycling to school and thus to influence their travel behaviour at an early age. Through these sessions, students will also be encouraged to discuss their specific travel needs and air their views on measures in promoting Active Travel.

### 8.3 Improving Information and Awareness

- 8.3.1 The Travel Plan will be promoted at an early stage prior to the occupation of the school. This should assist in changing staff and parents' perceptions about the convenience and benefits of using the car when alternatives exist so that perceived barriers to non-car mode travel are overcome.
- 8.3.2 A **Travel Information Webpage** will be launched for the site and embedded within the school's main website. In addition, a prominent feature box will be displayed on the home page directing viewers towards the School Travel Plan and Travel Welcome Pack. This will provide a central focus and one stop shop for staff, parents of prospective pupils and visitors to consult on their transport needs. The webpage will also provide information explaining the positives of sustainable travel which will include a description of the various travel facilities in and around the site. Details on the implementation and monitoring of the travel plan will also be uploaded to the Travel Webpage.
- 8.3.3 A **Travel Plan Welcome Pack** will be prepared and introduced as part of the school's prospectus to illustrate that it is integral to the ethos of the school. It will be distributed to both staff and parents during the site induction and on the school's Open Day. This will be developed in close consultation with LHA, and School Governors to include appropriate Travel Plan Literature. This Pack will include:
- Information on the benefits of sustainable travel, including the health and environmental benefits;
  - An explanation as to how individuals can travel sustainably, including methods of driving to produce fewer emissions;
  - Useful walking and cycling advice including maps illustrating suitable cycle and pedestrian links in the catchment area connecting with the School;
  - A list of useful websites associated with buses, cycling, walking and car sharing, as well as that to the Traveline Travel Website;
  - A list of relevant contact details including contact details of the TPC;
  - School's drop off/pick up policy; and
  - A Site-Specific Travel Information leaflet.

8.3.4 A **Dedicated Notice Board** helps provide a focal point for information and dissemination. This will be in an area generally accessible to staff, pupils/parents and visitors such as reception areas, the assembly hall, or common rooms. The notice board will display details of the plan and progress towards the targets. It will be used to publicise events such as “bike to work day” and “car free days” plus provide details of public transport and cycle way networks. It will include information on:

- The progress in implementing the Travel Plan;
- An Event Calendar listing National and Local Travel Events;
- The best walking and cycling routes in the area connecting with the site;
- Cycle shops in the area;
- Local School Travel Schemes if appropriate;
- Bus and train route information including timetables;
- Information on public transport season tickets and passes; and
- Information about the Travel Plan Working Group Meeting.

## 8.4 Walking/Cycling

8.4.1 Considering the site accessibility by sustainable means of travel, it is felt that there is a great opportunity to boost the number of cyclist and pedestrian journeys. To maximise the proportion of the walking and cycling journeys, recommendations are proposed as follows:

- Facilitate good quality, safe and secure cycle/scooter parking storage within the School, as well as essential maintenance equipment such as bicycle pumps. The demand of cycle parking will be monitored and reviewed each year with additional facilities provided if increased demand warrants it;
- Provide secure lockers for pupils and staff to store their cycling clothing;
- Highlight the best walking and cycling routes in the area with maps and posters on the travel information webpage and the Notice Board;
- For all students that live within walking and cycling distance of the new school, a letter will be sent home to parents highlighting the best walking and cycling routes in the area;
- Emphasise the health and economic benefits of walking/cycling through distribution of suitable leaflets/campaigns;
- Investigate the demand for active travel schemes such as Walking bus, assemble points for Warden Walks or the Sustrans Bike It scheme;
- Organise schemes such as Walking Buddies, assemble points for Warden Walks or the Sustrans Bike It scheme;
- Set up promotional initiatives, decided on by the school, such as Walk to School Week or Walk on Wednesdays; and
- Offer cycle proficiency training at the school to all pupils and staff.

## 8.5 Public Transport

8.5.1 With a view to promoting the usage of public transport (i.e. over car based journeys), the following initiatives are proposed:

- Details of the public transport routes to the site will be displayed on the School website and the Travel Notice Board to provide staff, parents and visitors with information on how to access the site by buses.
- Travel newsletters will be circulated at regular intervals to inform of any changes on local bus and train services and keep passengers updated with the latest timetables, travel routes and fares.

## 8.6 Car Share

8.6.1 Car sharing is considered appropriate and practical for staff as they will share similar working patterns and thus travel time. In view of this, staff will be encouraged to register on local car share schemes.

- 8.6.2 These users will be given priority in the usage of staff car park with designated parking spaces provided for staff that car share in a prominent convenient location and marked accordingly. No one would be allowed to park in the car sharing spaces, unless of course they join such scheme.
- 8.6.3 Whereas for parents, car sharing will also be promoted where possible to reduce individual car trips. A Fuel for thought leaflet will also be provided to all those that choose to drive to the school, to raise awareness of the cost of fuel. Detailed Information on how and why to join such scheme will be included as part of the Travel Plan welcome pack.
- 8.6.4 In addition, to reduce the carbon footprint of the school, the usage of onsite electric vehicle charging points will also be monitored. Additional provision will be introduced within the staff car park at a prominent location if there is an increasing need.

## 8.7 Evening Events

- 8.7.1 From time to time the school will need to organise special evening events such as parents evenings or school plays. When the school advertises these events (i.e. via letters home or school newsletters) the available sustainable travel options should be encouraged to reduce the car trips to the school.

## 9 Action Plan

- 9.1.1 In order to assess the progress of the Travel Plan once implemented, a time-bound Action Plan has been produced with detailed information on the responsibility, programme and anticipated performance of each proposed measures.

| MEASURES                                | ACTION   | TARGET   | WHO                            | TARGET DATE  |
|---|--|--|--------------------------------|--|
| Management                              | Appointment of Travel Plan Champion (TPC)  |  | Client                         | Prior to the occupation of the School                        |
| Travel Welcome Packs                    | Prepare and issue new staff and pupils' induction packs.   | Increase the awareness of the Travel Plan and the health, environmental and social benefits of active travel | TPC/ Head Teacher              | Prior to the occupation of the School and updated regularly. |
| Travel Information Webpage              | Launch a Travel Information Webpage for inclusion of the main school website providing details on travel information and School Travel Plan. |  | Head Teacher                   |  |
| Travel Notice Board                     | Erect the Travel Notice Board including useful information on transport services, footways and cycle routes.                                 |  | Head Teacher                   |  |
| Promotional Event                       | Organise an event to encourage staff, pupils and visitors to travel by sustainable means of transport  |  | TPC/Head Teacher/Working Group | Within the first year of opening and thereafter ongoing      |
| Walking and Cycling Information         | Establish a safe cycling/walking route map to illustrate routes for cyclists.  | Encourage staff, pupils/parents and visitors to travel by sustainable means of transport                     | TPC/Working Group              | Prior to the occupation of the site and updated regularly    |
| Road Safety Training                    | Organise "kerb craft" sections and regular police visits.  |  | TPC/Working Group              | Within the first year of opening and thereafter ongoing      |
| Cycle Proficiency Training              | Introduce Bikeability cycle proficiency scheme to pupils, parents and staff.   |  | TPC/Working Group              |  |
| Walking Bus/School Initiatives          | Organise schemes such as Walking Buddies, assembly points for Warden Walks   |  | TPC/ Head Teacher              |  |
| Introduction to Local Car Sharer Scheme | Advise residents of the local car share scheme to promote the use of car sharing.  |  | TPC/ Head Teacher              | During the site induction process                            |

| MEASURES                        | ACTION                     | TARGET   | WHO               | TARGET DATE   |
|---------------------------------|----------------------------|--|-------------------|---|
|                                 |                            | Reduce the number of solo car journeys   |                   |   |
| Monitoring Review and Reporting | The Baseline Travel Survey | To ensure the successful delivery and implementation of the travel plan and to maintain the stakeholders' commitment and thus the longevity of such document | TPC/Working Group | The opening of the new School                                   |
|                                 | Follow-on Travel Surveys   |  |                   | Biennially after completion of the baseline survey for 5 years. |
|                                 | Monitoring Report          |  | TPC               | 2 month after completion of the travel survey for 5 years       |

Table 9.1 Travel Plan Action Plan

## 10 Monitoring

### 10.1 Preamble

- 10.1.1 Travel Planning evolves over time in accordance with the changing circumstances of a community and its environment. A robust monitoring strategy is central to ensure the delivery of such document and gauge the effectiveness of the proposed measures.

### 10.2 Monitoring Process

- 10.2.1 The Travel Plan Monitoring Process will involve three stages:

**Stage 1** – Baseline travel survey will be carried out upon the opening of the new primary school at a date to be agreed with LHA. Upon the completion of the first/baseline travel survey, the collated travel information will be analysed to establish an accurate picture of the residents' travel patterns and their perceptions of travel. The Travel Plan will subsequently be updated to account for the survey results with measures, initiatives and targets adjusted where is necessary to reflect the changes in travel needs. The updated travel plan will then be submitted to the LHA as part of the Monitoring and Review process.

**Stage 2** - A basic biennial review of targets and measures for 5 year implementation period following the baseline survey will be undertaken at Year 1, Year 3 and Year 5. The monitoring surveys detailed above will be conducted to assess whether targets are being met and the effectiveness of the implemented measures.

**Stage 2** - A full and comprehensive review of the Travel Plan at Year 5 once the fifth monitoring survey has been undertaken and the results analysed. This review will involve updating the Travel Plan document to consider changes to transport availability, changes in travel patterns, changes in resident numbers and revisions to targets and measures.

### 10.3 Travel Surveys

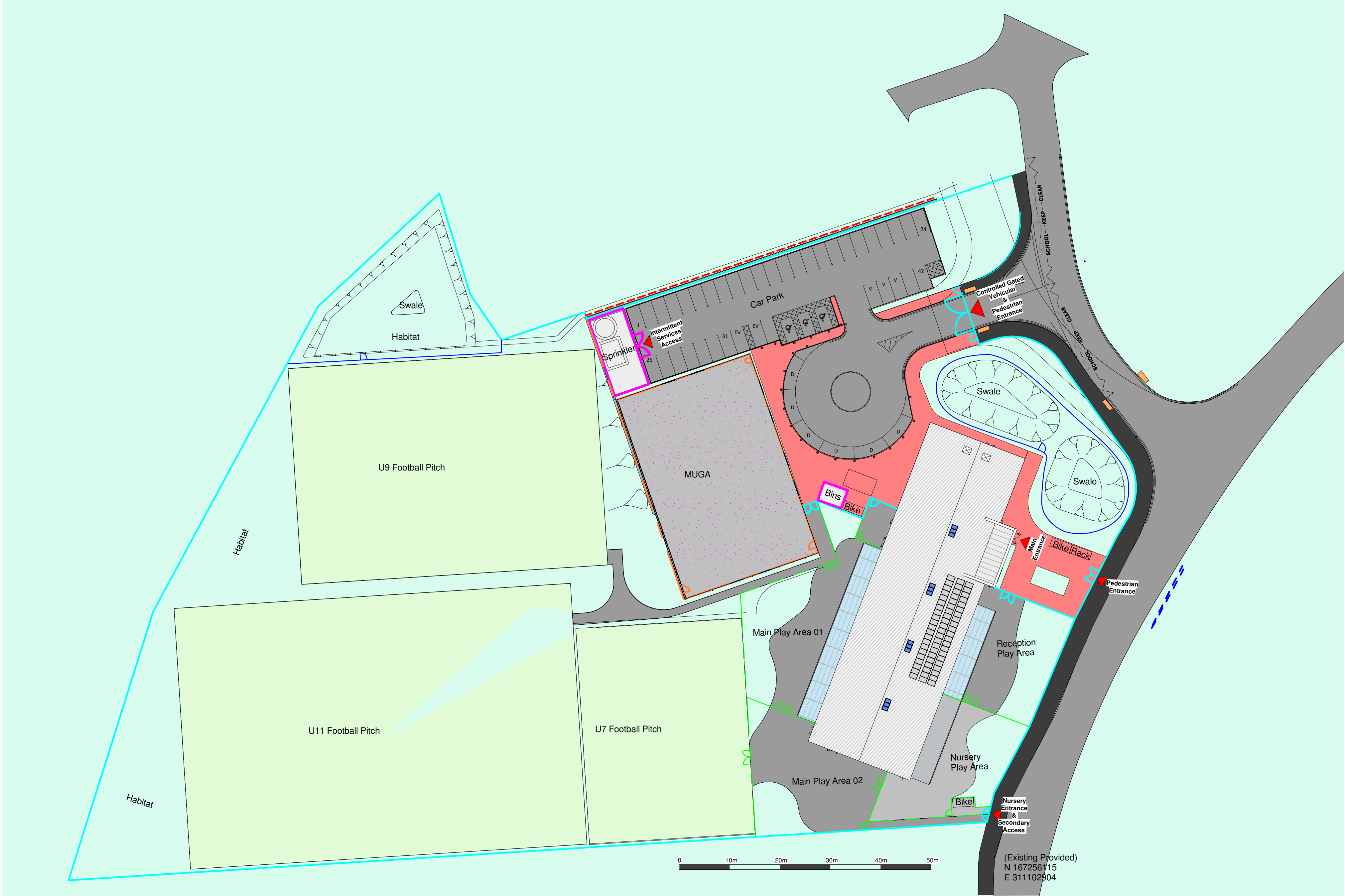
- 10.3.1 The monitoring will be undertaken in-house by the TPC and an approved travel questionnaire (**Appendix C**) will be issued to both pupils/parents and staff to reveal their travel habits and share their view on the implementation of the School Travel Plan.
- 10.3.2 A detailed traffic survey at the entry/egress points will be arranged at the end of 5-Year implementation period to record the numbers of pedestrians, cyclist and vehicles entering and leaving the site over the course of a typical day.
- 10.3.3 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be refined. These factors should be monitored:
- Monitor the level and usage of school parking demand;
  - Record comments received from the wider communities relating to the operation and implications of the Travel Plan.

## 10.4 Reporting

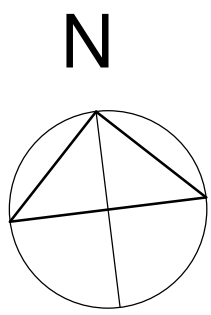
- 10.4.1 Upon the completion of the follow-up surveys, the TPC will compile an annual Monitoring Report (within 2 months of the travel survey) to outline the outturn results of the travel surveys and any on-going monitoring of measure uptake;
- to assess the progress of the travel plan;
  - to gauge the efficiency of the proposed measures and initiatives;
  - to examine the level of commitment and support received; and
  - to identify the aspects of the Travel Plan that are not being adhered to.
- 10.4.2 The review will also incorporate the results of on-going monitoring throughout the preceding period and cover the following aspects:
- Site name and address;
  - A summary of the Travel Plan;
  - How and when monitoring information was gathered;
  - Whether travel patterns are meeting objectives and targets; and
  - Proposals to further develop the Travel Plan.
- 10.4.3 It will then be issued to the LHA Travel Plan Officer and retained for records.



**Appendix A:** Development Layout



- Materials Key**
- Tarmac
  - Pavious
  - Bitumen Softplay Surface
  - MUGA
  - Concrete Hard Standing
  - Off Site Public Footpath
  - Type 01 - 2400mm high Secure Anti Climb Fencing (SBD compliant)
  - Type 02 - 3000mm high sports pitch fencing
  - Type 03 - 1800mm high timber hit and miss fence
  - Type 04 - 1200mm high PPC bow top metal fence
  - Type 05 - 1200mm high general purpose openmesh fencing
  - Type 06 - Featheredge Timber Facing to Retaining Wall
  - Textured paving crossing point with drop curbs
  - Refer to Civil Engineers drawings for all levels



**1 Proposed Site Plan**  
1 : 500

This drawing must not be scaled.  
Figured dimensions and levels to be used.  
Any inaccuracies must be notified to the architect.  
Detail drawings and large scale drawings take precedence over smaller drawings.  
A1

Rev:  
A Drawing Issued for Pre App  
B Design Development  
C Gen amends  
D Issued For Inclusion in PAC  
E Issued for Co Ordination  
F Issued For Planning Application

01/10/2020  
18/12/2020  
12/01/2021  
25/01/2021  
09/03/21  
12/03/2021

Chk'd:

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**Planning**

**STATUS**  
S3 - Issued for Comment

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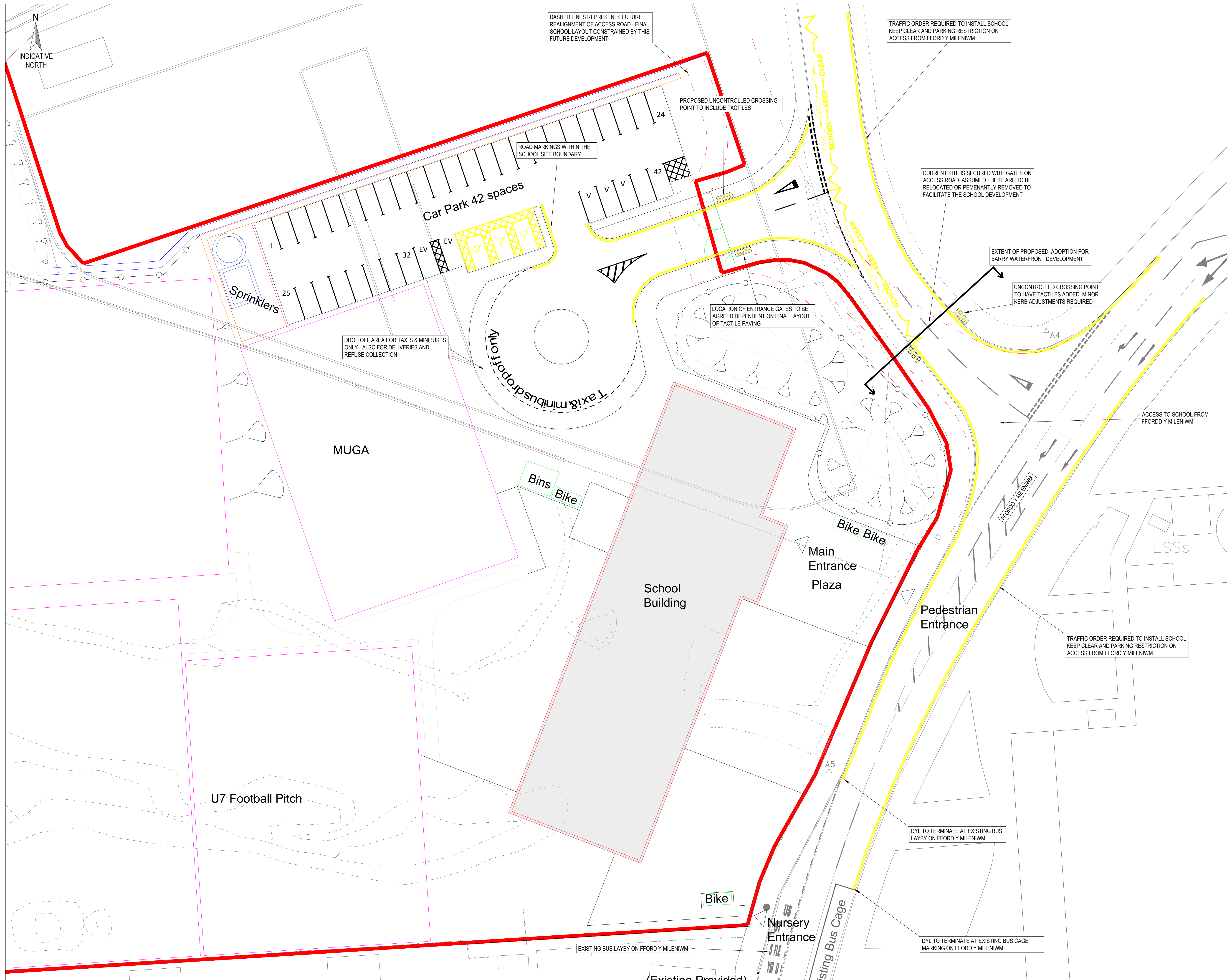
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|----------------------|------------|--------|-------|---------|-----|-------|--------|
| PDA Job No:<br>19128 |            |        |       |         |     |       |        |
| C4328                | - PDA      | - V1   | - XX  | - DR    | - A | - 05  | - 1000 |
| UPRN                 | ORIGINATOR | VOLUME | LEVEL | DR TYPE | DIS | CLASS | NUMBER |
|                      |            |        |       |         |     | F     | REV    |

Contract: Barry Waterfront  
Primary School, Vale of Glamorgan  
Title: Proposed Site Plan

Scale: As indicated  
Date: 01/10/20  
Drawn: AH  
Checked: RD





**Appendix B: Proposed Offsite Highway Works**





- NOTES:**
1. LAYOUT DEVELOPED FOR THE PURPOSES OF SEEKING PLANNING APPROVAL FOR THE NEW SCHOOL DEVELOPMENT ONLY.
  2. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS MUST BE CHECKED/VERIFIED ON SITE. IF IN DOUBT ASK.
  3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS' ENGINEER'S AND SPECIALISTS' DRAWINGS AND SPECIFICATIONS.
  4. ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS IN METRES UNLESS NOTED OTHERWISE.
  4. ANY DISCREPANCIES NOTED ON SITE ARE TO BE REPORTED TO THE ENGINEER IMMEDIATELY.
  5. COACH/ BUS PROVISION:  
  
THE BARRY ISLAND LINK ROAD (BILR) HAS NOT YET BEEN ADOPTED AND REMAINS UNDER THE CONSORTIUM'S OWNERSHIP. THE BILR WILL BE ADOPTED WHEN THE OUTSTANDING SIGNAL IMPROVEMENT WORKS ARE INSTALLED, THE TIMESCALES FOR COMPLETING THE SIGNAL IMPROVEMENT WORKS AND ADOPTION OF BILR IS DEC 2021. ONCE THE BILR IS ADOPTED AND HANDED OVER TO THE COUNCIL, THE COUNCIL WILL INSTALL THE BUS SHELTERS ASSOCIATED WITH THE EXISTING BUS STOP LOCATIONS USING FIXED CONTRIBUTIONS SET OUT IN SCHEDULE 1 OF THE S106 TO PAY TOWARDS THE SUSTAINABLE TRANSPORT FACILITIES.
  6. ACCESS SPUR ROAD:  
ROAD MARKINGS AND MINOR HIGHWAY WORKS WILL BE INSTALLED ADJACENT TO THE SITE ENTRANCE AND TO THE BELL MOUTH INTO THE SCHOOL SITE. SUBJECT TO THE PROPOSED ROAD ADOPTION PLANS FOR THIS SECTION OF ROAD, CONFIRMATION/AGREEMENT WILL BE SOUGHT WITH THE VOGC REGARDING A TRAFFIC REGULATION ORDER.

KEY:

-  RED LINE/PLANNING BOUNDARY (REFER TO ARCHITECTURAL LAYOUTS)
-  PROPOSED NO WAITING AT ANY TIME ROAD MARKINGS
-  PROPOSED NO STOPPING  
MON - FRI 8AM - 4PM ON SCHOOL  
ENTRANCE MARKINGS / NO WAITING AT  
ANY TIME, ACCOMPANIED BY  
APPROPRIATE SIGNAGE
-  UNCONTROLLED CROSSING POINT WITH  
BUFF COLOURED TACTILE PAVING

|    |          |                            |    |    |
|----|----------|----------------------------|----|----|
| P2 | 12.03.21 | DYL added & layout updated | ME | GS |
| P1 | 22.02.21 | Preliminary issue          | ME | GS |

*Rev Date Description By Apvd*

PROJECT:  
BARRY WATERFRONT SCHOOL

**TITLE:**  
PROPOSED HIGHWAY WORKS

CLIENT:  
GALLIFORD TRY CONSTRUCTION

SCALE@A1:  
1:250

|   |                   |
|---|-------------------|
| <b>PROJECT REF:</b><br>20111                      |                   |
| <b>DRAWING No:</b><br>C4294-JUBB-XX-XX-DR-CS-0902 | <b>REV:</b><br>P2 |

*Revision Referencing*  
P = Preliminary A = Approval T = Tender C = Construction



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