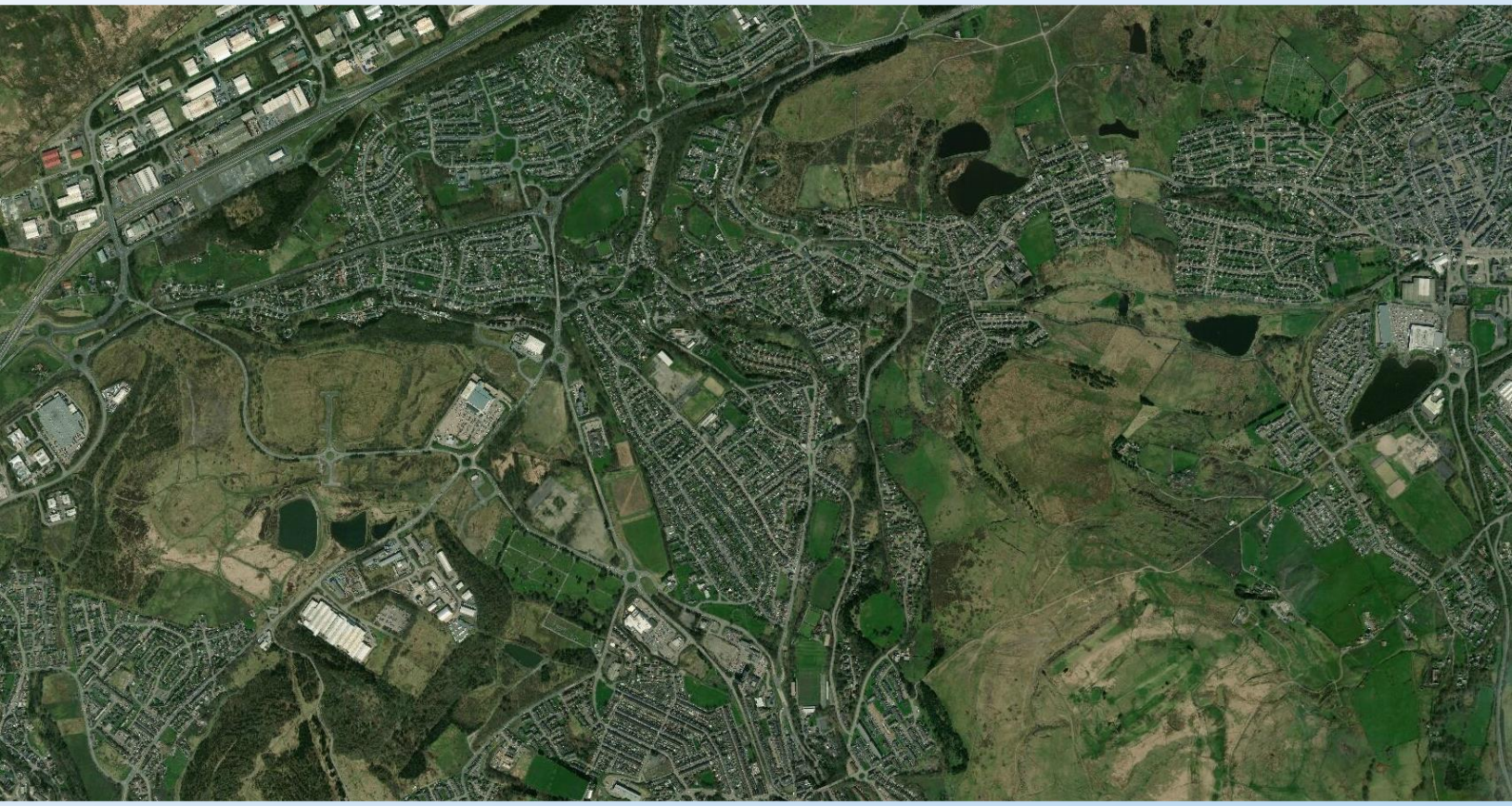
Blaenau Gwent County Borough Council

GLYNCOED PRIMARY SCHOOL AND CHILDCARE FACILITY

Transport Assessment



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Transport Assessment

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GLYNCOED PRIMARY SCHOOL AND CHILDCARE FACILITY

Transport Assessment

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FIGURES

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APPENDICES

1 INTRODUCTION

1.1 BACKGROUND

1.1.1. WSP has been appointed by Blaenau Gwent County Borough Council to prepare a Transport Assessment for a full planning application to support the relocation of Glyncoed Primary School and Childcare Facility.

1.1.2. The existing and proposed site locations are displayed on **Figure 1.1** in the **Figures Pack**.

1.2 EXISTING SITE OVERVIEW

Glyncoed School

1.2.1. The existing Glyncoed Primary School and Childcare Facility is located on the north of Ebbw Vale. The existing school site is bound to the north by the community playing field, to the east by residential dwellings and Allotment Road, to the south by residential dwellings and Pen-Y-Lan, and to the west by residential dwellings and Badminton Grove.

1.2.2. Vehicular access to the existing school's car park is via a private access with Badminton Grove. An emergency vehicular access is also located on Badminton Grove and links to the south of the school.

1.2.3. The Glyncoed Primary School and Childcare Facility currently provides 305 primary school places, 53 day-nursery childcare places, and employs 29 staff. The catchment plan of the school has been shown in **Figure 1.2.**

Proposed Site

1.2.4. The proposed development site, herein referred to as 'the proposed site', is approximately 110m to the north of the existing Glyncoed Primary School.

1.2.5. The proposed site is currently derelict land (aside from the Ebbw Vale Indoor Bowls Centre) and was previously used by the Glyncoed Comprehensive School. The Glyncoed Comprehensive School was closed in 2013 and the school buildings were demolished.

1.2.6. Within the site boundary is Ebbw Vale Indoor Bowls Centre. The Bowls Centre consists of a singular building and informal car parking arrangement of approximately 40 spaces. The vehicular access from Badminton Grove to the proposed site has remained operational and has been maintained as it continues to serve the Bowls Centre.

1.2.7. The proposed site is bound to the north by residential dwellings on Bevan Crescent, to the east by Allotment Road, to the south by the community playing field, and to the west by Badminton Grove.

1.3 DEVELOPMENT PROPOSALS

1.3.1. The development proposals are to relocate the existing Glyncoed Primary School to the site of the previous Glyncoed Comprehensive School.

1.3.2. The proposals will see a slight uplift of pupils at the school (approximately 55 additional primary school pupils) and will be a replacement for the existing Glyncoed Primary School and 'Day Nursery' childcare facility.

1.3.3. The proposals include the erection of a single building of 12,548sqm for the primary school and the erection of a single building of 1,482sqm GIA for the childcare facility.

1.3.4. The proposals include the provision of a 76.5m long drop-off bay at the front of the school which will be accessed from Badminton Grove.

1.3.5. It is proposed that a service yard is located at the rear of the school and will be accessed via a tarmacked vehicular route that will also link to the school's staff and visitor car parks and the existing Bowls Centre car park.

1.3.6. The proposals include the provision of 41 school staff car parking spaces and 10 visitor car parking spaces. The proposals also include the provision of 20 childcare staff car parking spaces. It is understood these parking provisions were agreed with the key stakeholders.

1.3.7. The existing Ebbw Vale Indoor Bowls Centre will be retained alongside its formalised car park consisting of 40 spaces (50 spaces when the school is closed). The existing community playing facilities which are located to the south of the site do not form part of the application proposals.

1.4 SCOPING

1.4.1. A scoping meeting was held on the 14th February 2020 between WSP and Planning Officers at Blaenau Gwent CBC. The key transport related points that were raised during the meeting are summarised below:

- Vehicle Access – The suitability of the accesses to both primary school and childcare facility must be checked (using swept path analysis) for cars and servicing vehicles;
- Vehicle Access – The provision of a pick-up / drop-off bay layout at the school should be explored;
- Car Parking – The provision of primary school / childcare facility car parking will be confirmed by Blaenau Gwent CBC and reviewed against SPD standards;
- Car Parking – The provision of the Bowls Centre car parking is to be confirmed by Blaenau Gwent CBC;
- Pedestrian Access – The suitability of the existing or new crossing points on Badminton Grove is to be considered in the TA; and
- Highway Safety - Personal Injury Accident (PIA) data must be checked for any patterns / clusters in vicinity of school. The TA must consider the implications of the proposals on highway safety.

1.4.2. Where applicable, this Transport Assessment includes relevant information that addresses each of the points raised by the Planning Officers.

1.5 STRUCTURE OF THE REPORT

1.5.1. The remainder of this report is structured as follows:

- Chapter 2: Baseline Conditions – Local Highway Network;
- Chapter 3: Baseline Conditions – Sustainable Transport Network;
- Chapter 4: Planning Policy Review;
- Chapter 5: Development Proposals;
- Chapter 6: Trip Assessment;

- Chapter 7: Impacts on Local Highway Network;
- Chapter 8: Impacts on Sustainable Transport Network; and
- Chapter 9: Summary and Conclusion.

2 BASELINE CONDITIONS – SUSTAINABLE TRANSPORT NETWORK

2.1 INTRODUCTION

2.1.1. This Chapter considers the accessibility of the site via sustainable modes of travel, including walking, cycling and public transport.

2.2 WALKING AND CYCLING

2.2.1. The walking and cycling provision in vicinity of the site is shown on **Figure 2.1**.

Proposed Site Access

2.2.2. The footway on Badminton Grove bounds the south of the proposed site. At the existing Badminton Grove / Bowls Centre priority junction, the footway on both sides of the junction bellmouth leads into the Bowls Centre.

2.2.3. The existing Badminton Grove / Access Road priority junction provides access to the community playing facilities. There is a footway on the southern side of the junction bellmouth which leads into the community playing facilities.

2.2.4. The footway for the community playing facilities access road leads northwards to a stepped access onto Allotment Road. There is no existing footway on the section of Allotment Road that borders the north of the site however there is an existing priority working build-out which includes dropped kerbs and tactile paving that links to the existing footway on the northern side of Allotment Road.

Badminton Grove

2.2.5. There are footways and street lighting located on both sides of Badminton Grove. The footway on Badminton Grove that bounds the proposed site is approximately 2.6m-3m wide and on the opposite footway (southern side) of the carriageway it is approximately 3m – 3.5m.

2.2.6. A zebra crossing is located approximately 10m to the south of the Badminton Grove / Bowls Centre vehicular access junction. This zebra crossing is proposed to be upgraded to a Toucan crossing as part of the development.

2.2.7. A zebra crossing is also located on Badminton Grove at the existing Glyncoed Primary School Site.

2.2.8. The footways on Badminton Grove link directly between the existing and proposed sites, a distance of approximately 110m. Northbound and southbound bus stops are located in between the two sites.

2.2.9. The footways on Badminton Grove lead northwards to several residential streets and join the footways on the A4047. The footway on Badminton Grove also lead southwards to a number of residential streets and join the footways on Queens Villas.

2.2.10. The existing footway on Badminton Grove is not in great condition and will undergo resurfacing works as part of the scheme.

Allotment Road

2.2.11. A footway is located on the northern side of Allotment Road. There is no footway on the southern side of Allotment Road, however, there is a priority working build-out which includes dropped kerbs and tactile paving that links to the existing footways and to a stepped pedestrian access onto the

community playing facilities access road. The footway on Allotment Road is at least 1.8m wide and leads northwards to residential streets and joins the footway on the A4047, and also leads southwards to join the footway of Cwm Hir.

A4047

2.2.12. There are footways located on both sides of the section of A4047. The A4047 is of an east-west alignment and is located to the north of the site. On the western side of the A4047, the footway directly joins the footway on Badminton Grove, and on the eastern side of the A4047, the footway directly joins the footway on Allotment Road.

2.2.13. A footpath is located on the southern side of the A4047, approximately 60m to the west of the Allotment Road / A4047 junction. The footpath is tarmacked and routes southwards in parallel to Allotment Road, to the north of the site boundary. The footpath joins the stepped access that links the pedestrian crossing build-out on Allotment Road to the access road for the existing community playing field. The footpath continues to route southwards, in parallel to Allotment Road until it becomes the footway on Cwm Hir.

Cycling Facilities

2.2.14. There is no dedicated cycle provision in the vicinity of the site, however, Badminton Grove and surrounding streets are all subject to 20-30 mph speed limits and are predominantly residential. It is therefore expected that cyclists would not feel threatened using these highways.

2.2.15. It should also be noted that the footways on Badminton Grove are wide and are suitable for young children to use bicycles and push-scooters.

2.2.16. National Cycle Network (NCN) Route 446 is proposed to route on-road via Emlyn Avenue and is located approximately 100m to the south-west of Badminton Grove. Emlyn Avenue runs parallel to Badminton Grove and leads southwards towards the town centre and Ebbw Vale Town Railway Station. To the north, the NCN Route 446 joins the NCN Route 46, which routes eastwards to Brynmawr and westwards to Tredegar.

2.3 PUBLIC TRANSPORT

2.3.1. The public transport provision in vicinity of the site is shown on **Figure 2.2**.

Existing Bus Services

2.3.2. Existing northbound and southbound bus stops are located on Badminton Grove, approximately 70m to the south of the proposed site. These bus stops are sheltered with raised kerbs.

2.3.3. The existing bus stops on Badminton Grove are located within the ideal maximum walking distance (400m) as set out in the Chartered Institution for Highways and Transportation (CIHT) publication 'Guidance for Planning for Public Transport in Developments, 1999'.

2.3.4. **Figure 2.1** illustrates the bus stops located within the vicinity of the site. A review of bus services which currently serve the bus stop on Badminton Grove is summarised in **Table 2.1.**

Table 2.1 Summary of Bus Services from Badminton Road

Service	Operator	Route	Direction	Day	First/Last	Approximate Frequency
X4	Stagecoach	Cardiff - Merthyr Tydfil - Ebbw Vale - Brynmawr - Abergavenny	Cardiff - Ebbw Vale - Abergavenny	Mon-Fri	06:08 / 00:15	Every 30 mins
				Sat	06:08 / 00:15	Every 30 mins
			Abergavenny - Ebbw Vale - Cardiff	Mon-Fri	06:14/ 21:35	Every 30 mins
				Sat	06:38 / 21:35	Every 30 mins

2.3.5. It can be seen from **Table 2.1** that the site is well served by the Stagecoach bus service x4. For buses originating from Cardiff, buses are expected to arrive at the school site in the school opening period 08:30 and in the closing period 15:01,15:31,16:01. For buses originating from Abergavenny, buses are expected to arrive at the school site in the opening period 08:02 and 08:30 and in the closing period 15:00,15:30,16:00.

2.3.6. Within Ebbw Vale, the bus service X4 will stop at Ebbw Vale Town Railway Station, Penuel Square (residential area on the south of Ebbw Vale), and the Beaufort area.

Existing Rail Services

2.3.7. The nearest railway stations to the site is Ebbw Vale Town Railway Station, approximately 2km to the south.

2.3.8. Ebbw Vale Town Railway Station can be accessed by pedestrians using the footways on Badminton Grove, Beaufort Road, the B4485, and Lime Avenue. As stated above, the bus service X4 also stops at the station.

2.3.9. Cyclists can follow the National Cycle Network Route 446 which routes from Emlyn Avenue (approx. 100m to the south-west of Badminton Grove) to Ebbw Vale Town Railway Station via off-road cycle infrastructure located on Steel Works Road, Lime Avenue, Station Approach and adjacent to Eugene Cross Park. Ebbw Vale Town Railway Station has 10 formal storage spaces for bicycles.

2.3.10. Rail services from Ebbw Vale Town Railway Station have been summarised in **Table 2.2** below.

Table 2.2 Rail Services from Ebbw Vale Town Railway Station

Destination	Duration	First / Last Train	Frequency
Cardiff Central	1 hour	06:35 / 22:37	Hourly
Bridgend (direct service)	1 hour 20 min	06:35 / 15:37	Every 2 hours

2.4 CALCULATION OF PUBLIC TRANSPORT ACCESSIBILITY INDEX (BREEAM)

2.4.1. The BREEAM Accessibility Index Tool has been used to calculate the public transport accessibility index of the proposed site. The tool shows that the site has an accessibility index of 6.14.

2.4.2. A copy of the completed accessibility index calculator is provided in **Appendix A**.

2.4.3. This has been calculated using any bus services within 650m of the proposed site (i.e. those on Badminton Grove), as stated in BREEAM requirements. Ebbw Vale Town Railway Station is not within 1000m of the site and has therefore not been considered for this calculation.

2.4.4. For the purposes of calculating the public transport accessibility index, the operating hours for the school are assumed to be weekdays between 07:30-10:00 and 14:30-17:30.

2.5 LOCAL FACILITIES

2.5.1. This section of the report considers the accessibility of the site to key local amenities that will be of use to future users of the development.

2.5.2. An accessibility study has been undertaken to establish what facilities and amenities are available in the local area. The walk/cycle distances from the development to these facilities have been measured using existing footways, foot/cycle paths, footbridges and local roads (in case of cyclists).

2.5.3. The time required to walk to the facility has been based on an average walk speed of 1.4m/s (approximately 3 miles per hour), as recommended in the CIHT guidelines 'Providing for Journeys on Foot'. The time required to cycle to a facility/amenity has been based on a "comfortable cycle speed" of 4.44 metres per second (10 miles per hour) as suggested in SUSTRANS' Cycle Friendly Employers' Information Sheet.

2.5.4. **Table 2.3** provides a summary of the local facilities and amenities and their respective distance, as well as the walk and cycle time from the proposed development. The distance from the site to the facility/amenity has been measured from the centre of the proposed site.

Table 2.3 Summary of local facilities and their distance, walk / cycle time from site

Type of Amenity	Name	Distance / Walk from Site (metres)	Walk time from site (mins)	Cycle time from site (mins)
Fast Food	Glyncoed Fish Bar	350m	4 mins	1 min
Convenience Store & ATM	E & S Stores	500m	6 mins	2 mins
Hospital	Ysbyty'r Tri Chwm	650m	8 mins	3 mins
Supermarket	Tesco	1km	12 mins	4 mins

3 BASELINE CONDITIONS – LOCAL HIGHWAY NETWORK

3.1 INTRODUCTION

3.1.1. This Chapter provides a description of the existing highway conditions in the vicinity of the site, including a review of the local highway network and also highway safety.

3.1.2. The location of the proposed site in context to the local highway network is shown on **Figure 3.1**.

3.2 EXISTING VEHICULAR ACCESS

Existing Glyncoed Primary School

3.2.1. Vehicular access to the existing school site deliveries area and visitor parking car park is via a private access with Badminton Grove. It is understood the existing car park consists of approximately 30 car parking spaces.

3.2.2. An emergency vehicular access is also located on Badminton Grove and links to the south of the school.

Proposed Site

3.2.3. Within the proposed site boundary is the Ebbw Vale Indoor Bowls Centre. The vehicular access from Badminton Grove to the school site has remained operational and has been maintained as it continues to serve the Bowls Centre.

3.2.4. The Badminton Grove / Bowls Centre access junction is in the form of a simple priority 'T'-Junction. The bellmouth of the junction is approximately 10m wide and narrows to 6m for the internal access road to the Bowls Centre. The section of Badminton Grove at the junction is approximately 6.3m wide. Visibility to the north of the junction is protected by double yellow lines which extend for approximately 55m on the nearside kerb. Visibility to the south of the junction is protected by approximately 30m of zigzag markings that are located on approach to the proposed Toucan crossing that is located to the south of the junction, and by double yellow line markings which extend southwards on the nearside kerb.

3.2.5. The south of the site borders an access road for the existing community playing facilities. The access road forms a simple priority 'T'-junction with Badminton Grove. The bellmouth of the junction is approximately 12m wide and narrows to approximately 4.4m wide for the access road. The section of Badminton Grove at the junction is approximately 6m wide. Visibility from the junction is protected by the provision of double yellow lines on the nearside kerb, which extend 100m to the north (to the Badmington Grove / Bowls Centre junction) and extend 150m to the south to the existing site of the Glyncoed Primary School.

3.3 LOCAL HIGHWAY NETWORK

Badminton Grove

3.3.1. Badminton Grove bounds the south of the site and is a single carriageway. The section of Badminton Grove which borders the site is subject to a 20mph speed limit and is approximately 6m – 6.5m wide.

3.3.2. Double yellow lines bound the nearside kerb of the southbound carriageway which fronts the existing and proposed school sites, a length of approximately 350m. Three sets of speed cushions are also located on this section of Badminton Grove which bounds the existing and proposed site locations.

3.3.3. Badminton Grove provides vehicle access to the existing and proposed sites and a number of residential streets. To the north, Badminton Grove forms the southern arm of a four-arm roundabout with A4047 and Rassau Road. To the south, Badminton Grove forms the minor-arm of a priority junction with Beaufort Road.

Allotment Road

3.3.4. Allotment Road bounds the north of the site and is a single carriageway. The section of Allotment Road which borders the north of the site is subject to a 30mph speed limit and is approximately 6.5m wide.

3.3.5. There are no parking restrictions on Allotment Road and there is a priority working build-out located at the section of Allotment Road which is adjacent to the community playing facilities.

3.3.6. Allotment Road provides vehicular access to a number of residential streets and local facilities such as Glanrhyd Surgery and Riverside Veterinary Care. To the north, Allotment Road forms the minor-arm of a simple priority 'T'-Junction with the A4047. To the south, Allotment Road forms Cwm Hir which leads southwards to form an arm of a six-arm elongated roundabout.

3.4 HIGHWAY SAFETY

3.4.1. A review of Personal Injury Collision Data (PIC) for the local highway network surrounding the site has been conducted for the five year period from 01/01/2013 to 31/12/2018.

3.4.2. The severity of PICs are categorised as either 'slight', 'serious' or 'fatal', with the following definitions:

- Fatal: Death occurring as a consequence of the collision and within 30 days of the collision;
- Serious: An injury for which a person is detained in hospital as an "in-patient", or where they suffer any of the following injuries (whether or not they are detained in hospital): fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident;
- Slight: A minor injury, such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

3.4.3. Personal Injury Collisions within vicinity of the site are displayed in **Figure 3.2**. It can be seen that one collision has occurred in the collision study area. This collision is of 'Slight' severity and occurred a section of Badminton Grove that is 250m to the north of the proposed school site. The collision occurred in September 2018 and involved three vehicles and two casualties.

3.4.4. No other collisions have been recorded on Badminton Grove or Allotment Road over the most recently available period five years' data.

3.4.5. It can be concluded that the data shows no unusual patterns or clusters of collisions within the vicinity of the proposed development site which may be considered indicative of issues with highway design.

4 POLICY REVIEW

4.1 INTRODUCTION

4.1.1. This chapter provides a review of the relevant and emerging transport planning policy at a national, regional and local level.

4.2 NATIONAL POLICY

Planning Policy Wales

4.2.1. Planning Policy Wales (PPW) Edition 10 (December 2018) outlines the Welsh Governments (WG) land use planning policies. PPW Edition 10, Chapter 4 - Active and Social Places, section 4.1 sets out the WG's transport objectives and aims to enable more sustainable travel choices by influencing the location, scale, density, mix of uses and design of new development. It states that the planning system can improve choice in transport and secure accessibility in a way which supports sustainable development.

4.2.2. The WG encourages a more efficient transport system with a greater modal share of sustainable travel modes. The WG supports developments which prioritise active travel modes above public transport, with the car having the lowest prioritisation. The policy also states that measures such as mixed-use development and traffic management, among others, can contribute to the WG objectives.

4.2.3. The WG places emphasis on the importance of integration between land use planning and transport planning to reduce pollution, mitigate transport impacts, develop active travel routes and prevent car dependant developments.

Wales Transport Strategy

4.2.4. The Wales Transport Strategy (WTS) identifies a range of goals that should be achieved over the long term. These include the need for improved connectivity and reliability across networks. The WTS has identified the following key principles as critical to the future transport agenda:

- Achieving a more effective and efficient transport system;
- Achieving greater use of the most sustainable and healthy forms of travel;
- Minimising demands on the transport system; and
- Reducing the impact of transport on greenhouse gas emissions.

4.2.5. The goal of the strategy is "*to promote sustainable transport networks that safeguard the environment while strengthening our economic and social life. Our transport strategy identifies a series of high-level outcomes and sets out the steps for their delivery*".

4.2.6. The strategy also intends to reduce the demands on the existing transport system by "*encouraging home-working and tele-conferencing as well as the full integration of sustainable modes of transport into developments*".

Wales National Transport Plan

4.2.7. The National Transport Plan (NTP) seeks to deliver the aims and objectives of the Wales Transport Strategy. It focuses on the need for integrated transport as a way of enabling people and freight to travel more efficiently and sustainably. The NTP includes a range of aims that are in intended to maximise the benefits associated with improving transport and reducing the reliance on the private car and encouraging sustainable travel choices.

4.2.8. The aims of the NTP are:

- "*To continue to establish sustainable travel centres across Wales;*
- *To improve the planning and policy development processes to ensure stronger integration between transport and key services/facilities;*
- *To make it easier for people to be less reliant on the private car and to use public transport, walking and cycling more frequently;*
- *To improve the quality and integration of local bus services;*
- *To improve the provision of, and access to, rail services, including improvements for disabled people and vulnerable users;*
- *To enable people to access key sites and services more sustainably, particularly where access is currently difficult;*
- *To operate, improve and maintain the trunk road network to meet our statutory obligations and deliver our strategic objectives;*
- *To continue to improve the safety of the road network, with special emphasis on reducing casualty rates of vulnerable users;*
- *To improve the sustainability of freight movements, including supporting the modal shift of freight from road to rail where environmental, economic and social benefits can be achieved; and*
- *Use sustainable construction and maintenance methods to reduce the environmental effects of the transport infrastructure for which we are responsible*".

Well-Being of Future Generations (Wales) Act – 2015

4.2.9. The Well-Being of Future Generations (Wales) Act 2015 makes sustainable development a statutory responsibility of the public sector in Wales, accounting for economic, social and environmental well-being in all aspects of decision making. This means that public bodies must act in a manner to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Planning Policy Wales, Technical Advice Note 18: Transport

4.2.10. TAN 18 - Transport, published in 2007, is a supporting document to PPW that outlines the transport land use policies of the WG. It sets out development plan requirements and it provides guidance on issues relating to sustainable development through transport, outlines the need for an efficient and sustainable transport system, and the need to reduce road traffic to benefit human health.

4.2.11. TAN 18 outlines the importance of producing a 'Transport Implementation Strategy' (TIS) as an output of the TA, which should be based on the objectives set out in PPW and TAN 18.

4.2.12. The TIS should set objectives and targets relating to managing travel demand for the development and set out the infrastructure, demand management measures and financial contributions necessary to achieve them. The TIS should set a framework for monitoring the objectives and targets, including the future modal split of transport to development sites.

Active Travel (Wales) Act 2013

4.2.13. The Active Travel (Wales) Act, enshrined in legislation in 2013 and enforced in September 2014, requires the WG and local authorities in Wales to actively promote and provide for walking and cycling as a mode of transport. The Act aims to take away modal share from the car by providing for active modes through integration of routes, thereby increasing accessibility for users.

Active Travel Action Plan for Wales (2016)

4.2.14. This plan accompanies the Active Travel (Wales) Act 2013. This Action Plan sets out the actions that the WG will take. The vision of the plan is for active travel modes to become the preferred modal choice for short trips. One of the plans aims is to create an active travel culture in schools for example.

4.2.15. The Plan has been reviewed five years on and has identified that on the 1st May 2018, the Cabinet Secretary for Finance announced increased funding for active travel, from a total "new capital funding package of £266 million".

4.2.16. The Plan also found that the committee was disappointed with progress to date, and that more momentum is needed to turn active travel rates around. The committee also expressed that duties to consider active travel in highway authority functions "are not being effectively applied".

4.3 REGIONAL & LOCAL POLICY

South East Wales Transport Alliance – Regional Transport Plan (2010)

4.3.1. The Regional Transport Plan (RTP) for South East Wales covers the period 2010-2025, providing the framework for improving connectivity within and without the region. The vision of the RTP plan is for a modern, accessible, integrated and sustainable transport system for South East Wales which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives.
Local Policy

Blaenau Gwent County Borough Council Adopted Local Development Plan 2006-2021

4.3.2. The LDP was adopted on 22nd November 2012 and identifies the locations of new developments such as housing, employment, community facilities and roads. The LDP sets out the land use policies and proposals to control development up to 2021 and provides the basis by which planning applications will be determined.

4.3.3. The vision of the LDP is to:

"Through collaborative working, by 2021, Blaenau Gwent will become a network of sustainable, vibrant valley communities, where people have the skills, knowledge and opportunities to achieve a better quality of life and residents will live in safe, healthy and thriving communities, with access to a range of good quality affordable homes and thriving town centres. Its unique environment, cultural and historic identity will be protected and enhanced to create a place where people want to live, work and visit".

4.3.4. In order to achieve this vision a theme was identified which set out to create opportunities for sustainable economic growth and promote learning and skills.

4.3.5. Policy T1.3 includes a linear route from NCN 46 at the Heads of the Valleys to Crumlin and beyond. This link is between NCN 46, Ebbw Vale, "The Works" and Cwm. This route will improve community access to employment areas, the countryside and the National Cycle Network.

Local Development Plan 2018-2033 (not adopted)

4.3.6. The LDP 2018-2033 is currently under development and is at the Preferred Strategy / Pre-Deposit Stage. The Preferred Strategy identifies the key challenges for the Replacement Local Development Plan (RLDP) to address a vision and set of objectives.

4.3.7. Strategic Policy 12: Social and Community Infrastructure of the Preferred Strategy states that in order to maintain and improve the quality of life and health and well-being of residents the RLDP will allocate land for new schools, where required and support of the development of the Welsh Language. The preferred strategy states that it will continue to deliver on their 21st Century Schools Programme.

Blaenau Gwent County Borough Council SPD

4.3.8. Blaenau Gwent County Borough Council have produced several Supplementary Planning Guidance (SPG) documents to provide further detail on certain policies and proposals in the Local Development Plan.

4.3.9. Relevant Supplementary Planning Guidance (SPG) documents have been reviewed below.

- Access, Car Parking and Design (March 2014) – This has been reviewed in detail in the section below; and
- Ebbw Vale Sustainable Regeneration Framework (April 2011) – Sets out the over-arching framework to guide the future sustainable development of Ebbw Vale.

4.4 PREVAILING PARKING STANDARDS

Car Parking

4.4.1. The Blaenau Gwent County Borough Council SPD Access, Car Parking and Design (March 2014) sets out the parking space provision for new developments throughout the borough. The provision for car parking spaces within new developments that are in Zones 1 & 2 is displayed in **Table 4.1**.

Table 4.1 Car Parking Standards

Type of Development	Operational	Non-operational
Nursery/Infants/Primary Schools	1 commercial vehicle space	1 space per each member of teaching staff & 3 visitor spaces

4.4.2. The SPD also states that in addition to the non-operational parking an area must be provided for the picking up and setting down of school children and the parking area should include a facility for vehicles to turn without reversing.

Cycle Parking

4.4.3. The SPD Access, Car Parking and Design (March 2014) also sets out the cycle parking standards. These have been summarised in **Table 4.2.**

Table 4.2 Cycle Parking Standards

Type of Development	Long Stay	Short Stay
Nursery, Infants & Primary Schools	Included in short stay 1 stand per 5 staff and 1 stand per 20 children	1 stand per 100 students

5 DEVELOPMENT PROPOSALS

5.1 INTRODUCTION

5.1.1. This Chapter provides details of the proposed development, including a review of the proposed access arrangements by all modes, car and cycle parking provision and servicing / refuse collection arrangements.

5.1.2. A masterplan has been prepared by Blaenau Gwent County Borough Council, which shows the site layout, including the proposed vehicle and pedestrian access and car parking arrangements. For reference, this is included in **Appendix B**.

5.2 DEVELOPMENT PROPOSALS

5.2.1. The development proposals are to relocate the Glyncoed Primary School to the site of the previous Glyncoed Comprehensive School.

5.2.2. The proposals will see a small uplift of pupils at the school. The total number of primary school pupils, nursey pupils and staff has been summarised in **Table 5.1**.

Table 5.1 Existing and Proposed Pupils and Staff

	Primary School Pupils	Nursery Pupils	Staff
Existing	305	53	29
Proposed	360	52	29

5.2.3. It should be noted that there is the possibility of increasing the number of primary school pupils to 420. It is expected that the number of nursery pupils and staff would remain the same.

5.2.4. The proposals include the erection of a single building of 12,548sqm for the primary school and the erection of a single building of 1,482sqm for the childcare facility.

5.2.5. The proposals also include the provision of a 95m long drop-off bay at the front of the school which will be accessed from Badminton Grove. It is proposed that a staff and visitors car park will be located at the north of the school and a service yard is located at the rear (east) of the school.

5.2.6. The existing Bowls Centre will be retained, and its car park will be formalised. The existing community playing facilities do not form part of the application proposals.

5.3 ACCESS STRATEGY

Vehicle Access

5.3.1. The existing junction with Badminton Grove that serves as a private access to the existing Bowls Centre will be used to serve the proposed school's staff and visitor car park and the proposed service yard. This junction is tarmacked and is of a good quality.

5.3.2. A swept path analysis has been undertaken that demonstrates that a 11.2m length refuse vehicle can enter and exit the Badminton Grove / School Private Access junction and can turn around in the service yard. This has been displayed on **Drawing No. 70069501-ATR-001** of **Appendix D**.

5.3.3. Vehicular access to the 95m long drop-off bay at the front of the school will be via separate entry and exit junctions on Badminton Grove. The drop-off bay will be able to accommodate 16 parked cars and will be subject to waiting restrictions. Swept path analysis for the drop off zone demonstrates that a 6.33 length minibus can enter and leave the bay in either direction. The forward visibility for right-turning vehicles at the entry junction is approximately 65m, which is considered a safe distance.

5.3.4. It should be noted that access to the proposed layby in the site by bus / coach will not be permitted and will be undertaken on-street.

Pedestrian and Cyclist Access

5.3.5. It is proposed that there will be four different pedestrian access points onto the site:

- At the Badminton Grove / vehicular access junction to the proposed staff and visitor car park there will be dropped kerbs, tactile paving, and a footway that leads into the site.
- At the Badminton Grove / drop-off bay 'entry and 'exit' junctions there will be dropped kerbs, tactile paving, and a footway that leads into the site.
- At the Badminton Grove / vehicular access junction to the community playing facilities there will be dropped kerbs, tactile paving, and a footway that leads into the site.
- At the north of the community playing facilities access road there will be a stepped access that links to Allotment Road and links to the footpath that runs adjacent to Allotment Road. There is no existing footway on the section of Allotment Road that borders the site however there is an existing priority working build-out which includes dropped kerbs and tactile paving that links to the existing footway on the northern side of Allotment Road.

5.3.6. There is an existing zebra crossing located 10m to the south of the Badminton Grove / vehicular access junction to the proposed staff and visitor car park. This existing zebra crossing is proposed to be upgraded to a Toucan crossing. As part of the scheme it is also proposed to resurface the existing footway on the northern side of Badminton Grove fronting the site.

5.3.7. Access to the site for cyclists is proposed via the existing highway network on Badminton Grove. Badminton Grove is subject to a 20mph speed limit and is considered suitable for cyclists. The footways both sides of Badminton Grove are at least 1.8m width and are considered suitable for small children to use bicycles / push scooters when accompanied by adults.

5.4 PARKING

Car Parking

5.4.1. It is proposed that there will be a 41 space school staff car park, a 20 space childcare staff car park, and a 10 space visitor car park located on the north of the site. Three disabled spaces will be located in the school staff car park and two in the childcare staff car park, alongside three disabled spaces in the Bowls car park. It should also be noted that Electric vehicle charging points will be implemented (at minimum 10% of spaces) and that 5% of spaces will be dedicated for car share and will be located near the building entrance. 9 Electrical parking spaces in total will be provided.

5.4.2. These car parks will be accessed via the existing junction with Badminton Grove that links to the Bowls Centre. It should be noted that the Bowls Centre car park will be formalised to consist of 40 spaces (50 spaces when the school is closed). There will also be 13 parking bays in the Drop-Off Zone off Badminton Grove.

Cycle Parking

5.4.3. It is proposed there will be a cycle shelter, consisting of 5 hoops to accommodate 10 bikes. The cycle shelter will be secure, covered and well-lit. Changing facilities (marked as staff toilet) and a shower are shown on the first-floor plans.

5.5 SERVICING AND REFUSE COLLECTION ARRANGEMENTS

5.5.1. A service yard is located at the rear (east) of the school and will be accessed via the existing junction with Badminton Grove that provides access to the existing Bowls Centre.

5.5.2. It is proposed that refuse bins will be located in the service yard. The service yard has been designed to accommodate a refuse vehicle to enter and egress in a forward gear. This has been demonstrated in swept path analysis **Drawing No 70069501-ATR-001**.

5.5.3. It is envisaged that the proposed development will not result in the requirement for additional refuse collections.

6 TRIP ASSESSMENT

6.1 OVERVIEW

6.1.1. This chapter will summarise the trip generation and distribution associated with the existing and proposed changes to Glyncoed Primary School and Nursery.

6.1.2. The likely trip generation calculation for the school relocation has been based upon pupil numbers and the modal share patterns provided by the existing Glyncoed Primary School.

6.2 EXISTING TRIP GENERATION

6.2.1. The existing Gyncoed Primary School consists of 305 primary school pupils, 53 nursey pupils, and 29 staff members.

6.2.2. To provide a robust assessment of the predicted trip generation, the number of primary school pupils and nursey pupils have been combined to provide a total pupils trip generation.

Pupils

6.2.3. The existing trip generation of the pupils at the existing school was determined by considering the modal split provided by the school, in the form of a hands-up classroom survey**.** As stated above, for the purpose of this trip generation assessment the total pupils will be 358 (primary + nursey).

6.2.4. The existing total pupils have been applied to the modal split provided by the existing Glyncoed Primary School. The results have been summarised in **Table 6.1**.

Table 6.1 Modal Split Data – Existing Pupils

Travel Mode	Mode Split	Existing Trips
Car	63%	227
Bus	5%	19
Walk	31%	113
Cycle	0%	0
Total	**100%**	**358**

Staff

6.2.5. The existing trip generation for the staff at the existing school was determined by considering the modal split provided by the school**.** The mode share and trip generation has been summarised in **Table 6.2**.

Table 6.2 Modal Split Data – Existing Staff

Travel Mode	Mode Split	Existing Trips
Car	82%	24
Bus	0%	0
Walk	18%	5

Cycle	0%	0
Total	**100%**	**29**

Total Existing Trip Generation

6.2.6. The total existing trip generation profile for the Glyncoed Primary School and Nursery is summarised in **Table 6.3**.

Table 6.3 – Total Multi-Modal Trip Generation

Travel Mode	Pupil Trips	Staff Trips	Total Trips
Car	227	24	250
Bus	19	0	19
Walk	113	5	118
Cycle	0	0	0
Total	**358**	**29**	**387**

6.3 PROPOSED TRIP GENERATION

6.3.1. The proposed relocated Glyncoed Primary School and Nursey will consist of 360 primary school pupils, 52 nursery pupils, 29 staff members.

6.3.2. The modal split for the proposed trip generation of the site will be the same as the existing modal spilt. This is considered appropriate as the proposed site is located approximately 110m to the north of the existing site and therefore it will have no impact on the current choice of travel.

Pupils

6.3.3. In-line with the methodology for the existing trip generation, for the purpose of this trip generation assessment the total pupils will 412 (primary + nursey).

6.3.4. The proposed total pupils have been applied to the modal split provided by the existing Glyncoed Primary School. The results have been summarised in **Table 6.4**.

Table 6.4 Modal Split Data – Proposed Pupils

Travel Mode	Mode Split	Proposed Trips
Car	63%	261
Bus	5%	21
Walk	31%	130
Cycle	0%	0
Total	**100%**	**412**

Staff

6.3.5. Based on information provided by the client, it is predicted that there will continue to be 29 staff members. The trip generation for the staff has been summarised in **Table 6.5**.

Table 6.5 Modal Split Data – Proposed Staff

Travel Mode	Mode Split	Proposed Trips
Car	82%	24
Bus	0%	0
Walk	18%	5
Cycle	0%	0
Total	**100%**	**29**

Total Proposed Trip Generation

6.3.6. The total proposed trip generation profile for the Glyncoed Primary School and Nursery is summarised in **Table 6.6**.

Table 6.6 Total Proposed Trip Generation

Travel Mode	Pupil Trips	Staff Trips	Total Trips
Car	261	24	285
Bus	21	0	21
Walk	130	5	135
Cycle	0	0	0
Total	**412**	**29**	**441**

6.4 NET TRIP GENERATION

6.4.1. The net trip generation between the existing and proposed Glyncoed Primary School and Nursery is shown below **Table 6.7**.

Table 6.7 Net Trip Generation

Travel Mode	Pupil Trips	Staff Trips	Total Trips
Car	+34	0	+34
Bus	+3	0	+3
Walk	+17	0	+17
Cycle	0	0	0
Total	**+54**	**0**	**+54**

6.4.2. It can be seen from **Table 6.7** that the net trip generation will result in an additional 54 trips, consisting of 34 car trips, 17 walking trips, and three bus trips. The impact of these trips is considered negligible.

6.4.3. The above assessment methodology is considered robust and an is likely to be an overestimate of trips because:

- The periods of the day which these trips occur will differ between staff, primary school pupils and nursey pupils. The staff trips would be expected to arrive between 07:30-08:30 and depart between 15:30- 17:30, whilst primary school pupil trips would be expected at 08:00-09:00 and depart at 15:00-16:00 and nursery trips will typically be for short period of a day; and
- The 'travel to school' mode share 'hands-up' classroom survey did not account for children being a car passenger. Therefore, the number of pupil car trips shown in this impact assessment is considered to be much higher than expected as often a car trip will include multiple pupils (i.e. siblings / friends).

6.4.4. It should also be noted that the previous use of the proposed site will likely generate significantly more trips than the Net Trip Generation of the proposed development. The previous site use of the Glyncoed Comprehensive School which would likely generate a far greater number of trips when compared to the primary school and nursey. Therefore, it is considered that when compared to the previous site use, the proposed development will have less of an impact to the operation of the local highway and footway networks.

6.4.5. The arrival and departure hours of the Glyncoed Indoor Bowls Centre are typically in the early afternoon and evening and do not match the peak hours of a school. It is therefore considered that the trip generation of the Bowls Centre will have a negligible impact to the operation of the school and local highway network.

Possible further school expansion

6.4.6. As noted in para 5.2.3 of the development proposals, there is the potential to increase the number of primary school pupils attending the school to 420 (i.e. 420 primary school pupils, 52 nursery pupils, 29 staff).

6.4.7. Based on the same methodology used to assess the existing and proposed modal shares, the predicted trip generation of the possible further expansion has been shown in **Table 6.8** below.

Table 6.8 Trip Generation of possible further school expansion

Travel Mode	Pupil Trips	Staff Trips	Total Trips
Car	299	24	323
Bus	24	0	24
Walk	149	5	154
Cycle	0	0	0
Total	**472**	**29**	**501**

6.4.8. The net increase, when compared to the existing trip generation, has been shown in **Table 6.9**.

Table 6.9 Net Trip Generation of possible further school expansion

Travel Mode	Pupil Trips	Staff Trips	Total Trips
Car	+72	0	+72
Bus	+6	0	+6
Walk	+36	0	+36
Cycle	0	0	0
Total	**114**	**0**	**114**

6.4.9. It can be seen from **Table 6.9** that the net trip generation of the possible further school expansion is negligible when compared to the existing use. The increase of pupil trips by car equates to just over one trip per minute in a peak hour, however, in reality this would be fewer on the basis the car passenger trips and the difference in typical arrival and departure times for primary school pupils and nursery pupils (as stated in paras 6.4.3).

6.4.10. The net increase in walking trips (+36) and bus trips (+6) are also considered negligible to the operation of the local footway network and bus services.

7 IMPACTS ON SUSTAINABLE TRANSPORT NETWORK

7.1 INTRODUCTION

7.1.1. This Chapter provides an assessment of the change in prevailing local transport conditions arising from the proposed development, focussing on sustainable modes of transport, including on foot, by cycle and public transport.

7.2 JOURNEYS BY FOOT

7.2.1. The pedestrian network in the vicinity of the site is of a good standard, with footways and street lighting provided along the carriageways surrounding the site.

7.2.2. The proposed site can be accessed by pedestrians who reside in the residential areas to the north, east, south and west of the site. For reference, the catchment plan of the school has been shown in **Figure 1.2**.

7.2.3. From the north, a footpath is located on the southern side of the A4047, approximately 60m to the west of the Allotment Road / A4047 junction. The footpath is tarmacked and routes southwards in parallel to Allotment Road, to the north of the site boundary. The footpath joins the stepped access that links the pedestrian crossing build-out on Allotment Road to the access road for the existing community playing field.

7.2.4. From the east, a footway is located on the northern side of Allotment Road. There is no footway on the southern side of Allotment Road, however, a priority working build-out which includes dropped kerbs and tactile paving that links to the existing footways and to a stepped pedestrian access onto the community playing facilities access road.

7.2.5. From the south and east, pedestrians will be able to access the site via footways on Badminton Grove that lead into the site at the access junction to the proposed staff and visitor car park, at the drop-off bay entry and exit junctions, and at the access junction to the community playing facilities.

7.2.6. The footway on Badminton Grove that bounds the proposed site is approximately 2.6m-3m wide and is approximately 3m–3.5m on the opposite footway. An existing zebra crossing is located approximately 10m to the south of the Badminton Grove / Bowls Centre vehicular access junction and is proposed to be upgraded to Toucan. This upgraded crossing will facilitate pedestrian movements from the north of the site and from nearby residential streets such as Bryn Glas. Another zebra crossing is located on Badminton Grove at the existing Glyncoed Primary School Site, approximately 170m to the south of the site.

7.2.7. The development proposals would result in an increase of 17 trips via foot in peak hours, respectively. These numbers are not considered significant and could be easily accommodated on the existing network.

7.3 JOURNEYS BY BICYCLE

7.3.1. There is no dedicated cycle provision in the vicinity of the site, however, Badminton Grove and surrounding streets are all subject to 20-30 mph speed limits and are predominantly residential. It is therefore expected that cyclists would not feel threatened using these highways.

7.3.2. It should also be noted that the footways on Badminton Grove a wide and are suitable for young children to use bicycles and push-scooters.

7.3.3. The development proposals are not predicted to result in any cycling trips, however, the option of cycling to the school is possible. The development proposals include the provision of a cycle shelter, consisting of 5 hoops to accommodate 10 bikes. Changing facilities (marked as staff toilet) and a shower are shown on the first-floor plans.

7.3.4. The use of cycling as a sustainable mode of travel will be further promoted through the Travel Plan with the intention of increasing the cycling mode share as a percentage of total trips generated by the site.

7.4 JOURNEYS BY PUBLIC TRANSPORT

Bus

7.4.1. The site is located within acceptable walking distances to local bus stops on Badminton Grove.

7.4.2. The development proposals would result in a marginal increase of three trips via bus in peak hours, respectively. These numbers are not considered significant and could be easily accommodated on the existing bus service.

Rail

7.4.3. The nearest railway stations to the site is Ebbw Vale Town Railway Station, approximately 2km to the south. Ebbw Vale Town Railway Station can be accessed by pedestrians using the footways on Badminton Grove, Beaufort Road, the B4485, and Lime Avenue. The bus service X4 also stops at the station.

7.4.4. Cyclists can follow the National Cycle Network Route 446 which routes from Emlyn Avenue (approx. 100m to the south of Badminton Grove) to Ebbw Vale Town Railway Station via off-road cycle infrastructure located on Steel Works Road, Lime Avenue, Station Approach and adjacent to Eugene Cross Park.

7.4.5. The development proposals are not predicted to result in any rail trips, however, the option of travelling via walk/cycling from the site to Ebbw Vale Town Railway Station is possible.

7.5 CONNECTIVITY

7.5.1. The proposed site has an established link to the local footway network which serves the local community. The site also benefits from bus stops being located approximately 70m to the south of the site, which are served by bus No. X4 that provides a frequent service.

7.5.2. It is therefore considered that the site is sustainably located and will allow pupils, staff and visitors to travel by active methods (i.e. walk & cycle) or combined with public transport (bus & rail).

7.6 TRAVEL PLAN

7.6.1. A Travel Plan (TP) has been produced that will accompany the TA. The main purpose of the TP is to minimise the impact of the development proposals on the environment and the local community by encouraging pupils, staff and visitors to the site to travel by sustainable transport modes, through promotion of the choice of transport available to them.

7.6.2. Objectives of the TP will include:

- To minimise vehicle and taxi trips;
- To minimise parking demand from the development and its impact on nearby streets;

- To support car free lifestyles;
- To increase the attractiveness and use of cycling for day to day journeys;
- To encourage healthy and active travel; and
- To raise awareness of sustainable modes of transport available for pupils, staff and visitors.

7.6.3. The postcode data of staff members at the existing Glyncoed Primary School have been provided the school. This has been plotted on **Figure 7.1** and has shown that 14 staff members live within a suitable walking distance to the site. Based on the staff modal share info provided by the School, only five staff members regularly walk. Therefore, through the supportive active travel measures outlined in the TP, there is the potential to reduce the number of single car trips and increase the number of walking / cycling trips.

7.7 BREEAM SUMMARY

7.7.1. For the benefit of the BREEAM assessment, a summary of the key components with the framework is set out below:

- **2.a** - The travel patterns and attitudes of the existing site users towards cycling, walking and public transport has been summarised in section 6.2 of this TA. Constraints of the existing primary school site has been identified in Chapter 2 'Existing conditions' and have been addressed in Chapter 5 'Proposed development' through improved pedestrian and cycle facilities and links, electric vehicle and shared space priority systems, and the provision of a drop-off layby.
- **2.b** – The predicted travel patterns and transport impacts of the proposed development have been assessed in Section 6.3 of this TA, alongside the net impact in section 6.4. The proposed impact to the operation of the local highway network and local sustainable travel network has been reviewed in Chapters 7 & 8.
- **2.c** – As part of the detailed design for the development proposals, the provision of dropped kerbs, tactile paving, compliant steps, ramps and handrails will be set out. It can be seen at the site access junction, that dropped kerbs and tactile paving will be provide and number of other pedestrian improvements for all-ages have been set out in Section 5.3 'Access Strategy'.
- **2.d** – A local facilities review has undertaken and shown in Section 2.5 of the TA. The review has identified a number of local facilities within acceptable walking distances of the site, including:
  - Glyncoed Fish Bar (approx. 350m);
  - E&S Conveince Store (including Post Box and ATM - approx. 500m).
- **2.e** - The design of the proposed development has incorporated a number of accessible measures to cater for different types of users. As noted in Chapter 5, there will be 6 disabled spaces on site and within the site tactile pavings, dropped kerbs, ramps and handrails will provided. This provision is shown on the site masterplan.
- **2.f –** The existing public transport accessibility Index (AI) has been shown in Section 2.4. This has shown the site has an accessibility index of 6.14. A copy of the completed accessibility index calculator is provided in Appendix A.
- **2.g –** The facilities for cyclists at the proposed site have been detailed in Sections 5.3 & 5.4. These sections state that a cycle shelter will be provided, consisting of 5 hoops to accommodate 10 bikes. Changing facilities (marked as staff toilet) and a shower are shown on the first floor plan.

8 IMPACTS ON LOCAL HIGHWAY NETWORK

8.1 INTRODUCTION

8.1.1. This Chapter considers the impacts of the proposals on the local highway network in the vicinity of the site.

8.1.2. This Chapter also considers the impacts of the proposals in terms of parking, highway safety, and servicing and refuse collection arrangements.

8.2 LOCAL HIGHWAY NETWORK

8.2.1. Vehicular access to the proposed development will be from the existing access junction on Badminton Grove. As the principle of movement from the junction has already been established, it is considered that the impact of the proposed development to the operation of this junction will be minimal. One new drop off zone is proposed which will be accessed and exited from Badminton Grove. As noted within the Development Proposals (**Chapter 5**), swept path analysis and visibility splays have shown that these junctions are designed in-line with Blaenau Gwent CBC standards.

8.2.2. The level of traffic that is proposed to be generated by the proposed school will be slightly more than the existing school use. The net trip generation in **Table 6.7** has shown that there will be up to 34 additional car trips, which equates to approximately one additional car trip per every 2 minutes in a peak hour. This impact is considered negligible to the operation of the local highway network.

8.2.3. It should be noted that vehicle trips on the local highway network that are associated with existing school are already established in the area, and a small increase in pupils (approximately 55 pupil) will be negligible.

8.2.4. The previous use of the proposed site should also be considered. The site was previously used by the Glyncoed Comprehensive School, whereas the proposed relocated primary school will consist of 360 pupils, 52 nursery pupils and 29 staff members. It can therefore be seen that the local highway network is able to accommodate traffic generated by both the Comprehensive School and the existing Primary School and Nursery.

8.2.5. The trip generation exercise, shown in **Table 6.7**, has shown the that the net trips will result in the worst case for an addition 34 car trips in both peak hours (there is a chance this may be 72 car trips based on the possible further expansions shown in **Table 6.9**). As part of the scoping discussions with Blaenau Gwent CBC, it was agreed that no localised modelling is required as the slight increase in pupils will be negligible to the local highway network that already has established previous uses that would generate more traffic.

8.2.6. The Glyncoed Indoor Bowls Centre will continue to operate as per the existing arrangement. The arrival and departure hours of the Glyncoed Indoor Bowls Centre are typically in the early afternoon and evening and do not match those of a school. Therefore, it will have a negligible impact to the operation of the school and local highway network.

8.3 CAR PARKING

8.3.1. The car parking provision at the existing school consists of approximately 30 car parking spaces. The development proposals are for the provision of 40 school staff car parking spaces, 20 childcare staff

carparking spaces, and 10 visitors' spaces. This provision was agreed with key stakeholders and it is therefore considered suitable.

8.3.2. The Glyncoed Indoor Bowls Centre car park will be formalised to consist of 42 spaces (52 spaces when the school is closed). This provision is considered suitable and appropriate for the land use. It should also be noted that (5%) of spaces will be dedicated for car share and will be located near the building entrance and that two disabled spaces will be located in both the school staff car park and the childcare staff car park, alongside two disabled spaces in the visitor spaces. It should also be noted that Electric vehicle charging points will be implemented (at minimum 10% of spaces).

8.3.3. The development proposals have included the provision of a 76.5m length drop-off bay that will be suitable to accommodate 16 parked vehicles. The drop-off bay will be located inside the site boundary and thus will reduce demand for parking and traffic on Badminton Grove.

8.4 HIGHWAY SAFETY

8.4.1. A review of local highway safety is presented in **Chapter 3** of this report. The review identifies that only one slight collision occurred within the vicinity of the site, 250m to the north of the site on Badminton Grove, over the previous five-year period. No other collisions were recorded on Badminton Grove and no collisions were recorded on Allotment Road.

8.4.2. The existing local highway network is subject to low speeds and conducive to locate a primary school. Badminton Grove is subject to a 20mph speed limit and traffic calming measures, in the form of speed cushions.

8.4.3. It is therefore considered that the operation of the existing highway network is suitable and appropriate for the relocation of the Glyncoed Primary School.

8.5 SERVICING AND REFUSE COLLECTION

8.5.1. It is proposed that all servicing and refuse collection associated with the proposed development would be undertaken directly via the designated service area located to the rear of the school. The designated service area will not conflict with the operation of the local highway network as it is off-street and separate to the proposed car park.

8.5.2. As demonstrated in the Development Proposals **Chapter 5**, the designated service area has been designed to allow HGVs to enter and exit in a forward gear.

9 SUMMARY AND CONCLUSION

9.1 SUMMARY

9.1.1. WSP has been appointed by Blaenau Gwent County Borough Council to prepare a Transport Assessment for a full planning application to support the relocation of Glyncoed Primary School and Childcare Facility.

9.1.2. The proposed development site, herein referred to as 'the proposed site', is approximately 110m to the north of the existing Glyncoed Primary School.

9.1.3. The Glyncoed Primary School and Childcare Facility currently provides 305 primary school places, 53 day-nursery childcare places, and employees 29 staff. The proposals will see a slight uplift of pupils at the school (approximately 55 additional primary school pupils), with the potential to increase to 42 primary school pupils.

9.1.4. The proposals also include the provision of a 95m long drop-off bay at the front of the school which will be accessed from Badminton Grove. It is proposed that a staff and visitors car park will be located at the north of the school and a service yard is located at the rear (east) of the school.

9.1.5. This Transport Assessment has demonstrated:

- The proposals fully comply with national and local policy objectives, in that they provide appropriate car and cycle provision, and are sustainable from a transport and highways perspective;
- The site achieves good accessibility by non-car modes of travel including on foot, by bicycle, and by bus;
- There are no common patterns or trends in accidents on the local highway network over the last five year period;
- The site is reasonably well connected in terms of its proximity to local facilities and amenities;
- The proposed vehicle access arrangement are deemed safe and appropriate to serve the site;
- The proposals include improved pedestrian access, and also cycle parking which will encourage trips via foot and cycle
- The proposals would not result in a significant uplift in vehicle trips, and as such would not impact upon the safety or operation of Badminton Grove;
- The effect of the proposed development, in terms of non-car mode travel, is anticipated to be immaterial on the local sustainable transport network; and
- The proposals will not impact on local highway safety.

9.1.6. The proposals meet the requirements of Planning Policy Wales (PPW) in that they provide safe and enhanced access for all users and do not negatively impact on the operation of the local highway or sustainable network. The residual transport impact is not considered severe.

9.2 CONCLUSION

9.2.1. This report demonstrates that the site, by virtue of its location and the opportunities for access by a variety of means of transport, is accessible, sustainable and in accordance with national, regional and local policy.

9.2.2. The development proposal will result in a negligible uplift in vehicle trips which can be accommodated on the local highway network.

9.2.3. It is therefore concluded that the proposed development is acceptable in terms of highways and transport.

Appendix A

ACCESSIBILITY INDEX CALCULATOR

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: School

No. nodes required: 9

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	70									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 2

Public transport type	Bus									
Distance to node (m)	70									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 3

Public transport type	Bus									
Distance to node (m)	112									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 4

Public transport type	Bus									
Distance to node (m)	220									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 5

Public transport type	Bus									
Distance to node (m)	375									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 6

Public transport type	Bus									
Distance to node (m)	575									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour										

NODE 7

Public transport type	Bus									
Distance to node (m)	380									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 8

Public transport type	Bus									
Distance to node (m)	380									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

NODE 9

Public transport type	Bus									
Distance to node (m)	440									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2									

Accessibility Index	6.14

Appendix B

SITE MASTERPLAN

Rev	Initials	Notes	Date
A	dlk	Parking bay review, site plan amended to suit. Binstore and sprinkler tank footprint amended.	03/11/2020
B	dlk	Site Plan orientation to sheet amended. Parking bay and service yard to school reviewed and site plan landscaping amended to suit. Additional parking added to Bowls Club.	19/11/2020
C	dlk	Area between the school and childcare reviewed, Fencing, barrier and gates key added to the plan as discussed with the Headteacher and Landscape Architect 09/12/20	10/12/2020
D	dlk	Ingress to the Drop-off area moved two bays inwards, as agreed on site with the BGCBC Senior Engineer in Highway Safety.	05/02/2021
E	dlk	Width of Ingress / Egress to the Drop-off area widened to 4m. New fences added to Childcare (2m high) and MUGA (3m high). Secret Garden behind MUGA created.	22/02/2021
F	dlk	Bowls Club Store location amended. Left side angle and footprint of Chilcare amended, together with the position of the left fence line and landscaping, to provide a clear view of the school's main entrance as commented by the planners	08/03/2021
G	dlk	School and Childcare plans added, Nursery and Reception flipped, and fencing amended to suit. KS1 and KS2 access gates added, as requested by the Head Teacher	18/03/2021

KEY:

- 2m high secure fence / barrier
- 1.5m high site seperation fence / barrier
- 1.2m high child seperation fence / barrier
- 3m high ball fence / barrier to MUGA
- **A/B** Automatic H/D arm barrier
- **M/B** Manual H/D arm barrier
- **G1** Secure Gate. Lockable only
- **G2** Sectional Gate. Lockable only
- **G3** Main Entrance Gates. Intercom / maglock / staff fob access
- **G4** Service Gate. Intercom / maglock / staff fob access

Ebbw Fawr Primary - Glyn Coed
Proposed Site Plan
Bleanau Gwent County Borough Council
Community Services

Cyngor Bwrdeistref Sirol Blaenau Gwent County Borough Council

Scale 1:1000 @ A3
18 March 2021 | TS1298 S2-SK09-G

Appendix C

WSP DRAWINGS

File: Created using iGIS, WSP's Online Mapping System Drawn By: UKSMT006 Date Modified: 18/02/2020 16:10

TITLE:

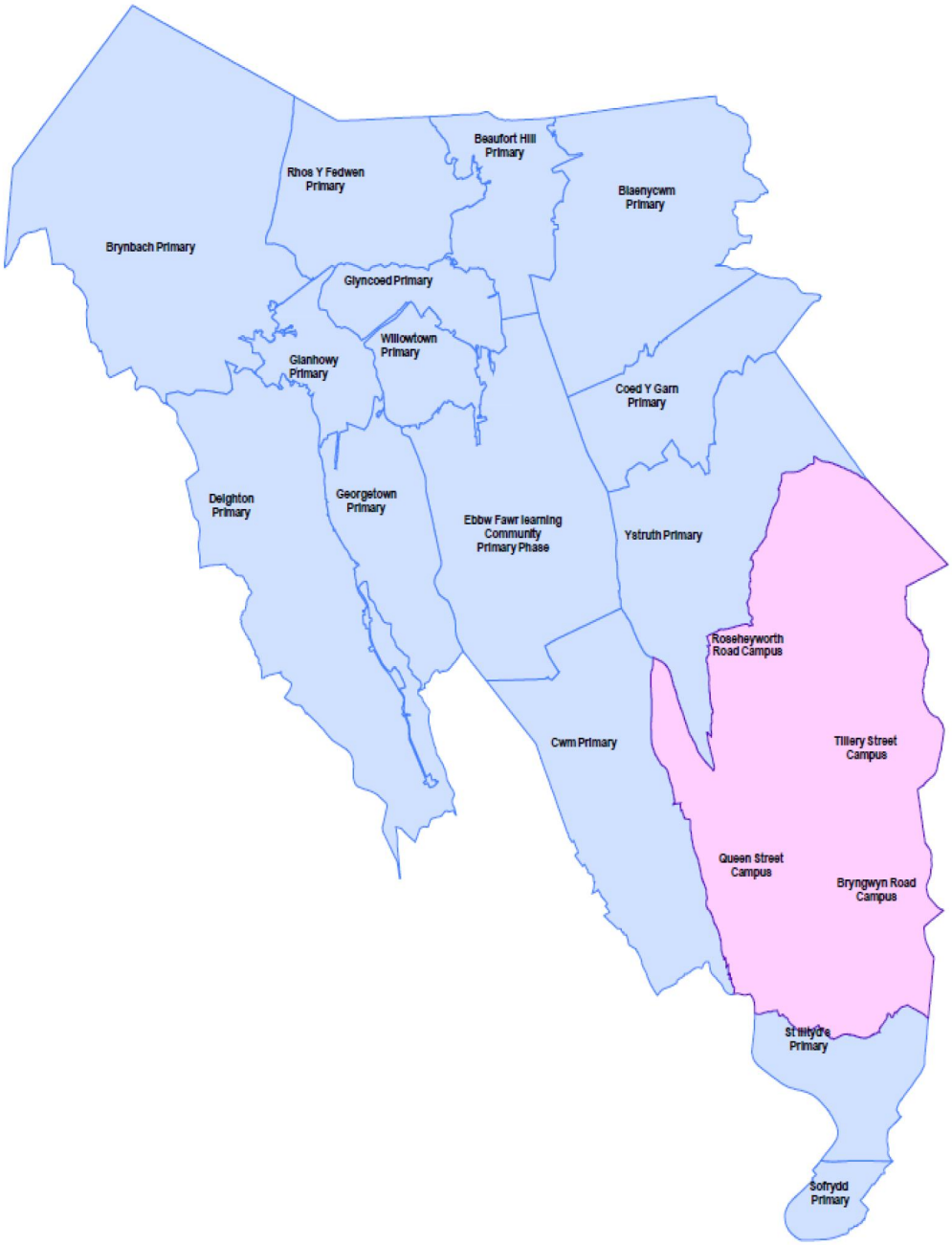
Existing and Proposed Site Locations

FIGURE No:

1.1

Taken From Blaenau Gwent School Admission Policy For Nursery and Statutory Education 2020-2021

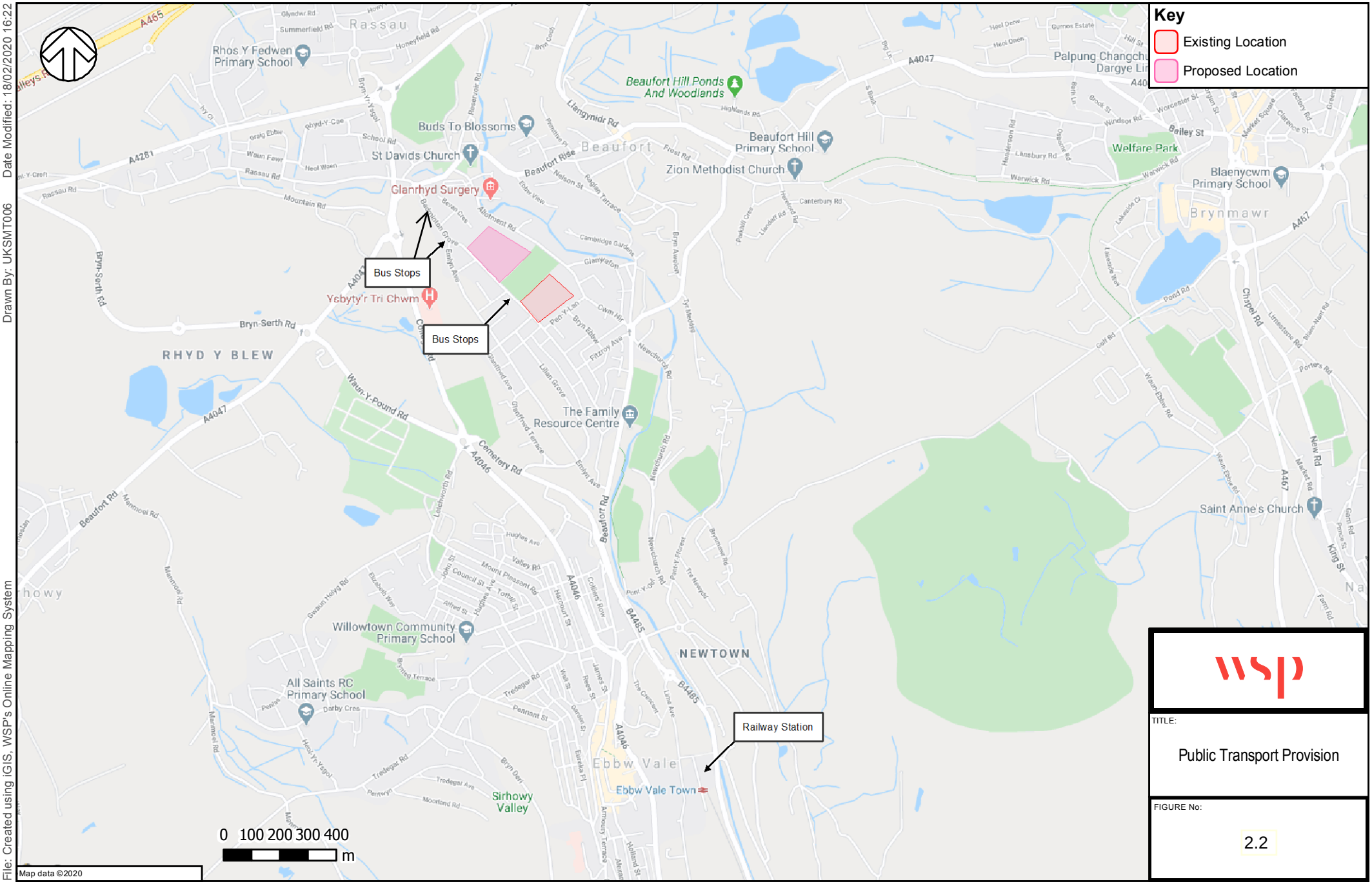
Appendix 2 - Blaenau Gwent Schools Catchment Area Overview Map



File: Created using iGIS, WSP's Online Mapping System
Drawn By: UKSMT006
Date Modified: 11/03/2020 10:30

TITLE:
Walking and Cycling Provision

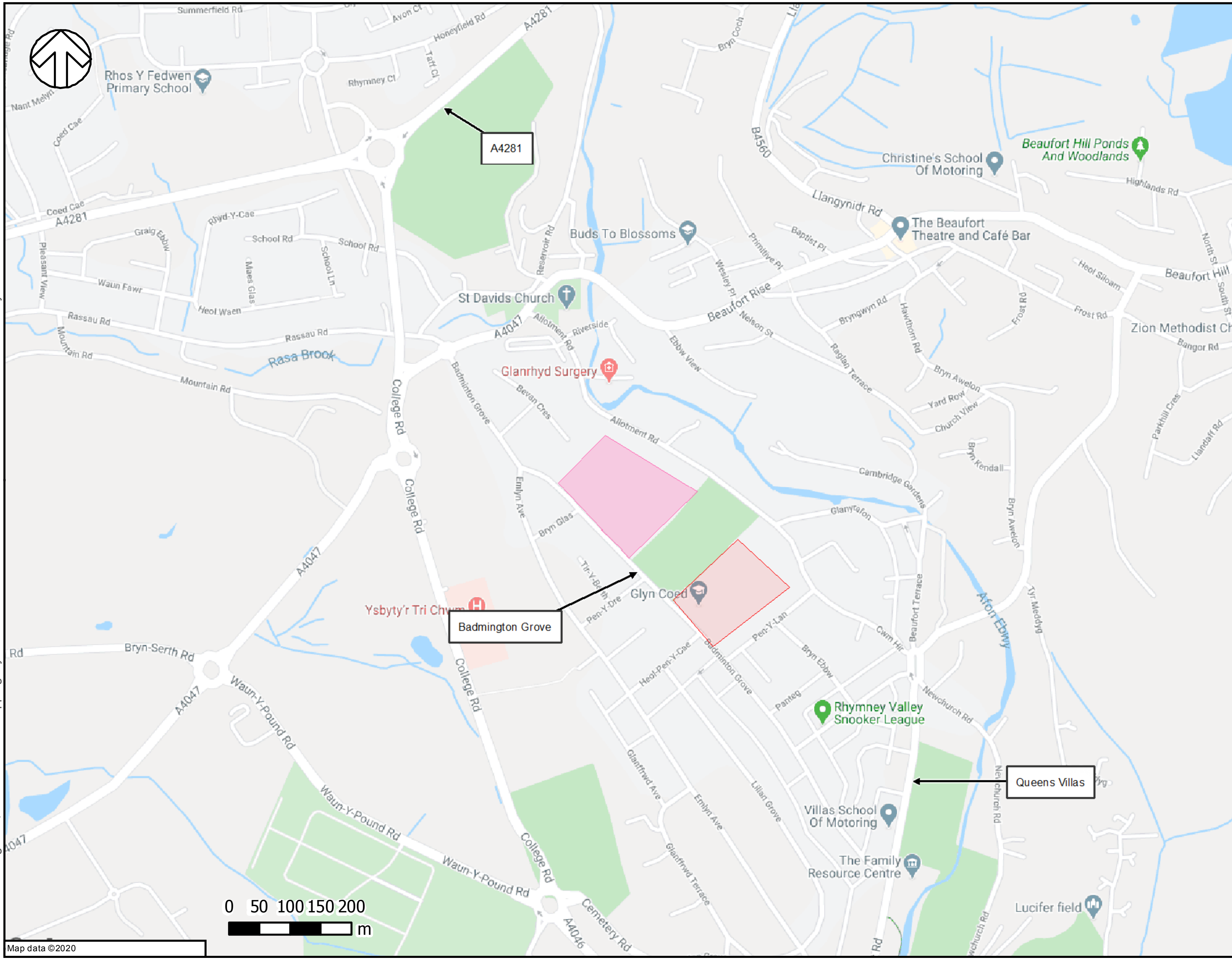
FIGURE No:
Figure 2.1


Key
Existing Location
Proposed Location
Bus Stops
Bus Stops
Railway Station
Rassau
Rhos Y Fedwen Primary School
Buds To Blossoms
St Davids Church
Glanrhyd Surgery
Ysbyty'r Tri Chwm
Beaufort
Beaufort Hill Ponds And Woodlands
Beaufort Hill Primary School
Zion Methodist Church
Welfare Park
Blaenycwm Primary School
Brynmawr
RHYD Y BLEW
The Family Resource Centre
Willowtown Community Primary School
All Saints RC Primary School
NEWTOWN
Ebbw Vale
Ebbw Vale Town
Sirhowy Valley
Saint Anne's Church
A465
A4047
A4046
A4281
A467
B4485
Bryn-Serth Rd
Waun-Y-Pound Rd
Cemetery Rd
Beaufort Rd
Llangynidr Rd
Beaufort Rise
Bailey St
New Rd
0 100 200 300 400
m
Map data ©2020
wsp
TITLE:
Public Transport Provision
FIGURE No:
2.2
Drawn By: UKSMT006
Date Modified: 18/02/2020 16:22
File: Created using iGIS, WSP's Online Mapping System

Date Modified: 18/02/2020 16:16

Drawn By: UKSMT006

File: Created using iGIS, WSP's Online Mapping System



Key

Existing Location

Proposed Location

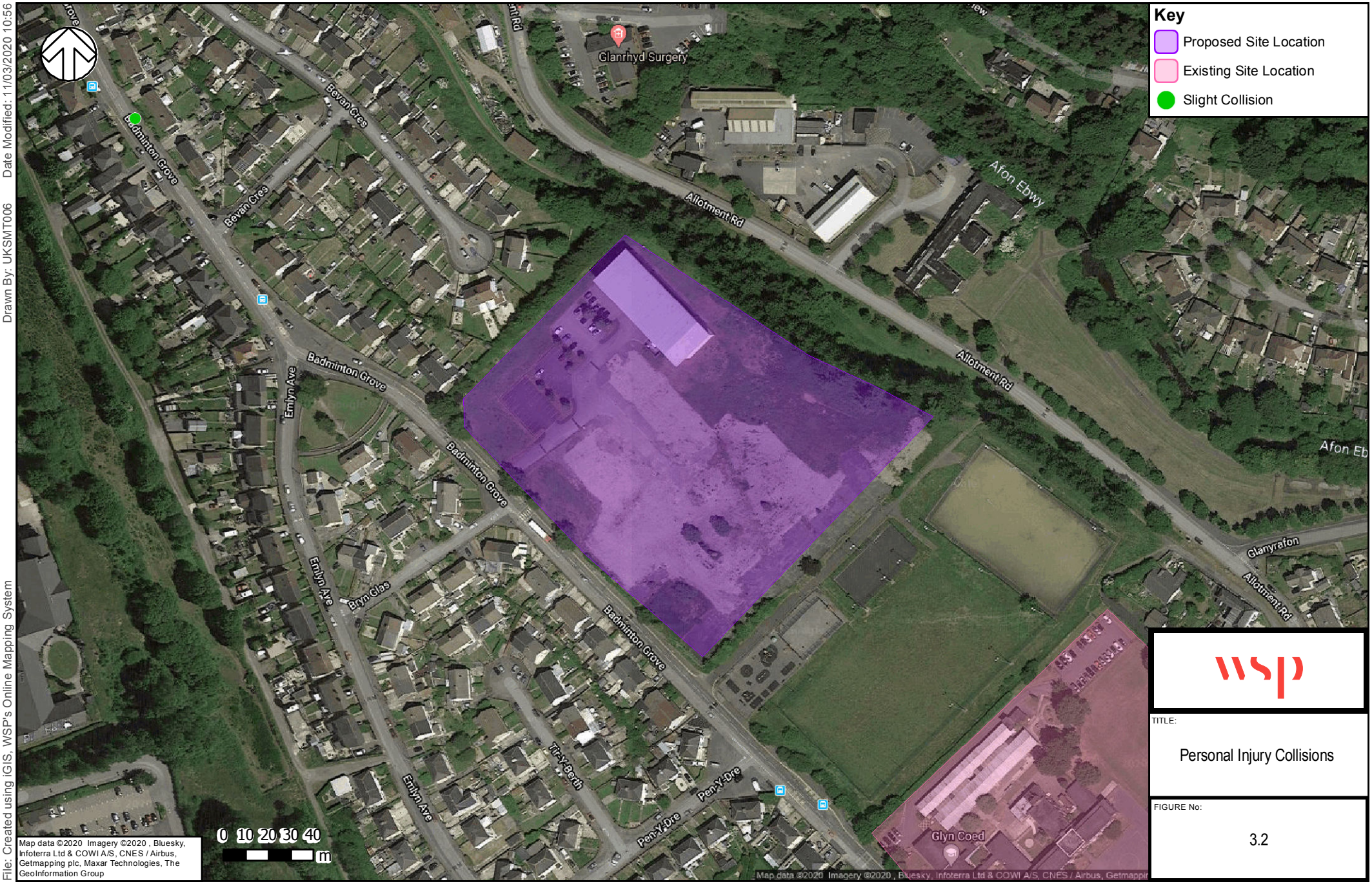
wsp

TITLE:

Local Highway Network

FIGURE No:

3.1



TITLE:

Personal Injury Collisions

FIGURE No:

3.2

File: Created using iGIS, WSP's Online Mapping System

Drawn By: UKSMT006

Date Modified: 11/03/2020 10:56

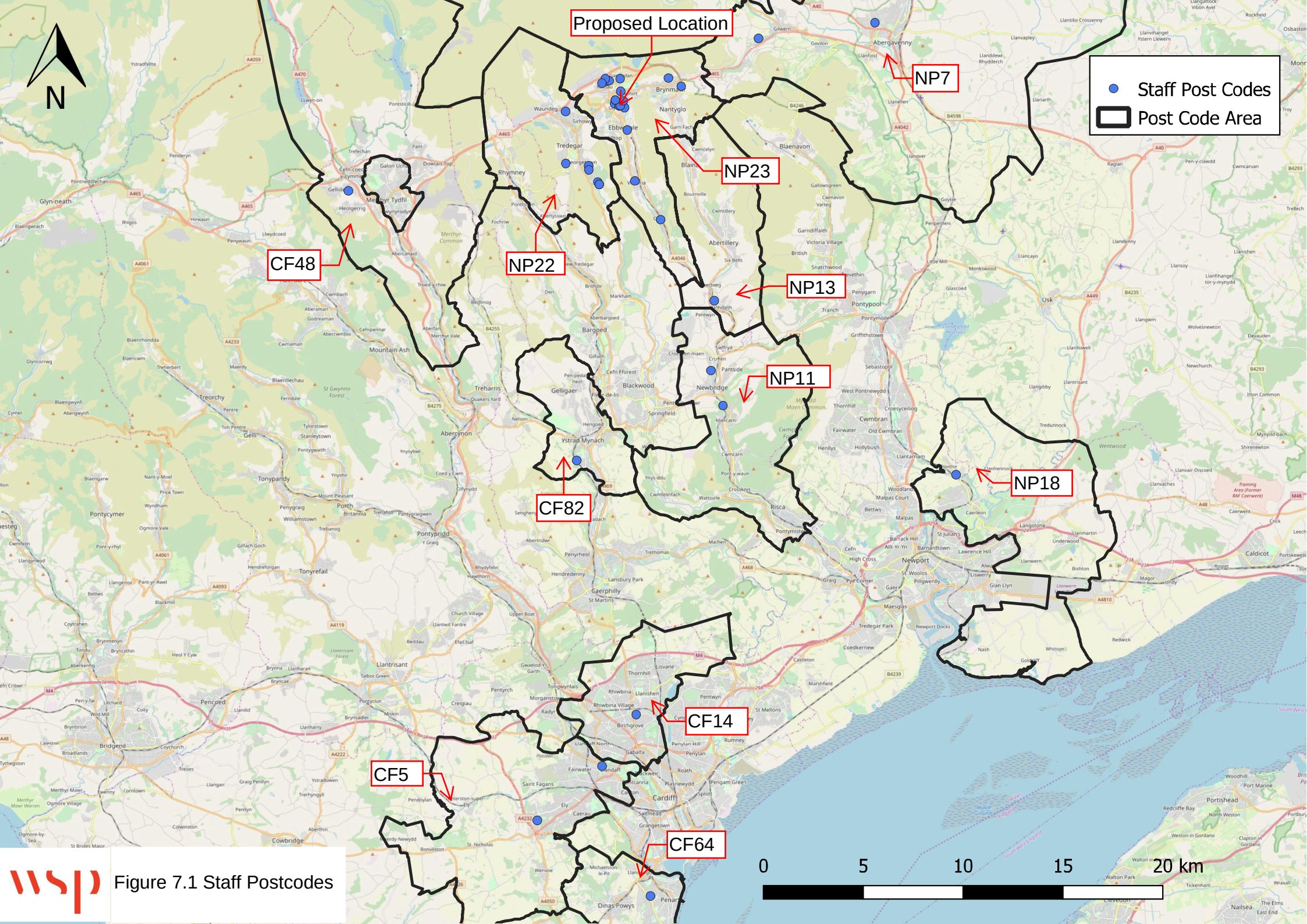
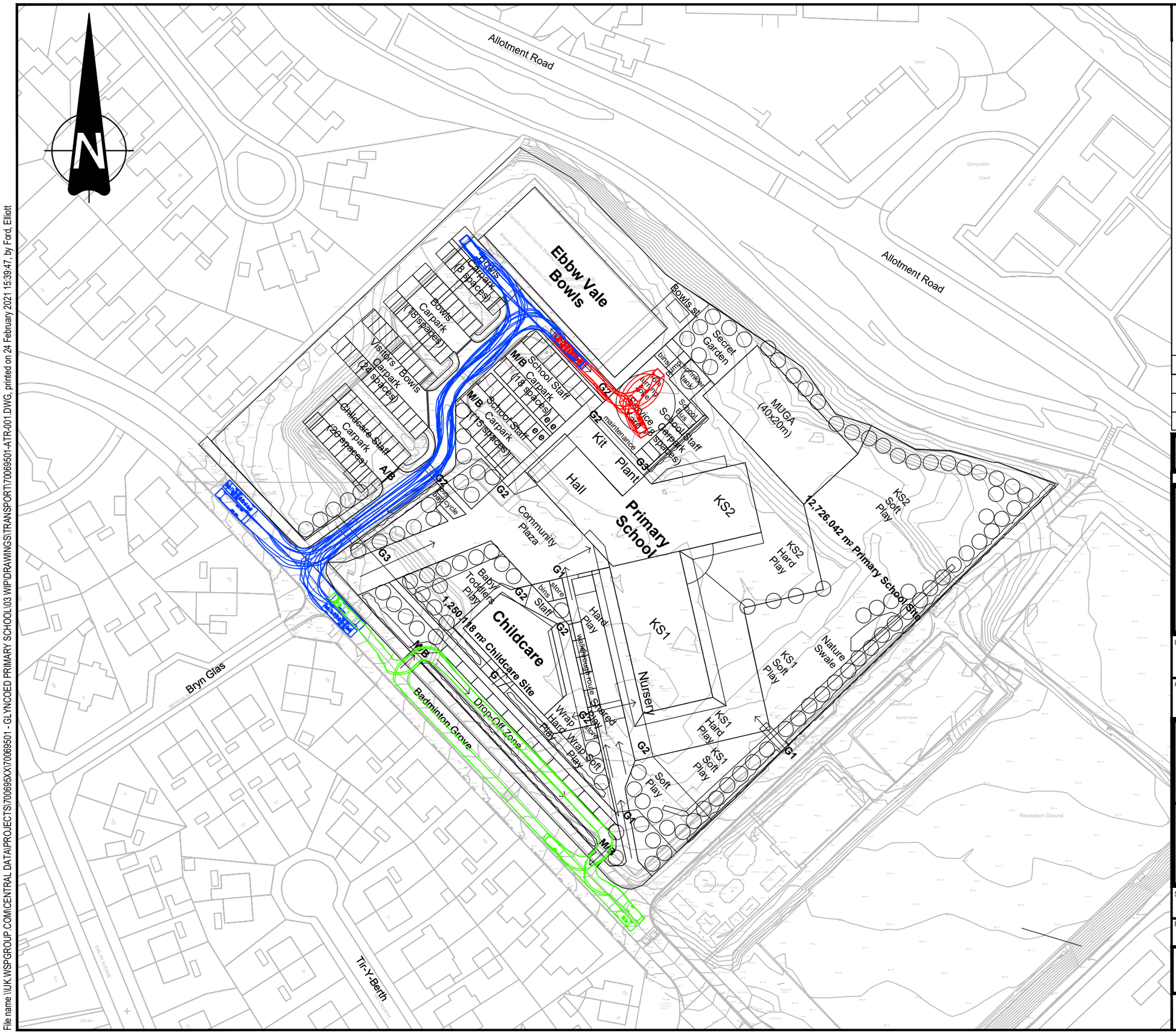


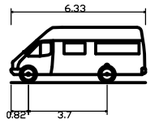
Figure 7.1 Staff Postcodes

Appendix D

TRACKING DRAWINGS

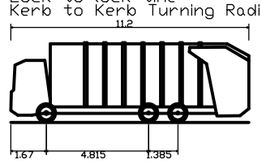


DO NOT SCALE



Mini Bus

Overall Length	6.330m
Overall Width	2.192m
Overall Body Height	2.601m
Min Body Ground Clearance	0.374m
Track Width	2.192m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.450m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DATE	BY	DESCRIPTION	CHK	APP
P03	24/02/2021	EF	THIRD ISSUE	JS	JM
P02	08/02/2021	EF	SECOND ISSUE	JS	JM
P01	30/11/2020	EF	FIRST ISSUE	JS	JM

DRAWING STATUS: S0 - WORK IN PROGRESS

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CLIENT: BLAENAU GWENT COUNTY BOROUGH COUNCIL

ARCHITECT: -

PROJECT: GLYNCOED PRIMARY SCHOOL

TITLE: SWEPT PATH ANALYSIS

SCALE @ A3:	CHECKED:		APPROVED:
1:1000	JS		JM
PROJECT No:	DESIGNED:	DRAWN:	DATE:
70069501	-	EF	February 21

DRAWING No: 70069501-ATR-001 REV: P03

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