

PONTLLANFRAITH CVL

Transport Statement

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1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS Transport on behalf of Caerphilly County Borough Council (CCBC) to support a full planning application for the proposed new Centre for Vulnerable Learners at the former Pontllanfraith Comprehensive School in Blackwood, within Caerphilly County Borough in Wales.
- 1.2 Pontllanfraith Comprehensive School is located at Penllwyn Lane, Pontllanfraith, Blackwood, NP12 2YB. The school site is currently vacant given that it has been closed since August 2016, when it merged with Oakdale Comprehensive to form Islwyn High School, which opened in 2018.
- 1.3 The existing site layout is shown in **Appendix 1**.
- 1.4 The proposals involve refurbishment of the existing former grammar school building on the former Pontllanfraith Comprehensive School site to provide teaching accommodation for up to 120 students and 40 full time equivalent (FTE) staff. A new Sports Hall building and Multi-Use Games Area (MUGA) will be constructed on the lower plateau to serve the centre as well as providing facilities for the local community outside school hours. A new car park and drop-off area for minibuses and taxis will also be located on the lower plateau and an existing small car parking area will be utilised for parent parking.
- 1.5 The proposed site layout is included within **Appendix 2**. Full details of the proposed development are included in **Section 4**.
- 1.6 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the site is Caerphilly County Borough Council (CCBC).
- 1.7 Scoping discussion have taken place with CCBC and the methodology of this Transport Statement has been agreed.
- 1.8 The TS conforms to the following structure:
- **Section 2:** Relevant national and local transport policy review;
 - **Section 3:** The site's accessibility review;
 - **Section 4:** Details of the proposed development;
 - **Section 5:** Details of the proposed operation and traffic impact; and
 - **Section 6:** Summary and conclusion.

2 POLICY REVIEW

2.1 The proposed development has been considered against the following transport policies and guidance:

- Planning Policy Wales (PPW) Edition 11 (2021);
- Technical Advice Note (TAN) 18: Transport (2007);
- Future Wales The National Plan 2040 (2021);
- Wales Transport Strategy – New Path (2021);
- Sustainable Development Scheme ‘One Wales: One Planet’ (2009);
- Active Travel (Wales) Act (2013);
- 21st Century Schools and Education Band B Programme;
- Well-Being of Future Generations (Wales) Act (2015); and
- Local Development Plan 2010 (Adopted).

2.2 Relevant sections of the above policies are summarised below.

National Policy

Planning Policy Wales Edition 11 (2021)

2.3 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes (TANs), Welsh Government Circulars and policy clarification letters, which together with PPW provide the national planning policy framework for Wales.

2.4 Chapter 4 of the policy sets out criteria that all future development should incorporate within design. In brief, developments should:

- Enable people to access jobs and services through shorter, more efficient and sustainable journeys;
- Support sustainable development;
- Promote an increase in physical activity, therefore improving health; and
- Help to tackle the causes of climate change.

2.5 This should be achieved through enabling more sustainable travel choices, such as measures to increase walking, cycling, public transport usage, increases to the use of low emission vehicles, reduction in the dependency on the car for daily travel and methods which aim to reduce single-occupancy private vehicle trips. Figure 9: The Sustainable Transport Hierarchy for Planning within the Policy document shows the hierarchical approach to reduce vehicle trips and can be viewed below.



TAN 18 (2007)

2.6 Planning Policy Wales Technical Advice Note (TAN) 18: Transport encourages the use of sustainable modes of travel over private car trips. TAN 18 states that TANs:

“May be material to decisions on individual planning applications and will be taken into account by the Assembly Government and Planning Inspectors where relevant to the determination of called-in planning applications and appeals.”

2.7 TAN 18 promotes the integration between land use planning and transport and:

“Securing the provision of transport infrastructure and services, which improve accessibility, build a stronger economy, improve road safety and foster more sustainable communities.”

2.8 In order to achieve the Welsh Assembly Government’s Environmental Strategy, TAN 18 sets out the following sustainable transport policy objectives which are relevant to the development site:

- **“ensuring new development is located where there is, or will be, good access by public transport, walking and cycling thereby minimising the need for travel and fostering social inclusion;**
- **Managing parking provision;**
- **ensuring new development... include appropriate provision for pedestrians... cycling, public transport and traffic management and parking/servicing;**
- **encouraging the location of development near other related uses to encourage multi-purpose trips;**

- promoting cycling and walking;
- supporting the provision of high quality, inclusive public transport;
- ensuring that transport infrastructure or service improvements necessary to serve the new development allow existing transport networks to continue to perform their intended functions.”

2.9 Paragraph 6.1 under the heading ‘Walking and Cycling’ states, inter alia:

“It is imperative that local authorities take into consideration the needs of walkers and cyclists in all development planning decisions, in line with the Assembly Government’s strategy for Walking and Cycling.”

2.10 TAN 18 states that local authorities should:

“Seek to maximise relative accessibility... where a development proposal is assessed as having relatively poor accessibility this may be sufficient ground to refuse planning permission.”

Future Wales - The National Plan 2040 (2021)

2.11 Future Wales – The National Plan is the national development framework up to 2040. It highlights the importance of sustainability, decarbonisation and enhancing health and well-being within communities.

2.12 The purpose is to ensure the planning system works towards Welsh Government aims and policies.

2.13 It highlights **“growth should be shaped around sustainable forms of transport and places that makes us and the environment healthier”**.

2.14 The report outlines how sustainable transport infrastructure needs to be embedded within development to allow for commuting, business, tourism and leisure purposes to be made using active travel and public transport, rather than private vehicles.

Wales Transport Strategy – New Path (2021)

2.15 The Wales Transport Strategy 2021 aims to maximise the positive contribution that transport makes and to promote healthy lifestyles, such as walking and cycling for journeys. It is the transport strategy in place for the next 20 years. It prioritises actions that influence the number of trips, distance travelled, and mode of travel chosen, such as ensuring that new developments take transport implications into account.

2.16 The Welsh Government promotes the widespread adoption of Travel Plans by new developments. These assist with the efficient management of the highway network and promote alternative modes of transport that is accessible, sustainable and efficient.

Sustainable Development Scheme ‘One Wales: One Planet’ (2009)

2.17 The Sustainable Development Scheme of the Welsh Assembly Government titled ‘One Wales: One Planet’ (May 2009) has a main outcome of “a low carbon transport network which promotes

access rather than mobility, so that we can enjoy facilities with much less need for single occupancy car travel". Under the heading of 'What a Sustainable Wales Would Look Like' is:

- **“Walking and cycling are much more commonplace. There is greatly enhanced provision for cyclists and pedestrians... with improved walking and cycling networks, as well as better street design and traffic management measures.**
- **There is a coherent network of sustainable transport options within rural Wales.**
- **Travel Plans are part of all new developments. All employers develop and implement Travel Plans.”**

Active Travel (Wales) Act (2013)

- 2.18 This Act makes it a legal requirement for local authorities in Wales to map and plan suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year. It creates new duties for highway authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport.
- 2.19 By connecting key sites such as workplaces with active travel routes, the Act will encourage people to rely less on their cars when making journeys. In considering whether it is appropriate for a route to be regarded as an active travel route, a local authority must take into account:
- whether the route facilitates the making by, or by any description of, walkers and cyclists of active travel journeys; and
 - whether the location, nature and condition of the route make it suitable for safe use by, or by any description of, walkers and cyclists for the making of such journeys.
- 2.20 The Act requires Local authorities to produce and publish Existing Routes Maps. These maps show routes within the area that are suitable for active travel and which meet standards set by the Welsh Government. As such the Existing Routes Maps, do not show all available walking and cycling routes within an area. The Existing Routes Map for CCBC is attached at **Appendix 3**.

21st Century Schools and Education Band B Programme

- 2.21 CCBC submitted a bid to the Welsh Government (WG) in relation to the 21st Century Schools Band B programme which runs from 2019 for a 7-year period and focuses on the improvement of the condition of school buildings and maximising community usage.
- 2.22 The funding is disaggregated as follows; 65% by WG and 35% by the Authority for maintained school proposals and 75% WG and 25% by the Authority for proposals linked to Special Schools and Student Referral Units.
- 2.23 The key aims of the 21st Century Schools and Colleges and Band B investment programme, outlined by Welsh Government are to:
- **“Reduce the number of poor condition schools;**

- **Ensure that we have the right size schools in the right location, providing enough places to deliver Welsh and English medium education; and**
- **Ensure the effective and efficient use of the educational estate for use by both Schools and the wider Community.”**

Well-being of Future Generations

- 2.24 The Well-Being of Future Generation (Wales) Act 2015 is about improving the social, economic, environmental and cultural wellbeing of Wales. It requires public bodies to think more about the long-term, working with people and communities, looking to prevent problems and take a more joined up approach.
- 2.25 The Act puts in place seven well-being goals:
- A prosperous Wales;
 - A resilient Wales;
 - A healthier Wales;
 - A more equal Wales;
 - A Wales of cohesive communities;
 - A Wales of vibrant culture and thriving Welsh Language; and
 - A globally responsible Wales.
- 2.26 The Act sets out the sustainable development principle against which all public bodies in Wales should assess their decision-making. The aim of the legislation is to ensure the well-being of future generations through maximising the contribution public bodies make towards the well-being goals. In using the principle of sustainable development, the authority has to consider the whole of the population it serves and the effects of its actions on future generations.
- 2.27 The principle, also known as the five ways of working, is assessed below:
- Long Term - Forecasting of student numbers has been utilised to identify the demand for school places to ensure sufficient educational places in our schools;
 - Prevention - Improving the quality of the Education estate generally will support students in their long term education and skills outcome in that they are more likely to succeed if their Educational experience is positive;
 - Integration - The 21st Century Schools Programme is subject to Building Research Establishment Environmental Assessment Method (BREEAM) and Community Benefits of individual proposals are assessed and monitored for their impact on the Welsh economy. The proposals are also part of a strategy to promote Welsh Language and Culture;
 - Collaboration - The 21st Century Schools Programme is a collaboration between Councils and Welsh Government to improve the quality of the Education estate; and
 - Involvement - Through the consultation process the Council will ensure that there is full engagement with all relevant stakeholders, e.g. parents, students and the local community.

Local Policy

Local Development Plan 2010 (Adopted)

- 2.28 The current Local Development Plan (LDP) was adopted on the 23 November 2010 and identifies where new developments such as housing, employment, community facilities, and roads, will go. It provides a framework for local decision-making and brings together both development and conservation interests to ensure that any changes in the use of land are coherent and provides maximum benefits to the community.
- 2.29 The LDP sets out the council's land use policies and proposals to control development in the county borough up to 2021 and provides the basis by which planning applications will be determined consistently and appropriately. The plan gives a clear indication of where development will be encouraged and where it will be resisted.
- 2.30 The objectives of the Plan have been derived from land-use issues emanating from the four themes of the Community Strategy (Living Environment, Regeneration, Education for Life and Health, Social Care and Well-Being).
- 2.31 The following objectives are considered related to the proposed development:
- Ensure the effective and efficient use of natural and built resources while preventing the unnecessary sterilisation of finite resources through inappropriate development;
 - Ensure that the environmental impact of all new development is minimised;
 - Improve energy, waste and water efficiency while promoting environmentally acceptable renewable energy to maintain a cleaner environment and help reduce our impact on climate change;
 - Encourage the re-use and / or reclamation of appropriate brownfield and contaminated land and prevent the incidence of further contamination and dereliction;
 - Concentrate new development in appropriate locations along existing and proposed infrastructure networks that are accessible to pedestrians, cyclists and to public transport in order to sustain and complement the role and function of individual settlements;
 - Reduce congestion by minimising the need to travel, promoting more sustainable modes of transport and making the most efficient use of existing transport infrastructure; and
 - Maximise the efficient use of the existing infrastructure and encourage the necessary improvements to the network to sustain necessary levels of development at appropriate locations across the County Borough.
- 2.32 A Draft Review Report of the adopted LDP was prepared for public consultation in February 2020. It considers the progress being made in implementing the adopted LDP and considers the issues that inform the decision on whether the adopted LDP needs to be revised.
- 2.33 It should be noted that the council is working towards a new local development plan, which is expected to be adopted at the end of 2024.

Supplementary Planning Document – Car and Cycle Parking Standards

- 2.34 For Nursery / Infants / Primary Schools, LDP5 Caerphilly's car parking guidance states "1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 pupils visitor spaces, bus parking as required."
- 2.35 For Secondary Schools, LDP5 Caerphilly's car parking guidance states "1 space per member of teaching staff, 1 space per 3 non-teaching staff, 1 space per 30 pupils visitor spaces, bus parking as required."
- 2.36 The LDP5 Caerphilly's cycle parking standards set out the following:
- Day Nurseries & Creches – Short Term - 1 stand per 30 children;
 - Nursery, Infants & Primary Schools – Long stay - 1 stand per 5 staff and 1 stand per 20 children, Short Stay – 1 stand per 100 children; and
 - Secondary Schools & Colleges of Further Education – Long Stay - 1 stand per 5 staff and 1 stand per 6 students of age 17, Short Stay – 1 stand per 100 children.
- 2.37 The following must also be considered:
- In addition to the non-operational parking such as home to school transport, an area must be provided for the picking up and setting down of school children within the curtilage of the school premises;
 - In the case of Day Nurseries in converted properties the availability of adequate kerbside capacity (i.e. unrestricted parking) should be taken account of. This should be assessed when the nursery is at full capacity. Where part-time staff are employed, they should be aggregated to their full time equivalents;
 - Experience has shown that a minimum of 15 car spaces will be required for most other types of schools. Exceptions to this may be specialised (e.g. religious or Welsh) secondary schools with a large catchment area where a reduced number may be adequate, or larger schools in each category where a substantial increase (up to 50) may be desirable;
 - With regard to buses, sufficient off street spaces should be provided for all services that the operator of the new school anticipates running for students, with the exception of passing service buses. The parking area should include a facility for vehicles to turn without reversing. In exceptional circumstances a circulation / turning area remote from student circulation areas would be acceptable;
 - Where the school is used for dual social and adult educational purposes, the use of hard playground surfaces for parking is acceptable;
 - Appropriate provision must be provided for use by disabled people; and
 - Appropriate provision must be provided for parental drop off / pick up of children as dictated by local circumstances and any school travel plan. Drop off areas must be located so that the safety of students walking or cycling to school is not jeopardised.

3 ACCESSIBILITY

Site Background

- 3.1 Pontllanfraith Comprehensive School is located at Penllwyn Lane, Pontllanfraith, Blackwood, NP12 2YB. The school site is currently vacant given that it has been closed since August 2016, when it merged with Oakdale Comprehensive to form Islwyn High School, which opened in 2018.
- 3.2 The site is situated in a predominantly residential area, with Pontllanfraith Leisure Centre located to the northwest of the former Pontllanfraith Comprehensive School.
- 3.3 The existing site layout is shown in **Appendix 1**.

Highway Network

- 3.4 The site is located to the west of the Penllwyn Lane/ B4251 Blackwood Road mini-roundabout junction. The former Pontllanfraith Comprehensive School has three main access points (two vehicular accesses and one pedestrian access) taken from Penllwyn Lane.
- 3.5 Penllwyn Lane is a two-way carriageway road that links to B4251 Blackwood Road at a mini-roundabout junction. There are bus stop markings along the northern side of the carriageway spanning from the junction with Brynteg Avenue up to the west of the school's western vehicular entrance. Before and after those bus stop markings there are double yellow lines.
- 3.6 B4251 Blackwood Road is a B-road in south Wales with a 40mph speed limit, that links Wattsville to Crumlin via Blackwood. Brynhyfyd Street is a residential two-way carriageway road that links to B4251 and provides an alternative vehicular access to the former Pontllanfraith Comprehensive School.

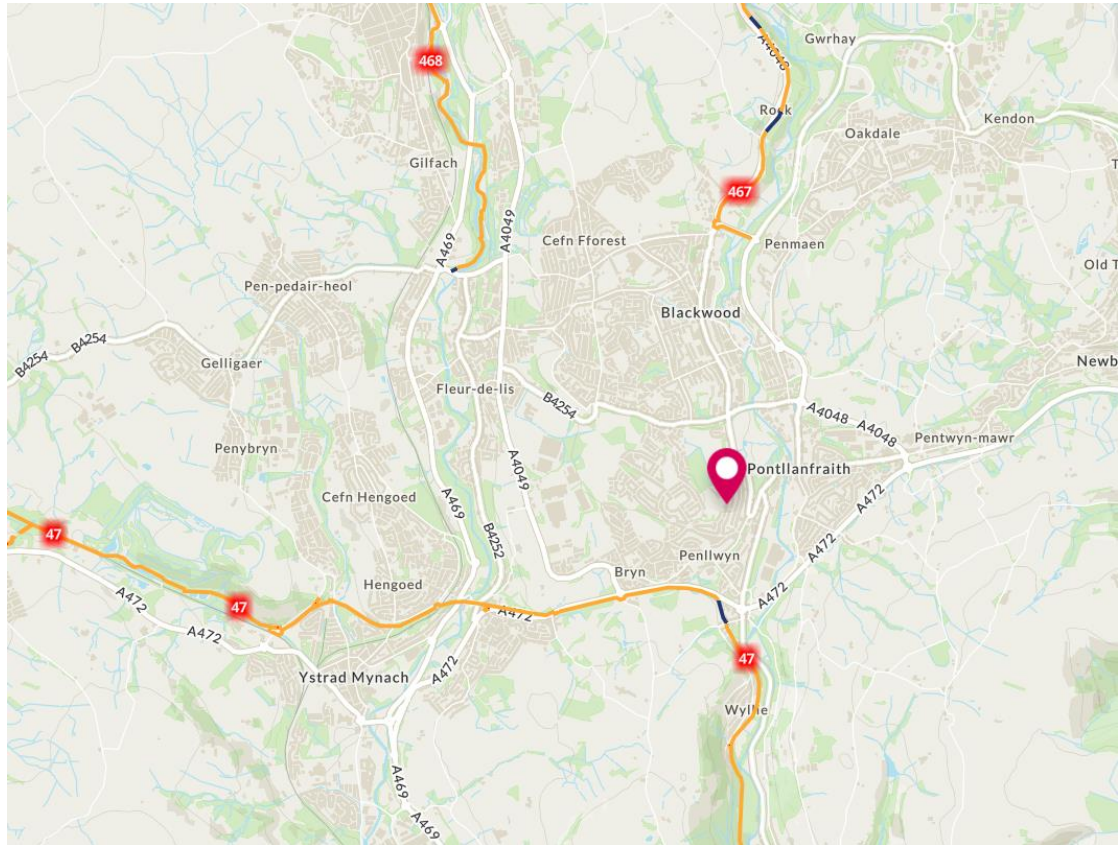
Personal Injury Accident Review

- 3.7 The latest Personal Injury Accident (PIA) Data from Crashmap has been analysed (five years up to 2021). The results show that there was one PIA along the B4251 within proximity to the site (approximately 200 metres from the former main school access taken from Penllwyn Lane). This incident was classified as Slight in terms of severity which occurred 30 metres to the north of the B4251/ Penllwyn Lane mini-roundabout junction and involved one car that lost control. There were no PIAs at the school entrances or within the internal residential / industrial roads. This data shows that there are currently no issues with highway safety within the vicinity of the school. The output is included at **Appendix 3**.

Pedestrians and Cyclists

- 3.8 Students, staff and visitors can gain access on-foot to the school site using footways provided along Penllwyn Lane that continue along B4251 and Brynhyfyd Street. All roads are street-lit at regular intervals.
- 3.9 National Cycle Route 47 is located approximately 1.4km to the south of the site (as shown in **Figure 3.1**). This route is a mainly inland route starting at Newport and finishing at Fishguard passing through Neath and Carmarthen. In addition to Route 47, National Routes 467 and 468 are located 2.4km to the north and 4.1km to the northwest of the site respectively.

Figure 3.1: National Cycle Network



Bus

- 3.10 The nearest northbound bus stop ('Health Centre') to the school is located on the B4251 approximately 40 metres to the north of the Penllwyn Lane/ B4251 Blackwood Road mini-roundabout junction, which in turn is approximately 110 metres from the pedestrian school gates. There is a southbound bus stop ('Health Centre') located 70 metres to the south of the Penllwyn Lane/ B4251 Blackwood Road mini-roundabout junction.
- 3.11 Bus routes 5, 6, 7, 9, 11, 26 gold, 52, 56, 151 gold and 901 rail Linc serve this local bus stop pair and provide frequent connections towards destinations such as Blackwood, Tredegar, Newport, Pontypridd, Penllwyn, Gelligaer, Panside, Cardiff, Ystrad Mynach, Wyllie and Abertillery.

Rail

- 3.12 The nearest railway station is Hengoed located approximately 3.1km to the southwest of the site. The station provides Transport for Wales services towards destinations such as Penarth, Bargoed, Rhymney and Cardiff Central. The station is a two minute walk to the nearest bus stop served by bus route 11.
- 3.13 The station provides an alternative mode of travel to the car, which is most relevant for staff living beyond the local community.

4 PROPOSED DEVELOPMENT

- 4.1 The proposals involve refurbishment of the existing former grammar school building on the former Pontllanfraith Comprehensive School site to provide a Centre for Vulnerable Learners (CVL) for up to 120 students at key stages 3 and 4 (aged 11-19) and up to 40 full time equivalent (FTE) staff.
- 4.2 A new Sports Hall building and MUGA will be constructed on the lower plateau to serve the centre as well as providing facilities for the local community outside school hours. A new car park and drop-off area for minibuses and taxis will also be located on the lower plateau and an existing small car parking area will be utilised for parent parking.
- 4.3 The proposed site layout is included within **Appendix 2**.

Vehicular Access and Parking

- 4.4 The existing eastern vehicular access from Penllwyn Lane will be widened and will be the main vehicular access for students, staff and visitors. As shown in the proposed site layout (within **Appendix 2**), the eastern vehicular access will link to a new two-way internal access road, which will provide access to the parking areas to the south of the proposed MUGA and Sports Hall. Moreover, this internal road will span further north of the two buildings, following a one-way route, that will lead to a mini-bus/ taxi drop-off/ pick-up area for students to the north of the proposed MUGA.
- 4.5 The existing western vehicular access from Penllwyn Lane will be also widened and will provide vehicular access for deliveries, refuse collection and also access to the proposed Respite Centre via a one-way route.
- 4.6 The bus stop road markings along Penllwyn Lane (as mentioned in **Section 3**) to the south of site are proposed to be removed. It is understood that when the former Pontllanfraith Comprehensive School was operational, buses were utilising that space as a student drop-off/ pick-up area. However, given that the proposals are for a CVL, the majority of students are expected to commute via mini-buses and taxis, utilising the drop-off/ pick-up area to the north of the proposed MUGA. Therefore, the bus stop road markings should be returned to double yellow lines.
- 4.7 The vehicular access from Brynhyfryd Street will also be retained and will provide access to a secondary car parking area to the north of the CVL for staff and parent parking.
- 4.8 A total of 46 car parking spaces are proposed to be provided in line with the LDP5 Caerphilly's car parking guidance. Out of the total car parking provision, six car parking spaces will be for disabled users and six will have active EV charging provision. As shown in the proposed site layout (within **Appendix 2**), 23 car parking spaces will be located to the south of the proposed MUGA and Sports Hall and will be for staff and visitors, while the remaining 23 will be in the parking area to the north of the site (via Brynhyfryd Street) and will be accessed by staff and parents.
- 4.9 Vehicle tracking has been undertaken to validate the design of the proposed site layout and ensure that all anticipated vehicle movements can be accommodated to/ from the new CVL without conflict. Swept path analysis drawings that demonstrate that the anticipated vehicle movements can be accommodated to/ from the site without conflict include:

- An 11.2m refuse vehicle accessing and egressing the site's western vehicular access from Penllwyn Lane (drawing JNY11347-0X, **Appendix 5**);
 - An 7.5t box van accessing and egressing the site's western vehicular access from Penllwyn Lane (drawing JNY11347-0X, **Appendix 5**);
 - Mini-buses and taxis accessing the student drop-off/ pick-up area (drawing JNY11347-0X, **Appendix 5**);
 - Large cars accessing various parking bays within the proposed masterplan (drawing JNY11347-0X, **Appendix 5**); and
 - A fire tender vehicle accessing and egressing the proposed CVL site (drawing JNY11347-0X, **Appendix 5**).
- 4.10 These drawings demonstrate that the most onerous vehicles anticipated to undertake these manoeuvres can do so safely to / from the site.
- 4.11 In terms of cycle provision, 14 cycle spaces will be provided in total in the form of seven Sheffield Stands. This cycle provision is in line with the LDP5 Caerphilly's cycle parking guidance. The cycle spaces will be covered and secured within a cycle shelter located close to the Sports Hall entrance. Shower facilities and lockers will be provided within the Sports Hall building.

Pedestrian Access

- 4.12 Access to the school on foot or cycle will be via the school entrances. The existing pedestrian access from Penllwyn Lane will be retained and will be the main access point. Internal footways from the site will link with the existing local footway network.

Deliveries and Collections

- 4.13 Deliveries and collections at the school will be made via the site's western vehicular access from Penllwyn Lane. These will be limited to outside of peak drop off / pick up times. Swept path analysis of the delivery and refuse collection vehicles has been provided within **Appendix 5**.
- 4.14 In terms of the refuse collection strategy, the bins will be moved from the bin store area to the deliveries area, where they will be accessed by the refuse collection team.

Emergency Vehicles

- 4.15 Similarly to the delivery and servicing arrangements, emergency vehicles are expected to enter and exit the site via the site's western vehicular access from Penllwyn Lane. Swept path drawings contained within **Appendix 5** indicate the emergency vehicle movements.

5 SITE OPERATION AND TRAFFIC IMPACT

Operational Times

- 5.1 **Table 5.1** shows the proposed start and finish times for the school, including Breakfast Club and After School clubs and activities.

Table 5.1: School Start and Finish Times

Classes	Start	Finish
Breakfast Club	08:00	08:30
Main School	08:30	15:30
After School Activities/ Clubs	15:30	16:30
MUGA and Sports Hall Community Use	16:30	21:00

- 5.2 The proposals of breakfast and after school clubs will help spreading the demand for students arriving and departing the site. Staff are expected to arrive on site from 07:30 and leave after 16:30.

Student and Staff Numbers

- 5.3 The proposed Centre for Vulnerable Learners (CVL) will accommodate up to a total of 120 students at key stages 3 and 4 (aged 11-19) and up to 40 full time equivalent (FTE) staff.

Traffic Impact

Student Trip Generation

- 5.4 Given the nature of the proposed CVL, information concerning the proposed student trip generation has been obtained from CCBC. The majority of students (approximately 85%) are anticipated to commute initially to/ from school with taxis. It is expected that initially up to 30 taxis are going to be used for student drop-off and pick-up on a daily basis. However, over time, it is worth to be mentioned that the school is planning to develop a mini-bus service with two to three vehicles that will collect students around the borough. The new internal road that will follow a one-way circuitous route leading to a mini-bus/ taxi drop-off/ pick-up area (as mentioned in Chapter 4) will be able to accommodate the taxi/ school mini-bus demand during both morning and afternoon peaks without any adverse impact on the local highway network.
- 5.5 The remaining students (approximately 15%) are anticipated to commute to/ from school with sustainable modes of transport such as walking, cycling and public transport (approximately 10%) and as a car passenger (approximately 5%). **Table 5.2** shows the anticipated students' modal split and the correspondent number of students based on information obtained from CCBC.

Table 5.2: Predicted Student Trip Generation

Mode	Percentage Mode Share	Number of Students
Train	0%	0
Public Bus	5%	6
School Mini-bus/Taxi	85%	102
Passenger in a car or van	5%	6
On foot/ Bicycle	5%	6
Total	100%	120

5.6 **Table 5.2** shows that up to 102 students will commute to/ from school with school mini-buses/ taxis. Up to 12 students will commute with sustainable modes of transport and up to six students will be driven to/ from school. It should be noted that the six student trips either in the morning or afternoon periods can be easily accommodated within the secondary car parking area to the north of the CVL for parent parking taken from Brynhyfryd Street.

Staff Trip Generation

5.7 The staff mode share has been calculated based on the 2011 Method to Work Census data for the Caerphilly 011 Middle Super Output Area (MSOA), where the site is located. **Table 5.3** shows the anticipated staff modal split and the correspondent number of FTE staff based on information obtained from the 2011 Census data.

Table 5.3: Predicted Staff Trip Generation (Census 2011)

Mode	Percentage Mode Share (Caerphilly 011 MSOA)	Number of FTE Staff
Underground, metro, light rail, tram	0%	0
Train	2%	1
Bus, minibus or coach	3%	1
Taxi	0%	0
Motorcycle, scooter or moped	0%	0
Driving a car or van	77%	31
Passenger in a car or van	8%	3
Bicycle	1%	0
On foot	8%	3
Other method of travel to work	0%	0
Total	100%*	40*

Source: Census 2011 Method of Travel to Work (Table QS701EW)

*Due to rounding

5.8 **Table 5.3** shows that the majority of staff will commute to/ from school by private car, amounting up to 31 staff trips during the morning or afternoon periods. As mentioned earlier in this chapter, staff are expected to arrive at school prior to students' arrival and leave after the students' departure; hence the staff and student trips will not be coinciding. Also, the car parking areas within the proposed CVL will have capacity to accommodate the FTE staff parking demand, as well as the parent drop-off/ pick-up parking demand as mentioned in paragraph 5.6, leaving a residual parking capacity of nine car parking spaces for visitors.

Community Use

5.9 As mentioned in Chapter 4, the new Sports Hall building and MUGA will serve the CVL as well as providing facilities for the local community outside school hours (16:00 – 21:00 on a weekday basis).

5.10 The TRICS 7.9.1 database was interrogated under land use main category '07 – Leisure/C-Leisure Centre' with an actual GFA between 2,150-2,500 sqm between 2003-2012 (given the limitation in sites being available) for sites in Wales and located within a Suburban Location.

5.11 **Table 5.4** summarises the weekday trips outside school hours (16:00 – 21:00) obtained from the TRICS database. The proposed trip generation presented in **Table 5.4** has been based on a total area of 2,246sqm (total GFA of the proposed Sports Hall and MUGA). A copy of the TRICS outputs is provided in **Appendix 6** of this report.

Table 5.4: Sports Hall & MUGA Community Use Weekday Trip Generation

Time Period	Sports Hall & MUGA Community Use Trips		
	Arrivals	Departures	Two-way
16:00 - 17:00	32	25	57
17:00 - 18:00	38	36	73
18:00 - 19:00	43	42	85
19:00 - 20:00	31	36	67
20:00 - 21:00	22	30	52
Total	165	168	333

5.12 Based on **Table 5.4**, the proposed Sports Hall and MUGA will have a weekday peak period between 18:00 – 19:00 (outside the school operational hours). During this period, the TRICS database predicts that up to 85 two-way trips will be generated, which equate to 1.4 trips per minute. However, it should be noted that the TRICS sites used to predict the trips presented in **Table 5.4** are proper leisure centre sites that generate way more traffic than the anticipated Sports Hall and MUGA. The proposed Sports Hall and MUGA are expected to be used by the local community and given the fact that the Pontllanfraith Leisure Centre is located to the north of the proposed CVL site, their use will be considered more ancillary.

5.13 Therefore, it is expected that the anticipated trips to/ from the CVL site for community use to be minimal and to be easily accommodated within the site's car parking areas without any adverse impact to the surrounding highway network.

Traffic Impact Summary

- 5.14 The majority of students are anticipated to commute initially to/ from school with taxis. However, over time, the school is planning to develop a mini-bus service that will collect students around the borough. All vehicular student trips will be easily accommodated within the proposed school masterplan area during both morning and afternoon peaks without any adverse impact on the local highway network.
- 5.15 Similarly, the majority of staff will commute to/ from school by private car, however they are expected to arrive at school prior to students' arrival and leave after the students' departure; hence the staff and student trips will not be coinciding. The car parking areas within the proposed CVL will have capacity to accommodate the staff parking demand.
- 5.16 Also, it is expected that the anticipated trips to/ from the CVL site for community use to be minimal and to be easily accommodated within the site's car parking areas without any adverse impact to the surrounding highway network.

6 SUMMARY AND CONCLUSION

- 6.1 This Transport Statement (TS) has been prepared by RPS Transport on behalf of Caerphilly County Borough Council (CCBC) to support a full planning application for the proposed new Centre for Vulnerable Learners at the former Pontllanfraith Comprehensive School in Blackwood, within Caerphilly County Borough in Wales.
- 6.2 Pontllanfraith Comprehensive School is located at Penllwyn Lane, Pontllanfraith, Blackwood, NP12 2YB. The school site is currently vacant given that it has been closed since August 2016, when it merged with Oakdale Comprehensive to form Islwyn High School, which opened in 2018.
- 6.3 The proposals involve refurbishment of the existing former grammar school building on the former Pontllanfraith Comprehensive School site to provide teaching accommodation for up to 120 students and 40 full time equivalent (FTE) staff. A new Sports Hall building and MUGA will be constructed on the lower plateau to serve the centre as well as providing facilities for the local community outside school hours. A new car park and drop-off area for minibuses and taxis will also be located on the lower plateau and an existing small car parking area will be utilised for parent parking.
- 6.4 The existing eastern vehicular access from Penllwyn Lane will be widened and will be the main vehicular access for students, staff and visitors. The existing western vehicular access from Penllwyn Lane will be also widened and will provide vehicular access for deliveries, refuse collection and also access to the proposed Respite Centre via a one-way route. The vehicular access from Brynhyfryd Street will also be retained and will provide access to a secondary car parking area to the north of the CVL for staff and parent parking.
- 6.5 A total of 46 car parking spaces are proposed to be provided in line with the LDP5 Caerphilly's car parking guidance. Vehicle tracking has been undertaken to validate the design of the proposed site layout and ensure that all anticipated vehicle movements can be accommodated to/ from the new CVL without conflict. Cycle parking will be provided in the line with the CCBC standards.
- 6.6 The majority of students are anticipated to commute initially to/ from school with taxis. However, over time, the school is planning to develop a mini-bus service that will collect students around the borough. All vehicular student trips will be easily accommodated within the proposed school masterplan area during both morning and afternoon peaks without any adverse impact on the local highway network.
- 6.7 Similarly, the majority of staff will commute to/ from school by private car, however they are expected to arrive at school prior to students' arrival and leave after the students' departure; hence the staff and student trips will not be coinciding. The car parking areas within the proposed CVL will have capacity to accommodate the staff parking demand.
- 6.8 Also, it is expected that the anticipated trips to/ from the CVL site for community use to be minimal and to be easily accommodated within the site's car parking areas without any adverse impact to the surrounding highway network.

Conclusion

- 6.9 Accessibility to the School by all modes is good, with sufficient staff car parking, drop-off / pick-up collection areas, and facilities for cyclists and pedestrians.

- 6.10 Overall, it is concluded that the proposal accords with both central and local government transport planning policy providing safe and suitable access and provides for sustainable travel whilst not impacting on the local road network. As such there are no transport related reasons why the proposed CVL should not be permitted.

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Appendices

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Appendix 1 – Existing Site Layout

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Appendix 2 – Proposed Site Layout

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Appendix 3 – Active Travel Route Map

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Appendix 4 – Crashmap Data

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Appendix 5 – Swept Path Analysis

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Appendix 6 – TRICS Outputs

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