

TRINITY FIELDS SCHOOL

Transport Statement

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1 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by RPS on behalf of Caerphilly County Borough Council (CCBC) to support an application for the proposed expansion of Trinity Fields, an existing Special Educational Needs (SEN) School located in Ystrad Mynach.
- 1.2 The application is as follows;
- “Proposed extension of the existing Trinity Fields School and Resource Centre to the south of the existing building to provide an additional 10 classrooms for 80 students with specialist intervention areas, new hall, hydro pool, changing facilities, soft play and family/community facilities, site will also contain outdoor facilities, play space and expanded parking and drop off facilities on Land to the East of Trinity Fields School.”**
- 1.3 Trinity Fields School and Resource Centre opened in 1998 and provides education and specialist facilities for students aged 3 to 19 with a wide range of learning difficulties. The school currently has 177 students and 153 staff. The Site in its wider geography is shown in **Figure 1**. The existing site layout is shown in **Appendix 1**.
- 1.4 The expansion will lead to the ability to accommodate a total of approximately 257 students and 200 staff. The proposed Masterplan is attached at **Appendix 2**. Full details of the proposed development are included in **Section 4**.
- 1.5 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) for the site is Caerphilly County Borough Council (CCBC).
- 1.6 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.

Figure 2.1: The Sustainable Transport Hierarchy for Planning



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. It highlights:

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

2.13 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)

2.14 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.

2.15 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)

- 2.16 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)

- 2.17 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.
- 2.18 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.
- 2.19 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 2**.

21st Century Schools and Education Band B Programme

- 2.20 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.
- 2.21 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.

2.22 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

2.23 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.

2.24 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.

2.25 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.

2.26 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)

- 2.27 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.
- 2.28 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.
- 2.29 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).
- 2.30 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.
- 2.31 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.
- 2.32 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

- 2.33 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.”**
- 2.34 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.”**
- 2.35 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.
- 2.36 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 The existing Trinity Fields School and Resource Centre is located off Caerphilly Road, Ystrad Mynach. The school shares an access with Penallta RFC. To the south of the school is playing fields owned and used by Penallta RFC and further south is Parc Ystrad Mynach Park. The location is shown in **Figure 1**.
- 3.2 Trinity Fields School and Resource Centre opened in 1998 and provides education and specialist facilities for students aged 3 to 19 with a wide range of learning difficulties.
- 3.3 The existing school covers a total Gross Internal Area (GIA) of 4,399m². The school provides 20 classrooms. Each classroom hosts approximately eight students. There are four satellite classes.
- 3.4 The school currently has 177 students, with 153 staff, 32 of which are full-time teaching staff, 99 are full-time non-teaching staff, eight are full-time OT / Physio / Nursing staff and five are part-time non-teaching staff (i.e. cleaning, catering).
- 3.5 The site currently has 78 parking spaces. Staff park on site before students arrive. There is a one-way system in operation. Taxis pick up and drop off in one area of the car park and minibuses park directly outside of the school access under a covered area. There are currently 26 minibuses and 23 taxis. Drop off and pick up is organised by the school and CCBC to minimise delays and conflict. It can take between 35-50 minutes for all children to be dropped off and collected.

Highway Network

- 3.6 The school is located to the west of Caerphilly Road, this road extends south through Ystrad Mynach and to Llanbradach and then to Caerphilly. To the north the road intersects at a roundabout with the A472 and the A469. The A472 continues west to Pontcynon and the A470 and east to Newbridge. The site in its wider geographical area is shown on **Figure 1**.
- 3.7 The Caerphilly Road has a 30mph speed limit with double yellow lines and footways on each side of the road. The school's vehicular access is in the form of a ghosted right turn lane. As aforementioned, this access is shared with the Penallta RFC. There is parking along the access road and within the Penallta RFC car park for approximately 72 cars. There is a gated entrance to the school at the end of the access road.
- 3.8 To the south of the school access there is an entrance to the Parc Ystrad Mynach Park and adjacent to this is the entrance to the Ystrad Mynach Police Station. Further south is the Centre of Sporting Excellence and the Ystrad Hospital. All of these facilities have their own car parking.
- 3.9 The latest Personal Injury Accident (PIA) Data from Crashmap has been analysed (five years up to 2021). The output is included at **Appendix 4**. Within 200 metres of the site there were five PIAs, two were classified as serious (one of these was off of the main road network) and three classified as slight. There were no PIAs close to the school entrance. Having analysed these it is concluded that there is currently no problem with highway safety within the vicinity of the school.

Pedestrians and Cyclists

- 3.10 Students, staff and visitors can gain easy access on-foot to the School using footways and crossing points provided along local roads. The majority of students are dropped off and picked up via minibuses, taxis and private car.
- 3.11 The Parc Ystrad Mynach Park provides a walking and cycling route from Caerphilly Road to residential roads to the west of the school and to the Ystrad Mynach Railway Station.
- 3.12 There is a cycling route to the north of the Caerphilly Road / A472 roundabout which links to the residential estate of Trinity Close.

Bus and Rail

- 3.13 The nearest bus stops are located 150 metres to the south of the School on Caerphilly Road, which are served by bus routes 26 Gold, 50, C9, C16, C17. These stops provide a shelter and timetable information. There are further bus stops to the north, on the A472 which bus routes 901. These stops also provide a shelter and timetable information.
- 3.14 The Ystrad Mynach Railway Station is located approximately 1km to the north west of the School. Car parking and a ticket office are provided at the station. The station provides services to and from Penarth, Bargoed and Rhymney.

4 PROPOSED DEVELOPMENT

- 4.1 The development proposes an increase in GIA of 2,099m², bringing the total GIA to 6,498m². The application is as follows;

“Proposed extension of the existing Trinity Fields School and Resource Centre to the south of the existing building to provide an additional 10 classrooms for 80 students with specialist intervention areas, new hall, hydro pool, changing facilities, soft play and family/community facilities, site will also contain outdoor facilities, play space and expanded parking and drop off facilities on Land to the East of Trinity Fields School.”

- 4.2 The school will provide a total of 30 classrooms, an increase of 10. Each classroom hosts approximately eight students. There will be five satellite classes. There will be a total of 257 students which is an increase in 80 students. There will be a total of 200 staff, which is an increase in 47 staff; this does not include health based staff such as nurses and physios.
- 4.3 The proposed masterplan is shown at **Appendix 3**.

Vehicular Access and Parking

- 4.4 The Caerphilly Road school entrance will remain as existing, but the access road into the School is to be amended as shown on the Masterplan.
- 4.5 The proposed school extension will result in a loss of 26 car parking spaces. However, a new car parking area of 15 spaces is proposed to be provided to the east of the School and immediately to the north of the rugby club. This would lead to an overall loss of 11 parking spaces.
- 4.6 Following consultation with Caerphilly’s Planning department, it has been advised to replace the number of spaces lost on site and provide as many additional spaces based on the LDP5 parking standards to serve the school’s extension.
- 4.7 Based on the LDP5 parking standards, there is a requirement of 25 parking spaces to cover the School’s extension. This brings it to a total requirement of 36 parking spaces (including the overall loss of 11 spaces). The total parking requirement is proposed to be met by providing 34 parking spaces in between the sports pitch and park to the south of the school and two additional spaces on the access road leading to the school gates. This will bring the School’s total car parking provision to 103 car parking spaces.
- 4.8 In addition to the overall School’s parking provision, to the south of the rugby club there are 72 shared parking spaces, where parents and staff use for parking purposes.
- 4.9 Furthermore, overflow parking will be available a short walk to the south of the School, at the Centre for Sporting Excellence, which is used as per current situation.
- 4.10 The one-way drop off/ pick up loop to the east of the school for mini buses and taxis will be kept as per existing situation.
- 4.11 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 School without conflict. Swept path analysis drawings that demonstrate that the anticipated vehicle movements can be accommodated to/ from the site without conflict include:

- A 10.2m refuse vehicle accessing and egressing the site via the one-way internal loop (drawing JNY10873-05, **Appendix 5**);
 - Mini-buses accessing and egressing the site via the one-way internal loop (drawing JNY10873-04, **Appendix 5**);
 - Large cars accessing various parking bays within the proposed masterplan (drawing JNY10873-03, **Appendix 5**); and
 - A fire tender vehicle accessing and egressing the proposed School site (drawing JNY10873-06, **Appendix 5**).
- 4.12 These drawings demonstrate that the most onerous vehicles anticipated to undertake these manoeuvres can do so safely to / from the site.

Pedestrians and Cyclists

- 4.13 Pedestrian access to the school will be via the new site access road entrance to the south. Internal footways at the site will link with local footways. There will be cycle parking available within the school for both students and staff.

Deliveries and Collections

- 4.14 Deliveries and collections at the school will be made via the new school's internal access road. These will be limited to outside of peak drop off / pick up times. Swept path analysis of the most onerous vehicles anticipated, has been provided within **Appendix 5**.
- 4.15 In terms of the refuse collection strategy, the bins will be moved from the bin store area to the north east of the internal access road loop, where they will be accessed by the refuse collection team.

Emergency Vehicles

- 4.16 Similarly to the delivery and servicing arrangements, emergency vehicles are expected to enter and exit the site via the new school's internal access road. 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 After School clubs and activities.

Table 5.1: School Start and Finish Times

Classes	Start	Finish
Main School	08:45	14:55
After School Activities / Clubs	14:55	18:00 (Mondays & Thursdays) 17:00 (Tuesdays & Fridays) 18:30 (Wednesdays)

5.2 The proposals of after school clubs will help spreading the demand for students departing the site. Staff are expected to arrive on site from 07:00 and leave after 17:00.

Staff

5.3 The school day starts at 8:45 and ends at 14:55 for students. On a typical day, staff arrive at the school after 7:00 and most leave by 17:00.

5.4 There are 153 staff, 32 of which are full-time teaching staff, 99 are full-time non-teaching staff, eight are full-time OT/ Physio/ Nursing staff and five are part-time non-teaching staff (i.e. cleaning, catering). There will be a total of 200 staff, which is an increase in 47 staff; this does not include health-based staff such as nurses and physios.

5.5 The school has provided the following details on existing staff travel, which has been applied to the new quota of staff as shown in **Table 5.2**.

Table 5.2: Existing and Proposed Staff Mode of Travel

Mode of Travel	Existing School Surveyed Staff	Percentage	Existing Total Staff	Proposed Total Staff
Walk	7	7%	11	14
Car	82	81%	124	162
Car Share	11	11%	17	22
Other	1	1%	2	2
Total	101*	100%	153	200

5.6 *Note: Number of Staff that undertook the survey.

5.7 **Table 5.2** table shows that there will be up to 162 cars arriving at the school throughout a typical day. This equates to an increase of 38 cars from the existing situation. As discussed in Chapter

4 of this TS, apart from the proposed increased school parking provision of 25 spaces (from 78 to 103 spaces), overflow parking will be available at Centre for Sporting Excellence and there are 72 shared parking spaces at the rugby club to accommodate the additional parking demand.

Students

- 5.8 The school currently has 177 students and 24 classes, 20 of these are classrooms on site and four of these are satellite classrooms. Each classroom hosts approximately eight students.
- 5.9 The school proposes an increase to 257 students (up to 80 additional students) and 35 classes, 30 of these classrooms will be on site and five of these are satellite classes.
- 5.10 There are currently 26 minibuses and 23 taxis. Drop off and pick up is organised by the School and CCBC to minimise delays and conflict. It can take between 35-50 minutes for all children to be dropped off and collected. The existing number of vehicles (percentage proportions) has been used to estimate the proposed number of vehicles.

Table 5.3: Existing and Proposed Student Mode of Travel

Mode of Travel	Existing Number of Vehicles (based on 177 students)	Approximate Number of Children per Vehicle	Total Number of Existing Children	Total Number of Proposed Children	Increase in No. of Vehicles
Minibus	26	4.1	107*	155*	12*
Taxi	23	1	23	33	10
Private Car	47	1	47	68	21
Total	96	-	177	257*	43

*Rounded up.

- 5.11 **Table 5.3** shows that there is predicted to be an increase in 43 vehicles dropping off and picking up students, out of which 21 are related to parent drop offs/ pick ups. This will lead to an increase in the drop off and pick up period, which currently can take between 35-50 minutes, but will be managed safely by CCBC and the School. However, as mentioned for staff within this TS chapter, the private car parking demand can be accommodated within the Centre for Sporting Excellence or by using the rugby club’s shared parking spaces as per existing situation.

Net Trip Impact

- 5.12 In summary, the proposed School expansion is anticipated to generate 81 additional two-way trips. Out of these total two-way trips, 38 are related to staff, 21 are related to parent drop offs / pick ups, and the remaining are related to taxi/ minibus drop offs / pick ups. It should be noted that the staff arrival/ departure profile will not coincide with the students’ one to avoid traffic congestion on site. Also, the taxi / minibus movements will be managed by the School and CCBC to minimise delays and conflict.

- 5.13 In terms of car parking, apart from the proposed increased school parking provision of 25 spaces (from 78 to 103 spaces), overflow parking will be available at Centre for Sporting Excellence and there are 72 shared parking spaces at the rugby club to accommodate the additional parking demand.
- 5.14 Therefore, it is anticipated that the proposed School expansion will not have any impact on the shared School/ Rugby Club access junction. Overall, the proposed redevelopment will have no detrimental impact on the local highway network

Mitigation

- 5.15 Active Travel Planning will form part of the development proposals to minimise single-occupancy travel.
- 5.16 The travel planning will focus on measures that are appropriate for staff and visitors. These measures will include the following:
- Details on local walking and cycling routes;
 - Bus and train timetable information;
 - Personalised travel planning;
 - Car share details and incentives;
 - Travel planning days;
 - Cycle parking; and
 - Showers and lockers available for staff.
- 5.17 The School will prepare a Travel Plan (enforced through a Planning Condition) prior to occupation as required by the local highway authority.

6 SUMMARY AND CONCLUSION

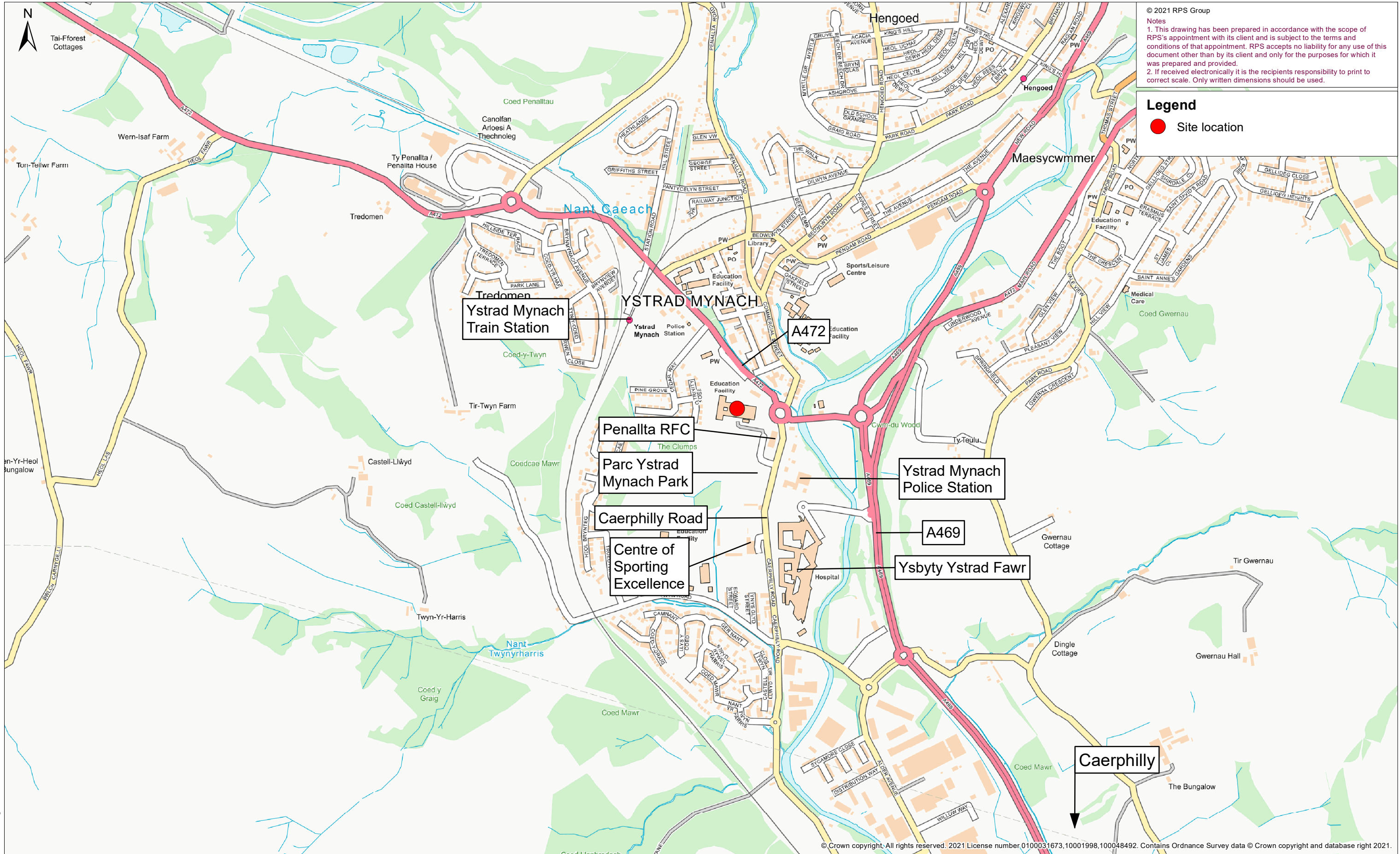
- 6.1 This Transport Statement has been prepared by RPS to support an application for the proposed expansion of Trinity Fields, a SEN School located in Ystrad Mynach.
- 6.2 Trinity Fields School and Resource Centre opened in 1998 and provides education and specialist facilities for students aged 3 to 19 with a wide range of learning difficulties. The school currently has 177 students and 153 staff. The expansion will lead to the ability to accommodate a total of approximately 257 students and 200 staff.
- 6.3 Although most students travel to the school via taxi or minibus, the site can be easily accessed on foot, by cycle or using public transport.
- 6.4 The existing school vehicular access will remain as existing, but the School's internal access road arrangements will be amended providing a one-way access road loop. 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 School without conflict.
- 6.5 The overall parking provision at the School site will increase from 78 to 103 parking spaces.
- 6.6 The proposed School expansion is anticipated to generate 81 additional two-way trips. Out of these total two-way trips, 38 are related to staff, 21 are related to parent drop offs / pick ups, and the remaining are related to taxi / minibus drop offs / pick ups. It should be noted that the staff arrival / departure profile will not coincide with the students' one to avoid traffic congestion on site. Also, the taxi/ minibus movements will be managed by the School and CCBC to minimise delays and conflict.
- 6.7 In terms of car parking, apart from the proposed increased school parking provision of 25 spaces (from 78 to 103 spaces), overflow parking will be available at Centre for Sporting Excellence and there are 72 shared parking spaces at the rugby club to accommodate the additional parking demand.

Conclusion

- 6.8 It is concluded that the proposed School expansion will not have any impact on the shared School / Rugby Club access junction. Overall, the proposed redevelopment will have no detrimental impact on the local highway network
- 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 The School will prepare a Travel Plan prior to occupation which will promote Active Travel which seeks to increase the number of people travelling on foot and by cycle, as well as public transport.
- 6.11 Overall, it is concluded that the proposals accord with transport planning policy, are safe, and provide for sustainable travel whilst not impacting on the local road network. As such there are no transport related reasons why the proposed School expansion should not be permitted.

Figures

Figure 1 – Site Location



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Legend
 ● Site location

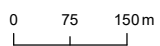
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Rev	Description	By	CB	Date
1	Figure Number			Rev
				-

rpsgroup.com

Client	-
Project	Trinity Fields School
Title	Site Location Plan

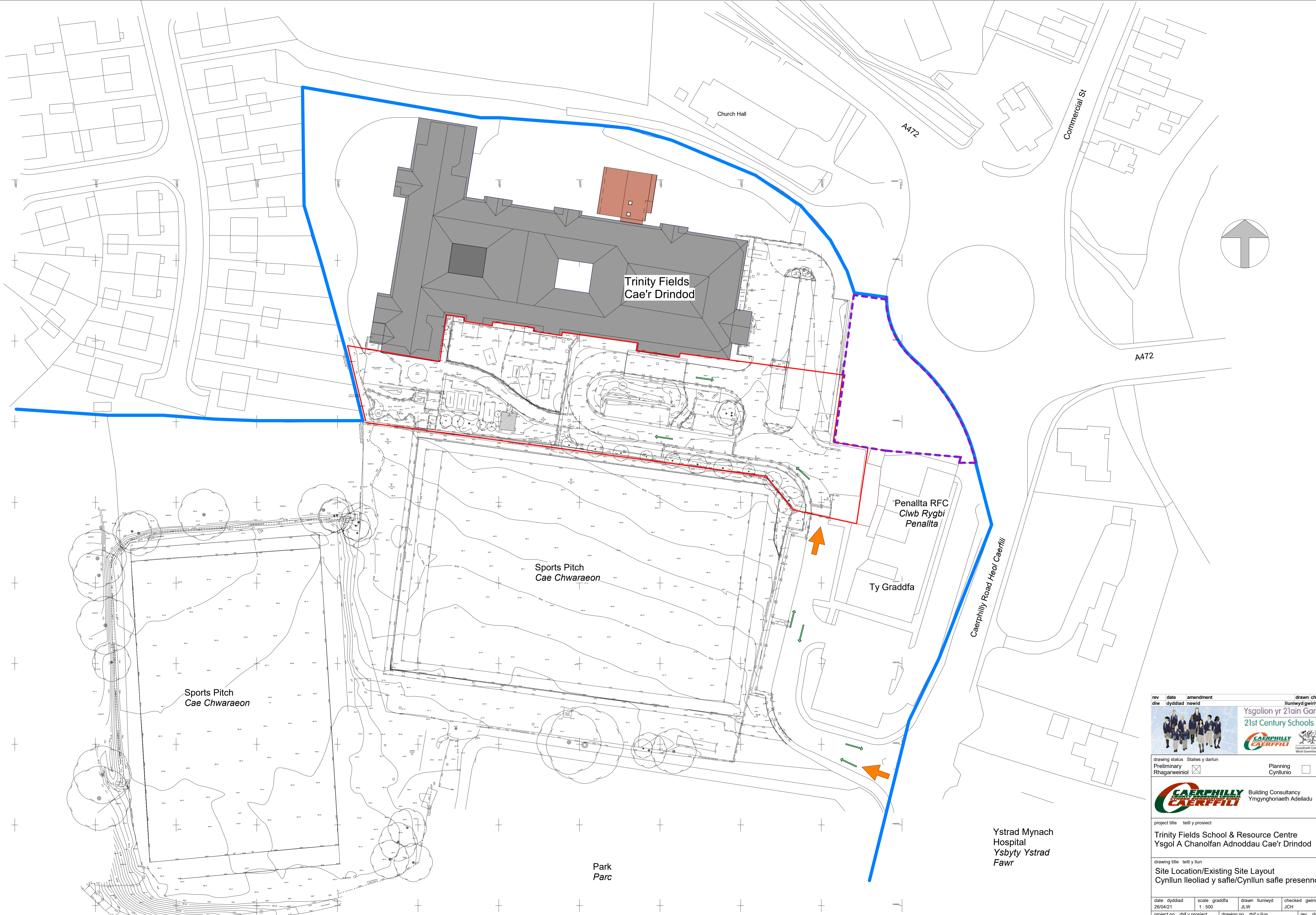


Status	Drawn By	PM/Checked By
DRAFT	CR	AN
Project Number	Scale @ A3	Date Created
JNY10873	1:10,000	FEB 2023

20 Western Avenue, Milton Park,
 Abingdon, Oxfordshire, OX14 4SH
 T: +44(0)1235 821 888
 E: rps@rpsgroup.com

Appendices

Appendix 1 – Existing Site Layout



rev diw	date dyddiad	amendment newid	drawn llunwyd	chckd gwrwyd
drawing status Preliminary		Statws y dardun <input checked="" type="checkbox"/> Rhagarweiniol		Planning Cynllunio <input type="checkbox"/>
project title Trinity Fields School & Resource Centre				
drawing title Site Location/Existing Site Layout				
date 26/04/21				
scale 1:500		drawn JLW	checked JCH	
project no. 5239		drawing no. P001		rev. diw

Appendix 2 – Existing Travel Map

Map Llwybrau Teithio Llesol Cyfredol a Gymeradwywyd Chwefror 2018

Active Travel Existing Routes Map Approved February 2018

Allwedd:

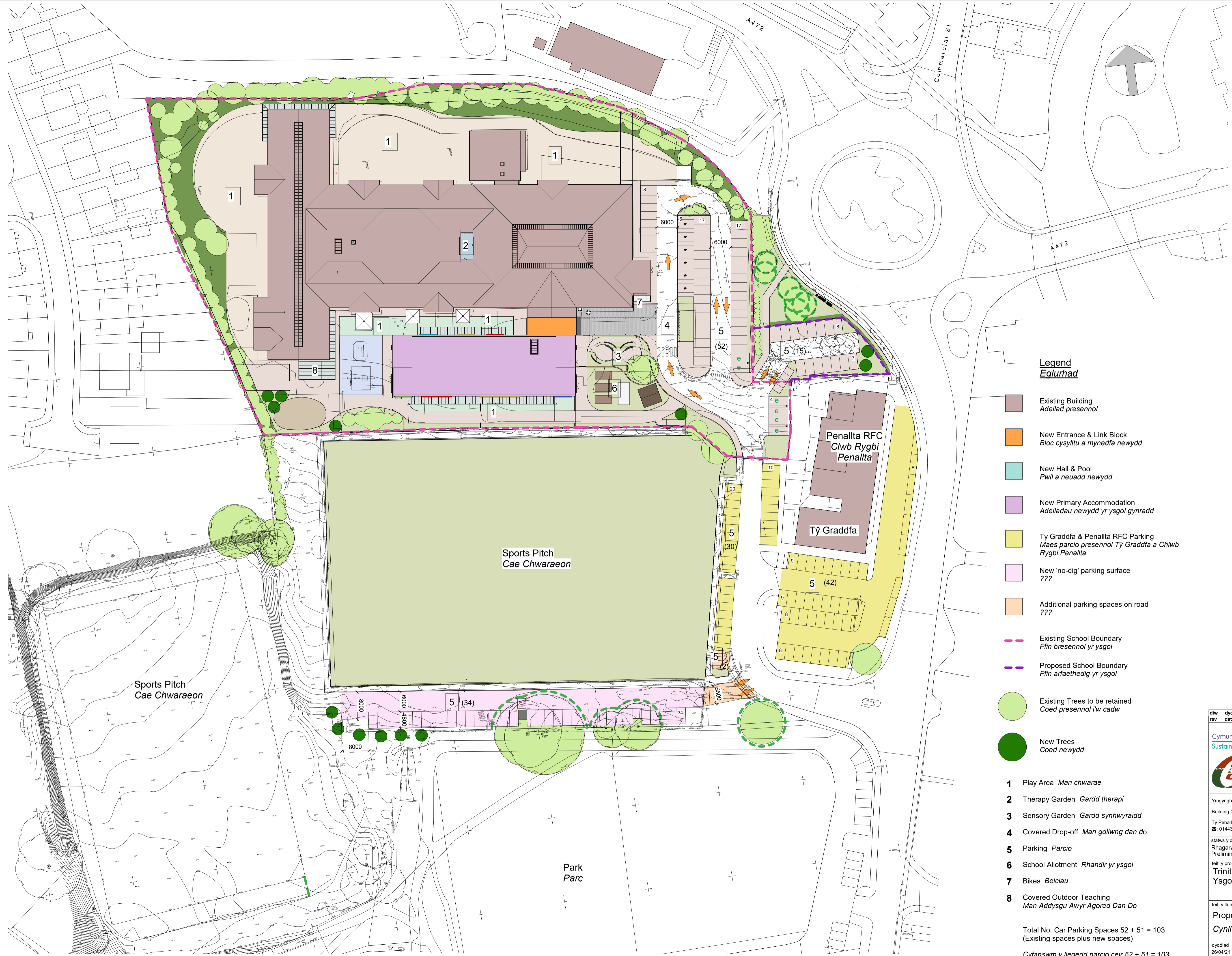
- Parciau Gwledig
 - Ystadau Diwydiannol
 - Ffin Awdurdod Unedol
- ### Map Llwybrau Teithio Llesol a Gymeradwywyd
- Heol Heb Lwybr Troed
 - Llwybr Beicio (ar heol, heb Arwahanu).
 - Llwybr Beicio (ar heol, Arwahanu)
 - Llwybr beicio (ar hyd yr heol)
 - Llwybr troed (i ffwrdd o'r heol)
 - Llwybr troed (ar hyd yr heol)
 - Llwybr troed/llwybr beicio arwahanu (ar hyd yr heol)
 - Llwybr troed/llwybr beicio arwahanu (i ffwrdd o'r heol)
 - Llwybr troed/llwybr beicio lle rhennir defnydd (ar hyd y heol).
 - Llwybr troed / llwybr beicio lle rennir (i ffwrdd o'r ffordd)
 - Llwybrau Diogel i'r Ysgol

Key:

- Country Parks
 - Industrial Estate
 - Unitary Authority Boundary
- ### Approved Active Travel Routes Map
- Road without Footway
 - Cycle Route (on road, Non Segregated)
 - Cycle Route (on road, Segregated)
 - Cycle track (alongside road)
 - Footpath (away from road)
 - Footway (alongside road)
 - Segregated footpath/cycle track (alongside road)
 - Segregated footpath/cycle track (away from road)
 - Shared use footpath/cycle track (alongside road)
 - Shared use footpath/cycle track (away from road)
 - School Safe Routes

Llwybr 1 - Y Drenewydd i Orsaf Rheilffordd Rhymini
Datganiad:
 Mae'r Llwybr wedi cael ei gynnwys ar lwybrau presennol Map Teithio Llesol gan ei fod ond ychydig oddi ar y safon ddisgwyliedig. Mae hyn yn rhannol oherwydd naturdi-gyfeiriad y llwybr.
Llwybr 9 - Ynys-ddu i Gwmfelin-fach
Datganiad:
 Mae'r llwybr wedi cael ei gynnwys ar lwybrau presennol Map Teithio Llesol gan ei fod ond ychydig oddi ar y safon ddisgwyliedig. Mae hyn yn rhannol oherwydd nodweddion gwledig y llwybr.
Link 1 - Bute Town to Rhymini Rail Station
Statement:
 The route has been included in the existing routes Active Travel Map as it only slightly departs from the expected standard. This is mainly due to the non direct nature of the route.
Link 9 - Ynys-ddu to Cwmfelin-fach
Statement:
 The route has been included in the existing routes Active Travel Map as it only slightly departs from the expected standard. This is mainly due to the rural characteristics of the route.

Appendix 3 – Proposed Masterplan



Legend
Eglurhad

- Existing Building
Adelaid presennol
- New Entrance & Link Block
Bloc cysylltu a mynedfa newydd
- New Hall & Pool
Pwll a neuadd newydd
- New Primary Accommodation
Adelidau newydd yr ysgol gynradd
- Ty Graddfa & Penallta RFC Parking
Maes parcio presennol Ty Graddfa a Chlwb Rygbi Penallta
- New 'ho-dig' parking surface
???
- Additional parking spaces on road
???
- Existing School Boundary
Ffin presennol yr ysgol
- Proposed School Boundary
Ffin arfaethedig yr ysgol
- Existing Trees to be retained
Coed presennol i'w cadw
- New Trees
Coed newydd

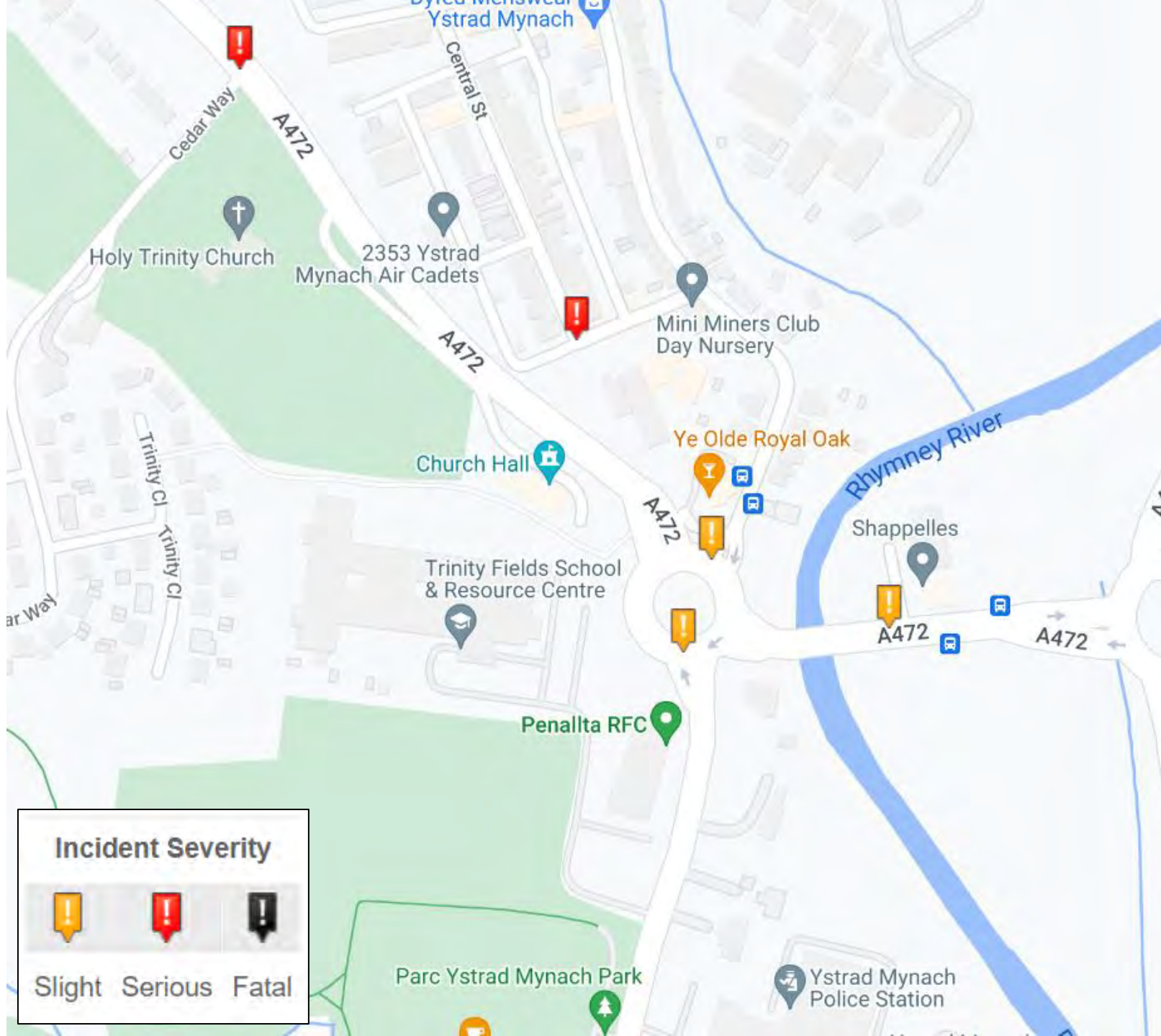
- 1** Play Area *Man chwarae*
- 2** Therapy Garden *Gardd therapi*
- 3** Sensory Garden *Gardd synhwyraidd*
- 4** Covered Drop-off *Man gollwng dan do*
- 5** Parking *Parcio*
- 6** School Allotment *Rhandir yr ysgol*
- 7** Bikes *Beiciau*
- 8** Covered Outdoor Teaching
Man Adysgu Awyr Agored Dan Do

Total No. Car Parking Spaces 52 + 51 = 103
(Existing spaces plus new spaces)

*Cyfanswm y lleoedd parcio ceir 52 + 51 = 103
(Lleoedd parcio presennol a lleoedd parcio newydd)*

dyddiad newid rev date amendment	llunwyd gwiriwyd drawn chkd
Ymgynghoriaeth Adeiladu Building Consultancy, Ty Penallta, Tredomen Park, Ystrad Mynach, Hengoed, CF82 7PG ☎: 01443 815588	
statws y darlun drawing status Rhagarweiniol Preliminary	Cynllunio Planning <input checked="" type="checkbox"/>
teitl y prosiect project title Trinity Fields School & Resource Centre Ysgol A Chanolfan Adnoddau Cae'r Drindod	
teitl y llun drawing title Proposed Site Layout Cynllun llawr arfaethedig	
dyddiad date 26/04/21	graddfa scale 1 : 500
rhif y prosiect project no. 5239	rhif y llun drawing no. P002
llunwyd drawn JLW	gwiriwyd checked JCH
diw rev.	diw rev.

Appendix 4 – Crashmap



Incident Severity



Slight

Serious

Fatal

Appendix 5 – Swept Path

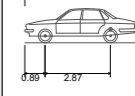


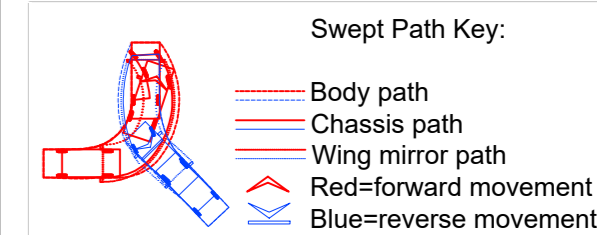
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Vehicle Profile

	4.988m
Overall Length	4.988m
Overall Width	1.793m
Overall Body Height	1.502m
Min Body Ground Clearance	0.287m
Track Width	1.700m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.200m



Based on drawing 5239 proposed site layout outline

Rev	Description	By	CB	Date
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20 Farringdon Street, London EC4A 4AB
T: +44(0)20 3691 0500 E: transport@rpsgroup.com

Client **Caerphilly Borough Council**

Project **Trinity Fields School**

Title **Large Car Swept Path Analysis**

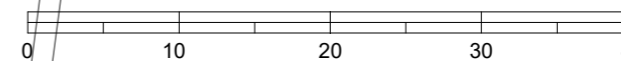
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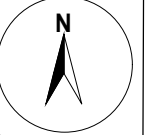
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RPS Drawing/Figure Number **JNY10873-03** Rev **-**

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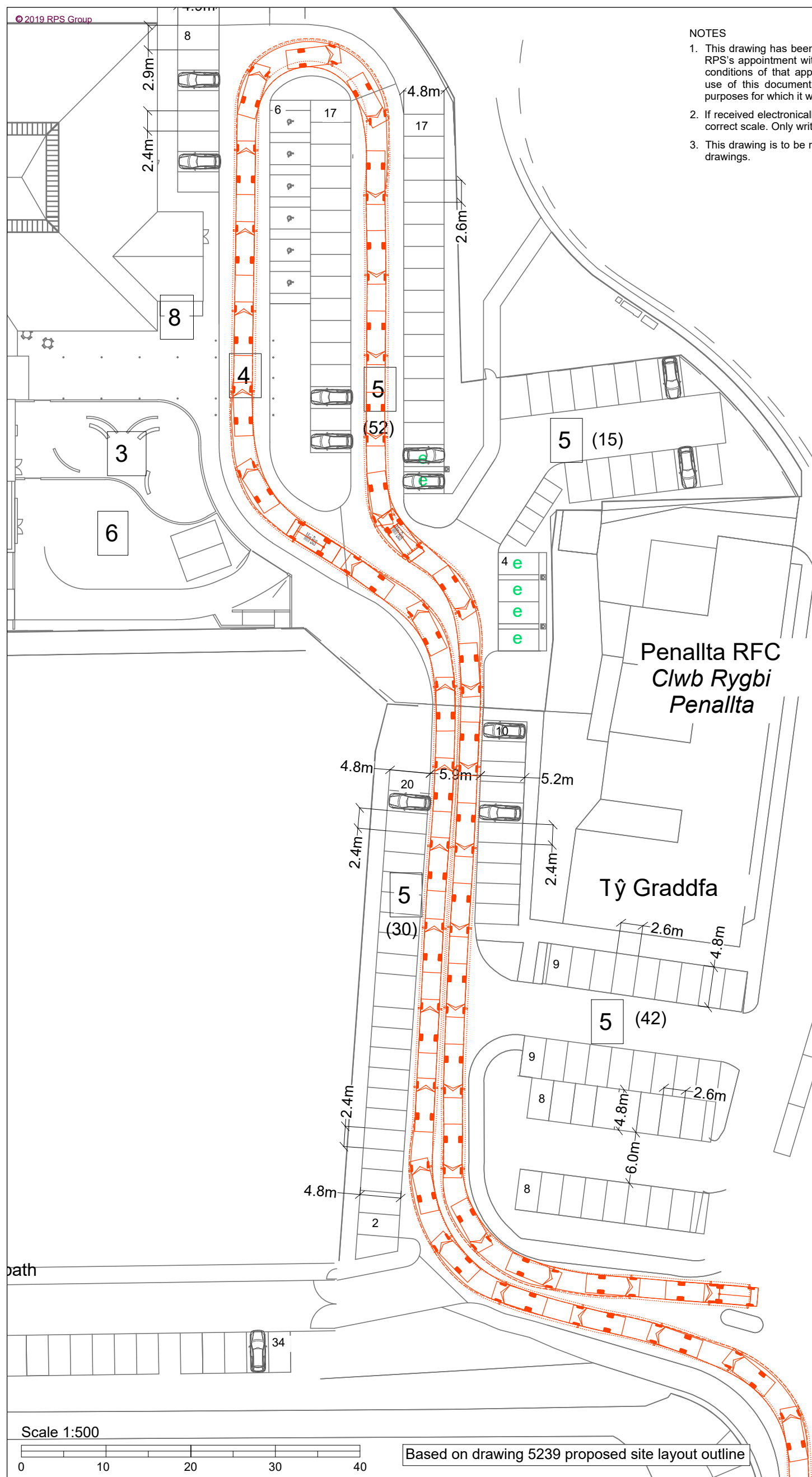
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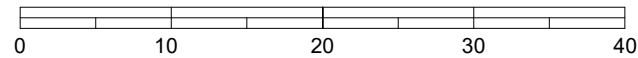
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Penallta RFC
Clwb Rygbi
Penallta

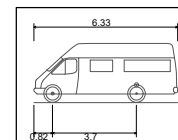
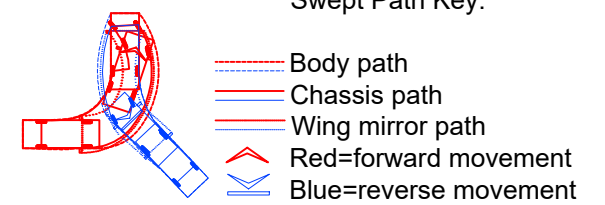
Tŷ Graddfa

Scale 1:500



Based on drawing 5239 proposed site layout outline

Swept Path Key:



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

Rev	Description	By	CB	Date
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Status	Drawn By	PM/Checked by
INFORMATION	AJ	GM
Project Number	Scale @ A3	Date Created
JNY10873	1:500	13/03/2023
RPS Drawing/Figure Number	Rev	
JNY10873-04	-	

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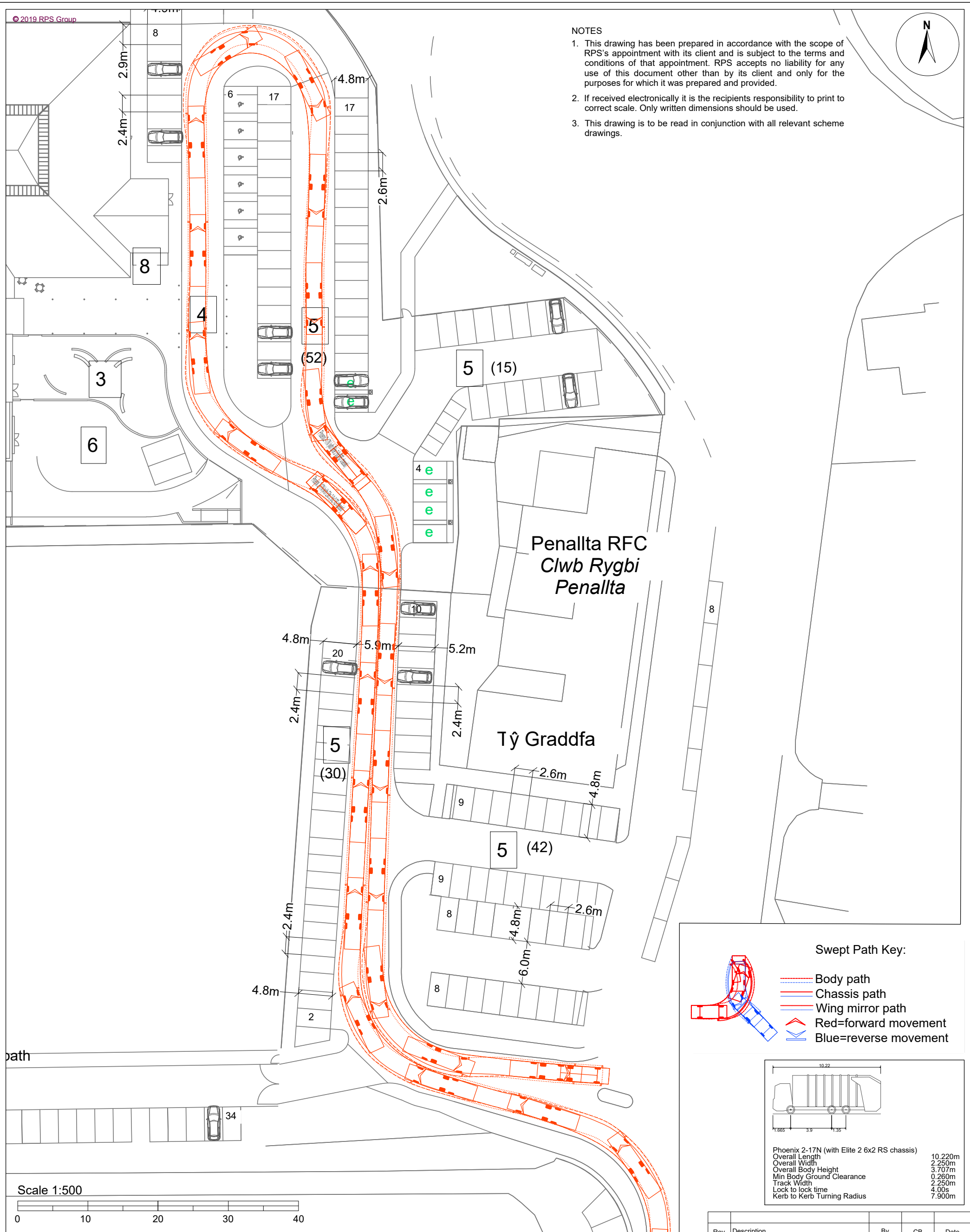
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Client Caerphilly Borough Council
Project Trinity Fields School
Title Mini Bus Swept Path Analysis



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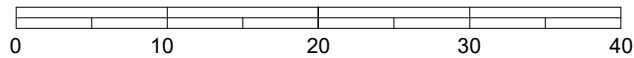
Swept Path Key:

- Body path (Red dashed line)
- Chassis path (Blue dashed line)
- Wing mirror path (Blue dashed line)
- Red=forward movement
- Blue=reverse movement

Phoenix 2-17N (with Elite 2 6x2 RS chassis)

Overall Length	10.220m
Overall Width	2.250m
Overall Body Height	3.707m
Min Body Ground Clearance	0.260m
Track Width	2.250m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.900m

Scale 1:500



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Client Caerphilly Borough Council

Project Trinity Fields School

Title Refuse Collection Vehicle Swept Path Analysis

Rev	Description	By	CB	Date
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Status	Drawn By	PM/Checked by
INFORMATION	AJ	GM
Project Number	Scale @ A3	Date Created
JNY10873	1:500	13/03/2023

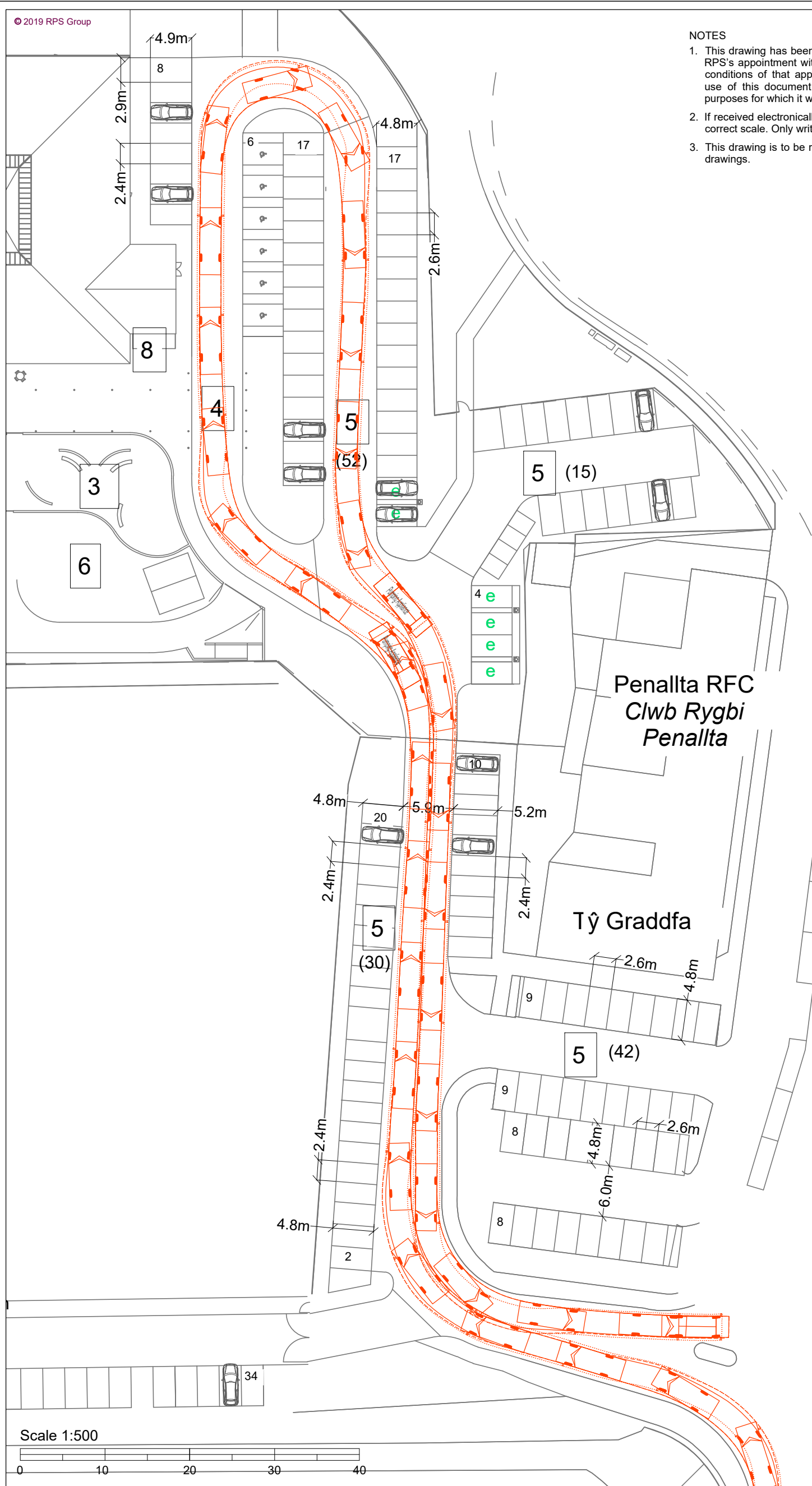
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JNY10873-05	-

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Swept Path Key:

- Body path
- Chassis path
- Wing mirror path
- Red=forward movement
- Blue=reverse movement

Pumping Appliance	7.900m
Overall Length	2.500m
Overall Width	3.300m
Overall Body Height	0.140m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	7.750m
Kerb to Kerb Turning Radius	

Rev	Description	By	CB	Date



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Client Caerphilly Borough Council
Project Trinity Fields School
Title Emergency Fire Vehicle Swept Path Analysis

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INFORMATION	AJ	GM
Project Number	Scale @ A3	Date Created
JNY10873	1:500	13/03/2023
RPS Drawing/Figure Number	Rev	
JNY10873-06	-	
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