



Merthyr Tydfil CBC

YSGOL Y GRAIG

Travel Plan





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Travel Plan

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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP UK Limited (WSP) have been commissioned by Blaenau Gwent County Borough Council (BGCBC) on behalf of Merthyr Tydfil County Borough Council (MTCBC) to prepare a Travel Plan (TP) for the relocation of the Ysgol y Graig (YYG) Primary School.
- 1.1.2. YYS currently operates on a single site, located in Cefn Coed village, north of Merthyr Tydfil and immediately south of the A465 Heads of the Valleys road. The existing site and proposed development sites are identified in Figure 1. The former Vaynor and Penderyn School site will be the new location for YYS, with additional accompanying works taking place at Godre'r Coed fields. As can be seen from the map, the proposed site is in close proximity to the existing site.

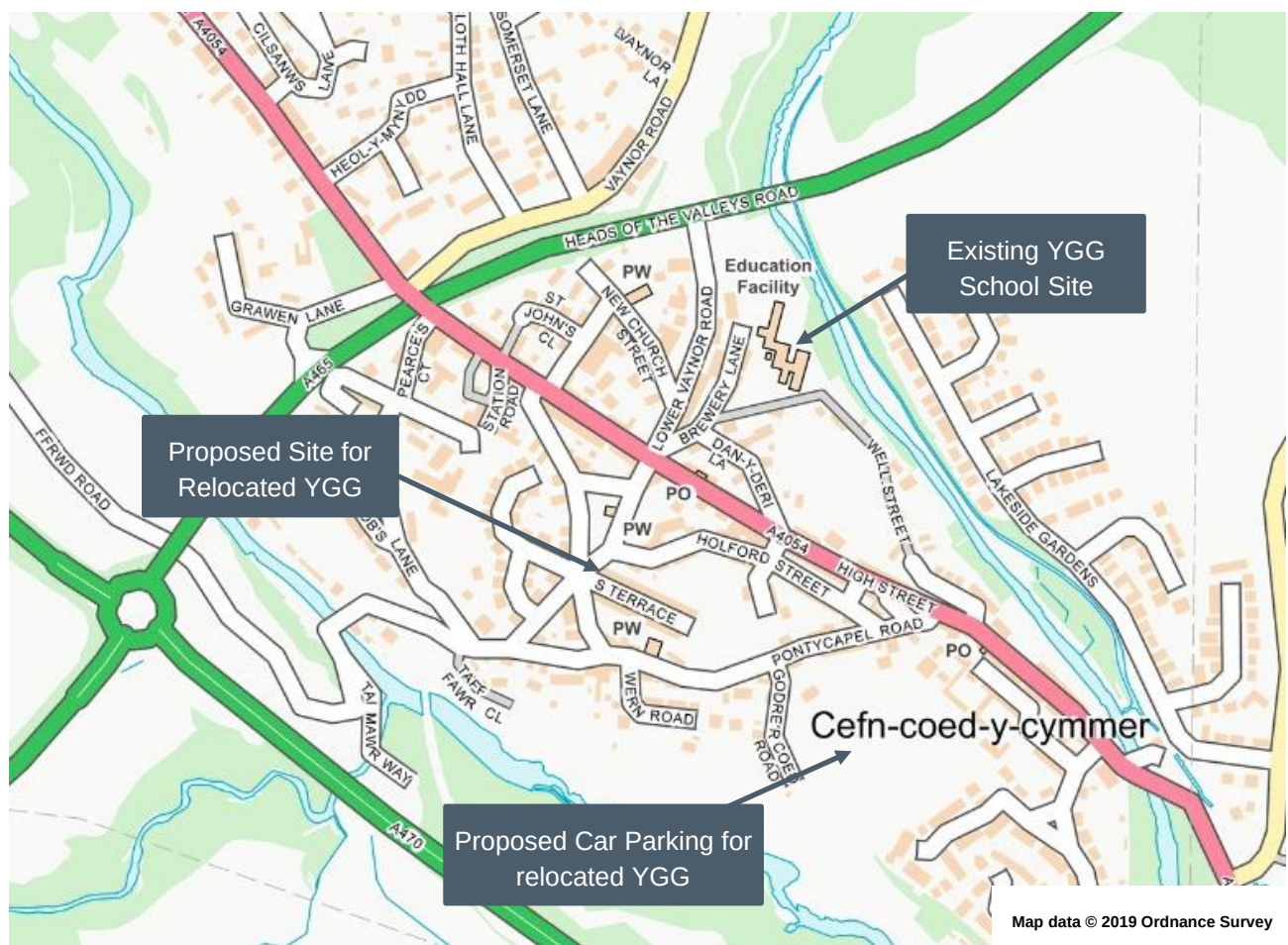


Figure 1 - Existing and proposed site.

- 1.1.3. MTCBC's decision to build a new primary school is part of the Welsh Government's 21st Century Schools and Education Programme for the investment period ending in 2018/19.
- 1.1.4. This TP has been prepared to support the planning application for the school and to be compliant with BREEAM UK New Construction 2014.

1.2 WHAT IS A TRAVEL PLAN?

- 1.2.1. A TP is a strategic management tool designed to accommodate a site's specific transportation needs. The TP aims to educate people regarding how, why and when they need to travel.
- 1.2.2. TPs should help minimise the amount of car travel to and from the development. This will bring benefits to those living in the area as well as wider local community and environment.
- 1.2.3. The TP is not one fixed document, but a dynamic and evolving mechanism for introducing and maintaining a package of measures. These measures focus on promoting access to the development by alternative, sustainable modes of transport and reducing single occupancy car travel.

1.3 REPORT STRUCTURE

- 1.3.1. The rest of this report is structured as follows:
 - **Section 2:** Existing Conditions;
 - **Section 3:** Propose Development;
 - **Section 4:** Policy Context;
 - **Section 5:** Travel Plan Objectives;
 - **Section 6:** Travel Plan Measures;
 - **Section 7:** Implementation, Monitoring and Review; and
 - **Section 8:** Summary and Conclusion.

2 EXISTING CONDITIONS

2.1 OVERVIEW

- 2.1.1. This section of the report describes the existing condition of the site and the existing access points for vehicles and pedestrians/cyclists (referred to elsewhere in this report as Non Motorised Users - NMUs). It also describes the local highway surrounding the site, identifying any existing safety or capacity constraints.

2.2 SITE DESCRIPTION

- 2.2.1. The location of the proposed development site and the existing school are shown in Figure 1.

2.3 EXISTING CONDITIONS AT DEVELOPMENT SITES

- 2.3.1. The former Vaynor and Penderyn School site is in Cefn Coed, Merthyr Tydfil located approximately 200m south of the existing school. The site is approximately 0.71ha in size and is constrained in terms of access due to the presence of residential properties to the eastern, northern and western boundaries.
- 2.3.2. Full topographical survey drawings were provided by BGCBC. This confirmed the presence of level differences across the site and the immediate surrounding area. The maximum level difference between the northern and southern boundaries is approximately 5.6m over a distance of approximately 133m. This equates to a 4% downhill gradient from the north to the south. The extent of site gradients is shown in Figure 2.



Figure 2 - Photographs showing gradient across the former Vaynor and Penderyn School site.

EXISTING ACCESS TO FORMER VAYNOR AND PENDERYN SITE

- 2.3.3. The former Vaynor and Penderyn School site has four existing access points, shown in Figure 3 and Figure 4. Two of these are suitable for vehicular access to the site; although these are constrained by the alignments and widths of the surrounding highways.

- 2.3.4. The access points currently suitable for use by vehicles are from Pontycapel Road to the south of the site, and South Terrace to the west. Further access for NMUs can be gained to the east from Old Church Street and from the north from Holford Street.

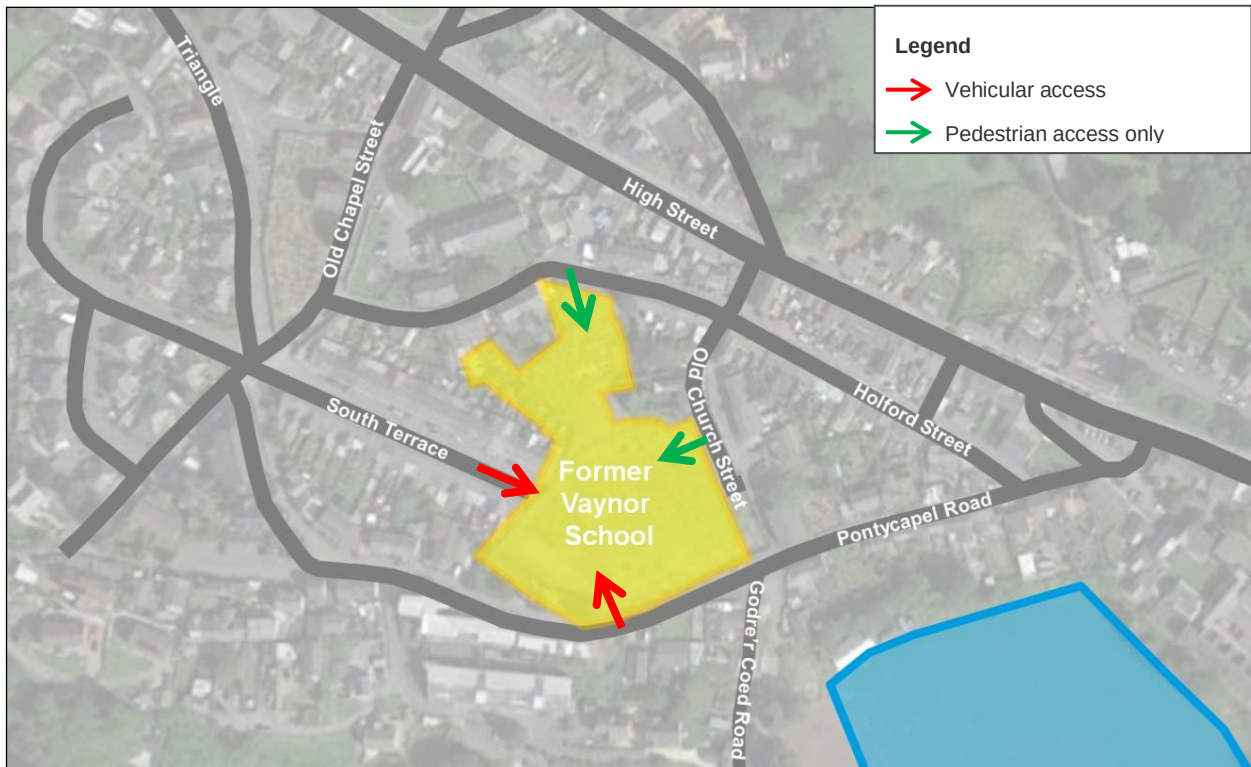


Figure 3 – Location of existing access points to former Vaynor and Penderyn School site.



Figure 4 - Existing access gates to the former Vaynor School site.

GODRE'R COED FIELDS SITE

- 2.3.5. The Godre'r Coed Fields site is situated approximately 300m south of the existing school and accessed from Godre'r Coed Road via Pontycapel Road. The site is comprised of a rugby playing field, changing facility building and two parking areas, as shown in Figure 5.

- 2.3.6. The Godre'r Coed Fields site is currently used for recreational purposes including Cefn Coed Rugby Club as well as local residents for dog walking.
- 2.3.7. The site is approximately 2.15ha and is bounded by residential areas to the north, east and south. The western edge of the site is bounded by Godre'r Coed Road and shrub woodland.
- 2.3.8. The existing car parking on the site will be upgraded to provide a park and stride facility for the new school and for community betterment when the fields are used for sports and recreational activities outside of school hours.



Figure 5 – Godre'r Coed Fields site.

EXISTING ACCESS TO GODRE'R COED SITE

- 2.3.9. The site has one existing vehicle access point which is from Godre'r Coed Road as shown in Figure 6.



Figure 6 – Location of current access points to proposed site.

- 2.3.10. Godre'r Coed Road is constrained in width and is on an incline with the highest point at the junction with Pontycapel Road. Discontinuous sections of footway are provided on the western side of the carriageway whilst no footway is provided on the eastern edge.
- 2.3.11. On the south-eastern corner of the site, an informal gated access is situated off Cyfarthfa Gardens which is suitable for pedestrian access only. The access points to site are identified in Figure 7.



Figure 7 – Access gates off Godre'r Coed Road, facing west (right) and from Cyfarthfa Gardens (left).

LOCAL HIGHWAY NETWORK

- 2.3.12. The highway network surrounding the site is shown in Figure 8 identifying the various local highway names referred to throughout the report.
- 2.3.13. It also shows the locations at which junction turning count surveys have been carried out. The junction surveys at Sites 1, 2, 3, 4A and 4B were undertaken by Tracsis on Tuesday 19th April 2016 between 07:30 and 09:30, and between 14:30 and 16:30.
- 2.3.14. The additional junction surveys at Sites 5 and 6 were undertaken by Tracsis on Wednesday 25th April 2017 between 07:30 and 09:30, and between 14:30 and 16:30.

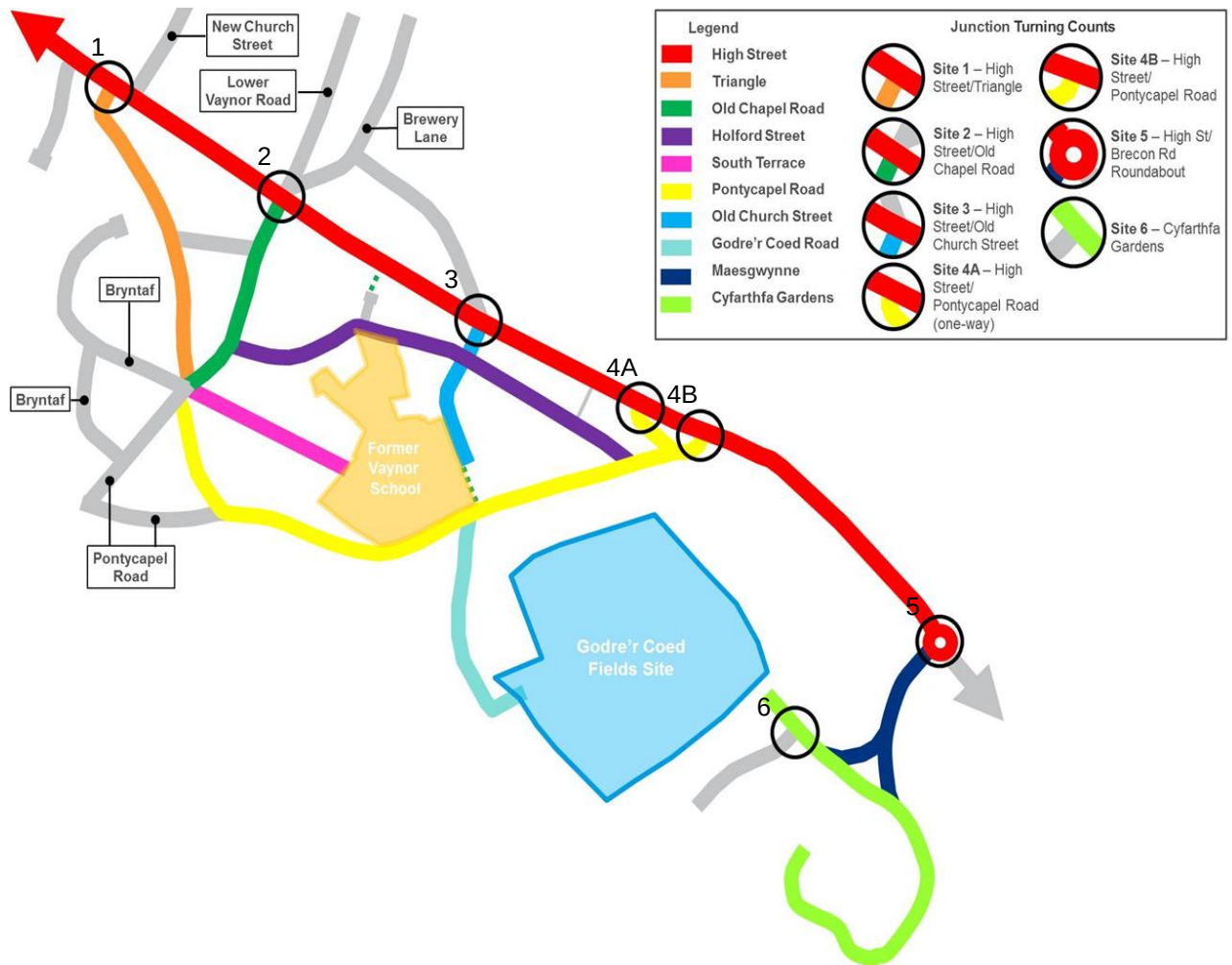


Figure 8 – Local highway network.

High Street A5054

- 2.3.15. High Street (A4054) is aligned north-west to south-east and connects to the A470 to the north of both sites. High Street continues as Brecon Road (A4054) from the roundabout with Maesgwynne.
- 2.3.16. The road has full road markings. Through Cefn-Coed-y-Cymmer the road is subject to a 30mph speed limit and is single carriageway. The road has parking restrictions along sections, in the form of double yellow lines. Other sections through Cefn-Coed-y-Cymmer have formal on-street parking

bays with parking restrictions. High Street is well covered by lighting provision with street lighting mounted on columns along footways on both sides of the road. The road condition and layout is shown in Figure 9.



Figure 9 – High Street A4054.

- 2.3.17. The average two-way flow observed through the junction turning count surveys in April 2016 was 632 in the hour between 08:00 and 09:00. This equates to approximately 11 vehicles per minute travelling in either direction. The average two-way flow in the end of school day PM peak was 577. This equates to approximately 10 vehicles per minute travelling in either direction on High Street between 15:30 and 16:30.

Maesgwynne Roundabout

- 2.3.18. Maesgwynne Roundabout is a three-arm mini roundabout that connects High Street, Brecon Road and Maesgwynne. The roundabout arrangement is shown in Figure 10. The following constraints relating to the current arrangement of this mini-roundabout were observed during the site visit:
- No pedestrian crossing facilities are provided at Maesgwynne Roundabout. The nearest pedestrian crossing facility across High Street is located c.500m north on High Street;
 - The northbound approach does not have any deflection to reduce traffic speeds on approach to the junction (as shown in Figure 10); and
 - The southbound deflection is constrained, with the kerbs and central island showing evidence of being regularly struck by vehicles.



Figure 10 – Maesgwynne Roundabout, facing north.

Brecon Road A4054

- 2.3.19. Brecon Road A4054 is aligned north-west to south-east and begins from Maesgwynne Roundabout. Brecon Road A4054 extends south to a roundabout with Brecon Road and Cyfarthfa Road A4054.
- 2.3.20. Directly south of Maesgwynne Roundabout footways are provided on both sides of the carriageway. Approximately 30m south of Maesgwynne Roundabout Brecon Road crosses the River Taf Fechan at which point the footway provision on the west side of the carriageway ends.
- 2.3.21. Brecon Road is subject to a 30mph speed limit and traffic calming measures are present on the boundary of Cefn-Coed-y-Cymmer as shown in Figure 11.



Figure 11 – Brecon Road Bridge over River Taf Fechan (left) and Brecon Road traffic calming measures, facing north.

- 2.3.22. Brecon Road is subject to parking restrictions in the form of double yellow lines for 30m south of Maesgwynne Roundabout. Continuous street lighting is provided on the eastern side of the carriageway.

Maesgwynne

- 2.3.23. Maesgwynne is a residential street accessed from the roundabout with High Street and Brecon Road. Maesgwynne is aligned north-east to south-west and connects to Cyfarthfa Gardens at its south-western end. Footway provision and street lighting mounted on columns are provided on both sides of the street. Dropped kerbs are provided for vehicular accesses to driveways of residential properties. There are no on-street parking restrictions.

Cyfarthfa Gardens

- 2.3.24. Cyfarthfa Gardens is a residential street accessed from Maesgwynne and provides access to the Godre'r Coed Fields Site through the south-eastern boundary. Dropped kerbs are provided for vehicular access to driveways of residential properties. There are no on-street parking restrictions.

Godre'r Coed Road

- 2.3.25. Godre'r Coed Road is aligned north to south and connects to Pontycapel Road in the north. To the south Godre'r Coed Road provides direct access to the Godre'r Coed Fields Site and onto a paved car parking area near the south-western edge of the site.
- 2.3.26. The road is restricted in width making it difficult for vehicles to pass over the majority of the road length. The road is inclined with the highest point at the northern end. The road borders the western edge of the proposed site.
- 2.3.27. A footway of c.35m length is provided on the eastern side of Godre'r Coed Road at the approach to Pontycapel Road. A footway of c.15m is provided on the western side. The highway arrangement is shown in Figure 12.



Figure 12 – Godre'r Coed Road.

Old Church Street

- 2.3.28. Old Church Street is aligned north to south and connects from High Street to Pontycapel Road. The street forms the eastern boundary of the former Vaynor and Penderyn School site, as shown in Figure 13.
- 2.3.29. Old Church Street is restricted in width, making it difficult for two vehicles to pass. A vehicle turning head is provided at the southern end. The approach of Old Church Street to High Street is constrained with limited visibility due to the properties bounding the carriageway and footway, as shown in Figure 13.
- 2.3.30. A narrow footway is provided on the eastern side of the carriageway, as shown in Figure 14 which is not of adequate width for use by pedestrians.



Figure 13 – Old Church Street (left), with former Vaynor and Peneryn School boundary wall on the left, facing northwards (right), at junction with Holford Street, facing north.



Figure 14 – Old Church Street at junction with Holford Street, facing north.

- 2.3.31. The southernmost section of Old Church Street is a pedestrian only footway for approximately 30m, as shown in Figure 15.



Figure 15 – Pedestrian footway on Old Church Street, facing south.

Pontycapel Road

- 2.3.32. Pontycapel Road is aligned east to west and connects to High Street in the east. To the western end of Pontycapel Road the carriageway bends towards a north-south alignment to connect to a six-arm junction with Bryntaf, Triangle, Old Chapel Road and South Terrace.
- 2.3.33. Pontycapel Road forms the southern boundary of the former Vaynor and Penderyn School site. It is partially covered by street lighting along its length. Due to limited street space, lighting appears to be fixed on the frontages of some properties and on columns where possible.
- 2.3.34. Dropped kerbs are provided for vehicular access to driveways of residential properties. There are no on-street parking restrictions. Pontycapel Road is narrow along most of its length. The road is unmarked with only limited places suitable for vehicles to pass due to a restricted highway boundary and surrounding residential properties. This is shown in the left image of Figure 16.



Figure 16 – Pontycapel Road, left: facing west, right: facing west at junction with Godre'r Coed Road.

- 2.3.35. The vehicle movements observed entering and exiting Pontycapel Road to/from High Street are shown in Table 1. The table shows a two-way flow of approximately 1 vehicle per minute during the AM and PM peak periods.

Table 1 - Approximate frequency of vehicle movements entering and exiting Pontycapel Road from High Street.

Time Period	Number of Vehicles		Approximate Frequency of Vehicles	
	Exiting Pontycapel Road	Entering Pontycapel Road	Exiting Pontycapel Road	Entering Pontycapel Road
AM Peak 08:00 – 09:00	34	17	1 vehicle every 2 minutes	1 vehicle every 4 minutes
PM Peak 15:30 – 16:30	37	33	1 vehicle every 2 minutes	1 vehicle every 2 minutes

Six-Arm Priority Junction

- 2.3.36. At the western end of Pontycapel Road is a six-arm priority junction. The major arms are formed by Pontycapel Road (south) and Old Chapel Road. All other arms have give-way markings which are clear and visible. The junction arrangement and priorities are shown in Figure 17.

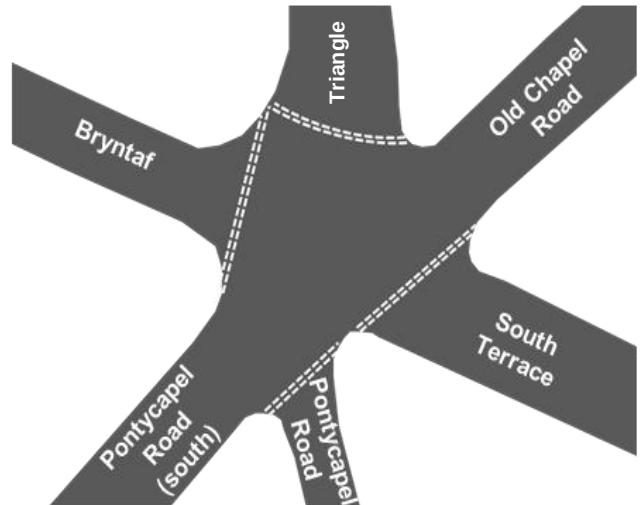


Figure 17 – Six-arm priority junction, left: facing east towards South Terrace and right: schematic of junction.

- 2.3.37. The junction has limited visibility due to the walls and hedges bounding the carriageway and the constrained road alignments, which limits opportunities for hard improvement measures. Figure 18 shows a boundary wall restricting visibility at the junction.
- 2.3.38. Given the visibility restrictions at the six-arm junction it is considered undesirable to greatly increase traffic movements through this junction.



Figure 18 – Restricted visibility for movements at six-arm priority junction.

South Terrace

- 2.3.39. South Terrace is aligned east to west and links the six-arm junction with an entrance to the Former Vaynor and Penderyn School Site.



Figure 19 – South Terrace, facing south-east.

- 2.3.40. Terraced properties are located on both sides of South Terrace along its length, as shown in Figure 19. Footways are provided on both sides of the carriageway.
- 2.3.41. On-street parking results in a narrowing of the road making it difficult for two vehicles to pass and potentially requiring some weaving into vacant space. South Terrace is covered by lighting, with lights fixed on columns along the northern footway.
- 2.3.42. As South Terrace does not link with any other routes, usage is likely to be limited to residential access. There is no formal turning head provided at the eastern end of the road, which may require some reversing movements when there is insufficient space for vehicles to turn due to on-street parking demand.

Old Chapel Road

- 2.3.43. Old Chapel Road is aligned north to south and connects High Street and Lower Vaynor Road with the six-arm priority junction. Old Chapel Road is unmarked and very narrow, with property boundaries directly adjacent to the road. Old Chapel Road is adequately covered by street lighting.
- 2.3.44. The junction turning count surveys recorded 47 vehicle movements exiting Old Chapel Road and 18 vehicles entering Old Chapel Road in the AM period between 08:00 and 09:00. In the PM period 38 vehicles were observed exiting Old Chapel Road and 29 vehicles were seen entering.
- 2.3.45. The highway layout is shown in Figure 20.



Figure 20 – Old Chapel Road.

Triangle

- 2.3.46. Triangle is aligned north to south and connects High Street with the six-arm junction to the north-west of the site. Triangle is unmarked apart from give-way lines at either end. The road is slightly wider than other roads near the site. The road does narrow at one point where vehicles would be required to give way to oncoming traffic, as shown in Figure 21. Triangle is adequately covered by lighting provision.
- 2.3.47. The property boundaries surrounding Triangle limit opportunities for hard improvement measures.



Figure 21 – Triangle.

2.4 ACCESSIBILITY BY SUSTAINABLE MODES

OVERVIEW

2.4.1. This section reviews of the accessibility of the site for pedestrians, cyclists and by public transport.

PROVISION FOR PEDESTRIANS/CYCLISTS

2.4.2. The footways and formal cycle routes available for movement are shown in Figure 22. There is one pedestrian crossing facility provided over High Street near to the junction with Old Chapel Road.

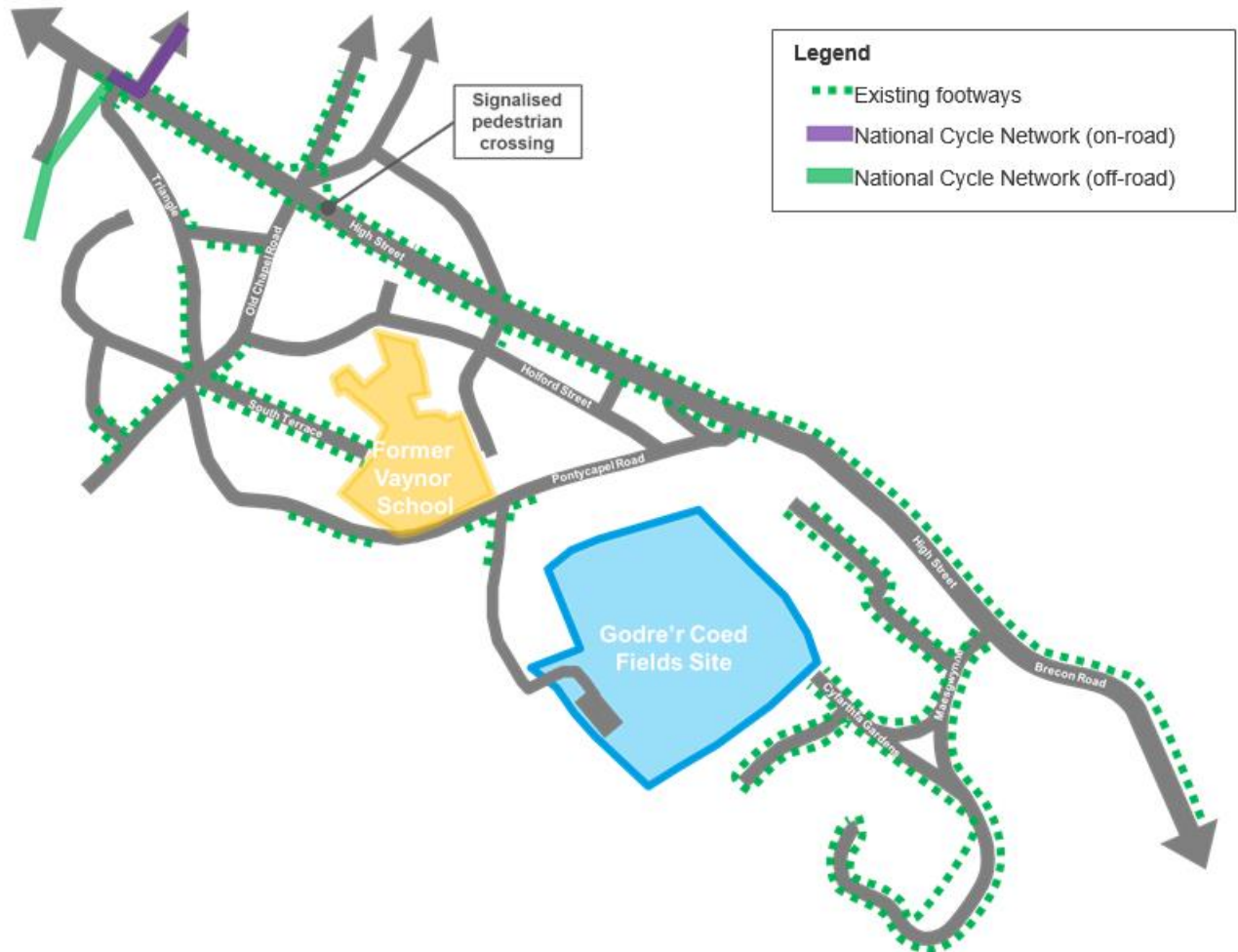


Figure 22 – Provision for pedestrians/cyclists.

- 2.4.3. The streets to the north of the proposed sites are narrow with limited space for adequate footway provision. The residential area to the south of the site is a more recent development and provides wider carriageways with adequate footway provision; dropped kerbs for driveway access; and adequate lighting provision.
- 2.4.4. On the network to the north of the site, the historic nature of the area results in a limited highway boundary and high number of vehicles parked on street. The pedestrian facilities are poor, with limited footway provision and gaps in the continuity of footways. There are also areas where on-street parking can create a requirement for vehicles to mount the footway to pass parked vehicles.

These issues would likely present an issue to the site for people with various levels of disability and visual impairment.

- 2.4.5. The footways are regularly obstructed by refuse bins and do not provide any dropped kerbs and tactile paving where pedestrians are likely to want to cross. It is likely that bins are left on street permanently. This is likely to cause difficulties for some pedestrians attempting to access the site from the north, particularly any pedestrians with mobility impairments or parents/guardians with children in pushchairs.
- 2.4.6. Across the wider area, there are a number of junctions that would be difficult to navigate as a pedestrian, and missing or inadequate provision of tactile paving and dropped kerbs. This would likely present a problem for some users particularly those with visual or mobility impairments.

PUBLIC TRANSPORT ACCESSIBILITY

- 2.4.7. The proposed site is in a suitable location to be accessed by bus. Guidance¹ recommends that the maximum walking distance to a bus stop should be 400m, equivalent to an approximate five minutes' walk. Additional guidance² states that for people without a mobility impairment 400m is a desirable walking distance whilst 800m is an acceptable walking distance.
- 2.4.8. Access to frequent public transport services within an acceptable walking distance of the site can encourage and promote public transport use amongst staff and visitors accessing and using the school. There are four bus stops located on High Street which are within 400m walking distance of the proposed sites, as shown in Figure 23 and Table 2.

Table 2 – Bus stops accessible from proposed site.

Bus Stop Name	Bus Routes	Bus Stop Facilities
Cefn Bridge NW-bound	25, 26, 89	Waiting shelter, no seats
Cefn Bridge, SE-bound	25, 26, 89	Waiting shelter, no seats
Cefn Coed War Memorial, NW-bound	25, 26, 89	Waiting shelter, no seats
Cefn Coed War Memorial, SE-bound	25, 26, 89	Waiting shelter, no seats

¹ Guidance document 'Guidelines for Planning for Public Transport in Development' published by the Chartered Institution of Highways and Transportation in March 1999.

² Guidance document 'Providing for Journeys on Foot' published by the Chartered Institute of Highways and Transportation in 2000.

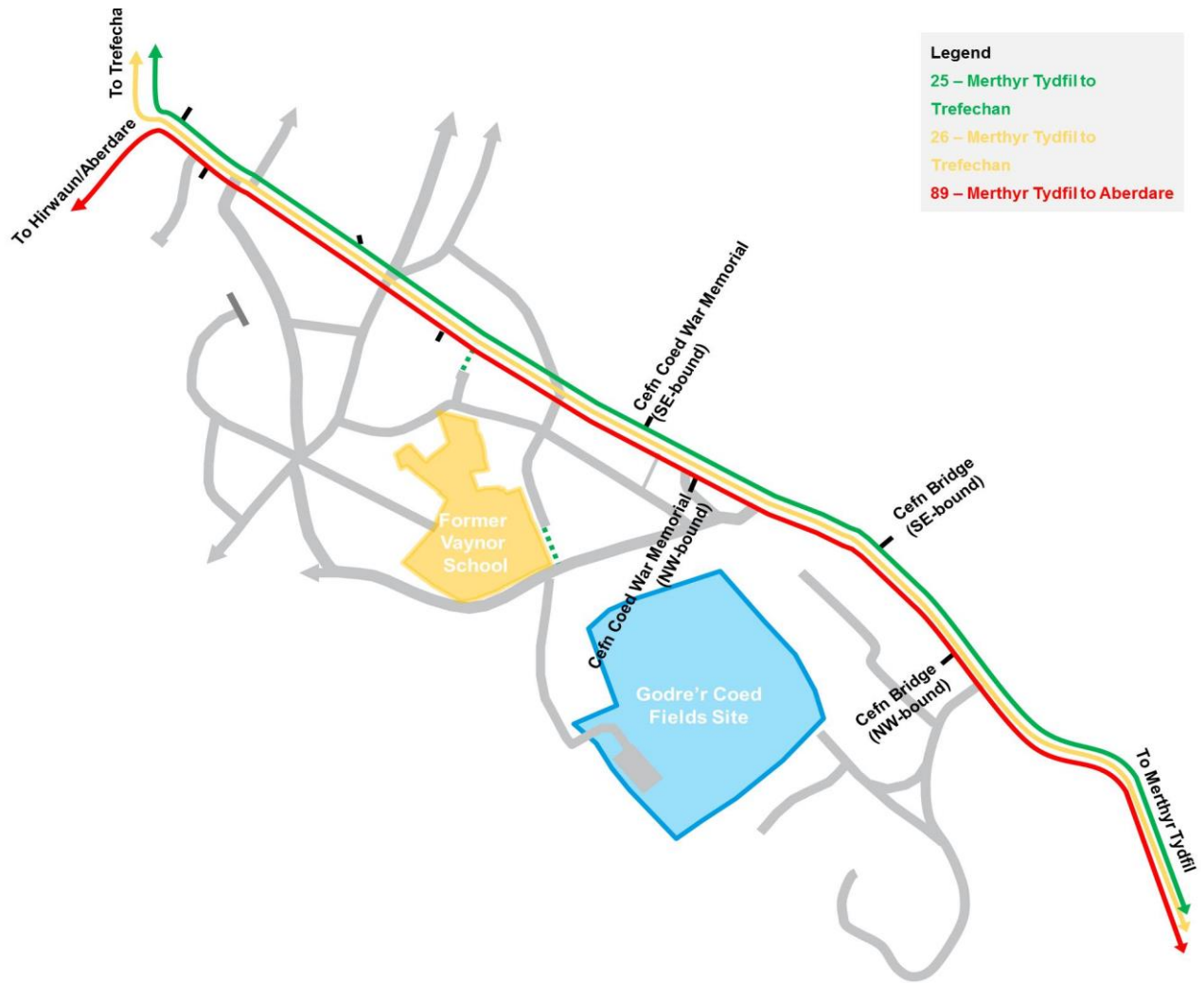


Figure 23 – Bus services accessible from the site.

2.4.9. Table 3 summarises the bus services which serve the bus stops on High Street.

Table 3 – Frequency of bus services accessible from the proposed development site.

Service	Route	Frequency		
		Monday to Friday	Saturday	Sunday
25	Merthyr Tydfil to Trefechan	2 per hour	2 per hour	-
26	Merthyr Tydfil to Trefechan	2 per hour	2 per hour	-
89	Merthyr Tydfil to Aberdare	-	-	3 per day

- 2.4.10. Table 3 shows that bus number 25 and 26 provide services on High Street on weekdays and bus number 89 provides services on Sundays only. Information on bus service provision outside of school hours has been provided as it is expected for the site to provide a playing field to be used by the community.
- 2.4.11. Between 07:00 and 09:00 on Mondays to Fridays, six services are scheduled to arrive at Cefn-Coed-y-Cymmer from Merthyr Tydfil and six services from Trefechan. Between 16:00 and 18:00 on Mondays to Fridays, seven services are scheduled to arrive at Cefn-Coed-y-Cymmer from Merthyr Tydfil and eight services from Trefechan.
- 2.4.12. Trefechan is within the catchment area of YYG and is well served by buses with regular services at the start and end of the school day.

2.5 TRAVEL DEMAND

OVERVIEW

- 2.5.1. This section sets out the expected trip reassignment to the new school on the former Vaynor and Penderyn school site based on the existing mode split to YGG.

SCHOOL PUPIL TRIPS

Travel Mode of Pupil Trips

- 2.5.2. The travel mode split to the existing school is shown in Table 4. This shows that 41% of pupils walk to school, 3% travel by bike and 50% of pupil's travel to school by private car or taxi. Similarly, the National Survey for Wales³ shows that 41% of pupils in Wales walk to primary school, 2% cycle and 49% travel by car or taxi.

Table 4 – Travel mode split of pupils to existing YGG school and expected split to new site.

Travel Mode	Modal Split to Existing School		Average Modal Split for Travel to Primary Schools in Wales	Modal Split to Proposed School (number of pupils)
	Number of Pupils	% Mode Split		
Walk	79	41%	41%	98
Bicycle	5	3%	2%	6
Bus/minibus	13	7%	8%	16
Private car/taxi	96	50%	49%	120
Total	193	100% ⁴	100%	240

³ National Survey for Wales, April 2013 – March 2014, <https://stats.wales.gov.wales/Download/File?fileId=485>

⁴ Mode splits shown to the nearest whole number so does not total to 100%.

- 2.5.3. Given the proximity of the existing school to the proposed new site, a mode shift is not forecast. Based on the existing travel mode characteristics, the proposed relocated 240-pupil school would have approximately 98 pupils walking to school and 120 pupils travelling to school by car, as set out in Table 4.
- 2.5.4. The travel mode survey at the existing school did not differentiate between travel to and from school, as such for the analysis it has been assumed that pupils travel to and from school by the same travel mode.
- 2.5.5. An average ratio of 1.2 pupils per vehicle has been estimated based on a travel survey carried out at the school⁵. For the 96 pupils at the existing school who travel by car/taxi this ratio would result in 80 two-way vehicle trips in the morning peak and 80 two-way vehicle trips in the afternoon peak.
- 2.5.6. For the proposed school of 240 pupils, assuming 50% arrive at school by car and a pupil to car ratio of 1.2, this would result in 100 two-way vehicle trips in the AM and PM peak.

STAFF TRIPS

Travel Mode of Staff Trips

- 2.5.7. The travel mode of staff to the existing school is shown in Table 5. The table shows that 21% of staff walk to work and 73% of staff travel by private car/taxi. Similarly, the National Survey for Wales⁶ found that 14% of people in Wales walk to work and 73% travel by car/taxi.
- 2.5.8. Given the proximity of the proposed sites to the existing school it is expected that the trip generation by staff would follow the same mode split.
- 2.5.9. The new school is expected to employ 37 staff, including an additional 4 staff for nursery classes⁷.

⁵ Playing Field Site Transport Access Study, Mott MacDonald, April 2011.

⁶ National Survey for Wales 2014-2015, <https://statswales.gov.wales/Download/File?fileId=484>

⁷ Amount of additional staff based upon guidance in Statutory framework for the early years foundation stage published in March 2017, <http://www.foundationyears.org.uk/eyfs-statutory-framework/>

Table 5 – Travel mode split of staff to existing school and expected split to proposed school

Travel Mode	Mode Split to Existing School		Average Mode Split for Travel to Work in Wales	Mode Split to Proposed School (number of staff)
	Number of Staff	% Mode Split		
Walk	7	21%	14%	8
Bicycle	0	0%	4%	0
Public transport	2	6%	9%	2
Private car/taxi	24	73%	73%	27
Total	33	100%	100%	37

- 2.5.10. Based on the existing travel mode split, it is expected that 27 of the 37 staff would travel to work by car. This would result in 27 one-way vehicle trips to the proposed school in the AM peak and 27 one-way vehicle trips from the school in the PM peak.

COMBINED VEHICLE TRIPS

- 2.5.11. Table 6 sets out the expected vehicle trip generation to the site based upon the mode share data in Table 4 and Table 5.
- 2.5.12. This trip generation would need to be accommodated on the local highway network. Junction capacity assessments have been undertaken to identify the impact of the development traffic on the junctions.
- 2.5.13. The vehicular trip generation shown in Table 6 also provides an indication of the level of parking demand at the start and the end of the school day.

Table 6 – Forecast vehicle trip generation to new school.

Time Period	Start of School Day	End of School Day
School pupil (two-way trips)	100	100
Staff (one-way trips)	27	27

3 PROPOSED DEVELOPMENT

3.1 INTRODUCTION

- 3.1.1. This section of the TP provides a summary of the development proposals, focusing on access, circulation and servicing arrangements by all modes.
- 3.1.2. Funded through the 21st Century Schools programme via the Welsh Government, the development proposals concern the provision of a new school on the site of the former Vaynor and Penderyn School site, with additional works at Godre'r Coed Fields site.
- 3.1.3. The proposals comprise a single form entry school for 240 pupils including a nursery class. Off-site parking on the Godre'r Coed playing fields will be provided for use by staff and pupils as a park and stride scheme.
- 3.1.4. The former Vaynor and Penderyn School site is located approximately 200m south of the existing school. The development site is approximately 0.71ha in size and is constrained in terms of access. This is due to the residential properties that surround the site to the east, north and west.
- 3.1.5. Accompanying works will take place at Godre'r Coed fields with the provision of 73 car parking bays, including parking for staff and parent/visitor drop off and pick up points. There will also be improvements to the existing sports facilities on the playing fields site for use by the school and local community.

3.2 SUMMARY OF DEVELOPMENT PROPOSALS

- 3.2.1. The main development proposals comprise;
 - Vehicular access to an off-site car park via Cyfarthfa Gardens (in and out) with a gated controlled;
 - Disabled parking (on main site) with shared service access from South Terrace;
 - Pedestrian access to the site from Pontycapel Road and Holford Street/Hunt Terrace;
 - New crossing provision on Godre'r Coed Rd (uncontrolled), Pontycapel Road (zebra) and Hunt Terrace (uncontrolled);
 - Provision of a new footway on the north side of Pontycapel Road along the site frontage and school keep clear/zebra crossing zig-zag markings; and
 - Coach pick-up/drop-off on High Street.
- 3.2.2. The existing vehicular access to the car parking area on Godre'r Coed playing fields from Godre'r Coed Road will be closed, with the gate retained for controlled pedestrian access for servicing and emergencies.

MAIN DEVELOPMENT SITE LAYOUT

- 3.2.3. Figure 41 shows the proposed layout of the development site. Two of the new crossings provided are shown;
- **To the rear (north) of the school** - providing enhanced walking provision to/from High Street.

It is planned that pupils will be walk along this path (supervised) to High Street for the use of coaches for school trips. The existing stone wall and fence on Hunt Terrace will be retained and a new opening will be formed to allow for this new tarmac path to access High Street.
 - **To the front (south) of the school** - providing a link to the park and stride facility at Godre'r Coed Playing Fields.

This connects to the improved footway and crossing provision of Godre'r Coed Road and continuous footway linking to the car parking area.
- 3.2.4. A new 2m wide footpath is also provided at the front of the school on Pontycapel Road.
- 3.2.5. An Equality Act compliant ramp is provided for mobility impaired, pushchair and cycle access to the front of the school. A new 'falco span' cycle shelter will also be provided, adjacent to the ramp access. Stairs are also provided, linking to the new pedestrian crossing provision.
- 3.2.6. A service yard will be provided to the west of the school building with access from South Terrace. This access will also be used for 3 disabled parking bays at the front of the school, adjacent to the turning area of the service yard. These disabled bays will be gated off from the main tarmac manoeuvring area of the service yard.
- 3.2.7. Bollards will be erected adjacent to the pavement of the service yard, effectively segregating the path from the tarmac service yard. Three visitor/servicing spaces will be provided in the service yard to enable vehicles to park up whilst making deliveries.
- 3.2.8. The existing gates to South Terrace will be replaced, with the existing stone wall being retained.



Figure 24 – Proposed development site layout.

GODRE'R COED SITE LAYOUT

- 3.2.9. Figure 24 shows the development plans on the proposed Godre'r Coed site. A new pedestrian crossing on Godre'r Coed Road provides a safe crossing point supporting the Park and Stride scheme. The footway on Godre'r Coed Road will be upgraded between this crossing facility and that proposed on Pontycapel Road.
- 3.2.10. Seventy-three new parking bays will be provided for staff and parent pick and drop off. This will provide a dedicated off-street facility to limit impact on surrounding residential areas.

- 3.2.11. A new fenced tarmac games area will also be provided as part of the development at Godre'r Coed for use by pupils and the wider community (outside of school hours). This will be accessed from the footway connecting the car park to Godre'r Coed Road.
- 3.2.12. Access to the new car parking provision will be from Cyfarthfa Gardens only. A new 5.5m wide access road and 2m wide footpaths will connect the car parking facility to the local highway on Cyfarthfa Gardens.
- 3.2.13. A tarmac turning head will also be provided at the new access point with Cyfarthfa Gardens. New metal gates will also be provided near the entrance of the newly created car park.

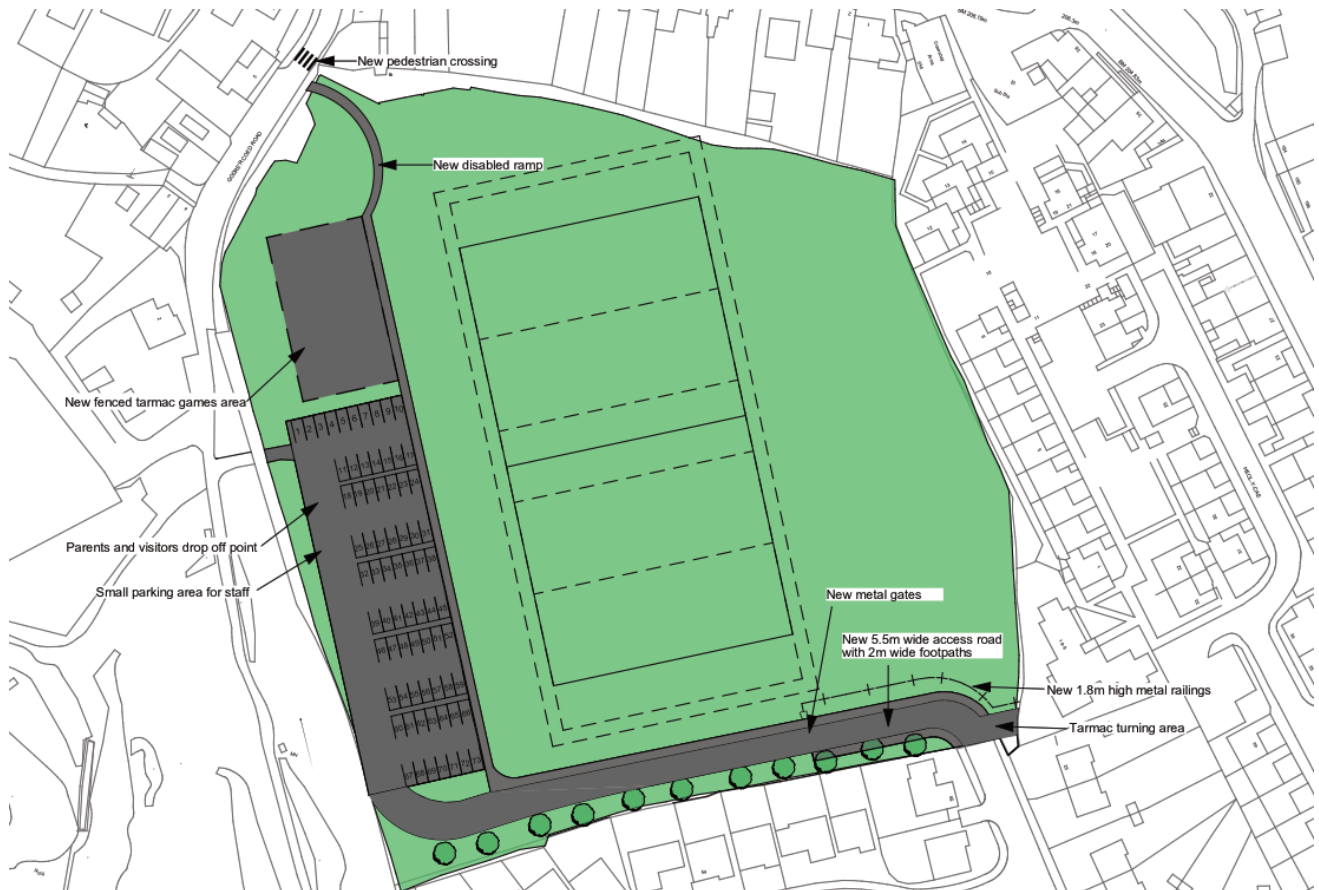


Figure 25 – Proposed Godre'r Coed site development.

EMERGENCY, SERVICING AND COACH ACCESS

- 3.2.14. An existing bus stop is provided on High Street. It is proposed that this existing facility will be used to any school excursions. Children will be escorted to this facility via the new pedestrian access point formed with Hunt Terrace/Holford Street.
- 3.2.15. Any school transport (mini-buses) will be able to drop-off and pick up using the disabled car parking spaces to the front of the school (with access via South Terrace).
- 3.2.16. Vehicular tracking has been undertaken to demonstrate that a box delivery van, minibus and refuse vehicle can all manoeuvre within the service yard enabling them to enter and leave in forward gear to and from South Terrace. Given the dimensions of the refuse vehicle tracked, a fire engine and ambulance would also be able to access the school via South Terrace.

- 3.2.17. The existing access gate to the playing fields from Godre'r Coed Road will no longer provide vehicular access to the car park due to the level difference. However, it is proposed that the gate is retained to enable emergency pedestrian service access (i.e. for use by a stretcher, etc).

DISABLED ACCESS AND FACILITIES

- 3.2.18. 3 disabled parking bays will be available at the front of the school access via gated access on South Terrace.
- 3.2.19. For users accessing the school from the Godre'r Coed site, a compliant ramp is planned to link to Pontycapel Road, where a new pedestrian crossing will enable access to the school. At the front of the school, an Equality Act compliant ramp will be provided from Pontycapel Road to improve access for those that are mobility impaired or those with a pushchair.

4 POLICY CONTEXT

4.1 OVERVIEW

- 4.1.1. This section of the TP reviews the national, regional and local policies that are relevant to the proposal, and that could potentially have an impact on the transportation aspect of the development.

4.2 NATIONAL POLICY

PLANNING POLICY WALES, CHAPTER 8 - TRANSPORT

- 4.2.1. Planning Policy Wales (PPW) Edition 8 (January 2016) sets out the land use planning policies of the Welsh Government (WG), with supporting technical guidance provided within Technical Advice Note 18: Transport (TAN 18).
- 4.2.2. Chapter 8 of PPW identifies the objectives that are set out by the WG. These objectives aim to achieve and improve accessibility to sustainable transport within new developments. The proposed development will contribute towards these objectives for transport by:
- Creating a segregated access route to the Lower School Block for those walking which connects to the existing pedestrian network near the site;
 - Ensuring access to all, considering the needs of disabled and other less mobile people;
 - Reducing existing on-street parking associated with the secondary school through the provision of off-road provision.

PLANNING POLICY WALES, TECHNICAL ADVICE NOTE 18: TRANSPORT

- 4.2.3. Technical Advice Note (TAN) 18 was published by the WG in March 2007 and is a supplementary document to PPW. TAN 18 outlines the importance of producing a 'Transport Implementation Strategy' (TIS), the objectives and targets set out in the TIS should follow those that are outlined in PPW and TAN 18. The objectives and targets should be specific to managing travel demand and set out measures to improve infrastructure for the development site. A TIS has been developed for this site, and identifies the measures required to provide a consistent active travel network. The TIS is contained in Chapter 7 of this document.

ACTIVE TRAVEL (WALES) ACT

- 4.2.4. The Council's Existing Route Map identifies current route infrastructure that meets the criteria within the Active Travel regulations as set out by Welsh Government. The routes have been identified as being suitable for everyday journeys to destinations such as schools and places of work. The purpose of the Act is to ensure that local residents have suitable walking and cycling routes when making a journey to lessen the reliance on motorised transport.
- 4.2.5. The new segregated access point for pedestrians will provide continuous footway access between the site and the Active Travel Route.

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT

- 4.2.6. 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.

- 4.2.7. To accomplish this, the Act sets out seven Well-Being Goals. These are: 'a globally responsible Wales; a prosperous Wales; a resilient Wales; a healthier Wales; a more equal Wales; a Wales of cohesive communities; and a Wales of vibrant culture and thriving Welsh language'.
- 4.2.8. The travel plan objectives set out in Section 5 demonstrate an ambition to contribute towards achieving a healthier Wales and a low carbon society, key well-being goals under the Act. This will be done through encouraging healthier and more sustainable modes of travel to and from the school.

4.3 REGIONAL 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 plan identifies specific schemes for the Merthyr Tydfil area such as the 'Merthyr Bus Interchange' and it also highlights how the RTP has met goals set out in the National Travel plan. The relevant scheme highlighted for Merthyr Tydfil being the Taff Vale North – Cynon Frequency enhancements, which saw improvements made to the local rail facilities in the area. The RTP also highlights the importance of TPs as set out in objective 7 (Pg 20). The proposed development will encourage the use of sustainable access modes through the implementation of a School Travel Plan and providing access routes comprising continuous footway provision.

4.4 LOCAL POLICY

MERTHYR TYDFIL LOCAL DEVELOPMENT PLAN 2006-21

- 4.4.1. The Merthyr Tydfil Local Development Plan 2006 – 2021 (LDP) was adopted by the council on the 25th May 2011. The LDP looks to tackle challenges that the county is currently faced with as well as any potential challenges approaching.
- 4.4.2. The development proposal will be in accordance with the Policy BW 12 (Development Proposal and Transport) guidelines as set out in the LDP. The guidelines state that, where appropriate, the council will expect all development proposals to demonstrate how they will:
 - Help reduce the need to travel
 - Encourage the use of transport other than the private car
 - Avoid increasing traffic to unacceptable levels
 - Avoid causing or exacerbating highway safety problems
- 4.4.3. The policy also highlights the requirement for developments likely to result in significant trip generation to have accompanying TAs. It should also be noted that as per Policy BW 1 (Development Strategy) Cefn Coed has been identified as a primary growth area.
- 4.4.4. Other relevant policy includes Policy AS13 (Life-long learning facilities) in which the council state (Pg. 61) that:

“raising standards of education will be a major factor in making Merthyr Tydfil a more desirable place in which to live and will help facilitate the process of regeneration through providing increased future demand for quality accommodation, services and facilities”.

- 4.4.5. Policy BW17 (Securing Community Infrastructure Benefits) states that developments will only be permitted where infrastructure capacity exists or where capacity is capable of being provided as part of the development. Enabling highway improvements (identified in Chapter 4) are proposed as part of this development, including an off-site car parking/drop-off area to enable this development to proceed in accordance with policy.

5 TRAVEL PLAN OBJECTIVES

5.1 OVERVIEW

5.1.1. This chapter defines the objectives and targets of the TP.

5.2 OBJECTIVES

5.2.1. Chapter 4 of this TP considered national and local transport policy relevant to the development. Based on these policies, the existing conditions and the development proposals, the following TP objectives have been identified:

Objective 1 To promote walking, cycling and bus travel as an attractive choice for travel to and from the school.

Objective 2 To minimise the number of private vehicle trips to and from the school.

Objective 3 To ensure safe movement to and from the site by all travel modes, taking into account the needs of disabled and other less mobile people.

Objective 4 To minimise the impact of vehicle trips on the local highway network.

Objective 5 To promote parking and pick-up/drop-off trips to take place within the proposed designated parking areas.

Objective 6 To promote and raise awareness of the benefits of healthier and more environmentally friendly travel for pupils, parents and staff.

5.2.2. These travel plan objectives demonstrate an ambition to promote healthier and more sustainable modes of travel to and from the school. Progress against these targets will contribute towards achieving a healthier Wales and a low carbon society which are key well-being goals under the Well-being of Future Generations (Wales) Act 2015.

5.3 TRAVEL PLAN TARGETS

5.3.1. TPs should include SMART (Specific, Measurable, Achievable, Realistic, Timebound) targets related to the objectives of the TP.

5.3.2. The following TP targets have been established:

- To reduce school pupil travel by car by 3% by the end of the 1st year after opening and by 10% by the end of the 5th year after opening.
- For 10% of staff travel by car to be car share trips by the end of the 1st year after opening.
- For at least 25% of year 6 school pupils to complete cycle training by the end of the 1st year after opening.

5.3.3. The baseline mode share data in Table 7 sets out that 50% of pupils currently travel by car to school. This would represent a target of 47% by the end of the 1st year and 40% by the end of the 5th year.

5.3.4. The mode shift from car travel reduction has not been allocated to specific modes but it is expected that there would be an increase in walking, cycling and bus travel.

Table 7 – Outcome targets for pupil travel mode share.

Travel mode to school	Walk	Cycle	Bus	Private car/taxi	Total
Modal Split to Existing School	41%	3%	7%	50%	100% ⁸

⁸ Mode splits shown to the nearest whole number so does not total to 100%.

6 TRAVEL PLAN MEASURES

6.1 OVERVIEW

- 6.1.1. This section of the TP sets out the proposed measures to achieve the TP objectives and targets. The measures include a mixture of 'soft' measures such as promotional activities and 'hard' measures such as infrastructure for pedestrians.
- 6.1.2. The following 'soft' TP measures are proposed:
- Travel Plan Coordinator;
 - Walking and cycling campaigns;
 - Promotion of car sharing;
 - Cycle training for pupils;
 - Travel information;
 - Parking pledge for parents; and
 - 20mph zone.
- 6.1.3. The physical aspects of the design will have influence on the travel behaviours of school pupils and staff. If there are any barriers to sustainable transport, the uptake of these modes will be lower. As such, appropriate measures must be taken to ensure the appropriate infrastructure is available to facilitate sustainable travel. The following 'hard' TP measures are proposed:
- New pedestrian crossing facilities;
 - Disabled parking with shared service access;
 - Cycle storage;
 - New footways; and
 - New ramp.

6.2 TRAVEL PLAN COORDINATOR

- 6.2.1. A Travel Plan Coordinator (TPC) is the person/organisation who is responsible for the management of the TP.
- 6.2.2. The TPC handles all travel queries and all staff should be made aware of the role and purpose of a TPC. The role of a TPC should include (but not be limited to):
- Being a first point of contact for employees regarding travel options and issues;
 - Liaise with MTCBC service providers and other stakeholders regarding travel planning issues;
 - Ensuring that travel related information is displayed and kept up to date, including bus timetables;
 - Organising and encouraging participation in specific travel schemes and events, such as National Walk to School Week;
 - Assisting in the undertaking of travel surveys and preparing reports on the success of the TP initiatives; and
 - Preparing revisions or updates of the TP where necessary and sharing the document via the school website.
- 6.2.3. The TPC may set up a school travel committee formed of teachers, parents and guardians, and pupils who will work together with the TPC to promote sustainable travel. The committee could serve as a platform to raise concerns and organise TP initiatives.

- 6.2.4. The TPC role will be carried out by the school collectively, where “Travel Champions” may be elected. “Travel Champions” may be individuals chosen by the organisation to carry out the role and responsibilities of the TPC.

6.3 WALKING AND CYCLING CAMPAIGNS

- 6.3.1. The school should engage with national and local walking and cycling campaigns in order to promote active modes of travel.
- 6.3.2. Walking campaigns include ‘Walk to School Week’ and ‘Walk on Wednesdays’. Pupils could be rewarded with a sticker for participating.
- 6.3.3. Cycling campaigns include ‘Cycle to School Week’, which could be targeted at Year 6 pupils who have completed cycle training, live within a suitable distance of school and have the skills to use this mode.

6.4 PROMOTION OF CAR SHARING

- 6.4.1. To ensure the most efficient use of cars that do travel to and from the school, car sharing will be encouraged wherever possible. Car sharing would help to reduce the overall number of car journeys being made.
- 6.4.2. Car sharing can be both formal and informal. The TPC will set up a car sharing group or promote use of an existing car sharing facility such as www.liftshare.com/uk. The TPC will encourage staff to sign up to the car sharing group and share lifts to and from the school.
- 6.4.3. To incentivise car sharing, priority car parking spaces will be provided for car sharers closest to building and will account for at least 5% of total parking.

6.5 CYCLE TRAINING FOR PUPILS

- 6.5.1. Cycle training can be arranged by the TPC with MTCBC. MTCBC’s Road Safety section offers all primary schools the opportunity for year 6 children to undertake levels 1 and 2 of the National Standards Course, which has replaced the Cycling Proficiency course.
- 6.5.2. More information can be found at <https://www.merthyr.gov.uk/resident/parking-roads-and-travel/road-safety/cycling/>.
- 6.5.3. To facilitate this scheme, an additional cycle storage facility will be provided in the main play area.

6.6 TRAVEL INFORMATION

- 6.6.1. Travel information will be provided on the school notice board, which is accessible to all pupils, staff and visitors, and on the school website. This should include (but not be limited to):
- Promotion of relevant public transport services and TP measures – full details of the key services and TP measures provided by the TP including information on car sharing facilities and cyclists’ facilities at the school;
 - Maps of the neighbourhood showing walking and cycling routes to/from the school;
 - Timetable information of bus and rail routes servicing the site; and
 - Any other relevant TP initiatives (e.g. walking bus or cycle training).

6.7 PARKING PLEDGE FOR PARENTS

- 6.7.1. The TPC will organise a 'Parking Pledge' which parents/guardians and staff will be encouraged to sign. The Parking Pledge will encourage drivers to park safely within the designated parking areas and with consideration for the safety of local residents and of those travelling to and from the school. This will improve safety for children accessing the school by foot by improving visibility.
- 6.7.2. The Parking Pledge initiative could involve a car sticker for parents/guardians and staff to display in their vehicle to show their dedication to parking safely and considerably.

6.8 20MPH ZONE

- 6.8.1. It is proposed that a 20mph speed restriction is implemented to enhance safety in the immediate vicinity of the school. This is consistent with guidance included within the Wales Transport Study (2008)⁹ which encourages "Local Authorities to incorporate 20mph zones within [safe routes to school/communities] schemes". A 20mph zone is an ambition for the school and is being pursued.

6.9 IMPROVED PEDESTRIAN ACCESS

- 6.9.1. New facilities are proposed to improve pedestrian accessibility to the site from the local area and from the proposed parking area.
- 6.9.2. A new 2m wide footway is proposed on the north side of Pontycapel Road. This will improve the pedestrian accessibility to the school and improve connections between the proposed school site and the proposed parking area.
- 6.9.3. New crossings are proposed on Godre'r Coed Road (uncontrolled), Pontycapel Road (zebra) and Hunt Terrace (uncontrolled).
- 6.9.4. The proposed new crossings on Godre'r Coed Road and Pontycapel Road improve the pedestrian route between the park and stride facility at Godre'r Coed Fields and the school site. The new pedestrian crossing across Hunt Terrace will support the new access route to the north of the school onto the High Street. This is the route that would be used by children accessing coaches.

6.10 DISABLED PARKING WITH SHARED SERVICE ACCESS

- 6.10.1. A service yard will be provided to the west of the school building with access from South Terrace. This access will also be used for 3 disabled parking bays at the front of the school, adjacent to the turning area of the service yard. These disabled bays will be gated off from the main tarmac manoeuvring area of the service yard.
- 6.10.2. Bollards will be erected adjacent to the pavement of the service yard, effectively segregating the path from the tarmac service yard. Three visitor/servicing spaces will be provided in the service yard to enable vehicles to park up whilst making deliveries.

6.11 CYCLE STORAGE

- 6.11.1. A 'falco span' cycle shelter will be provided at the front of the school which will facilitate cycle journeys to the school for staff and pupils.

⁹ One Wales: Connecting the Nation – Wales Transport Strategy (2008): <https://beta.gov.wales/sites/default/files/publications/2017-09/wales-transport-strategy.pdf>

- 6.11.2. The cycle storage will provide up to 10 spaces and will be situated to the south of the school, adjacent to the 3 disabled parking spaces
- 6.11.3. A second cycle storage will be provided in the main play area to accommodate pupils' bicycles for cycling proficiency tests, located at the school end of the pedestrian access to Holford Street.

6.12 CHANGING FACILITIES

- 6.12.1. Two showers, accessible by both staff and pupils, will be provided.
- 6.12.2. A block of 18 fire rated lockers, approximately 400 x 350 x 900 mm, will also be provided and will be accessible by both staff and pupils.

6.13 NEW RAMP

An Equality Act compliant ramp is provided for mobility impaired, pushchair and cycle access to the front of the school.

7 IMPLEMENTATION, MONITORING AND REVIEW

7.1 IMPLEMENTATION

- 7.1.1. Work on the TP will need to commence in advance of the school opening at the new location. A TPC should be appointed during the school term prior to occupation of the proposed school to allow time to set up initiatives and develop promotional materials.

7.2 MONITORING AND REVIEW

- 7.2.1. In order to monitor the effectiveness of the TP and its initiatives, it is essential to implement a comprehensive monitoring and review programme. The programme will ensure that the measures are delivered in a structured manner and achieve the TP objectives.
- 7.2.2. The monitoring of the TP will comprise the following:
- Annual school travel survey for pupils;
 - Annual staff travel survey; and,
 - A six-monthly meeting of the senior leadership team and TPC to robustly discuss the implementation of measures.
- 7.2.3. The annual school travel survey will take the form of a hands up mode share survey for pupils. This will provide quantitative data to assess the progress of the target to reduce car travel.
- 7.2.4. The annual staff travel survey will collect how staff travel to work and whether they car share regularly.
- 7.2.5. The meeting of the senior leadership team and TPC will discuss how the TP measures have been implemented, how successful they were and what can be added or changed to make further improvements. The meeting will follow an agenda agreed with MTCBC.
- 7.2.6. Following the annual travel surveys and meeting with the senior leadership team, the TPC will compile a Progress Report which sets out:
- How the TP has performed over the year;
 - Results of pupil and staff travel surveys; and
 - Changes to the TP and initiatives.
- 7.2.7. The report will be issued to MTCBC and made available to staff, parents and local residents and shared on the school website.

8 SUMMARY AND CONCLUSION

- 8.1.1. This TP sets out the travel related objectives for the proposed relocation of Ysgol y Graig, focussing on minimising vehicle trips and encouraging travel by more healthy and sustainable travel modes. This document sets out an approach to achieve these objectives through a combination of 'hard' infrastructure measures and various 'soft' measures to promote sustainable travel.
- 8.1.2. A TPC will be appointed, to lead the day-to-day delivery of the TP and monitor the success through annual travel surveys and meetings with the senior leadership team. The results of the monitoring will be recorded and provided to MTCBC. Information gathered from the surveys would support the on-going review and refinement of the TP.



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